

5.13 PUBLIC SERVICES AND FISCAL IMPACTS

This section of the Environmental Impact Report (EIR) describes the affected environment and regulatory setting for public services that would be provided to the proposed project. It also describes the impacts on existing public services that would result from implementation of the proposed project and mitigation measures that would reduce these impacts. The following analysis of the potential environmental impacts related to utilities and service systems is also derived from the following sources:

- Available literature and other publicly available information from affected agencies.
- Shasta County. *Shasta County Multi-Jurisdictional Hazard Mitigation Plan*. September 2011.
- Shasta County. *Shasta County General Plan*. September 2004.
- Shasta County. *Shasta County Zoning Plan*. 2016.
- Shasta County. *Shasta County Code Title 12, Streets, Sidewalks, and Public Places*.
- Shasta County. *Parks, Trails and Open Space Plan*. August 2009.
- Shasta County Fire Department. *Fire Safety Standards, Section 6.11, General Road Design Requirements*.

The potential impacts on public services were evaluated based, in part, on correspondence with the local service agencies that serve the project area. This section provides baseline information on, and evaluates potential impacts on public services and policies related to the proposed project. Environmental and regulatory settings and mitigation measures to reduce significant impacts, where applicable, are provided.

5.13.1 ENVIRONMENTAL SETTING

SHASCOM (the Shasta Area Safety Communications Agency) is the consolidated 9-1-1 emergency response agency serving Shasta County. SHASCOM's communications center provides emergency dispatching services to the Redding Police and Fire Departments, the Anderson Police Department, the Shasta County Sheriff's Department, the California Highway Patrol (CHP), and ambulance services. The center is located at 3101 South Street, in Redding.

FIRE PROTECTION

Fire protection services for the project area are provided by the California Department of Forestry and Fire Protection (CAL FIRE), based in the Redding area. The Shasta County Fire Department (SCFD) contracts with CAL FIRE to manage and oversee the operation of SCFD. Both the SCFD/CAL FIRE maintain automatic and mutual aid agreements with adjacent fire districts, including the Redding Fire Department (RFD).

The SCFD is made up of 19 volunteer fire companies, which are divided into Battalions. These Battalions include both SCFD Companies and CAL FIRE Stations¹. The proposed project is within Battalion 4 (Redding). Battalion 4 is located on the valley floor and along the Interstate 5 and Sacramento River corridor, running north and south, between the borders of Siskiyou and Tehama counties. Battalion 4 is interspersed with three incorporated cities, which include the City of Redding, the City of Anderson, and the City of Shasta Lake. There are three unincorporated communities within the Battalion which are served by independent Fire Districts: Mountain Gate, Happy Valley, and Cottonwood. The northern portion of Battalion 4, north of Shasta Lake, lies within federal direct protection area and is administered

¹ Shasta County Fire Department Battalion 4 Information.
http://www.shastacountyfire.org/index.php?option=com_content&view=article&id=163&Itemid=352, accessed June 20, 2017.

by the United States Forest Service (USFS), Shasta -Trinity National Forest. While the statutory responsibility for all wildland fires on these lands rests with the USFS, the protection responsibility for all medical aids, traffic collisions, hazardous conditions, and fires - involving boats, automobiles, structures, and other improvements - is served by the SCFD, administered by CAL FIRE under cooperative agreement.

Shasta County Fire Department – Station 32

SCFD Company 32 is the closest company to the proposed project, located five miles east of Redding in the community of Palo Cedro. Company 32 has two Type II Engine, one Type III Engine, and one Rescue and Water Tender which are manned by 17 volunteers and 5 firefighters.^{2,3} In 2016, Station 32 responded to 686 incidents and Company 32 was dispatched to 427 incidents.⁴ The proposed project is located in a Class 5 service area which is defined as an area that is serviced by a creditable water system and within 5 road miles of a fire station.

California Department of Forestry and Fire Protection

Fire Hazard Severity Zones (FHSZs) are categorized fire protection within a Federal Responsibility Area (FRA) under the jurisdiction of a Federal agency, a State Responsibility Area (SRA) under the jurisdiction of CAL FIRE, or within a Local Responsibility Area (LRA) under the jurisdiction of a local agency. CAL FIRE is responsible for fire protection within SRAs, found in 56 counties in California, and provides a variety of emergency services in 36 counties in California.⁵ As shown in Figure 5.8-1, VERY HIGH FIRE SEVERITY ZONE, in Section 5.8, HAZARDS AND HAZARDOUS MATERIALS, the project site is located within a State Responsibility Area and the entire site is located within the Very High Fire Hazard Severity Zone.

