



**U.S. Department of Housing and Urban
Development**

451 Seventh Street, SW
Washington, DC 20410
www.hud.gov

espanol.hud.gov

Environmental Assessment Determinations and Compliance Findings for HUD-assisted Projects 24 CFR Part 58

Project Information

Project Name: Shasta Dam Boulevard Mixed Use

Responsible Entity: City of Shasta Lake

Grant Recipient (if different than Responsible Entity): Shasta County Housing Authority

State/Local Identifier:

Preparer: R.L. Hastings & Associates, LLC

Certifying Officer Name and Title: John Duckett, Jr., City Manager

Grant Recipient (if different than Responsible Entity): Shasta County Housing Authority

Consultant (if applicable): R.L. Hastings & Associates, LLC

Direct Comments to: Peter Bird, Associate Planner, City of Shasta Lake Planning Division

Project Location:

4601, 4617, 4633, 4650 and 4657 Shasta Dam Boulevard, Shasta Lake, CA 96019
(APNs #005-250-059, 007, 008, 063, 007-010-008, 096 and 009)

Description of the Proposed Project [24 CFR 50.12 & 58.32; 40 CFR 1508.25]:

The Shasta Dam Boulevard Mixed Use project (the “Project”) will be built on an approximately 2.11-acres located on two sites comprised of 7 parcels on either side of Shasta Dam Boulevard in Shasta Lake, Shasta County, California 96019. The Project is a mixed-use project with up to 49 units of affordable housing (955,700 sq. ft.), primarily on the upper floors of 3 buildings, and up to 7,500 square foot of retail on the ground floors, plus up to 1,500 feet of bike storage. The Project will be new construction and will offer a total of 15 one-bedroom units (1/1), 20 two-bedroom units (10 - 2/1, 10 – 2/2)) and 14 three-bedroom units (3/2) including one two-bedroom non-revenue generating manager’s unit, targeting households earning 30 and 60 percent of AMI for Shasta County. One-bedroom units will be approximately 600 square feet two-bedroom units will be approximately 900 square feet, and three-bedroom units will be approximately 1,200 square feet in size.

The project will include the demolition of two structures consisting of a one-story commercial building at 4617 Shasta Dam Boulevard and a second one-story commercial building at 4633 Shasta Dam Boulevard and the installation of curbing, gutters, sidewalks, storm drains and lighting as required.

Description of the Area

The City of Shasta Lake is located in Shasta County at the northern end of the Sacramento Valley, 10 miles north of the City of Redding, near the southern type of Shasta Lake and the Shasta-Trinity National Forest. The County has abundant and diverse natural resources. The County includes an area of 9,965 square miles filled with forests, rivers and lakes. The County has a growing population of just under 180,000. The City of Shasta Lake is ideally situated as a gateway to enjoy the area’s beauty and recreational opportunities.

Description of the Surrounding Neighborhood

The 49-unit mixed-use housing and commercial project is to be built on two adjacent sites with a combined acreage of approximately 2.11 acres located on the north and south sides of Shasta Dam Boulevard in the City of Shasta Lake. The project site is in in a built-up section of the city with surrounding site uses including Clair Engle Park with the Shasta Lake Heritage Museum and community center to the north, a supermarket to the west, a bank to the east and commercial to the south. The subject property consists of seven (7) parcels of land and includes: a parcel of undeveloped/vacant land (APN 005-250-059/4601 Shasta Dam Blvd.); a drive-through coffee shop (APN 005-250-007/4617 Shasta Dam Blvd.); an approximately 3,500-ft² former thrift shop and storage facility (to be demolished) (APN 005-250-008/4633 Shasta Dam Blvd.); an approximately 0.35-acre asphalted parking lot (APN 005-250-063/4657 Shasta Dam Blvd.); and three (3) parcels of vacant land, formerly containing a church (APNs 007-010-009/4650 Shasta Dam Blvd. and APN 007-010-008). Parcel 007-010-096 is undeveloped. The remaining parcels have been fully developed and the remaining structures that have not yet been demolished will be demolished to make room for the project.

Construction and Design Description

The Project will consist of four approximately 40’ tall 3-story buildings. In addition to the 15 one-bedroom units, 20 two-bedroom units and 14 three-bedroom units (3/2), the Project will have a leasing office, community room, computer center, and laundry room, bike storage and commercial space. Unit sizes are described above. The community room will be approximately 1,200 sq. ft. excluding the laundry room, which will contain 6 washers and 6 dryers. The building will be Type V-N construction, fully sprinkled, per the

California Building Code with wood frame construction on perimeter type reinforced concrete footings and concrete slab floors on-grade with vapor barriers. The exterior will be 3-coat stucco with radiant barrier and metal siding with radiant barrier and will have pitched metal roofs.

Each apartment in the proposed development will include the following amenities: range, frost-free refrigerator, central heating and air conditioning, plastic laminate countertops, coat closets, mini blinds, vinyl flooring in kitchens and bathrooms, carpet in living areas and will include network cable wiring. All of the apartments will be designed for net zero energy efficiency and include energy efficient appliances.

Common amenities include laundry facilities, on-site management and green open gathering spaces.

The Tenant will be responsible for electric expenses including cooking, air conditioning, heating, water heating and general electric expenses. The landlord will pay for cold water, sewer, and trash expenses, along with common area utilities.

The project will provide an estimated 79 parking spaces for approximately 1.6 spaces per unit.

Permanent Sources of Project Funding:

1) AHSC – AHD Loan	\$ 5,841,661
2) AHSC – HRI Loan	\$ 2,435,000
3) AHSC – TRI Loan	\$ 1,200,000
4) CDBG-DR (City)	\$ 1,331,634
5) CDBG-DR (County)	\$ 1,636,270
6) Permanent Loan	\$ 4,810,000
7) City land carryback Loan	\$ 868,000
8) Retail Condo Take-Out Loan	\$ 662,831
9) Developer Fee Contribution	\$ 2,161,276
10) Deferred Developer Fee	\$ 38,724
11) LIHTC	<u>\$19,559,560</u>
Total Estimated Costs -	\$38,377,530

Development Partners will include:

- 1) ADK Properties LLC
- 2) Community Revitalization Development Corporation (CRDC) will act as the Managing General Partner
- 3) FPI Property Management
- 4) DMarc Modus Studios
- 5) Modern Building

Statement of Purpose and Need for the Proposal [40 CFR 1508.9(b)]:

The purpose of the proposed project is to develop 49 units of affordable housing for very low- and low-income residents of the City of Shasta Lake, along with commercial space and contribute to a revitalization of the downtown area of the City. The project is an urban in-fill project located in the central area of the City of Shasta Lake. As such, the project is consistent with the City's policy of encouraging infill development in areas where services are already present and the City has the existing capacity to absorb the increased demands on services produced by those projects.

Once the project is complete and fully occupied, the project will partially meet the affordable housing needs for low-income residents of the City of Shasta Lake.

Existing Conditions and Trends [24 CFR 58.40(a)]:

The subject property is classified City Center Commercial (CC) under the Shasta Lake General Plan and Housing Element with a zoning designation of City Center Commercial (CC). The project site is located in the Shasta Lake city center and the businesses, public services and cultural and recreational amenities located there.

The City’s goal is to develop infill areas to take advantage of existing City service areas and infrastructure. It is likely that in the absence of this project, an alternative project may be proposed for the sites at some time in the future, but it will be difficult without governmental assistance such as the anticipated funding for this project.

Funding Information

Grant Numbers	HUD Program	Funding Amount
	49 Project-Based Vouchers	Variable
21-DRMHP-21002	CDBG-DR (City)	\$1,331,634
21-DRMHP-21001	CDBG-DR (County)	\$1,636,270

This Environmental Assessment covers project implementation and both City of Shasta Lake and County of Shasta CDBG-DR Activity Deliver Costs (ADC).

Estimated Total HUD Funded Amount: \$2,967,904, City and County CDBG-DG ADC & the value of up to 49 PBV’s

Estimated Total Project Cost (HUD and non-HUD funds) [24 CFR 58.32(d)]: \$38,377,530

Compliance with 24 CFR 50.4, 58.5, and 58.6 Laws and Authorities

Record below the compliance or conformance determinations for each statute, executive order, or regulation. Provide credible, traceable, and supportive source documentation for each authority. Where applicable, complete the necessary reviews or consultations and obtain or note applicable permits of approvals. Clearly note citations, dates/names/titles of contacts, and page references. Attach additional documentation as appropriate.

<p>Compliance Factors: Statutes, Executive Orders, and Regulations listed at 24 CFR §58.5 and §58.6</p>	<p>Are formal compliance steps or mitigation required?</p>	<p>Compliance determinations</p>
<p>STATUTES, EXECUTIVE ORDERS, AND REGULATIONS LISTED AT 24 CFR 50.4 and 58.6</p>		
<p>Airport Hazards 24 CFR Part 51 Subpart D</p>	<p>Yes No <input type="checkbox"/> <input checked="" type="checkbox"/></p>	<p><i>The project is not within an FAA-designated civilian airport Runway Clear Zone (RCZ), or within a military airfield Clear Zone (CZ) or Accident Potential Zone (APZ), therefore no disclosure is required.</i></p> <p>- The project site is located approximately 9 miles north of the small Benton Airport and 14 miles north of the Redding Municipal Airport. There are no military airfields in or near the project area.</p> <p>- Additionally, the airport is not a listed airport and is, therefore, not covered under 24 CFR 51 Subpart D.</p> <p>- Noticing is not required.</p> <p>- See Attachment A: Airport CZs and APZs</p>
<p>Coastal Barrier Resources Coastal Barrier Resources Act, as amended by the Coastal Barrier Improvement Act of 1990 [16 USC 3501]</p>	<p>Yes No <input type="checkbox"/> <input checked="" type="checkbox"/></p>	<p><i>Not applicable in California</i></p>
<p>Flood Insurance Flood Disaster Protection Act of 1973 and National Flood Insurance Reform Act of 1994 [42 USC 4001-4128 and 42 USC 5154a]</p>	<p>Yes No <input type="checkbox"/> <input checked="" type="checkbox"/></p>	<p><i>The project does involve property acquisition, land management, construction or improvement within a 100-year floodplain (Zones A or V) identified by FEMA maps.</i></p> <p>- According to FIRM map 06089C1236G dated March 17, 2011, the project site is located in Zone X, Area of Minimal Flood Hazard.</p> <p>- Flood insurance is available but is not required.</p> <p>- See Attachment B: Floodplain Management</p>

