

Revised Notice of Exemption

TO: ☒ Governor's Office of Land Use and Climate Innovation PO Box 3044 Sacramento, CA 95812-3044 ☒ Siskiyou County Clerk 311 Fourth St., Room 201 Yreka, CA 96097	FROM: City of Mt. Shasta 305 N. Mt. Shasta Blvd. Mt. Shasta, CA 96067
Project Title: City of Mt. Shasta Water System Improvements	
State Clearinghouse Number: 2019058145	
Project Location: The majority of the proposed improvements are located within the City of Mt. Shasta City limits in Sections 15, 16, and 21 of Township 40 North, Range 4 West of the U.S. Geological Survey's (USGS) City of Mount Shasta 7.5-minute quadrangle. Tank 2 and the Cold Spring Supply Line are located just outside of the City limits to east in Section 15 of Township 40 North, Range 4 West of the USGS City of Mount Shasta 7.5-minute quadrangle. As shown in Figure 1 , project elements would be completed in several general areas of the City's existing water system. All work would occur within public road rights-of-way (ROWs), public utility easements, and/or City-owned property.	
City: Mt. Shasta	County: Siskiyou
Project Description, Purpose, and Beneficiaries: The purpose of the proposed project is to replace aging infrastructure, improve fire flows, and ensure a safe and reliable potable water supply for customers in the City's water service area. The original improvements include the following (see Figure 1): Orem Street Area An inoperable Pressure Regulating Valve (PRV) station on North Washington Street would be removed. A new ~36-square-foot PRV station would be installed in a subsurface concrete vault adjacent to North B Street. The depth of the vault would be ~4.5 feet. The water main within the public road ROW of North B Street would be extended to the vault using open-cut trenching and would connect to pressure-reducing valves and associated plumbing within the vault. Curb, gutter, and sidewalk will be installed between the road ROW and the PRV station. Approximately 7,000 feet of water main would be replaced/upsized within the public road ROWs of North A Street, North B Street, North C Street, North Washington Drive, South Washington Drive, Russell Street, Orem Street, McCloud Avenue, and Ackley Avenue. About 130 water services would be replaced. About 14 new fire hydrants would be installed. Old steel water mains would be abandoned in place. All improvements would occur in previously disturbed areas within public road ROWs and/or public utility easements. The pipelines would be installed using open-cut trenching, with a maximum excavation depth of 4 feet; trench width would be a maximum of 3 feet. Pine Street Area A duplex PRV station on West Lake Street, just east of Pine Street, would be abandoned in place. A ~36-square-foot replacement PRV station would be installed in a subsurface concrete vault adjacent to the existing PRV station on City-owned property. The depth of the vault would be ~4 feet. The top of the vault would be ~6 inches above grade. The water main within the public road ROW of West Lake Street would be extended to the vault using open-cut trenching and would connect to pressure-reducing valves and associated plumbing within the vault. An additional PRV station would be installed in a subsurface concrete vault within the public road ROW of West Alma Street, just south of the railroad. Although the new PRV station has not yet been designed, it is not expected to be larger than 53 square feet; the depth of the subsurface concrete vault would be ~4.5 feet. The top of the vault would be flush with the sidewalk. The water main within the public road ROW of West Alma Street would be extended to the vault using open-cut trenching and would connect to pressure-reducing valves and associated plumbing within the vault.	

Approximately 11,000 feet of water main would be replaced/upsized within the public road ROWs of North Mt. Shasta Boulevard, Pine Street, Cedar Street, Spring Street, West Alma Street, West Jessie Street, West Ivy Street, West Field Street, and West Lake Street. About 100 water services would be replaced. About 19 new fire hydrants would be installed. Dead-end lines would be looped by installing short segments of new water main at two locations: the intersection of West Lake Street and Morgan Way, and on West Castle Street southwest of North Mt. Shasta Boulevard. All work would occur in previously disturbed areas within public road ROWs and/or public utility easements. The majority of the pipeline would be installed using open-cut trenching, with a maximum excavation depth of 4 feet; trench width would be a maximum of 3 feet. At locations where open-cut trenching is not feasible (e.g., at the railroad, culverts, and storm drains), the new pipe would be installed using a trenchless technique such as horizontal directional drilling (HDD) or bore and jack.