LAW ENFORCEMENT

Shasta County Sheriff's Department

The Shasta County Sheriff's Patrol Operations area of responsibility encompasses approximately 3,700 square miles of unincorporated Shasta County.⁶ The Sheriff's Office is a full-service community-oriented agency that employs 68 sworn officers, including Command Staff. The County has a current ratio of .98_ officers per one thousand residents. The average number of calls per day in 2016 was 164.22. The Sheriff's Department is contracted to patrol the City of Shasta Lake, which accounted for 9,735 of the calls for service in 2016.⁷

The Patrol Division of the Sheriff's Office is divided between two Patrol Stations and three Patrol Sub-Stations. The deputies are assigned an area of responsibility, referred to as "beat assignment". The deputies assigned to the area near the project site are part of the Patrol Operations Division – Beat 4, which is located at 4488 Red Bluff Court, Shasta Lake, California.⁸ The average response time to the

² Shasta County Fire Department Battalion 4 Information.

http://www.shastacountyfire.org/index.php?option=com_content&view=article&id=163&Itemid=352, accessed June 20, 2017.

³ Shasta County Fire Department Battalion 4 Information.

http://www.shastacountyfire.org/index.php?option=com_content&view=article&id=163&Itemid=352, accessed June 20, 2017.

Shasta County Fire Department Company 32 – Palo Cedro Information.

http://www.shastacountyfire.org/index.php?option=com_content&view=article&id=222&Itemid=396, accessed October 12, 2016.

⁴ Shasta County Fire Department 2016 Annual Report.

http://shastacountyfire.org/index.php?option=com_content&view=article&id=68&Itemid=361, accessed June 20, 2017.

⁵ California Department of Forestry and Fire Protection. About CAL FIRE. <http://calfire.ca.gov/about/about>, accessed October 12, 2016.

⁶ Shasta County Sheriff's Office, Patrol. www.co.shasta.ca.us/index/sheriff_index/divisions/patrol.aspx, accessed October 12, 2016.

⁷ Correspondence from Shasta County Sheriff's Office.

⁸ Correspondence from Shasta County Office of Sheriff.

project site is estimated at 5 minutes.⁹ In emergencies, additional personnel are available through the full resources of the Sheriff's Office mutual aid agreements with the California Highway Patrol (CHP) and Redding Police Department (RPD).

Jail / Detention Facilities

The Shasta County Sheriff Department operates jail/detention facilities in the City of Redding. The Shasta County jail is a high security local detention facility used for the detention of persons pending arraignment, during trial, and upon a sentence of commitment. This facility can hold up to 381 prisoners; 317 males and 64 females. The facility is attached to the Justice Center, the Municipal and Superior Courts of Shasta County and is located at 1655 West Street.

California Highway Patrol

The CHP is responsible for managing and regulating traffic for the safe, lawful, and efficient use of California's highways, as well as providing disaster and lifesaving assistance. The CHP patrols State highways and County roadways, enforces traffic regulations, responds to traffic accidents, and provides service and assistance to disabled vehicles. When requested, it assists local governments during emergencies.

The CHP is divided into eight divisions. The proposed project is located in the CHP's Northern Division, which has 15 area offices, 11 resident posts, and 2 commercial vehicle enforcement facilities; it employs 535 uniformed officers and 180 non-uniformed employees. The closest CHP office to the project site is located in the City of Redding at 2503 Cascade Boulevard, approximately 8 miles northwest of the project site.¹⁰

SCHOOLS

The proposed project would be served by the following school districts:

Shasta Union High School District

The Shasta Union High School District (SUHSD) provides public school services for grades 9-12 at eight schools: Enterprise High School; Foothill High School; Shasta High School; Pioneer Continuation High School; North State Independence High School; Shasta Adult School; Shasta Charter Academy; and University Preparatory School. For the 2014-2015 school year, SUHSD had a student population of 5,561 and employed 257 teachers.¹¹ The proposed project is within the boundaries of Foothill High School, located at 9733 Deschutes Road in Palo Cedro, approximately three miles northwest of the proposed project. For the 2014-2015 school year, Foothill High School had an enrollment of approximately 1,291 students and approximately 59 teachers.¹²

⁹ Ibid.

¹⁰ California Highway Patrol, Northern Division. www.chp.ca.gov/find-an-office/northern-division, accessed June 20, 2017.

¹¹ Education Data Partnership, Shasta Union High School District Demographics. <http://www.ed-data.org/district/Shasta/Shasta-Union-High>, accessed June 20, 2017.

¹² Education Data Partnership, Foothill High School Demographics. <http://www.ed-data.org/school/Shasta/Shasta-Union-High/Foothill-High>, accessed June 20, 2017.

Operating funds are provided through the SUHSD's base revenue limit per student Average Daily Attendance (ADA). Capacity facility funds needed to construct and rehabilitate facilities and to accommodate new students are available from developer impact fees. In addition, fifty percent matching funds are available from the State School Facility Program, subject to availability, eligibility and priority points, and General Obligation Bonds.

Anticipated funding for new facilities would come from the State School Facility Program (Grant Program) when eligible, if available, and if the SUHSD has sufficient priority points. The Grant Program will also cover half the cost of the site and its development. The remainder must be matched by the SUHSD through its Developer Fees or other means. Because developer fees are payable upon issuance of building permits, fee revenue is dependent on construction activity which will in all probability spread out over a period of time. Additionally, State School Facility Funds are subject to cash flow and political delays.