STATUTES, EXECUTIVE ORDERS, AND REGULATIONS LISTED AT 24 CFR 50.4 & 58.5

<p>Clean Air</p> <p>Clean Air Act, as amended, particularly section 176(c) & (d); 40 CFR Parts 6, 51, 93</p>	<p>Yes No</p> <p><input type="checkbox"/> <input checked="" type="checkbox"/></p>	<p><i>The project site is located in an area with no Federal criteria pollutants classified as “Nonattainment.”</i></p> <p><i>-Verified by EPA Greenbook “Currently Designated Nonattainment Areas for all Criteria Pollutants at https://www3.epa.gov/airquality/greenbook/ancl.html#CALIFORNIA</i></p> <p>- The project is located in Shasta County which has no Federal criteria pollutants classified as Nonattainment.</p> <p>- See Attachment C: Air Quality</p>
<p>Coastal Zone Management</p> <p>Coastal Zone Management Act, sections 307(c) & (d)</p>	<p>Yes No</p> <p><input type="checkbox"/> <input checked="" type="checkbox"/></p>	<p><i>This project is not located in the coastal zone and therefore does not involve the placement, erection or removal of materials, nor increase the intensity of use in the coastal zone.</i></p> <p>- The project site is located approximately 102 miles east of the Coastal Zone on the eastern side of the Coastal Range per the coastal zone map downloaded from https://www.coastal.ca.gov/maps/czb/.</p> <p>- See Attachment D: CZM Act</p>
<p>Contamination and Toxic Substances</p> <p>24 CFR Part 50.3(i) & 58.5(i)(2)</p>	<p>Yes No</p> <p><input checked="" type="checkbox"/> <input type="checkbox"/></p>	<p><i>The project involves new development for habitation; but is not located within one mile of an NPL (“Superfund”) site, within 2,000 feet of a CERCLIS site, nor adjacent to any other known or suspected sites contaminated with toxic chemicals or radioactive materials. The site itself exhibits elevated levels of benzene and PCE in soil vapors and has two structures to be demolished, one of which contains ACM, which must be mitigated.</i></p> <p>- A Phase I ESA prepared by Bole & Associates (Bole), dated January 15, 2020, found no Recognized Environmental Conditions (RECs) associated with the property and concluded that no further investigations are warranted at this time.</p> <p>- Bole did find one Historical Recognized Environmental Condition (HREC) associated with APN 005-250-063, the easternmost parcel on the north site of Shasta Lake Blvd which is currently a city parking lot. This parcel will be developed but will remain a parking lot. Any further ground disturbance or future development will require further of subsurface soil vapors to determine if a health risk for indoor air inhalation exists and mitigations implemented if a risk is found.</p> <p>Prior Study:</p> <p>- Lawrence & Associates prepared a Phase I Environmental Site Assessment (ESA) on the project</p>

site, dated August 13, 2008. Lawrence identified no evidence of a Recognized Environmental Condition (RECs) in connection with the subject property as defined by ASTM E1527-05.

- A Tier 2 vapor encroachment screening, including groundwater testing, was conducted in 2009 at the project site. PCE detected in the groundwater testing did not exceed screening levels existing in 2009,

- A review of the NEPAssist EPA Facilities databases on August 9, 2019 for ICiS-AIR, NPDES, TRI (Toxic Releases), NPL (Superfund), ACRES (Brownfields), TSCA (Toxic Substances) and RADInfo identified no issues on or adjacent to the project site. The RCRAInfo (Hazardous Waste collector) database did identify one site adjacent to the project site, the Dollar Tree Store.

-A Revised Tier 2 Vapor Intrusion Assessment (VIA) conducted in accordance with ASTM E 2600-08 dated February 9, 2010 found no presence of gases or vapors that would appear to represent a threat to human health and recommended no further assessment. As a control against increasing concentrations and/or other changes in subsurface conditions the report recommended that during construction a vapor barrier be installed between the soil subgrade and building floors to reduce the potential for soil vapor migration into interior spaces.

- A Phase I ESA prepared Lawrence & Associates, dated October 16, 2019, did reveal evidence of Recognized Environmental Conditions (RECs) in connection with the site. In addition, as required by U.S. Housing and Urban Development (HUD) for this project, the Phase I ESA was expanded in scope of work to include Tier 1 and Tier 2 vapor encroachment screenings which included vapor sampling, pursuant to ASTM E2600-15.

- The vapor encroachment screening results indicate the presence of benzene and PCE in soil vapor above published residential screening levels but below published commercial screening levels. Exceedance of the screening levels indicates there may be a significant risk to human health. The exceedance of residential soil vapor screening levels by benzene and PCE is a recognized environmental condition at the project site.

- The exceedance of residential soil-vapor and groundwater screening levels by PCE and/or benzene may be attributed to the proximity of the project site to a former dry cleaner location (former Central Valley Cleaners, 121 Ashby Road, approximately 420

feet to the northwest and/or an historic underground storage tank (UST) location (Shasta Lake Fire District, 129 Ashby Road, 450 feet to the northwest). However, there are no known data related to historic spills or releases of cleaning solvents or fuels from the former dry cleaner or UST locations. The former dry cleaner site is connected to the public wastewater and water systems and the operators may have knowingly or unknowingly discharged solvents to the municipal wastewater system. The sewer line may create a migration pathway for solvent or fuels to be released to soils and groundwater along and downgradient of the sewer line. The sewer line that serves the former dry cleaner location flows within 60 feet of the sewer line that serves the proposed project site. The municipal water line that serves the former dry cleaner location flows within 10 feet of the proposed project site.

- Mitigations of these recognized environmental conditions include control of potential migration of soil vapor into future interior spaces, to include a leak-proof vapor barrier between the soil subgrade and the building footprint and a subfloor soil-vapor venting system as part of new construction. Other possible mitigations included source cleanup (at offsite sources) and other future land use of the project site that minimizes potential exposure to receptors (paving or mini-storage).

- Additionally, the structures on two sites were screened for ACM and LBP, as necessary. The results were as follows:

The result of the asbestos inspection and laboratory analysis show no asbestos-containing materials in the building located at 4617 Shasta Dam Boulevard. There is 10 square feet of asbestos containing mastic on the roof of the building located at 4633 Shasta Dam Boulevard. The result of the LBP inspection and X-ray fluorescence (XRF) analysis indicate that there is no LBP in the building located at 4633 Shasta Dam Boulevard. The coffee shop building located at 4617 was constructed in 2007 and no LBP sampling was required. The 10 square feet of mastic located at reference point (A-21+) on the roof of the building located at 4633 Shasta Dam Boulevard is classified as a CAT I asbestos-containing building material and must be removed by a certified asbestos abatement contractor prior to demolition.

- See *Mitigation Measures and Conditions* section at the end of the EA for required Mitigation Measures for the project.

- See **Attachment E: Toxics & Hazards**

<p>Endangered Species</p> <p>Endangered Species Act of 1973, particularly section 7; 50 CFR Part 402</p>	<p>Yes No</p> <p><input type="checkbox"/> <input checked="" type="checkbox"/></p>	<p>- The project will not affect Federally listed or proposed threatened and endangered species, nor designated or proposed critical habitat.</p> <p>- The project sites have been fully developed and primarily contain structures, asphalt, and vacant land with no vegetation other than some trees.</p> <p>- Field reconnaissance of the site found no indication of endangered or other plants or wildlife on the site.</p> <p>- The USFW Critical Habitat map indicates no critical habitat on or near the project site.</p> <p>- See Attachment F: Endangered Species</p>
<p>Explosive and Flammable Hazards</p> <p>24 CFR Part 51 Subpart C</p>	<p>Yes No</p> <p><input type="checkbox"/> <input checked="" type="checkbox"/></p>	<p><i>The project will expose neither people nor buildings to above-ground explosive or flammable fuels or chemicals containers hazards.</i></p> <p>- A Phase I ESA prepared by Bole & Associates (Bole), dated January 15, 2020, found no Above Ground Storage Tanks (AST) within ¼ mile of the site. The nearest AST was over ½ mile from the project site and does not expose the site to explosive or flammable hazards.</p> <p>- A review of the CalEPA database found several sites with tanks located within one mile of the site. None of the sites create an explosive or flammable hazard for the site. The nearest regulated site is located at 4612 Shasta Dam Blvd, directly across the street from the western portion of the project site and directly west of southern portion of the site. This site, Alvarez Auto Care, has new and waste oil in 55-gallon drums stored inside the building and below the 100-gallon threshold.</p> <p>The next nearest site is J&S Auto Parts located 250' west of the project site. This site also has waste oil with an Acceptable Separation Distance (ASD) of 223', based on the given tank size range of up to 599 gallons. One other site is located 539' to the west at 1608 McConnell Ave with an ASD of 298'. All other sites are located between 2,500' and 3,600' of the site.</p> <p>- No sites with above ground storage tanks are located with the ASD of the site.</p> <p>- See Attachment E: Toxic & Hazards</p>

