

# **ENVIRONMENTAL INITIAL STUDY**

## **INITIAL STUDY CHECKLIST References and Documentation Tentative Subdivision Map S-2016-00603 The Terrace Subdivision**

Prepared by:  
**CITY OF REDDING**  
**Development Services Department**  
***Planning Division***  
777 Cypress Avenue  
Redding, California 96001

November 2016

# CITY OF REDDING

## ENVIRONMENTAL CHECKLIST FORM

1. **Project Title:** Tentative Subdivision Map S-2016-00603, The Terrace
  
2. **Lead agency name and address:**  
  
CITY OF REDDING  
Development Services Department  
*Planning Division*  
777 Cypress Avenue  
Redding, CA 96001
  
3. **Contact Person and Phone Number:** Linda Burke, Associate Planner, (530) 225-4027
  
4. **Project Location:** Located on the west side of Shasta View Drive approximately .5 mile north of State Route 44, or .2 mile north of the intersection of Tarmac Road, and east of Gregory Pond. The property is addressed as 1970 Shasta View Drive and is identified as Assessor Parcel No. 077-290-044.
  
5. **Applicant's Name and Address:**  
Jaxon Baker  
Shasta View Lake, Inc.  
1643 Tahoe Court  
Redding, CA 96003
  
5. **Representative's Name and Address:**  
Leonard Bandell  
Shasta View Lake, Inc.  
P.O. Box 994248  
Redding, CA 96099
  
5. **Representative's Name and Address:**  
Duane K. Miller  
Duane K Miller Civil Engineering  
P.O. Box 1307  
Anderson, CA 97007
  
6. **General Plan Designation:** Residential, 2 to 3.5 units per acre and Greenway
  
7. **Zoning:** "RS-3" Residential, Single Family
  
8. **Description of Project:** The project applicant is requesting approval of a tentative subdivision map to subdivide approximately 6.9 acres to create 9 lots for development of single-family residential homes. Approximately 4 acres is contained in open space. The property was previously a part of the adjoining subdivision lands directly to the north and west, covered by Tentative Subdivision Map S-8-03, Fleur Du Lac Subdivision that originally approved 52 single-family residential lots on 22.4 acres. Forty-three lots were subsequently recorded; however the tentative map for the remaining 9 lots has expired, and is now the area of the subject tentative map request. The current application consists of a cul-de-sac with 9 lots taking acres from Shasta View Drive.
  
9. **Surrounding Land Uses and Setting:** The property is located west of Shasta View Drive, north of Tarmac Road, and east of Gregory Pond. Single-family subdivisions characterize this area with the original Fleur Du Lac subdivision, Candlewood Estates, and Oak Mesa Estates located to the north, while Tarmac Ridge Villas and The Villages at Shasta View Gardens, both small-lot single-family planned developments, lie to the south. Elevations range from 540 to 574 feet above mean sea level. The project site consists of a relatively level terrace area adjoining Shasta View Drive and an open-space ravine with a southwest-trending seasonal drainage. A majority of the drainage area or approximately 2.7 acres of the total 6.9 acres has previously been dedicated as a public open space, trail, and storm drain easement. Additional private open space easement dedication of approximately 1.3 acres is proposed on the map for a total of approximately 4 of the total 6.9 acre contained in open space. The property is currently vacant with little to no vegetation on the terrace, which has previously been rough graded, and heavy vegetation in the ravine consisting of blue oak woodland along the slopes and valley foothill riparian occurring in the drainage.
  
10. **Other public agencies whose approval is required (e.g., permits, financing approval, or participation agreement):** The project must obtain a Construction Activity Storm Water Permit and prepare a Storm Water Pollution Prevention Plan in accordance

with the requirements of the California Regional Water Quality Board (RWQCB). A Streambed Alteration Agreement (1602) may be required from the California Department of Fish and Wildlife.

**ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED:**

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

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

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

On the basis of the initial evaluation:

- I find that the proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.
- I find that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because revisions in the project have been made by or agreed to by the project proponent. A MITIGATED NEGATIVE DECLARATION will be prepared.
- I find that the proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.
- I find that the proposed project MAY have a "potentially significant impact" or "potentially significant unless mitigated" impact on the environment, but at least one effect 1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and 2) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets. An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed.
- I find that although the proposed project could have a significant effect on the environment because all potentially significant effects (a) have been analyzed adequately in an earlier EIR or NEGATIVE DECLARATION pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier EIR of NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed upon the proposed project, nothing further is required.

Copies of the Initial Study and related materials and documentation may be obtained at the Planning Division of the Development Services Department, 777 Cypress Avenue, Redding, CA 96001. Contact Associate Planner, Linda Burke at (530) 225-4027.

*Linda Burke*

Linda Burke  
 Development Services Department

12/22/16  
 Date

## EVALUATION OF ENVIRONMENTAL IMPACTS:

This section analyzes the potential environmental impacts associated with the proposed project. The issue areas evaluated in this Initial Study include:

- Aesthetics
- Agricultural Resources
- Air Quality
- Biological Resources
- Cultural Resources
- Geology and Soils
- Greenhouse Gas Emissions
- Hazards and Hazardous Materials
- Hydrology and Water Quality
- Land Use and Planning
- Mineral Resources
- Noise
- Population and Housing
- Public Services
- Recreation
- Transportation/Circulation
- Utilities and Service Systems

The environmental analysis in this section is patterned after the Initial Study Checklist recommended by the State *CEQA Guidelines* and used by the City of Redding in its environmental review process. For the preliminary environmental assessment undertaken as part of this Initial Study's preparation, a determination that there is a potential for significant effects indicates the need to more fully analyze the development's impacts and to identify mitigation.