Columbia Elementary School District

Approximately 36 lots of the project are located within the Columbia Elementary School District (CESD). CESD maintains two schools and a preschool with a student population of 820 for the 2014-2015 school year. Columbia Elementary School and Lion Cub Preschool, located at 10140 Old Oregon Trail in Redding, are approximately three miles southwest of the project site. Columbia Elementary School currently has 415 students enrolled¹³; during the 2014-2015 school year, enrollment was 446 students¹⁴. Mountain View Middle School is located at 675 Shasta View Drive in Redding and is approximately 4.4-miles from the proposed project. Mountain View Middle School has a current enrollment of 341 students¹⁵; during the 2014-2015 school year, the student population 374¹⁶.

According to the CESD, the current student generation rates per dwelling unit is 0.5. As recent as 2009-2010 school years when enrollment in the District was at or above 1,000 students, future plans indicated that a new school site was being considered near the project area. Currently enrollment is steadily declining both countywide and within the District. At this time, there is no plan for a new school in the project area.¹⁷

Bella Vista Elementary School District

The proposed project is also located within the Bella Vista Elementary School District (BVESD). BVESD is a single school district with an onsite preschool operated by the County. BVESD has a 2016 student population of 360 and is located at 22661 Old Alturas Road in Bella Vista, approximately 2.5-miles northeast of the project site¹⁸.

North Cow Creek Elementary School District

The North Cow Creek Elementary School District (NCCESD) would also serve the proposed project. NCCESD is a single school district with an onsite preschool operated in partnership with the Shasta County

¹³ Letter from Columbia Elementary School, March 2016.

¹⁴ Education Data Partnership, Columbia Elementary School Demographics. <http://www.ed-data.org/school/Shasta/Columbia-Elementary/Columbia-Elementary>, accessed June 20, 2017.

¹⁵ Letter from Columbia Elementary School, March 2016.

¹⁶ Education Data Partnership, Mountain View Middle School Demographics <http://www.ed-data.org/school/Shasta/Columbia-Elementary/Mountain-View-Middle>, accessed June 20, 2017.

¹⁷ Letter from Columbia Elementary School, March 2016.

¹⁸ Letter from Bella Vista Elementary School District, February 24, 2016.

YMCA. NCCESD had student population of 255 for the 2014-2015 school year¹⁹. North Cow Creek Elementary School, located at 10619 Swede Creek Road in Palo Cedro, is located approximately two miles east of the project site.

Shasta College

The California Community College System is the largest system of higher education in the world, with 113 colleges organized into 72 districts, with colleges offering an AA or AS degree. The project site is located within the Shasta-Tehama-Trinity Community College District and is approximately 3 miles east of Shasta College. Shasta College provides housing for up to 63 women and 63 men in two on-campus dormitories, offers Associate in Arts (AA) and Associate in Science (AS) degrees, and facilitates transfers to the University of California and the California State University systems, as well as many private colleges.²⁰ The enrollment for the Fall 2015 semester was 2,765 full-time students and 5,741 part-time students.²¹

In addition, Shasta College provides the Shasta College Early Childhood Education Center and instructional facility, which provides a developmentally appropriate, research based program for the optimal learning environment for college students and age-appropriate activities for children ages three to five. The Shasta College Early Childhood Education Center enrolls 50 children, typically of enrolled college students.²²

PARKS AND RECREATION

There are no existing regional or local recreational facilities in the immediate vicinity of the proposed project site. The closest recreational facilities are located west of the proposed project in the City of Redding. In addition, there are tens of thousands of acres of rivers, lakes, forests, and other public land available for recreation in Lassen National Park, the Shasta and Whiskeytown National Recreation Areas, the National Forests, and other public land administered by Bureau of Land Management.

OTHER PUBLIC SERVICES

Library Services

Shasta County provides library services throughout the County, including in the City of Redding. The County has three library branches: the Burney Branch Library (located at 37038 Siskiyou Street), the Anderson Branch Library (located at 3200 West Center Street), and the Redding Branch Library (located at 1100 Parkview Avenue). The Burney Branch Library opened in 1949, and was the first of the Shasta County library branches. The Redding Branch library is the most recent library addition, having opened on March 3, 2007.

Streets and Roadways

Local road maintenance would be provided by Shasta County and by Caltrans on state highways, funded by gas, property and sales taxes. The County is responsible for ensuring the construction and maintenance of all public streets, sidewalks, bridges, bikeways, traffic signals and street signage within unincorporated County areas. Developers are either totally or partially responsible for new street construction, depending on the type and location a proposed project.

¹⁹ <http://www.ed-data.org/school/Shasta/North-Cow-Creek-Elementary/North-Cow-Creek-Elementary>, accessed June 20, 2017.

²⁰ About Shasta College. <http://www.shastacollege.edu/Marketing/pages/78.aspx>, accessed June 20, 2017.

²¹ Letter from Shasta College, February 23, 2016.

²² Ibid.

Transit Services

The Redding Area Bus Authority (RABA) provides Fixed Route, Express Route, and Demand Response services within the urbanized area of Shasta County.²³ RABA operates 10 fixed routes within the cities of Redding, Shasta Lake, and Anderson along with three express routes serving the airport and Burney. In general, the fixed routes operate on one hour headways, except Route 9 which operates on a two-hour headway. RABA provides fixed route service using 35- and 40-foot Gillig Phantom buses and provides complimentary Paratransit service in 23-foot vans. The Airport Express Route, an existing fixed route, currently has one stop immediately west of the Shasta View Drive & Old Alturas round-a-bout, approximately three miles west of the project site.