<p>Farmlands Protection</p> <p>Farmland Protection Policy Act of 1981, particularly sections 1504(b) and 1541; 7 CFR Part 658</p>	<p>Yes No</p> <p><input type="checkbox"/> <input checked="" type="checkbox"/></p>	<p><i>The project site does not include soil defined as “Prime Farmland” as identified by the USDA, NRCS. The project site does not include “Unique Farmland” but does include “Farmland of Statewide Importance”.</i></p> <p>- 100% of site soils are in Map Unit AnB. Soils in Map Unit AnB are rated "Farmland of Statewide Importance."</p> <p>- The project site is located within the city limits of the City of Shasta Lake and is, therefore, in an area committed to urban uses (a built-up urban area) and is, therefore, exempt.</p> <p><i>Verified through Web Soil Survey downloads from the USDA, NRCS website at https://websoilsurvey.nrcs.usda.gov/app/HomePage.htm</i></p> <p>- See Attachment F: FPPA</p>
<p>Floodplain Management</p> <p>Executive Order 11988, particularly section 2(a); 24 CFR Part 55</p>	<p>Yes No</p> <p><input type="checkbox"/> <input checked="" type="checkbox"/></p>	<p><i>The project does involve property acquisition, land management, construction or improvement within a 100-year floodplain (Zones A or V) identified by FEMA maps.</i></p> <p>- According to FIRM map 06089C1236G dated March 17, 2011, the project site is located in Zone X, Area of Minimal Flood Hazard.</p> <p>- See Attachment B: Floodplain Management</p>
<p>Historic Preservation</p> <p>National Historic Preservation Act of 1966, particularly sections 106 and 110; 36 CFR Part 800</p>	<p>Yes No</p> <p><input type="checkbox"/> <input checked="" type="checkbox"/></p>	<p><i>The City of Shasta Lake has determined, and SHPO has not objected, that no historic properties will be affected by the project.</i></p> <p>- See Attachment A: Historic Preservation</p> <p>Attachment A contains the following supporting documentation: State Historic Preservation Officer (SHPO) concurrence letter dated 1.29.20; SHPO consultation letter dated 12.27.19 wherein the City stated it’s finding of “No Historic Properties Affected” per 36 CFR Part 800.4(d)(1); California Historical Resources Information System (CHRIS) Records Search dated 11.25.19; Tribal Directory Assessment Information (TDAI) list for Shasta County; Native American Heritage Commission (NAHC) response letter dated 11.19.19; Consultation letters sent to TDAI and NAHC list contacts dated 11.19.19 – no responses received. National Register of Historic Places (NRHP) map of NRHP sites in the project area which indicates no properties, and; email from Shasta Lake Heritage and Historical Society.</p> <p>- See Attachment G: Historic Preservation</p>

<p>Noise Abatement and Control</p> <p>Noise Control Act of 1972, as amended by the Quiet Communities Act of 1978; 24 CFR Part 51 Subpart B</p>	<p>Yes No</p> <p><input type="checkbox"/> <input checked="" type="checkbox"/></p>	<p><i>The project involves the development of noise sensitive uses and the project site is located within line-of-sight of and within 1,000 feet of an arterial or greater roadway. The project is not located within line-of-sight of an active railroad line. The outer edge of the project site is located just at 3,000 feet of the railroad line.</i></p> <p>- The project sites are located on Shasta Dam Boulevard, an arterial roadway, with is located between the two sites. The calculated noise level for Shasta Dam Boulevard is 64.92 dBA L_{dn}, which is below HUD and City standards of 65 dBA and is, therefore, in compliance.</p> <p>- There is one active railroad line located approximately 3,000' west and northwest of the project site which is shielded by multiple structures and Noise impacts are, therefore, considered to be insignificant.</p> <p>- The Benton Airport, a small local airport, is located approximately 9 miles south of the project site and the Redding Municipal Airport is located approximately 14 mile south of the project site; neither will have an adverse noise impact on the site.</p> <p>See Attachment H: Noise Abatement</p>
<p>Sole Source Aquifers</p> <p>Safe Drinking Water Act of 1974, as amended, particularly section 1424(e); 40 CFR Part 149</p>	<p>Yes No</p> <p><input type="checkbox"/> <input checked="" type="checkbox"/></p>	<p><i>The project is not located within an area designated by the EPA as being supported by a sole source aquifer.</i></p> <p>Verified by sole source aquifer map downloaded from: https://epa.maps.arcgis.com/apps/webappviewer/index.html?id=9ebb047ba3ec41ada1877155fe31356b</p> <p>- See Attachment I: Sole Source Aquifers</p>
<p>Wetlands Protection</p> <p>Executive Order 11990, particularly sections 2 and 5</p>	<p>Yes No</p> <p><input type="checkbox"/> <input checked="" type="checkbox"/></p>	<p><i>The project does not involve new construction within or adjacent to a wetland(s) habitat</i></p> <p>Verified by: Wetlands Map downloaded from https://fws.gov/wetlands on 11.19.19.</p> <p>- The U.S. Fish and Wildlife Service National Wetlands Inventory indicates no wetlands on or adjacent to the project sites. The nearest wetland is approximately 500' east and northeast of the project site</p> <p>- The distance from the site and the use of standard construction site mitigations to control runoff from the site will ensure that there is no effect on this wetlands.</p> <p>- See Attachment J: Wetlands Protection</p>

<p>Wild and Scenic Rivers</p> <p>Wild and Scenic Rivers Act of 1968, particularly section 7(b) and (c)</p>	<p>Yes No</p> <p><input type="checkbox"/> <input checked="" type="checkbox"/></p>	<p><i>The project is not within one mile of a listed section of a Wild and Scenic River.</i></p> <p>- The proposed project site is not located within one mile of a listed river.</p> <p><i>Verified by the Wild and Scenic Rivers list downloaded from https://www.rivers.gov/river-app/index.html?state=CA</i></p> <p>- See Attachment K: W&S Rivers Act</p>
---	---	--

<p>ENVIRONMENTAL JUSTICE</p>		
<p>Environmental Justice</p> <p>Executive Order 12898</p>	<p>Yes No</p> <p><input type="checkbox"/> <input checked="" type="checkbox"/></p>	<p><i>The project site is suitable for its proposed use; and the project won't be adversely affected by a pre-existing environmental condition.</i></p> <p>- The proposed 49-unit mixed use commercial and affordable housing project has no Environmental Justice issues identified by the EPA EJSCREEN Report (Version 2019) or elsewhere in this NEPA</p> <p>- In 7 of 11 Environmental Indicators (EI), the project area, using the 0.125-mile radius centered on the project site, has a lower value than the State, EPA Region and U.S. average values, in some areas significantly so. In 1 of 11 EI the project area is lower than only 1 of the 3 averages but there is no significant difference between them. In 3 of 11 EI the project site is higher than the three averages. The 3 are: Cancer Risk with a value of 40 while the 3 range in value from 32 (US) to 36 (State); Respiratory Hazard with a value of 0.62 while the 3 range in value from 0.44 (US) to 0.55 (State), and; Lead Paint Indicator with a value of 0.36 while the 3 range in value from 0.24 (EPA) to 0.29 (State).</p> <p>- While Cancer Risk and Respiratory Hazard at the site is higher than the all 3 of the comparison averages, Particulate Matter and Diesel PM are significantly lower at the site and Ozone, although only lower than the EPA value, does not significantly differ (48.5-Site, 48.9-EPA, 48.2-State, and 43-US).</p> <p>- Regardless of the population(s) to be served, the project area scores better overall environmentally than the State, EPA Region or U.S.</p> <p>- Environmental Indicators were examined at several radii: 0.125 (project area), 0.25, 0.5, 0.75 and 1.0 miles from the project site. The project area was lower than all other radii in seven (7) of the Indicators and higher in the remaining four (4). All but the four (4) increase (worsen) as you move out from the site while the four (4) improve as you move out.</p>

	<ul style="list-style-type: none">- In respect to Demographic Indicators, the Demographic Index at 41% is higher than at all other radii but still lower than the State and EPA Region averages. The Minority Population at 27% is higher than at all other radii but lower than the State, EPA Region and U.S. averages. The Low-income Population at 55% is higher than at all other radii and significantly higher the State, EPA Region and U.S. averages. - Within the radii measured, the project area has higher minority (27% versus 24% at 1 mile) and low-income populations 55% versus 47% at 1 mile), though the minority population is significantly lower than the comparison averages (27% versus 39% - 62%). - Examining the Environmental and Demographic Indicators together, we can conclude based on this data and the data contained in this EA, that there are no on-site or off-site environmental hazards that would disproportionately affect the proposed project's residents, regardless of minority or income status. No EJ or civil rights impacts are likely to result from the implementation of the Proposed Project. - Additionally, the project will benefit the low-income population by bringing much needed affordable housing units to the neighborhood and community. - See Attachment L: Environmental Justice
--	---

Environmental Assessment Factors [24 CFR 58.40; Ref. 40 CFR 1508.8 &1508.27] Recorded below is the qualitative and quantitative significance of the effects of the proposal on the character, features and resources of the project area. Each factor has been evaluated and documented, as appropriate and in proportion to its relevance to the proposed action. Verifiable source documentation has been provided and described in support of each determination, as appropriate. Credible, traceable and supportive source documentation for each authority has been provided. Where applicable, the necessary reviews or consultations have been completed and applicable permits of approvals have been obtained or noted. Citations, dates/names/titles of contacts, and page references are clear. Additional documentation is attached, as appropriate. **All conditions, attenuation or mitigation measures have been clearly identified.**

Impact Codes: Use an impact code from the following list to make the determination of impact for each factor.