Oak Street Area

Approximately 2,000 feet of water main would be replaced/upsized within the public road ROWs of Holly Street, South Mt. Shasta Boulevard, Oak Street, Court Street, and in an alley southwest of South Mt. Shasta Boulevard between Old McCloud Road and a point ~160 feet southeast of Holly Street. About 20 water services would be replaced. About 14 water services would be rerouted on private property. About 3 new fire hydrants would be installed. Old steel water mains would be abandoned in place. The pipelines would be installed using open-cut trenching, with a maximum excavation depth of 4 feet; trench width would be a maximum of 3 feet. One exception is a water service on South Mt. Shasta Boulevard that would be extended on private property. In order to avoid damage to an existing rock wall and mature trees along the road frontage, the line would be installed between the existing water service at the rear corner of the property and the sidewalk on South Mt. Shasta Boulevard using a trenchless method.

Sheldon Avenue Area

Approximately 1,000 feet of water main would be replaced within a public utility easement (alleyway) between Sheldon Avenue and Old McCloud Road, east of South Mt. Shasta Boulevard and west of South Washington Drive. The alleyway consists of pavement and compacted gravel, and no trees or other vegetation would be removed to accommodate the proposed improvements. The pipeline in the Sheldon Avenue area would be installed using open-cut trenching, with a maximum excavation depth of 4 feet; trench width would be a maximum of 3 feet.

The following proposed improvements were added to the original proposed improvements as part of this project (see **Figure 1**):

McCloud Avenue Area

About 26 water services would be replaced between the existing water meters and existing 12-inch water main within the public road ROW of McCloud Avenue, between North Adams Drive and Jefferson Drive, east of Washington Drive.

Cold Spring Supply Line

As shown in **Figure 6**, ~1,150 feet of existing water supply line along the existing access road east of Tank 2 would be replaced. Approximately 1,950 feet of new water supply line would be installed within an existing access road from McCloud Avenue south to connect to the newly replaced water supply line. The remainder of the existing water supply line would be abandoned in place.

Water Tank Replacement

The existing 505,000-gallon water storage tank (Tank 2) located generally east of Old McCloud Road and south of McCloud Avenue would be demolished and would be replaced in place with a new tank of the same size and capacity as the existing tank. Lead abatement would be performed to ensure elimination of lead-based paint hazards. The existing underground piping would also be replaced.

The following improvements are proposed in addition to the approved improvements above (see **Figures 2-1 and 2-2**):

North Washington Drive Water Main

Existing steel water main would be replaced with ~420 feet of 8-inch new water main located north of the PRV Station at the intersection of McCloud Avenue and North Washington Drive to the intersection of Orem Street and North Washington Drive. The new main would convey high pressure water to the distribution system north of Orem Street to maintain adequate pressures and flows.

South A Street Tie-In

The existing valve on South A Street is inoperable due to being stuck in the closed position, which greatly impacts water delivery to customers located on South A Street. To address this issue, the existing valve would be removed, and the existing water main would be extended to connect to the originally proposed new water main within the public road ROW of McCloud Avenue. This would restore adequate water service to residents on South A Street.

S. Washington Drive Water Main

Approximately 165 feet of existing steel water main between Sheldon Alley and Old McCloud Road would be replaced with new water main to connect to the originally proposed new water main within Sheldon Alley.

The proposed modifications would not change project impacts, and no new potentially significant impacts would occur.

Name of Public Agency Approving Project: City of Mt. Shasta

Name of Agency Carrying out the Project: City of Mt. Shasta

Local Agency Contact Person: Todd Juhasz, City Manager
530.926.7526
tjuhasz@mtshastaca.gov

Exempt Status: Categorical Exemption:

California Code of Regulations, Title 14, Division 6, Chapter 3 (CEQA Guidelines):

Class 1, §15301 (Existing Facilities)

Class 2, §15302 (Replacement or Reconstruction)

Class 4, §15304 (Minor Alterations to Land)

Reason Why Project Is Exempt:

The Class 1 exemption covers the operation, repair, maintenance, permitting, leasing, or minor alteration of existing public or private structures, facilities, and mechanical equipment, or topographical features, involving negligible or no expansion of existing or former use. The Class 2 exemption covers replacement or reconstruction of existing utility systems and/or facilities involving negligible or no expansion of capacity. The Class 4 exemption covers minor trenching and backfilling on land with a slope of less than ten percent where the surface is restored.