Medical Facilities

Located in Redding are two major medical centers that offer a comprehensive range of inpatient and outpatient medical services. Shasta Regional Medical Center has 165 beds and specializes in cardiac care and laser surgery. It has a 24-hour air helicopter ambulance program. Mercy Medical Center has 264 beds with programs specializing in cancer and cardiac disease treatment. In addition to helicopter ambulance service, it also has two airplanes. Both facilities serve all of far Northern California and can extend service to Oregon, Nevada, and the Pacific. In addition to the major medical centers, other specialty facilities exist in Redding, which are available to city residents. Vibra Hospital of Northern California is an 88-bed medical facility specializing in long term acute care, transitional care and outpatient rehabilitation. Patients Hospital is an acute care facility that specializes in surgery, pain management and other procedures. The Veterans Outpatient Clinic, the only such facility north of Sacramento, provides care and treatment for acute medical and chronic problems, medical examinations, and a full range of diagnostic services.

5.13.2 REGULATORY SETTING

STATE

Leroy F. Greene School Facilities Act of 1998 (SB 50)

The “Leroy F. Greene School Facilities Act of 1998,” also known as Senate Bill No. 50 (Stats. 1998, Ch.407), governs a school district’s authority to levy school impact fees. This comprehensive legislation, together with the \$9.2 billion education bond act approved by the voters in November 1998 as “Proposition 1A” reforms methods of school construction financing in granted by the State Allocation Board (SAB) from Proposition 1A.

Prior to the Leroy F. Greene School Facilities Act of 1998 (Government Code §65995-65998), case law allowed cities to consider and impose conditions to mitigate impacts of new development on school facilities. The 1998 School Facilities Act suspended this authority, commonly referred to as *Mira* authority. Government Code §65995, as amended by SB 50, establishes the dollar amount school districts may impose on new development. The statute provides that, with limited exceptions, the amount of any fees, charges, dedications, or other requirements may not exceed the following:

- In the case of residential construction, two dollars and ninety-seven cents (\$2.97) per square foot of assessable space.

²³ Redding Area Bus Authority Homepage, <http://www.rabaride.com/services.html>, accessed October 12, 2016.

- In the case of any commercial or industrial construction, thirty-three cents (\$0.33) per square foot of chargeable covered and enclosed space. (Gov. Code §65995, subd. (b)).

These amounts were to be adjusted for inflation in the year 2000, and every two years thereafter (Id., subd. (b)(3)). Under specified circumstances, school districts may impose alternative fees pursuant to Government Code §§65995.5 and 65995.7 (Level 2 and/or Level 3 fees, respectively). If State funding expires at any time, school districts may impose up to 100 percent of the State average cost of school facilities on new development (alternative Level 3 fees). However, in 2006, if a State bond measure fails, *Mira* authority is partially restored to the extent that a city or county could deny an application but could not condition the project to pay fees above the fee set by the State.

Government Code §65995(e) states that a city or county does not have the ability to condition any land use approval, whether legislative or adjudicative, on the need for school facilities. In addition, Government Code §65995(f) prohibits a city or county from imposing a requirement to participate in a Community Facilities District (“CFD,” also known as Mello-Roos district). Government Code §65995(g)(1) further states that a developer’s refusal to participate in a CFD cannot be a factor in considering a “legislative or adjudicative” act. However, Government Code §65995(g)(2) further states that a “person can voluntarily elect” to pay a fee through a CFD.

New construction funds are allocated on a priority point basis. As a result, only schools with high priority points will be funded while districts without a high number of priority funds will not be funded. The State maintains a list of projects that have received an approval by the SAB but are designated as “unfounded approvals” since no funding has been made available. Essentially this is a list waiting for potential future funding and does not represent total unfounded need for projects on file. The list is updated monthly following the State Allocation Board Meeting. It is also important to note that an unfunded project approval does not guarantee a future apportionment by the SAB.

LOCAL

Shasta County General Plan

An overview of existing and proposed Shasta County *General Plan* land use classifications and Shasta County *Zoning Plan* designations for the project site is provided in Section 3.0, PROJECT DESCRIPTION. The Shasta County *General Plan* Public Safety Element, Sub Element 5.4, Fire Safety and Sheriff Protection, addresses the protection of public health and safety from fire damage and also addresses sheriff protection in Shasta County. Public services objectives and policies pertinent to this project are provided below.

- *Objective FS-1.* Protect development from wildland and non-wildland fires by requiring new development projects to incorporate effective site and building design measures commensurate with level of potential risk presented by such a hazard and by discouraging and/or preventing development from locating in high risk fire hazard areas.
- *Objective FS-2.* Protection of life and property from crime by encouraging new development projects to incorporate effective defensible space design techniques.
 - *Policy FS-a.* All new land use projects shall conform to the County Fire Safety Standards.