- (1) Minor beneficial impact
- (2) No impact anticipated
- (3) Minor Adverse Impact – May require mitigation
- (4) Significant or potentially significant impact requiring avoidance or modification which may require an Environmental Impact Statement

Environmental Assessment Factor	Impact Code	Impact Evaluation
LAND DEVELOPMENT		
Conformance with Plans / Compatible Land Use and Zoning / Scale and Urban Design	2	<ul style="list-style-type: none"> - The project is in conformance with the Shasta Lake General Plan and Housing Element with a Land Use designation of City Center Commercial (CC) and compatible with the existing zoning of City Center Commercial (CC) which allows residential uses. - The project site is a compatible land use as it is located in a transition zone between mixed-use commercial uses and a single-family residential area. - The Project is a small 49-unit project so is not out of scale for a site located in a mixed use area. - Project design must comply with City design standards and be approved by the City to ensure that they are compatible with the City and neighborhood. - See Attachment N: Land Development
Soil Suitability/ Slope/ Erosion/ Drainage/ Storm Water Runoff	2	<ul style="list-style-type: none"> - The project site is relatively level with only a gentle slope from west to east. Slope is not an issue for the site due to the gentle slope. - The City requires that the recommendations contained in the geotechnical engineering report prepared for the project to be adhered to during the design and construction process. - The project is a “Regulated Project” pursuant to the City’s Phase II Municipal Separate Storm Water Sewer System (MS4) Permit. Prior to issuance of a grading permit or building permit, the applicant shall a complete a SWPPP and submit a

		<p>Post-Construction Worksheet and application package pursuant to the City's Post-Construction Standards Plan.</p> <ul style="list-style-type: none"> - The City requires best management practices to be implemented during construction to contain any potential erosion and storm water runoff. - Landscaping and drainage features incorporated into the landscaping will minimize any erosion potential after construction and provide runoff into the City's stormwater system. <p>- See Attachment N: Land Development</p>
<p>Hazards and Nuisances including Site Safety and Noise</p>	<p>4</p>	<ul style="list-style-type: none"> - The project is not expected to expose people or structures to substantial adverse effects, including the risk of loss, injury, or death as a result of geologic hazards including earthquakes, strong seismic ground shaking, seismic-related ground failure, or landslides with adherence to the applicable California Building Code requirements. - According to the United States Geological Survey (USGS) U.S. Quaternary Faults map, there are no earthquake faults crossing the site or in the vicinity of the site. The nearest fault is located approximately 20 miles south/southeast of the project site just east of Cottonwood running northeast towards Shingletown. The potential of fault related surface rupture at the site is considered low. - Prior to the issuance of building permits, the City will ensure that structures are designed and will be constructed in accordance with CBC requirements during the building permit issuance process and construction site inspections. - The City will require that a geotechnical soils report be prepared for the project and submitted to the City during the planning process. The City will require that the recommendations in the report be adhered to. - The project will not expose people or property to significant risk of loss or damage due to tsunami. The project site is located outside of a Tsunami Inundation area. <p><i>Verified by: California Department of Conservation tsunami maps</i> http://maps.conservation.ca.gov/cgs/informationwarehouse/index.html?map=regulatorymaps</p> <ul style="list-style-type: none"> - An increase in existing noise levels is expected during the construction phase of improvements and of the veterans housing project during daytime hours. However, such noise would be temporary and recognized as customary for such improvements. Operation of heavy machinery used in grading and trenching would be the primary source of noise during project construction. Construction would generate noise of varying intensity and duration, depending on the particular task (i.e. grading versus boring). Noise levels, therefore, would vary throughout the construction process. The contractor is required to comply with time periods established for construction activities. The City's standard conditions include limitations on hours of construction as follows: <p>The contractor shall comply with the following time periods established for</p>

		<p>construction activities. Construction activities shall not occur outside of the following established limits unless approved by the City under special circumstances:</p> <ul style="list-style-type: none"> a. Monday through Friday: 7:00 A.M. - 7:00 P.M. b. Saturday: 8:00 A.M. - 5:00 P.M. c. Sunday: No construction activities allowed. <p>Special circumstances include the need to complete construction along public roadways or within public utilities to ensure continued services or safe conditions. Such exceptions shall be approved prior to commencement of the work.</p> <p>The proposed project will not adversely affect the neighborhood by creating excessive noise, and noise will not affect the completed building or its uses.</p> <p><i>See City of Shasta Lake Noise Element of the General Plan</i></p> <ul style="list-style-type: none"> - The project will not expose people or structures to significant risk of loss or injury due to wild-land fires. The project site is located in an area classified as a Local Responsibility Area (LRA) Non-Very High Fire Hazard Severity Zone (Non-VHFHSZ) by Cal Fire. <p><i>Verified by Cal Fire "Very High Fire Hazard Severity Zones in LRA" map.</i></p> <ul style="list-style-type: none"> - Following general construction safety practices, the project site will be fenced during construction and will have signs posted limiting unauthorized access and the potential for injury. - The project will not be impacted by any known hazardous materials sites nor create a significant hazard to the public or the environment due to hazardous materials other than the temporary use of hazardous materials such as gasoline and oil during the construction process. <p>- See Project Description; Attachment E: Toxics & Hazards, and; Attachment N: Land Development.</p>
Energy Consumption	1	<ul style="list-style-type: none"> - The project will comply with Title 24 requirements for energy efficiency. All appliances will be Energy Star rated. - The project is designed to be net zero energy and Greenpoint 125. <p>- Verified by Project Developer</p>

Environmental Assessment Factor	Impact Code	Impact Evaluation
SOCIOECONOMIC		
Employment and Income Patterns	1	<ul style="list-style-type: none"> - The project will create temporary construction employment, some of which may be drawn from the local employment base. - Additionally, the project may create some new permanent jobs to operate the project and will create additional continuing contracting opportunities for local businesses that may also lead to some job creation, most likely for existing area residents but the effect will be less than significant. - A small number of jobs may be lost in the project area if the drive-thru coffee shop located on one parcel chooses not to open a new location or the employees are not absorbed into the other locations in town operated by the same ownership.
Demographic Character Changes, Displacement	2	<ul style="list-style-type: none"> - At 49 units, the project is too small to instigate any demographic character changes in the community. Additionally, the project is designed to serve existing low-income residents of the City of Shasta Lake and not to bring in new residents. - All of the parcels making up the project are vacant except for the parcel located at 4617 Shasta Dam Boulevard that contains a drive thru coffee shop. The coffee shop and its owner will not be displaced, as defined by relocation laws, by the project when the project is ready to move forward. The owner of the coffee shop has entered into a month-to-month lease to continue operating the coffee shop with a 30-day notice termination clause. Although the coffee shop will close down, relocation laws have not been triggered as the lease between the prior owner and the coffee shop owner included an option for the coffee shop owner to purchase the property. As part of the option, the coffee shop owner agreed to waive the option for a certain period of time in exchange for payment of \$75,000 at the time the property was transferred to any third party. The agreement also stated that the lease would automatically terminate upon payment of the \$75,000. The coffee shop owner waived the option and the prior owner paid the \$75,000 prior to the sale of the property to the project developer. - The City requires that the Uniform Relocation Act and all other applicable State and Federal relocation laws and regulations be adhered to as, and if, applicable – it is not applicable in this case.

Environmental Assessment Factor	Impact Code	Impact Evaluation
COMMUNITY FACILITIES AND SERVICES		
Educational and Cultural Facilities	2	<ul style="list-style-type: none"> - The project is a small 49-unit project designed to serve existing low-income residents of the City. Due to its size and target population, there is anticipated to be little to no impact on local schools. - Any potential impact on schools will be mitigated by the payment of school impact fees required of all new development projects. - As with educational facilities, the project is a small 49-unit project designed to serve existing City residents and is, therefore, anticipated to have little impact on cultural facilities due to increased use. - The Wintu Cultural Museum is less than one block to the east of the project and the Shasta Lake Heritage and Historical Society Museum and Shasta Lake Gateway Library are located across Front Street on the northwest corner of Clair Engle Park. - See Attachment O: Community Facilities and Services
Commercial Facilities	1	<ul style="list-style-type: none"> - The proposed project will potentially benefit nearby businesses as a result of increased business. Additionally, placing residents in more affordable housing provides more disposable income for spending on hard and soft goods. - Additionally, the project is not expected to negatively impact other businesses farther out from the project by significantly reducing current demand for their services. Shasta Lake is a small city and commercial facilities in all sections of the city are reasonably accessible to residents regardless of where they live in the city by private or public transportation. - See Attachment O: Community Facilities and Services
Health Care and Social Services	2	<ul style="list-style-type: none"> - Shasta Community Health Center, which includes dental care, and Shasta Dam Medical Clinic are each located approximately 0.4 mile (4 blocks) from the project site, one to the east and one to the west. There are several doctor's offices within several blocks as well as a dentist and two dental labs. There is also a VA clinic in Redding that can be reached by bus (approximately 10 miles away). Other hospitals and health care facilities are located in Redding and are adequate for the proposed development and will not be impacted adversely. - There are adequate social services located in the City and in Redding, approximately 10 miles south of the City. Shasta

		<p>County Health and Human Services Agency has an office in the City which provides a number of services to the community.</p> <ul style="list-style-type: none"> - The project is only 49 units and is designed to serve existing residents of Shasta Lake; therefore, there should be little to no additional impact on services. <p>- See Attachment O: Community Facilities and Services</p>
Solid Waste Disposal / Recycling	2	<ul style="list-style-type: none"> - Solid Waste and Recycling in the City is collected and processed by Waste Management. - The City anticipates minimal impacts as the project will not be a major source of solid waste. - Waste Management has sufficient capacity to serve the project. <p>- See Attachment O: Community Facilities and Services</p>
Waste Water / Sanitary Sewers	2	<ul style="list-style-type: none"> - The City of Shasta Lake will provide wastewater treatment for project-generated wastewater. The project will not exceed wastewater treatment as established by the Regional Water Quality Control Board (RWWQCB). - The wastewater treatment plant has a capacity of 1.3MGD and is currently operating at an average of 0.8MGD (SLWMP pg. 4-12). - The project will be required to pay sewer impact fees, as do all new construction projects in the City, to provide funds to upgrade any potential deficiencies in the City's wastewater system near the project site. <p>- See Attachment O: Community Facilities and Services, and; City of Shasta Lake 2016 – 2026 Wastewater Master Plan</p>
Water Supply	2	<ul style="list-style-type: none"> - The project will be served by the City of Shasta Lake which has sufficient capacity to serve the project. The project is anticipated to have a minimal impact on the City's water supply - The City currently uses an average of 60% of its water allocation per year (SLWMP, p. 4-1). <p>- See Attachment O: Community Facilities and Services, and; City of Shasta Lake 2016 – 2026 Water Master Plan</p>
Public Safety - Police, Fire and Emergency Medical	2	<p>Police</p> <ul style="list-style-type: none"> - The project will be served by the Shasta County Sheriff's Department which has adequate capacity to serve the project and any potential increase in calls. The Sheriff's office is located at 4488 Red Bluff, approximately 900' from the project site.