The project is consistent with the categorical exemptions noted above because work would consist of repair, maintenance, and minor alterations to existing facilities; no expansion of capacity or use would occur; the improvements would be replaced in previously disturbed areas within the public road ROW and in public utility easements; and the ground surface would be restored following construction. As documented in the original Notice of Exemption and first Revised Notice of Exemption (SCH 2019058145), the proposed project would not have a significant effect on the environment due to unusual circumstances; would not result in damage to scenic resources within a Scenic Highway; is not located on a hazardous waste site pursuant to §65962.5 of the Government Code; would not cause a substantial adverse change in the significance of a historical resource; and would not result in cumulative impacts.

Signature:

Todd Juhasz

Todd Juhasz
City Manager, City of Mt. Shasta

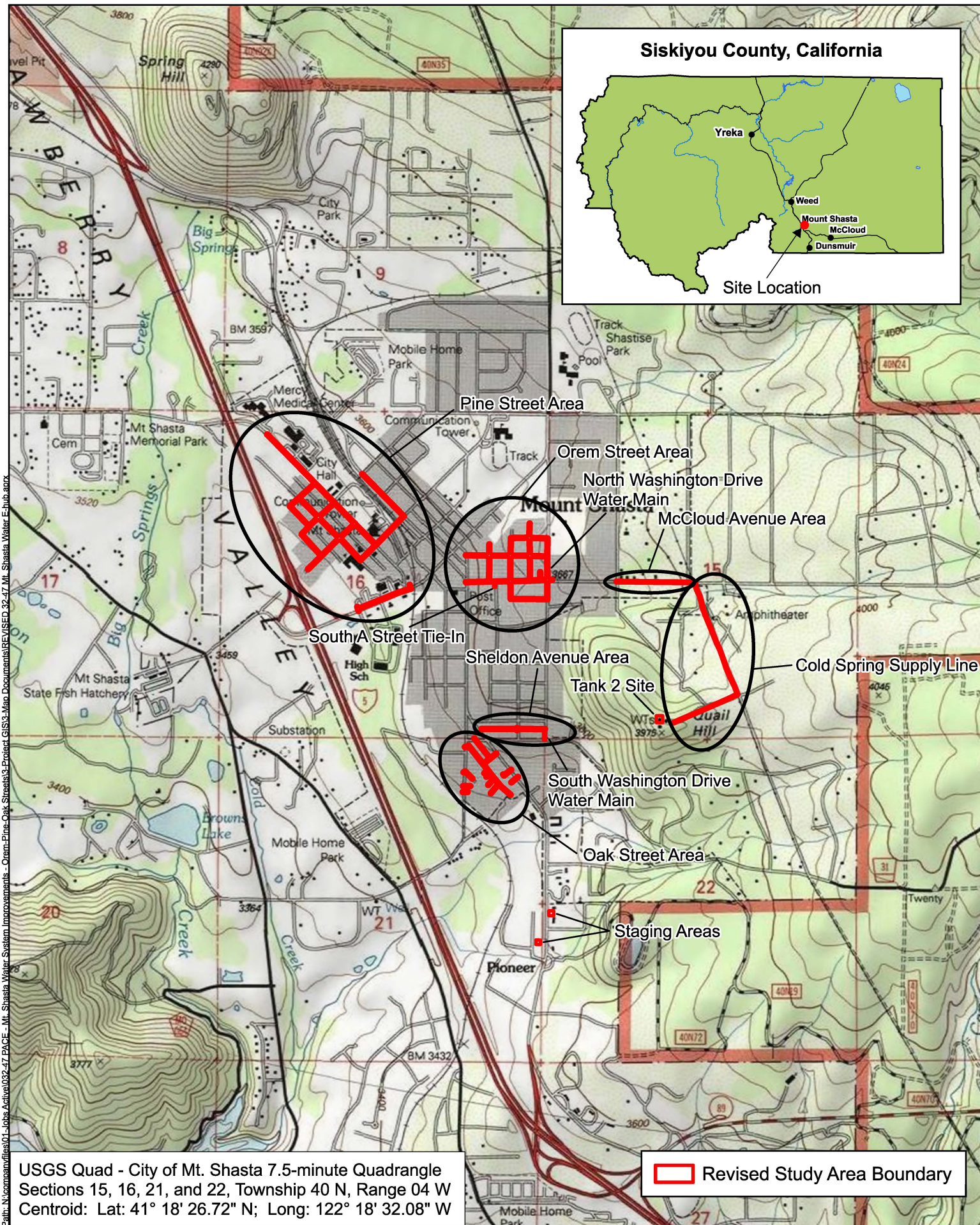
Date: 5/25/2026

Attachments:

Figure 1: Project Location and Vicinity

Figure 2-1: Revised Improvements

Figure 2-2: Revised Improvements



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Figure 1
Project Location and Vicinity