- *Policy FS-b.* Known fire hazard information should be reported as part of every General Plan amendment, zone change, use permit, variance, building site approval, and all other land development applications subject to the requirements of the California Environmental Quality Act (CEQA).
- *Policy FS-d.* New development in areas designated Urban Residential and Suburban Residential should be encouraged to incorporate effective site planning and structural design features designed to prevent and deter crime.
- *Policy FS-e.* Development in areas requiring expanded levels of police and fire services shall participate in adopted County programs designed to offset the added costs for providing the expanded level of services.

Shasta County Ordinance 665, Development Impact Fees

On May 6, 2008, Shasta County adopted the public facilities impact fees by County Ordinance No. 665. The descriptions of the types of fees in the account category are as follows:

- *Public Protection.* This fee is to generate revenue for public protection facilities needed to serve new development. Public Protection facilities serve both residents and businesses within both incorporated and unincorporated portions of the County. Therefore, fees coupled with public protection are based on the County's service population including residents and workers.
- *Public Health.* This fee is to generate revenue to support the public health facilities needed to serve new development. Residents are the primary users of public health services. Nonresidential development does not tend to increase demand for public health services; therefore, the fee for public health facilities is based on residential population and excludes workers.
- *Library.* This fee is to generate revenue to support the library books and technology facilities needed to serve new development. Residents are the primary users of libraries; therefore, the fees are based on the residential population and excludes workers.
- *Sheriff Patrol and Investigation.* This fee is to generate revenue to support the sheriff patrol and investigation facilities needed to serve new development. Residents and businesses in the unincorporated portions of Shasta County benefit from law enforcement services provided by the Sheriff's Office; therefore, the fee is based on the County's collective unincorporated residential and worker populations.
- *General Government.* This fee is to generate revenue to support the general government facilities needed to serve new development. General government facilities serve both residents and business in both the incorporated and unincorporated portions of the County; therefore, this fee is based on services to both residents and workers within both the incorporated and unincorporated areas of the County.
- *Animal Control.* This fee is to generate revenue to support the animal control facilities needed to serve new development. Residents are the primary users of animal control facilities; therefore, this fee is based on residential population for the unincorporated area of the County.

- *Fire Protection.* This fee is to generate revenue to support fire protection facilities needed to serve new development in the County Fire Department service area. Residents and business are served by this facility in some unincorporated areas of the County; therefore, this fee is based on the service populations that include residents and workers. This fee applies only within the service area of the Shasta County Fire Department.
- *Traffic.* This fee is to generate revenue to support improvements to the regional transportation system needed to serve new development. Residents and business are both served by the regional transportation system; therefore, this fee is based on new trip demand for the project for residential and business. These fees apply only to the South County Region.

Shasta County Parks, Trails and Open Space Plan

The intent of the *Shasta County Parks, Trails and Open Space Plan* is to identify the issues and opportunities for improving the provision of parks, trails, and open space in Shasta County. The plan outlines a set of strategies and recommendations for meeting current and future community needs based on changing trends in recreation, new patterns for recreation participation, and new areas of growth and development in the County. The plan has a minimum local parkland of 40 acres for the four designated town centers, including Burney/Johnson Park, Cottonwood, Fall River Mills/McArthur, and Palo Cedro. The minimum local parkland for the 25 designated rural community centers is a total of 125 acres. The proposed project is not located within a designated town center or rural community center.

Shasta County Multi-Jurisdictional Hazard Mitigation Plan

The *Shasta County Multi-Jurisdictional Hazard Mitigation Plan* (SCHMP) includes resources and information to assist in planning for hazards. The plan provides a list of actions that may assist Shasta County and the City of Anderson in reducing risk and preventing loss from future hazard events. The emphasis of the SCHMP is on the assessment and avoidance of identified risks, implementing loss reduction measures for existing exposures, and insuring critical services and facilities survive a disaster. Hazard mitigation strategies and measures avoid losses by limiting new exposures identified in hazard areas, alter the hazard by eliminating or reducing the frequency of occurrence, avert the hazard by redirecting the impact by means of a structure or adapt to the hazard by modifying structures or standards.

5.13.3 STANDARDS OF SIGNIFICANCE

SIGNIFICANCE CRITERIA

In accordance with State *CEQA Guidelines*, the effects of a project are evaluated to determine whether they would result in a significant adverse impact on the environment. An EIR is required to focus on these effects and offer mitigation measures to reduce or avoid any significant impacts that are identified. The criteria used to determine the significance of impacts may vary depending on the nature of the project. According to Appendix G of the State *CEQA Guidelines*, the proposed project would have a significant impact related to public services, if it would:

- *Result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities and/or result in the need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts to maintain acceptable service ratios, response times, or other performance objectives for any of the public services, which include (refer to Impact 5.13-1, below):*
 - *Fire Protection*
 - *Police Protection*
 - *Schools*
 - *Parks*
 - *Other Public Facilities*

Section 15131 of the State *CEQA Guidelines* addresses economic and social effects of a project. Pursuant to §15131(a), “Economic or social effects shall not be treated as significant effects on the environment. An EIR may trace a chain of cause and effect from a proposed decision on a project through anticipated economic or social changes resulting from the project to physical changes caused in turn by the economic or social changes. The intermediate economic or social changes need not be analyzed in any detail greater than necessary to trace the chain of cause and effect. The focus of the analysis shall be on the physical change.”