		<p>Fire</p> <ul style="list-style-type: none"> - The project is located within the Shasta Lake Fire Protection District which has adequate capacity to serve the project and any potential increase in calls. The District has 3 stations, 2 with equipment only and not manned, and the main station located at 4126 Ashby Court, approximately 0.4 miles from the project site. <p>Emergency Medical Services</p> <ul style="list-style-type: none"> - Emergency medical services are provided by the Shasta Lake Fire Protection District. Private ambulance services are provided by American Medical Response. - Additionally, the project is designed to serve existing low-income veteran city residents and, therefore, should not produce a significant increase in demand for services. <p>- See Attachment O: Community Facilities and Services</p>
Parks, Open Space and Recreation	2	<ul style="list-style-type: none"> - The nearest park to the project site is the Clair Engle park located just across Front Street from the project site. The park encompasses an entire city block and contains the Shasta Lake Heritage Museum and the John Beaudet Community Center, which is owned by the City of Shasta Lake. - The Wintu Cultural Museum is located one block east of the project site on Shasta Dam Boulevard. - The Wynne Price Park and Baseball Field is located approximately 1/2 mile southwest of the project site and further out from the project site is the Margaret Polf park, about 1.75 miles to the northwest of the project site, which includes the Boomtown BMX track, 3 baseball and softball fields and a large playing field. - Further out but still close to the City are Shasta Lake and the Shasta-Trinity National Forest with almost unlimited camping, hiking, boating, skiing, off-road vehicle riding . . . etc. activities. There are virtually unlimited open spaces and recreational activities in the areas surrounding the City. - The project will also provide a 1,200 square foot community room for resident activities. <p>- See Project Description; Attachment O: Community Facilities and Services</p>

Transportation and Accessibility	2	<ul style="list-style-type: none"> - The project will have multiple access points to parking areas and multiple building access points providing adequate access for public safety services and residents. - The project will have approximately 79 on-site parking spaces, a minimum of 2 of which will be marked and signed as accessible parking spaces. - There may be a temporary increase in traffic from contractors building the project; however, this impact is temporary in nature and does not constitute a permanent impact. - Permanent increases in traffic generated by project residents is anticipated to be minimal due to the relatively small size of the project. Traffic from the site will primarily utilize Shasta Dam Boulevard, the main arterial running east-west through the City which is adequately sized for the small ADT expected from the project - Public transportation services are readily accessible from the project site. The Redding Area Bus Authority serves the project area and connects the City to the City of Redding 10 miles to the south. A bus stop will be located on the south side of Shasta Dam Boulevard in front of the project sites and another is located 2 blocks west of the project site. <p>See Project Description; Attachment O: Community Facilities and Services</p>
----------------------------------	---	--

Environmental Assessment Factor	Impact Code	Impact Evaluation
NATURAL FEATURES		
Unique Natural Features, Water Resources	2	<ul style="list-style-type: none"> - The sites are flat with a slight slope to the east with no unique natural features. There are no water resources on or adjacent to the site. - See Project Description – USGS map and Photos
Vegetation, Wildlife	2	<ul style="list-style-type: none"> - The project sites have been fully developed and primarily contain structures, asphalt, and vacant land where previous structures have been demolished with no vegetation other than a few trees. The location is in central Shasta Lake and no wildlife will be impacted by development of the project. - See Project Description - Photos
Other Factors	2	<p>Environmental Justice</p> <p>As discussed in the <i>Environmental Justice</i> Factor, no adverse environmental impacts were identified in the project’s</p>

	<p>environmental review and, therefore, the project is in compliance with the EJ Factor.</p> <p>As noted in the <i>Historic Preservation</i> factor above, the project will have no impact on areas of historic or cultural significance and is not located on a site or in an area of local significance.</p> <p>Climate change is not anticipated to affect the project or its population in any specific manner other than how it will affect all residents of the region. The project will be designed to meet or exceed California Title 24 requirements with all of the apartments designed for net zero energy efficiency and include energy efficient appliances. The project will, therefore, be less affected negatively by the effects of climate change due to design features.</p> <p>Energy Efficiency</p> <p>As noted above, the project will meet or exceed California Title 24 requirements for energy efficiency with units designed for net zero energy efficiency and with EnergyStar appliances including refrigerators, ovens and ranges, and dishwashers.</p> <p>The project site is located close to transit on the main thoroughfare and business street in the City, located near many amenities which is anticipated to result in less use of private vehicles.</p> <p>Climate Change</p> <p>The two most significant issues in respect to climate change that may potentially affect this project or be affected by this project increasing temperatures and drought (water resources) and wild fire hazard.</p> <p><i>Temperature</i> – Average ambient temperatures are rising in this area as elsewhere in the State, country and world. Increasing temperatures have health effects, especially on vulnerable populations, including low-income populations of every ethnicity.</p> <p>The project itself, through construction of a new structure that will meet or exceed California Title 24 requirements will have an effect on increasing temperatures but will produce less input towards the increase than existing older structures built under older standards do – the effect will be small but beneficial.</p> <p><i>Drought (Water Resources)</i> – California and the western United States are currently experiencing drought conditions, and California has for the majority of the last 10 years. This project is not proposed in order to bring new residents into the area, resulting in a negative effect on water resources, but is proposed to meet the affordable housing needs of current area households. The project will construct a modern energy efficient building meeting or exceeding Title 24 standards. Construction of the</p>
--	--

	<p>project will result in no additional effect on drought conditions and water resources in the region or in California.</p> <p><i>EPA EJScreen Climate Change Factors</i></p> <p>The EPA EJScreen includes a section on Climate Change that looks at 5 Factors: 100 Year Floodplain; Coastal Flood Hazard; Drought; Sea Level Rise; and Wildfire Hazard Potential. The following are the EJScreen Climate Change Factors for the project site.</p> <p>100 Year Floodplain – Does not indicate the potential for this to affect the site.</p> <p>Sea Level Rise – Not applicable to this site due to its inland location.</p> <p>Wildfire Hazard Potential – Indicates that the entire site and city has a high potential for wildfire hazard due to climate change. The site is projected to be within the 95-100th percentile for fire hazard. The project site is currently classified as a Local Responsibility Area (LRA) Non-Very High Fire Hazard Severity Zone (Non-VHFHSZ) by Cal Fire. The site and structures will be built to meet all local and state fire codes and requirements to reduce susceptibility to fire danger and loss,</p> <p>Coastal Flood Hazard – Not applicable to this site due to its inland location - only measured in coastal counties.</p> <p>Drought – The Factor map indicates how drought conditions have changed across small regions, called Climate Divisions, from 1900 to 2020 measured as moisture levels. The map indicates that moisture levels have declined in the region from between 0.25 and 0, the minimum category of change, though the State is currently in the third year of drought conditions.</p> <p>- See Attach R – Climate Change</p>
--	---

Additional Studies Performed:

No additional studies were performed for preparation of this NEPA other than those referenced in specific factors and below.

Field Inspection (Date and completed by):

Field Inspections were done by the preparers of reports used in this NEPA including:

- City of Shasta Lake
- Bole & Associates
- ADK Properties

List of Sources, Agencies and Persons Consulted [40 CFR 1508.9(b)]:

The following were used for each item as applicable:

- The USGS, City of Shasta Lake Quadrangle 7.5-Minute series topographic map
- Google Earth and Google Maps

STATUTES, EXECUTIVE ORDERS, AND REGULATIONS LISTED AT 24 CFR 50.4 and 58.6

Airport Hazards

- 24 CFR Part 51 Subpart D
- Google Maps
- Google Earth

Coastal Barrier Resources

- Not applicable in California

Flood Insurance

- FIRM Community Panel number 06089C1236G dated March 17, 2011

STATUTES, EXECUTIVE ORDERS, AND REGULATIONS LISTED AT 24 CFR 50.4 & 58.5

Clean Air

- EPA Greenbook “Currently Designated Nonattainment Areas for all Criteria Pollutants at <https://www3.epa.gov/airquality/greenbook/ancl.html#CALIFORNIA>

Coastal Zone Management Act

- California Coastal Zone Map downloaded from <https://www.coastal.ca.gov/maps/czb/>

Contamination and Toxic Substances

- Bole & Associates – Phase I Environmental Assessment dated January 15, 2020
- Marcus H. Bole & Associates – Asbestos and Lead-Based Paint Inspection and Site Characterization for Property Located 4617 & 4633 Shasta Dam Road, Shasta Lake, CA 96019, dated January 14, 2020
- City of Shasta Lake
- Shasta County Environmental Health
- CalEPA Database: <https://siteportal.calepa.ca.gov/nsite/map/help>

Endangered Species Act

- City of Shasta Lake
- USFWS – Critical Habitat for Threatened & Endangered Species

Explosive and Flammable Hazards

- Bole & Associates – Phase I Environmental Assessment dated January 15, 2020
- Google Earth

Farmlands Protection

- USDA, NRCS website at <https://websoilsurvey.nrcs.usda.gov/app/HomePage.htm>

Floodplain Management

- FIRM Community Panel number 06089C1236G dated March 17, 2011

Historic Preservation

- Ms. Julianne Polanco, State Historic Preservation Officer
- California Historical Information System report dated November 25, 2019
- Native American Heritage Commission response dated November 19, 2019
- Tribal Directory Assessment Information – Contact Information for Tribes of Shasta County, California
- Tribal Consultations with all contacts on the TDAT listing and NAHC contacts list for Shasta County
- National Register of Historic Places (NRHP) Records Search
- Shasta Lake Heritage and Historical Society response
- The USGS, City of Shasta Lake Quadrangle 7.5-Minute series topographic map
- Google Aerial Photos

Noise Abatement and Control

- HUD DNL Calculator
- CalTrans - 2016 Annual Average Daily Truck Traffic on the California State Highway System
- Google Earth

Sole Source Aquifers

- EPA Region 9 Sole Source Aquifers Map downloaded from <https://epa.maps.arcgis.com/apps/webappviewer/index.html?id=9ebb047ba3ec41ada1877155fe31356b>

Wetlands Protection

- Wetlands Map downloaded from <https://fws.gov/wetlands>

Wild and Scenic Rivers Act

- Wild and Scenic Rivers list downloaded from <https://www.rivers.gov/river-app/index.html?state=CA>

ENVIRONMENTAL JUSTICE

Environmental Justice

- US EPA – EJScreen Report (Version 2019)

Environmental Assessment Factors

- NEPAssist
- City of Shasta Lake Planning Commission Staff Report – January 29, 2020
- City of Shasta Lake Zoning Map
- City of Shasta Lake GP Land Use Map
- City of Shasta Lake Sewer System Management Plan
- City of Shasta Lake 2016-2026 Wastewater Master Plan
- City of Shasta Lake 2016-2026 Water Master Plan
- City of Shasta Lake 2016 Engineering & Traffic Survey – Final Report, by Traffic Works
- City of Shasta Lake website – various
- Shasta Lake Heritage and Historical Society
- Shasta Lake Fire Protection District
- Shasta Coordinated Transportation Plan – Final dated February 28, 2017
- Redding Area Bus Authority (RABA)
- Bole & Associates. - Phase I Environmental Assessment dated January 15, 2020

- California Department of Conservation regulatory maps viewed or downloaded from:
<http://maps.conservation.ca.gov/cgs/informationwarehouse/index.html?map=regulatorymaps>
- Cal Fire “Very High Fire Hazard Severity Zones in LRA” map
- Waste Management
- Google Earth
- Google Maps

List of Permits Obtained:

Encroachment, grading, and Use permits have been obtained or will be required.