All depictions are approximate. Not a survey product. 05.21.26

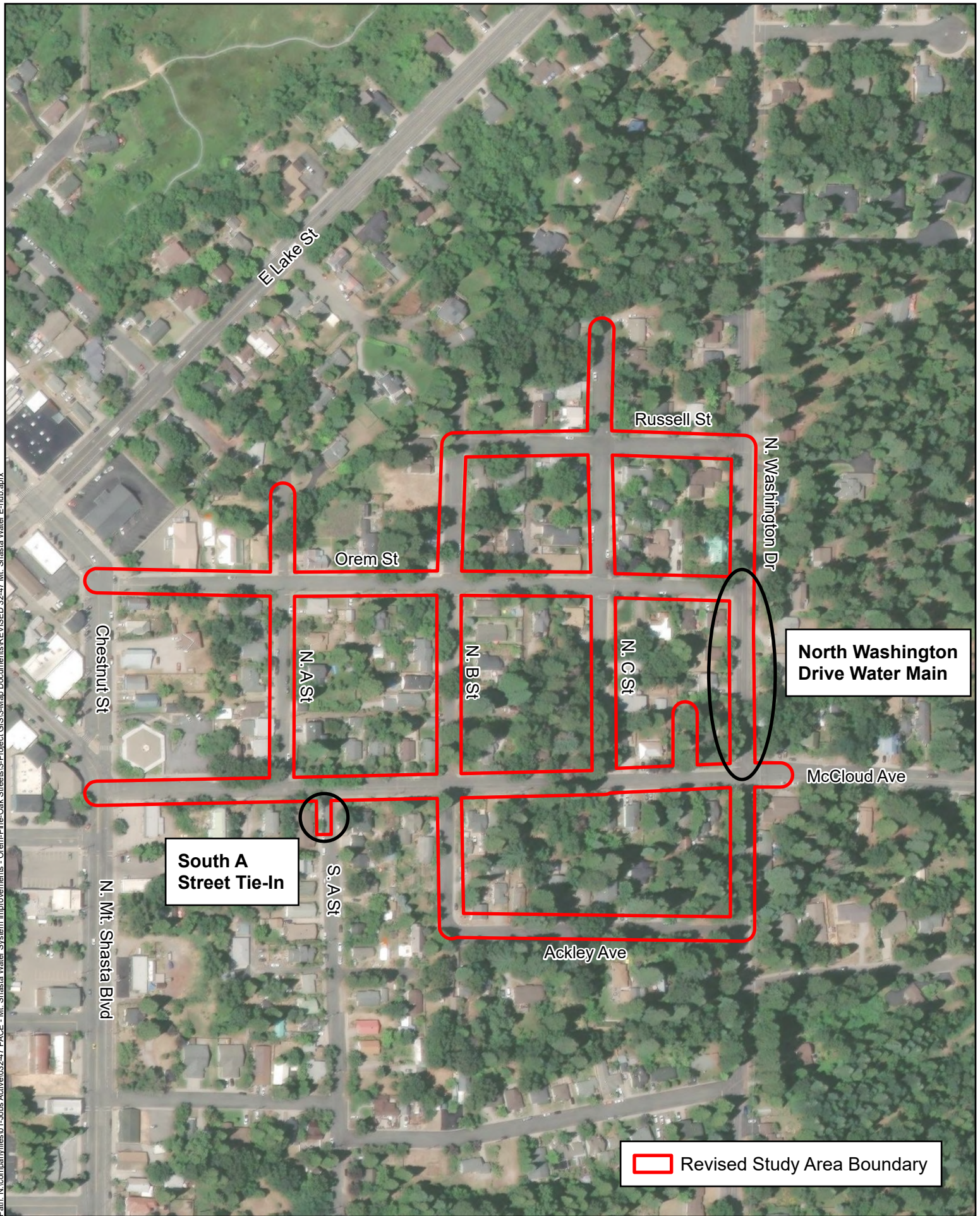