Based on these standards, the effects of the proposed project have been categorized as either a “*less than significant*” impact or a “*potentially significant*” impact. Mitigation measures are recommended for potentially significant impacts. If a potentially significant impact cannot be reduced to a less than significant level through the application of mitigation, it is categorized as a “*significant and unavoidable*” impact.

5.13.4 POTENTIAL IMPACTS AND MITIGATION MEASURES

METHODOLOGY

Evaluation of potential police protection service, fire service and school impacts of the proposed project was based on consultation with local school districts noted above, the Shasta County Sheriff’s Office, SCFD/CAL FIRE, as well as a review of the County’s *General Plan*. The proposed project was qualitatively assessed to determine whether it would have an adverse impact on public services. If the proposed project was determined to have an adverse impact on public services, a determination was made as to whether the impact would be significant. If an impact was determined to be significant, then mitigation was proposed to reduce the impact to *less than significant*, or to the greatest extent practicable.

A *Fiscal Impact Analysis* was prepared by Willdan Financial Services (2016) for the proposed project (refer to Appendix 15.8, FISCAL IMPACT ANALYSIS). The fiscal analysis pertains only to Shasta County General Fund costs and revenues. In addition, the project contemplates the creation of the Tierra Robles Community Services District (TRCSD) that will provide for the operation and maintenance of the wastewater treatment system, maintenance of improved streets within the subdivision, management of open spaces, and maintenance of drainage improvements. Public services and fiscal impacts are analyzed below according to topic. Mitigation measures directly correspond with an identified impact.

IMPACT
5.13-1

The proposed project could result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities and/or result in the need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts to maintain acceptable service ratios, response times, or other performance objectives for any of the public services, which include fire protection, police protection, schools, and parks.

Significance: Less Than Significant Impact.

Impact Analysis: As discussed in Section 5.12, POPULATION AND HOUSING, the proposed subdivision would create 166 residential lots, along with separate parcels for open space uses. Although every approved residential lot would be entitled to an accessory dwelling unit pursuant to Government Code Section 65852.2, it is assumed that approximately 9 percent, or 15 lots would have an accessory dwelling unit (i.e., secondary unit or “granny flat”) based on historical County trends. As a result, the proposed project is anticipated to result in a net increase above existing conditions of 445 residents at buildout (assuming an average of 2.5 persons per household as reported by the DOF, and an additional 2 residents in each of the estimated 15 secondary units).

The fiscal impact analysis prepared for the proposed project found that the project would generally have a positive impact on the County General Fund over the period of time considered (2017 – 2026). At the estimated buildout date of 2026, the project is estimated to generate General Fund revenues of \$234,221. General Fund expenditures associated with the proposed project (\$162,225) results in a net General Fund surplus of approximately \$72,000. The fiscal impacts of the project vary over the development period based on the proportion of each lot size that will have been developed at a given time. Larger lots are estimated to have a higher assessed value and generate more property tax and property transfer tax revenue than smaller lots, while all households are estimated to generate the same expenditures regardless of size.

The following addresses potential impacts on fire and law enforcement protection, schools, parks, and other public facilities associated with construction of new or physically altered facilities, the need for which would be generated by implementation of the proposed project.

Short-Term Construction

Some traffic delays can be expected during project construction; however, the traffic impacts during construction are temporary in nature and will cease upon completion of construction activities. As noted in Section 5.16, TRAFFIC AND CIRCULATION, a Traffic Management Plan (TMP) is required to be developed by the project applicant and approved by the Shasta County Public Works Department prior to the initiation of any construction activities to minimize disruption to existing traffic flow conditions. The TMP addresses details regarding road closures, provisions to maintain access to any adjacent properties, prior notices, adequate sign-posting, detours (including for bicyclists), and permitted hours of construction activity as determined appropriate by the County. Adequate local and emergency access to adjacent uses is required to be provided at all times. The TMP shall be reviewed and approved by the County Sheriff, SCDF/CAL FIRE, and other emergency service providers so that construction does not interfere with emergency response times.

The increase in temporary construction personnel could also result in an increase in service demands on public services. However, these increases during construction would be temporary in nature and are not anticipated to result in a substantial increase that would result in the need for altering existing facilities or the need for new facilities. Short-term construction impacts are *less than significant* regarding the increase in demand on public services.

Long-Term Operation

Implementation of the proposed project would add additional demand to existing fire and emergency services within the County. Impact fees from new development are collected based upon projected impacts from each development. The adequacy of impact fees is reviewed on an annual basis to ensure that the fee is commensurate with the service facility and equipment needs.

Fire Protection. The proposed project is with SCFD/CAL FIRE Station 32 response area and according to SCFD/CAL FIRE staff, has the capacity to provide adequate fire protection services to the area upon project completion. In 2015, Company 32 responded to 417 incidents including: 18 vegetation fires, 6 structure fires, 31 other fires, 324 medical calls, 4 hazardous materials responses, and 34 responses classified as “other”.