Public Outreach [24 CFR 50.23 & 58.43]:

Public notice for the project administrative permit was circulated to surrounding property owners and posted in the Redding Record Searchlight newspaper.

The Use Permit was published in the Redding Record Searchlight newspaper on 1.18.20.

Cumulative Impact Analysis [24 CFR 58.32]:

No Factors in this Environmental Assessment were found to be significant on a stand-alone basis. 24 CFR 58.32(a) requires “[A] responsible entity [to] group together and evaluate as a single project all individual activities which are related either on a geographical or functional basis, or are logical parts of a composite of contemplated actions.” There were no other activities *functionally* or *geographically* related to this project requiring aggregation with this action – i.e., there were no other activities that were *similar, connected and closely related, or that are dependent upon other activities and actions*, and, therefore would need to be aggregated and evaluated with this activity (See 40 CFR 1508.25(a)); and; there were no cumulative impacts when considering all factors as a whole that would result in the Finding being other than **No Significant Impact**.

Since the time the NEPA EA was prepared, the City of Shasta Lake (CoSL) has initiated a *Sustainable Transportation Infrastructure (STI) Project* which will benefit and positively affect the project and the entire project area and part of which will be on Shasta Dam Blvd in front of the project site. STI has the following scope:

The CoSL project is a Complete Streets, Active Transportation and Urban Greening infrastructure project. It includes active transportation improvements to numerous existing roads, as well as upgraded pedestrian lighting on the CoSL’s busiest street (State Route 151 or Shasta Dam Blvd). The CoSL STI project will create better active transportation mobility, including closing several pedestrian gaps along State Route 151. These projects will serve the needs of all transportation users including pedestrians, bicyclists, people with disabilities, transit riders, and motorists. The CoSL STI project will benefit the local community in numerous ways, including, but not limited to the following:

- Making it safer and easier for cyclists and pedestrians along State Route 151.

- Providing safe facilities for all transportation users – pedestrians, bicyclists, people with disabilities, transit users, and motorists to essential facilities such as the Post Office or medical clinics.
- Safer crossings on State Route 151 with the addition of rectangular rapid flashing beacons and crosswalks with protected refuge areas.
- Making walking and bicycling safer, more comfortable, and more convenient by adding better lighting on state route 151.
- Expanding local streets with urban greening, bulb-out curb returns and medians to achieve more complete street adherence.

Specific CoSL STI project improvements include:

- Curb, gutter, sidewalk, and lighting improvements to on State Route 151 include:
- Addition of 74 pedestrian light standards to replace the existing cobra-head lights.
- 4,000 linear feet (both ways) of context sensitive bikeways on State Route 151.
- Addition of strategically placed landscaped or hardscaped medians along a 4,000 foot segment of State Route 151.
- Construction of 2,500 linear feet of curb, gutter, sidewalk and urban greening on CoSL streets.
- CoSL roads include Main Street, McConnel Avenue, Front Street and Stanton Avenue.

Alternatives [24 CFR 58.40(e); 40 CFR 1508.9]

The project developer, K2 Development, proposed this project to the City of Shasta Lake after researching properties for sale in the City via the Multiple Listing Service (MLS).

The K2 development team looked at several properties in the broader real estate market in Shasta Lake City and selected this group of properties based on the fact that it was closest to the main grocery, food, transportation, school, civic, and open space amenities in downtown Shasta Lake, CA. These properties were also owned by sellers willing to sell to contribute to the project. Locating housing near the main community amenities reduces residents' vehicle miles traveled and encourages more walkable and sustainable living based on smart growth principles. Through research, this site was determined to be the most suitable site for the project meeting the criteria listed above. No other properties were of sufficient size and met the criteria.

No Action Alternative [24 CFR 58.40(e)]:

There are few benefits to be obtained by not developing the site as proposed. The site parcels are primarily vacant lots or lots with vacant buildings located within the downtown area of the City of Shasta Lake on the main street of town. Not developing this particular project will not preclude development of the sites, though it will delay it and the development of much needed affordable housing units and delay the ability of the City to meet its affordable housing needs and goals.

Summary of Findings and Conclusions:

The City of Shasta Lake finds that the project, with the mitigation stated below, will have no significant effect on the quality of the human environment. In several areas, implementation of City and other agency required measures during construction, along with other conditions required for City approval of the project,

will not only result in the project having no significant impact on the quality of the human environment but will have a beneficial impact in several areas such as improving the visual aesthetics of the area.

The project will benefit the community of Shasta Lake and low-income and minority veteran residents of the community by providing quality low-income housing without exposing them to hazardous environmental conditions and improving their quality of life.

Mitigation Measures and Conditions [40 CFR 1505.2(c)]

Summarize below all mitigation measures adopted by the Responsible Entity to reduce, avoid, or eliminate adverse environmental impacts and to avoid non-compliance or non-conformance with the above-listed authorities and factors. These measures/conditions must be incorporated into project contracts, development agreements, and other relevant documents. The staff responsible for implementing and monitoring mitigation measures should be clearly identified in the mitigation plan.

*For **Conditions of Approval** please see the City of Shasta Lake Planning Committee Meeting Staff Report – January 29, 2020, Item 3.0.*

Law, Authority, or Factor	Mitigation Measure
<p>Contamination and Toxic Substances</p> <p>24 CFR Part 50.3(i) & 58.5(i)(2)</p>	<p><i>1) As a control against increasing concentrations and/or other changes in subsurface conditions, new construction at the Site shall include installing a vapor barrier between the soil subgrade and the building floors to reduce the potential for soil-vapor migration into interior spaces.</i></p> <p><i>2) The 10 square feet of mastic located at reference point (A-21+) on the roof of the building located at 4633 Shasta Dam Boulevard is classified as a CAT I asbestos-containing building material and must be removed by a certified asbestos abatement contractor prior to demolition.</i></p>
<p>Endangered Species</p> <p>Endangered Species Act of 1973, particularly section 7; 50 CFR Part 402</p>	<p><i>The following Conservation, Avoidance and Minimization Measures will be incorporated into the project design</i></p> <ul style="list-style-type: none"> <i>• Prior to construction activities, a preconstruction nesting raptor and migratory bird survey shall be conducted within 7 days prior to the start of construction activities. If construction activities commence prior to the nesting season (February 1 – August 31) no survey is required.</i> <i>• Prior to the removal of oak trees, a pre-removal nesting bird survey shall be conducted.</i> <i>• No construction activities will occur at night.</i> <i>• Erosion control best management practices (BMPs) such as silt fence, fiber filters, etc., will in-place and inspected prior to and during ground disturbances and/or construction activities.</i>

<p>Historic Preservation</p> <p>National Historic Preservation Act of 1966, particularly sections 106 and 110; 36 CFR Part 800</p>	<p><i>From City of Shasta Lake Planning Commission Meeting Staff Report, dated January 29, 2020 (referenced above).</i></p> <p><i>If, during the course of development, any archeological, historical, or paleontological resources are uncovered, discovered, or otherwise detected or observed, construction activities in the affected area shall cease and a qualified archeologist shall be contacted to review the site and advise the City of the site's significance. If the Development Services Director deems the findings significant, appropriate mitigation shall be required prior to any resumption of work on the project.</i></p> <p><i>Should any human remains be found during the construction project, construction in the area shall stop immediately and shall be reported to the County Coroner. Construction shall not proceed until the County Coroner has determined such construction will not further impact human remains.</i></p>
<p>Hazards and Nuisances</p> <p>including Site Safety and Noise</p>	<p><i>The contractor shall comply with the following time periods established for construction activities. Construction activities shall not occur outside of the following established limits unless approved by the City under special circumstances:</i></p> <ul style="list-style-type: none"> <i>a. Monday through Friday: 7:00 A.M. - 7:00 P.M.</i> <i>b. Saturday: 8:00 A.M. - 5:00 P.M.</i> <i>c. Sunday: No construction activities allowed.</i> <p><i>Special circumstances include the need to complete construction along public roadways or within public utilities to ensure continued services or safe conditions. Such exceptions shall be approved prior to commencement of the work.</i></p>

Determination:

Finding of No Significant Impact [24 CFR 58.40(g)(1); 40 CFR 1508.27]
The project will not result in a significant impact on the quality of the human environment.

Finding of Significant Impact [24 CFR 58.40(g)(2); 40 CFR 1508.27]
The project may significantly affect the quality of the human environment.

Preparer Signature: _____ Date: _____

Name/Title/Organization: _____

Certifying Officer Signature: _____ Date: _____

Name/Title: _____

This original, signed document and related supporting material must be retained on file by the Responsible Entity in an Environmental Review Record (ERR) for the activity/project (ref: 24 CFR Part 58.38) and in accordance with recordkeeping requirements for the HUD program(s).