Figure 2-1
Revised Improvements

All depictions are approximate. Not a survey product. 05.21.26

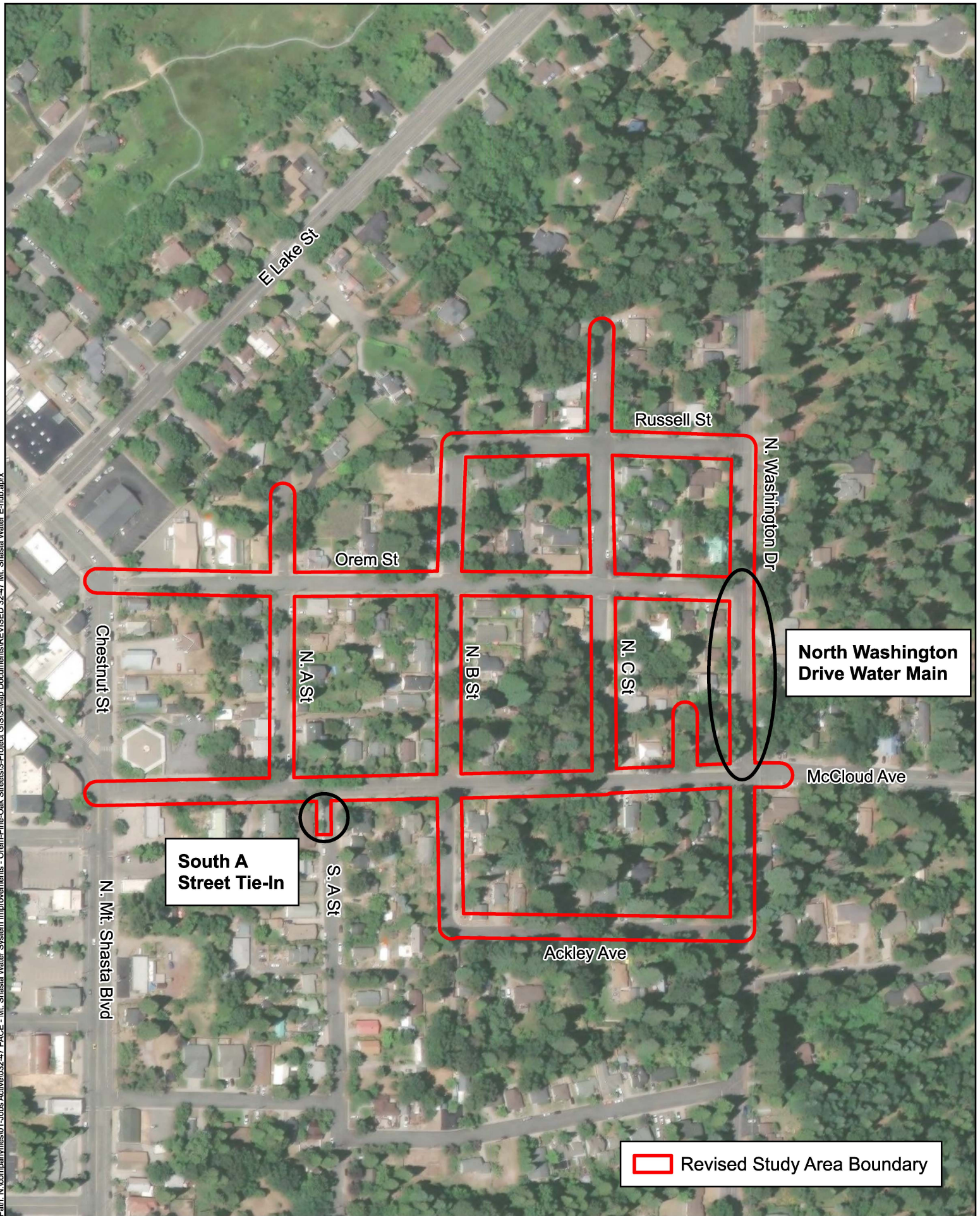
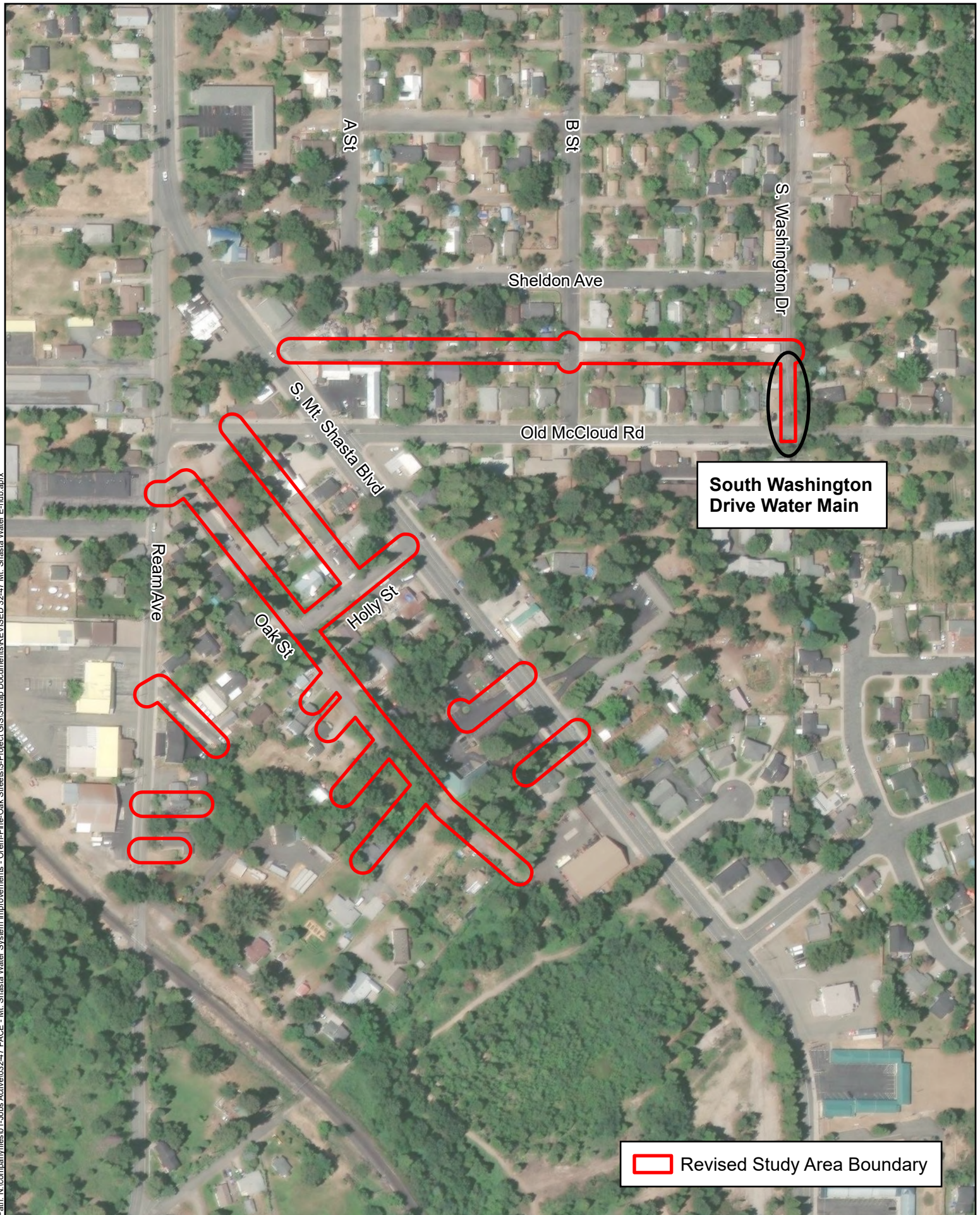