It should also be noted that the SCFD/CAL FIRE receives funding from the County’s General Fund. Property taxes generated from the proposed project would result in increased property tax revenue to the General Fund that would assist in offsetting increased costs associated with fire protection services. The proposed project would be required to pay development impacts fees of \$1,459 per single-family unit for fire protection services. In addition, each project parcel with \$1,000 or more in improvements are subject to an annual fee of \$20 that is specifically collected and allocated to purchase fire apparatus. The Shasta County Board of Supervisors determines on an annual basis the funding for all County services based upon the budgets submitted by each department and the monies available.

- *Wildfire Hazards.* The SCFD/CAL FIRE has fire protection requirements and standards for new development projects, including standards for defensible space, hydrant spacing, fire flow, access and roadway requirements, and limitations on building materials, as well as requiring adequate roadway widths. The Shasta County Fire Marshall reviews all projects wherein an entitlement is granted by the County (maps, use permits, etc.) prior to any construction for compliance with State and local requirements.

The proposed project includes a number of measures to reduce fire hazards. As discussed in Section 5.8, HAZARDS AND HAZARDOUS MATERIALS, all proposed roadways, driveways, and buildings would be constructed in accordance with the Shasta County Fire Safety Standards. These standards also require the clearing of combustible vegetation around all structures for a distance of not less than 30 feet on each side, or to the property line. The California Public Resources Code 4291 includes a “Defensible Space” requirement of clearing 100 feet around all buildings, or to the property line, whichever is less. Water to the project area will be supplied by Bella Vista Water district and fire hydrants will be placed as specified by California’s State Fire Code. In addition, the applicant has prepared a Wildland-Fuel Vegetation Management Plan to address onsite vegetation management within 100 feet of structures, and in designated onsite management and open space areas.

As a part of the approval process, the proposed project would be required to conform to the *Uniform Fire Code* and local amendments; Title 19, 22, and 27 of the *California Safety Code Regulations* and the *National Fire Prevention Association Standards*. These codes require projects to include specific design features such as ensuring appropriate emergency access. And requiring structures to be built with approved building materials, etc. Conformance with these codes helps reduce the risks associated with fire hazards. Accordingly, all construction plans would be approved by the SCFD/CAL FIRE to ensure that all fire code requirements are incorporated into the proposed project.

- *Emergency Access.* Primary access to and from the proposed project would be from Boyle Road at the southern end of the project site, with a north-south oriented internal arterial roadway (Tierra Robles Parkway) that connects with Old Alturas Road (via Chatham Ranch Drive) at the north end of the project site. The proposed internal street network consists of approximately 15 roadway segments and would be designed and constructed to meet applicable County street standards. A secondary access is proposed at the southerly terminus of Tierra Robles Lane at Northgate Drive. The proposed connection with Northgate Drive would be gated per County fire standards and used for reciprocal emergency access only.

Provision of new or physically altered fire facilities, the construction of which could cause significant physical environmental impacts, are not associated with providing service to the proposed project. As noted above, the one-time fire protection per unit development fees and property taxes generated from the proposed project would result in increased revenue to the General Fund that would assist in offsetting increased costs associated with SCFD/CAL FIRE services. Compliance with fire safety standards and requirements such as interior sprinkler systems, fire alarms, emergency access, and adequate fire flow would be verified during the plan check process would reduce fire protection impacts to *less than significant* levels.

Law Enforcement Services. Similar to fire protection services, development of the proposed project would bring additional annual revenue in the form of increased local property taxes and sales taxes that would help offset the increased demand for law enforcement services by funding increases in personnel, training, and equipment. Furthermore, the project applicant would be required to pay development impact fees (\$789 per single-family unit) which are intended to provide the means which allow the sheriff to maintain the current level of service. Therefore, the proposed project would not result in the need to alter or construction facilities for law enforcement services, thus impacts are *less than significant*.

Schools. Currently, the school fees are assessed at \$3.36 per square foot for residential construction and \$0.54 per square foot for commercial/industrial construction. The high school district splits the developer fees with elementary districts on a 40-percent/60-percent split, with the high school district receiving 40 percent of the fee (\$1.34 per sf/residential) and the elementary school district receiving 60 percent of the fee (\$2.02 per sf/residential). Based on a current student generation rate per dwelling unit of 0.5, the proposed project would generate approximately 83 new students²⁴. The projected average square footage of 166 units proposed onsite is estimated to be 3,200 sf per unit. Based on the estimated square footage, the proposed project would generate approximately \$1,980,048 in school impact fees that would be distributed to the local school districts based on the percent split noted above.

²⁴ Letter from Columbia School District, March 2016.

Foothill High School has been experiencing declining enrollment over an eight-year period, therefore, the high school has capacity to accommodate an increase in student population as a result of the proposed project. Columbia Elementary School and Mountain View Middle School have also been experiencing a decline in enrollment; therefore, these schools would have the capacity to accommodate an increase in student population (83 students) potentially generated by the proposed project²⁵. As a result, the proposed project would not result in the need to alter or construct new facilities for schools, thus impacts are *less than significant*.