Determination:

Finding of No Significant Impact [24 CFR 58.40(g)(1); 40 CFR 1508.27]
The project will not result in a significant impact on the quality of the human environment.

Finding of Significant Impact [24 CFR 58.40(g)(2); 40 CFR 1508.27]
The project may significantly affect the quality of the human environment.

Preparer Signature:  Date: 12.8.22

Name/Title/Organization: Roy Hastings / Owner / R.L. Hastings & Associates, LLC

Certifying Officer Signature:  Date: 12-8-22

Name/Title: Peter Bird Senior Planner

This original, signed document and related supporting material must be retained on file by the Responsible Entity in an Environmental Review Record (ERR) for the activity/project (ref: 24 CFR Part 58.38) and in accordance with recordkeeping requirements for the HUD program(s).

CA 2017 and 2018 CDBG – Disaster Recovery Memo

To: Jaime Knacke, HCD
From: Douglas Ganey, Hagerty Consulting
Date: October 3, 2022, **revised October 25, 2022**
Re: High Level Environmental Review, City of Shasta Lake, CA, Shasta Dam Boulevard Mixed Use Project

Table 1-1. Environmental Review Summary Table, City of Shasta Lake, Shasta Dam Boulevard Mixed Use Project

Environmental Review Document	HCD High-Level Technical Review	Documents Required	AUGF
HUD NEPA Document prepared by <u>same Responsible Entity</u> (for CDBG-DR funds)	<ul style="list-style-type: none"> Prepare environmental review memo 	<ul style="list-style-type: none"> NOI/FONSI/RROF AUGF 	<ul style="list-style-type: none"> AUGF to be issued by HCD upon approval of RROF

Table 1-2. High-Level Environmental Review Summary Table

City of Shasta Lake, Shasta Dam Boulevard Mixed Use Project	
General Information	
Grant Program	CDBG-DR 2018 Multi-Family Housing
Project Title	Shasta Dam Boulevard Mixed Use
Subrecipient	City of Shasta Lake
Project Type	New construction
Document(s) Reviewed	Environmental Assessment (EA) file: Final Revised Shasta Lake EA_6-6-22
Review Date	10/04/22 revised 10/25/2022
HCD Project Lead	J. Knacke
Review by	M. Novitske/D. Ganey (Hagerty Consulting)
Recommendations	
<p>A statement is recommended under Funding information stating that the EA covers the project implementation and <u>activity delivery costs</u> under CDBG-DR. This would eliminate the need for a separate "CENST" form for environmental review of the activity delivery costs.</p> <p>October 25 update: A statement has been added under Funding Information that "This Environmental Assessment covers project implementation and both City of Shasta Lake and County of Shasta CDBG-DR Activity Deliver Costs (ADC)." No further revision requested.</p>	

City of Shasta Lake, Shasta Dam Boulevard Mixed Use Project

Biological Resources/Endangered Species

In order to avoid any construction- related impacts to migratory birds, a mitigation measure should also be added to the EA.

October 25 update: Appropriate mitigation measures have been added to the updated EA. No further revisions requested.

Explosive and Flammable Hazards

U.S. Housing and Urban Development (HUD) National Environmental Policy Act regulations require a search radius of one mile from the project site. Please update the EA with the details of an expanded search radius for explosive and flammable hazards.

October 25 update: A review of the CalEPA database was added to the updated EA. Several sites with tanks were located within one mile of the site, however all are within the Acceptable Separation Distance. No further revisions requested.

Cultural Resources

The potential exists for implementation of the proposed project to result in the discovery of previously unrecorded cultural resources at the project site. We recommend adding mitigation measures to the EA to ensure that conflicts with the National Historic Preservation Act would not occur.

A cultural resources survey performed for the project recommended that a professional archaeologist be contacted to conduct a cultural resources review of the project area. We agree that an updated survey be done prior to the start of the project.

October 25 update: Appropriate mitigation measures have been added to the updated EA. The updated EA did not specify if there will be an updated cultural resources survey done prior to the start of the project.

EA Factors

In April 2022 HUD announced three new EA Factors that require evaluation under its NEPA regulations – Climate change, energy efficiency, and an expanded review of environmental justice. Please update the EA to include review of these three new EA Factors.

October 25 update: The EA was updated to include review of Climate Change, Energy Efficiency, and Environmental Justice EA factors. No further revisions requested.

Alternatives Analysis and Cumulative Impacts

The EA Alternatives Analysis says only “Other alternative sites in the City were considered for the project but this site was determined to be the most suitable site for the project. Please provide more information: what alternative sites were considered? Why were these ruled out and why was the current site selected? Similarly, the cumulative impacts review consists of one sentence, which begins “No factors were found to be significant on a stand-alone basis.” What factors were considered in the cumulative impacts analysis? Please see 24 CFR 58.32 and provide some more information on development within the City plus an explanation of why there will be no significant cumulative impacts

October 25 update: Appropriate information has been added to the Cumulative Impact Analysis and Alternatives Analysis. No further revisions requested.

Additional Information

City of Shasta Lake, Shasta Dam Boulevard Mixed Use Project	
CEQA Compliance	The project may be exempt from CEQA as an infill housing project per CEQA Statutes Section 21159.24. Compliance with CEQA is the responsibility of the lead agency (City of Shasta Lake).
Note	A preliminary high-level review of the EA and supporting documentation was performed. This does not constitute a full QA/QC document review. The City of Shasta Lake will be acting as the Responsibility Entity (RE) for review under 24 CFR 58.

1.0 Summary

An Environmental Assessment (EA) Determinations and Compliance Findings for HUD-assisted Projects (undated) was developed for the City of Shasta Lake for the proposed Shasta Dam Boulevard Mixed Use project, located on two sites comprised of seven parcels on Shasta Dam Boulevard in Shasta Lake, Shasta County, California. The site address is identified as 4601, 4617, 4633, 4650 and 4657 Shasta Dam Boulevard, Shasta Lake, CA 96019 in project documents.

The City of Shasta Lake, California is proposing to develop Shasta Dam Boulevard Mixed Use, a new construction mixed use project including up to 49 units of affordable housing and up to 7,500 square feet of retail space. The project site is located on the north and south sides of Shasta Dam Boulevard in the City of Shasta Lake. The approximately 2.11-acre project site, identified by Assessor's Parcel Numbers (APNs) 005-250-059, 007, 008, 063, 007-010-008, 096 and 009, consists of seven parcels of land and includes: a parcel of undeveloped/vacant land; a drive-through coffee shop, an approximately 3,500 square foot former thrift shop (demolished), an approximately 0.35-acre asphalted parking lot, and three parcels of vacant land, formerly containing a church. Remaining structures that have not yet been demolished will be demolished to make room for the project. Surrounding existing land uses include Clair Engle Park with the Shasta Lake Heritage Museum and community center to the north, a supermarket to the west, a bank to the east and commercial to the south. The City of Shasta Lake General Plan designates the site as City Center Commercial (CC) and the site is zoned CC.

2.0 HUD NEPA Environmental Review Categories

2.1 Airports

The Shasta Lake EA states and provides supporting documentation including distance maps that the project site is not located within 15,000 feet of a military airport or 2,500 feet of a civilian airport. The project site is located approximately 9 miles north of the small Benton Airport and 14 miles north of the Redding Municipal Airport. There are no military airfields in or near the project area. Thus, the project site is not located within 2,500 feet of the end of a civil airport runway or within 8,000 feet of the end of a military airfield runway and is, therefore, not located within an Airport Runway Clear Zone or an Accident Potential Zone, as defined in 24 CFR 51 D. Based on the above, impacts regarding Airport Clear Zones and/or Accident Potential Zones would not occur.

2.2 Coastal Barriers

There are no coastal barrier resources in California.

2.3 Flood Insurance

According to the FEMA FIRM, dated March 17, 2011, the project site is not in a 100-year floodplain. Because the project site is not located within the 100-year floodplain, impacts related to the Flood Disaster Protection Act and National Flood Insurance Reform Act would not occur.

2.4 Clean Air

The Shasta Lake EA reports the project site is located in Shasta County, which has no Federal criteria pollutants classified as Nonattainment, verified by the EPA Greenbook "Currently Designated Nonattainment Areas for all Criteria Pollutants". Therefore, implementation of the proposed project would not result in any conflicts related to the Clean Air Act.

2.5 Coastal Zone Management

The project site is located outside of the Coastal Zone Boundary.

2.6 Contamination and Toxic Substances

A Phase 1 Environmental Site Assessment (ESA) was prepared for the site by Bole & Associates (Bole) in January 2020. The Phase 1 ESA found no Recognized Environmental Conditions (RECs) associated with the property and concluded that no further investigations are warranted at this time.

Bole did find one Historical Recognized Environmental Condition (HREC) associated with APN 005-250-063, the easternmost parcel on the north site of Shasta Lake Blvd which is currently a city parking lot. This parcel will be developed but will remain a parking lot.

Lawrence & Associates also prepared a Phase I ESA on the project site in 2008 and 2019. The 2008 Phase I ESA did not find any RECs; however, the 2019 Phase I ESA did reveal evidence of RECs in connection with the site. In addition, as required by HUD for this project, the Phase I ESA was expanded in scope of work to include Tier 1 and Tier 2 vapor encroachment screenings which included vapor sampling, pursuant to ASTM Standard E2600-15. The vapor encroachment screening results indicated the presence of benzene and tetrachloroethylene (PCE) in soil vapor above published residential screening levels but below published commercial screening levels. Exceedance of the screening levels indicates there may be a significant risk to human health. The exceedance of residential soil vapor screening levels for benzene and PCE is a REC at the project site. These levels may be attributed to the proximity of the project site to a former dry cleaner location.