Figure 2-1
Revised Improvements

All depictions are approximate. Not a survey product. 05.21.26

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 Revised Study Area Boundary



Figure 2-2
Revised Improvements

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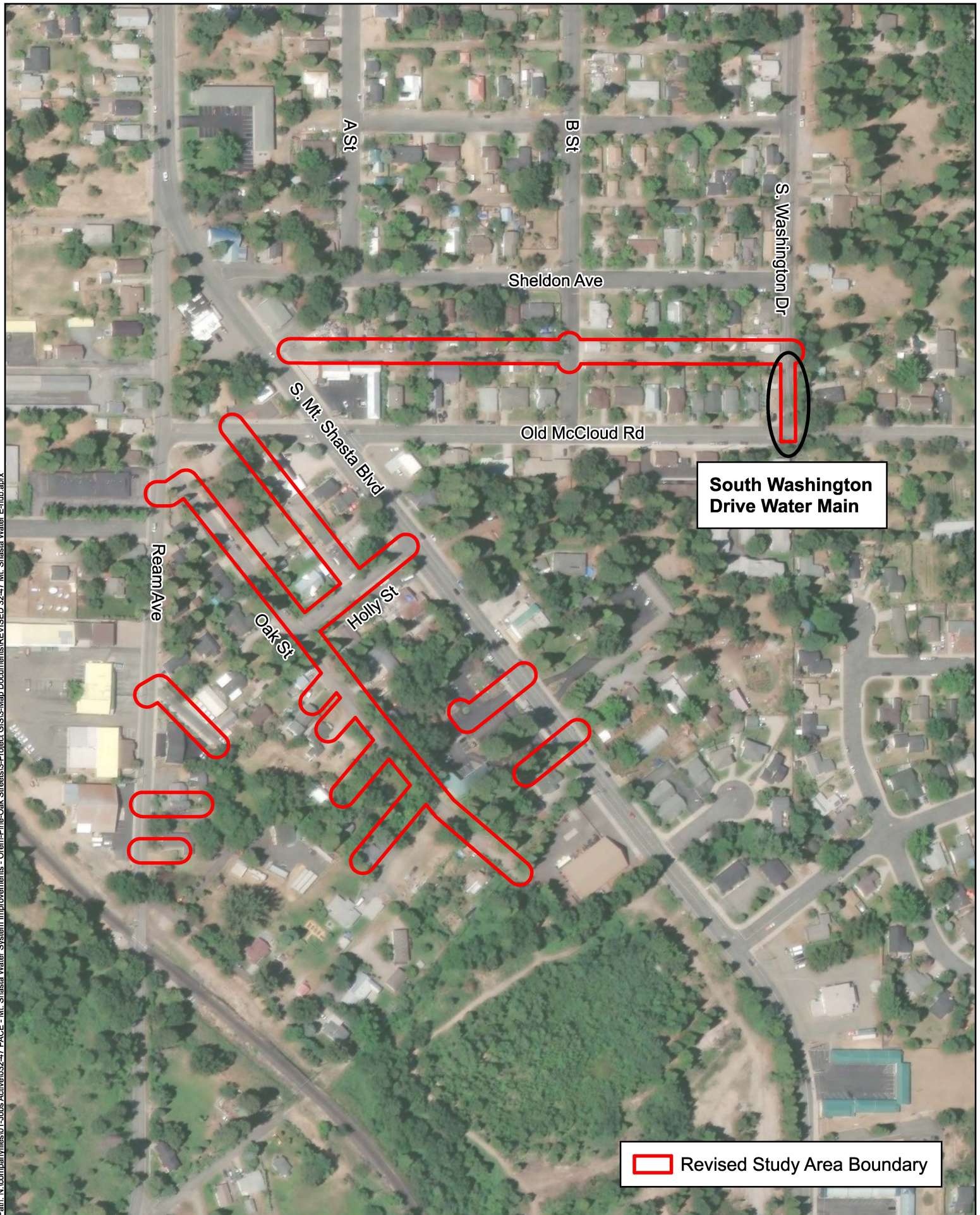


Figure 2-2
Revised Improvements

All depictions are approximate. Not a survey product. 05.21.26