Parks and Recreation. The proposed project would include six open space parcels that would total approximately 192.7 acres. The six separate open space parcels would be preserved to maintain sensitive habitat features and/or species. The largest open space parcel is generally located on steep slopes (greater than 30 percent slope) adjacent to waterways in the eastern portion of the project site. This open space area would serve as both a conservation and recreation area for the proposed subdivision. As noted in Section 5.14, RECREATION, the project would result in a population increase of 445 persons and is not expected to result in substantially increased use of any area recreational facilities. In addition, there are tens of thousands of acres of rivers, lakes, forests, and other public lands available for recreation in Lassen National Park, the Shasta and Whiskeytown National Recreation Areas, the National Forests, and other public land administered by the Bureau of Land Management. Implementation of the proposed project would not result in substantially increased use of any area recreational facilities, and would therefore not require construction of new or expansion of any other existing recreational facilities. *Less than significant* impacts are anticipated in this regard.

Other Public Facilities. Other public facilities include libraries, roadway maintenance and transit services. The following discussion evaluates the proposed project's impact on these other public facilities.

- **Library Services.** As discussed above, the Shasta County Library system consists of three libraries throughout Shasta County with the closest branch being the Redding Branch Library located approximately eight miles west of the proposed project. It is not reasonably foreseeable that the estimated increased population of up to 445 new residents would result in a direct need for a new library because the Redding Branch Library is within reasonable driving distance from the proposed project. Impacts would be *less than significant*.
- **Roadway Maintenance.** The proposed project would implement onsite roadway improvements consistent with Shasta County Fire Safety Standards, Section 6.11, *General Road Design Requirements*, and other offsite roadway improvements in accordance with County Code Title 12, *Streets, Sidewalks, and Public Places*. The proposed project would not increase the total maintained miles for the Shasta County Department of Public Works, since the internal roadway network will be maintained through the proposed TRCSD.

The type of long-term maintenance that may be required on the surrounding street network as a result of common roadway wear associated with additional vehicular use would include crack sealing, slurry sealing, selective removal and replacement of failed sections of asphalt, up to including total re-construction. Property taxes generated from the proposed project would result in increased property tax revenues to the General Fund that would assist in offsetting increased costs associated with street maintenance. The Shasta County Board of Supervisors determines on an annual basis the funding for all County services based upon the budgets submitted by each department and the monies available. Impacts would be *less than significant*.

²⁵ Ibid, Columbia School District.

- *Transit Service.* As discussed in Section 5.16, TRAFFIC AND CIRCULATION, existing transit service in the area is provided by RABA. The Airport Express Route, an existing fixed route, currently has one stop immediately west of the Shasta View Drive & Old Alturas round-a-bout, approximately three miles west of the project site. Development of the proposed project could increase the need for transit services to serve the area; however, development of this project alone would not result in an increase in demand that would create a significant impact that would necessitate changing current transit operation. Considering the type of development, a semi-rural single-family residential development, the number of potential new transit riders would be relatively small. Impacts would be *less than significant*.

Mitigation Measures: No mitigation measures are required.

Level of Significance After Mitigation: No mitigation measures are required. Impacts would be *less than significant*.

5.13.5 CUMULATIVE SETTING, IMPACTS, AND MITIGATION MEASURES

IMPACT
5.13-2

Implementation of the proposed project, combined with cumulative development within unincorporated Shasta County, would increase the demand for public services. Increased demand for public services may be expected for the Shasta County Fire Department, Sheriff's Office and other public services.

Significance: Less Than Significant Impact.

Cumulative Setting: The proposed project, in conjunction with future development in not only the area, but also Countywide, would result in an increased need for public services. As previously identified, police and fire, protection is provided by the Shasta County Sheriff's Office and SCDF/CAL FIRE. In emergencies, additional personnel are available due to mutual aid agreement with the City of Redding police and fire departments and the CHP.

Impact Analysis: Impacts of the proposed project would be cumulatively considerable if they have the potential to combine with similar impacts of the identified cumulative projects. Significant cumulative impacts on public services could occur if the public agencies are overburdened or unable to provide adequate services, thereby resulting in significant combined impacts related to the development of new facilities.

Because the proposed project would induce a less than one percent population growth in the area, implementation would not result in the need to construct new, or physically alter or expand existing public services such as law enforcement and fire protection facilities, schools, and libraries. In addition, the project would not impede the effective operation of any existing law enforcement and fire facilities, school, parkland, or library. The cumulative projects could substantially increase the demand for public service providers; however, public agencies have the opportunity to respond to an inquiry for information regarding potential increase in demand on their services. In addition, each individual project would be assessed for development fees for law enforcement, fire protection, schools, parks, and other public services. Payment of appropriate school and park fees are determined for all projects subject to discretionary actions, to offset the increase in demand on public services. Impacts from the proposed

project, in conjunction with other projects in the area, are considered to be cumulatively *less than significant*.

Mitigation Measures: No mitigation measures are required.

Level of Significance After Mitigation: No mitigation measures are required. Cumulative impacts related to public services and fiscal impacts would be *less than significant*.