The structures on two sites were screened for asbestos-containing materials (ACM) and lead-based paint (LBP). The results of the asbestos inspection and laboratory analysis show no ACM in the building located at 4617 Shasta Dam Boulevard. There is 10 square feet of asbestos-containing mastic on the roof of the building located at 4633 Shasta Dam Boulevard. The result of the LBP inspection and X-ray fluorescence analysis indicated that there is no LBP in the building located at 4633 Shasta Dam Boulevard. The coffee shop building located at 4617 was constructed in 2007 and no LBP sampling was required based on its age. The 10 square feet of mastic located at reference point (A-21+) on the roof of the building located at 4633 Shasta Dam Boulevard is classified as a CAT I asbestos-containing building material and must be removed by a certified asbestos abatement contractor prior to demolition. Mitigation measures are listed at the end of this review.

2.7 Biological Resources/Endangered Species

The project site consists primarily of structures, asphalt, and vacant land with no vegetation other than some trees. Due to the disturbance of the site and the urbanized nature of the surrounding area, sensitive plant or animal species, habitats, or wildlife migration corridors are not likely to exist on the project site.

Given the project site's lack of wetland habitat, areas with wet substrates, or areas with emergent riparian habitats, impacts to special-status amphibians, fishes, reptiles, and crustaceans returned in a search of the California Natural Diversity Database would be unlikely to occur on the project site.

The presence of trees and vegetation associated with the open area on the project site have the potential to host birds protected by the Migratory Bird Treaty Act (MBTA). Mitigation would be required to ensure the survival of threatened or endangered birds potentially present within the open field located on the project site. A possibility exists that migratory birds could occupy the area prior to commencement of construction activities associated with the proposed project. In order to avoid any construction-related impacts to migratory birds, a mitigation measure should be added to the EA.

The United States Fish and Wildlife Service (USFWS) offers an Environmental Conservation Online System (ECOS), which shows the location of known critical habitat. According to ECOS, the nearest critical habitat area to the project site is approximately 8.5 miles south of the project site and is for the Slender Orcutt grass. Thus, the proposed project would not impact critical habitat because the project site is not located on or near critical habitat. Therefore, implementation of the proposed project would not destroy or modify any critical habitat and would not result in any significant impacts to any designated critical habitats.

2.8 Explosive and Flammable Hazards

According to the Phase I ESA prepared by Bole, dated January 15, 2020, no Above Ground Storage Tanks (AST) were found within 1/4 mile of the site. The nearest AST was over 1/2 mile from the project site and does not expose the site to explosive or flammable hazards. The EA concluded that the proposed project would not result in impacts associated with siting HUD-assisted projects near explosive and flammable hazards, as regulated by 24 CFR Part 51 Subpart C. HUD NEPA regulations require a search radius of one mile from the project site. Please update the EA with the details of an expanded search radius for explosive and flammable hazards.

2.9 Farmland Protection

According to the California Department of Conservation Important Farmland Finder, the project site is classified as Farmland of Statewide Importance. The EA states that the project site is located within the city limits of the City of Shasta Lake and is, therefore, in an area committed to urban uses (a built-up urban area) and is therefore exempt from the Farmland Protection Policy Act. In addition, the project site is currently designated as CC under the General Plan and the site is zoned CC. Thus, the project site does not contain land designated as Prime Farmland by the Natural Resources Conservation Service, Prime Farmlands as designated by the California Department of Conservation, land zoned for agricultural use, or land subject to a Williamson Act Contract pursuant to Section 512101 of the California Government Code. Therefore, the proposed project would not result in any conflicts with the Farmland Protection Policy Act. Although local zoning is not a criteria for exemption from the Farmland Protection Policy Act, the fact that the site has already been developed means it will not result in conversion of farmland in violation of this Act.

2.10 Floodplain Management

As noted previously, according to the FEMA FIRM #06007C0340E, dated March 17, 2011, the project site is not located within a 100-year flood plain. Therefore, impacts related to floodplain management would not occur.

2.11 Cultural Resources

The Northeast Information Center (NEIC) reviewed records to determine if any known cultural resources exist in the vicinity of the project site, or if it is likely that such resources would be discovered at the site. The NEIC's search determined that five historic resources have been recorded within and adjacent to the project site. Additionally, seven sites have been recorded within a 0.25-mile radius. The project site is located in a region utilized by the Wintu populations and the area is considered to be highly sensitive for prehistoric, protohistoric, and historic and cultural resources. Because previous surveys are more than 10 years old and did not include the entire project site, the NEIC recommended that a professional archaeologist be contacted to conduct a cultural resources review of the project area.

A record search of the Native American Heritage Commission (NAHC) Sacred Lands File was completed for the proposed project and returned negative results, indicating that tribal cultural resources are unlikely to exist on or near the project site.

Pursuant to Section 106 of the National Historic Preservation Act, project notification letters were submitted on November 19, 2019 to Native American Contacts provided by the NAHC as of November 19, 2019. At the time of the EA, no tribes had responded.

Consultation with the California State Office of Historic Preservation (SHPO) was initiated and SHPO concurred with the City's determination of No historic properties affected in their letter dated January 29, 2019.

The potential exists for implementation of the proposed project to result in the discovery of previously unrecorded cultural resources at the project site. We recommend adding mitigation measures to the EA to ensure that conflicts with the National Historic Preservation Act would not occur.

2.12 Noise Abatement and Control

Airports, roadways, and railways associated with the surrounding environment have the potential to have significant noise impacts on proposed projects. HUD considers all sites with environmental or community noise exposure exceeding the day night average sound level (DNL) of 65 decibels (dB) as noise-impacted areas.

Ambient noise in the project area is primarily defined by traffic noise. The HUD DNL Calculator can be used to estimate noise levels at project sites based on trip rates on nearby roads and the project site's distance from those roads. The HUD DNL Calculator estimates a DNL of 64.92 for Shasta Dam Boulevard, an arterial roadway. Thus, the ambient noise environment at the project site would not exceed the HUD's threshold for being considered a noise-impacted area.

There is one active railroad line located approximately 3,000' west and northwest of the project site which is shielded by multiple structures and Noise impacts are, therefore, considered to be insignificant. The Benton Airport, a small local airport, is located approximately 9 miles south of the project site and the Redding Municipal Airport is located approximately 14 miles south of the project site; neither will have an adverse noise impact on the site.

2.13 Sole Source Aquifers

The project site is not located within an area designated by the U.S. Environmental Protection Agency (USEPA) as being supported by a sole source aquifer. The project site is located approximately 240 miles north from the nearest designated boundary of a sole source aquifer (Santa Margarita Aquifer). Because the project site is not within the vicinity of a sole source aquifer or sole source aquifer recharge area, the proposed project would not have the potential to impact a sole source aquifer, and conflicts with the Safe Drinking Water Act would not occur.

2.14 Wetlands

Wetlands, streams, rivers, or any other watercourses or type of riparian habitat does not exist on-site or in the immediate vicinity. Wetlands do not occur on the project site, and the nearest wetland area is located approximately 500 feet east and northeast of the project site. Therefore, the project would not result in impacts to federally-protected wetlands as defined by Section 404 of the Clean Water Act.

2.15 Wild and Scenic Rivers

Designated Wild and Scenic Rivers do not occur on the project site. The Wild and Scenic River nearest the project site is the Feather River located approximately 25 miles west of the project site. Because the project site is not within the vicinity of a Wild and Scenic River, implementation of the proposed project would not result in any conflicts with the Wild and Scenic Rivers Act.

2.16 Environmental Justice

The proposed project would not result in substantial effects to human beings, including effects related to exposure to air pollutants, hazardous materials, and increases in noise associated with such or otherwise. According to CalEnviroScreen, the project site is not located in a census tract that has been identified as having a disproportionate pollution burden. The proposed project would help fulfill the need for affordable housing in the City of Shasta Lake by providing affordable multi-family units and supportive services for low-income households and homeless individuals. In addition, the proposed project is consistent with the planned land use and zoning designations for the site. A public comment period on the proposed project allows any concerns of public and vulnerable populations in the project region to be heard and for such concerns to be incorporated into any mitigation measures that might be required to reduce any potentially adverse environmental impacts to a level of insignificance.

3.0 Environmental Assessment Factors

The HUD EA factors were evaluated and documented, and source documentation has been provided and described in support of each determination. Credible, traceable and supportive source documentation for each authority has been provided. Where applicable, the necessary reviews or consultations have been completed and applicable permits of approvals have been obtained or noted.

The following areas of concern were evaluated and assigned an impact code 4, meaning there are significant or potentially significant impacts requiring avoidance or modification which may require an Environmental Impact Statement: Hazards and Nuisances including Site Safety and Noise. There is a mitigation measure in place for this area of concern.

In April 2022 HUD announced three new EA Factors that require evaluation under its NEPA regulations – Climate change, energy efficiency, and an expanded review of environmental justice. Please update the EA to include review of these three new EA Factors.

4.0 Environmental Permits and Other Project Requirements

The EA states that encroachment, grading, and Use permits have been obtained or will be required. The proposed project would require a Stormwater Pollution Prevention Plan (SWPPP) and construction permit under the National Pollutant Discharge Elimination System (NPDES) because the proposed project would disturb more than one acre of soil.

5.0 Mitigation Measures

The following mitigation measures are listed in the Shasta Lake Apartments EA:

Mitigation Measure 1 states that as a control against increasing concentrations and/or other changes in subsurface conditions, new construction at the Site shall include installing a vapor barrier between the soil subgrade and the building floors to reduce the potential for soil-vapor migration into interior spaces.

Mitigation Measure 2 states that the 10 square feet of mastic located at reference point (A-21+) on the roof of the building located at 4633 Shasta Dam Boulevard is classified as a CAT I asbestos-containing building material and must be removed by a certified asbestos abatement contractor prior to demolition.

Mitigation Measure 3 states that the contractor shall comply with the following time periods established for construction activities. Construction activities shall not occur outside of the following established limits unless approved by the City under special circumstances:

- a. Monday through Friday: 7:00 A.M. - 7:00 P.M.
- b. Saturday: 8:00 A.M. - 5:00 P.M.
- c. Sunday: No construction activities allowed.

Special circumstances include the need to complete construction along public roadways or within public utilities to ensure continued services or safe conditions. Such exceptions shall be approved prior to commencement of the work.