For the evaluation of potential impacts, the questions in the Initial Study Checklist are stated and an answer is provided according to the analysis undertaken as part of the Initial Study. The analysis considers the long-term, direct, indirect, and cumulative impacts of the development. To each question, there are four possible responses:

- **No Impact.** The development will not have any measurable environmental impact on the environment.
- **Less Than Significant Impact.** The development will have the potential for impacting the environment, although this impact will be below established thresholds that are considered to be significant.
- **Potentially Significant Impact Unless Mitigation Incorporated.** The development will have the potential to generate impacts which may be considered as a significant effect on the environment, although mitigation measures or changes to the development's physical or operational characteristics can reduce these impacts to levels that are less than significant.
- **Potentially Significant Impact.** The development will have impacts which are considered significant, and additional analysis is required to identify mitigation measures that could reduce these impacts to less than significant levels.

Where potential impacts are anticipated to be significant, mitigation measures will be required, so that impacts may be avoided or reduced to insignificant levels.

Prior environmental evaluations applicable to all or part of the project site:

- *City of Redding General Plan, 2000*
- *City of Redding General Plan Final Environmental Impact Report, 2000, SCH #1998072103*

### List of attachments/references:

- Attachment A – Location map
- Attachment B – Tentative map
- Attachment C – Preliminary grading and drainage plan

**SUMMARY OF MITIGATION MEASURES:**

I. <b>AESTHETICS:</b> <i>Would the project:</i>	Potentially Significant Impact	Less-Than-Significant With Mitigation Incorporated	Less-Than-Significant Impact	No Impact
a) Have a substantial adverse effect on a scenic vista?				x
b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a State scenic highway?				x
c) Substantially degrade the existing visual character or quality of the site and its surroundings?				x
d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?				x

**Discussion:**

- a) The project must comply with the height standards of the City's Zoning Ordinance. Single-family homes in the project would be consistent in height with those on adjacent properties and would not obstruct any documented scenic vistas. The proposed project would not represent a significant change to the overall scenic quality of the area.
- b) The project site is not located adjacent to a state-designated scenic highway.
- c) The project will be compatible with the existing visual character of the property and its surroundings.
- d) The project would generate light that is customary for development and comply with the Zoning Ordinance light standards. There would not be an adverse effect on day or nighttime views in the area.

**Documentation:**

*City of Redding General Plan, Natural Resources Element, 2000*  
*City of Redding Zoning Ordinance, Chapter 18.40.090*

**Mitigation:**

None necessary.

II. <b>AGRICULTURE RESOURCES:</b> <i>In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural, Land Evaluation and Site Assessment Mode (1997) prepared by the California Dept. of Conservation as an optional model to use in assessing impacts on agriculture and farmland. Would the project:</i>	Potentially Significant Impact	Less-Than-Significant With Mitigation Incorporated	Less-Than-Significant Impact	No Impact
a) Convert Prime Farmland, Unique Farmland, or Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?				x
b) Conflict with existing zoning for agricultural use, or a Williamson Act Contract?				x
c) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland to non-agricultural use?				x

**Discussion:**

a-c) The project site has not been historically used for agricultural purposes, nor does it possess soils that are prime for agricultural production.

**Documentation:**

*City of Redding General Plan*, Natural Resources Element, 2000  
*City of Redding General Plan Background Report*, Chapter 9.4: Agricultural Lands  
 California Department of Conservation’s Farmland Mapping and Monitoring Program  
 United States Department of Agriculture, Soil Conservation Service and Forest Service, Soil Survey of Shasta County Area.

**Mitigation:**

None necessary.

III. <b>AIR QUALITY:</b> Where available, the significance criteria established by the applicable air quality management or air pollution control district may be relied upon to make the following determinations. Would the project:	Potentially Significant Impact	Less-Than-Significant With Mitigation Incorporated	Less-Than-Significant Impact	No Impact
a) Conflict with or obstruct implementation of the applicable air quality plan?				x
b) Violate any air quality standard or contribute substantially to an existing or projected air quality violation?			x	
c) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable Federal or State ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)?			x	
d) Expose sensitive receptors to substantial pollutant concentrations?				x
e) Create objectionable odors affecting a substantial number of people?				x

**Discussion:**

a-c) Shasta County, including the far northern Sacramento Valley, currently exceeds the state's ambient standards for ozone (smog) and particulates (fine, airborne particles). Consequently, these pollutants are the focus of local air quality policy, especially when related to land use and transportation planning. Even with application of measures to reduce emissions for individual projects, cumulative impacts are unavoidable when ozone and/or particulate emissions are involved. For example, the primary source of emissions contributing to ozone is from vehicles. Any project that generates vehicle trips has the potential of contributing incrementally to the problem. The Environmental Impact Report for the *General Plan* acknowledged this dilemma; and as a result, Findings and a Statement of Overriding Considerations were adopted by the City Council for impacts to air quality resulting from growth supported under the *General Plan*.

The City Air Quality Element of the *General Plan* establishes emission-reduction goals of 20 to 25 percent, depending on the projected level of unmitigated emissions for a project. Mitigation thresholds are established for the important regional/local pollutants, including: Reactive Organic Gases (ROG) and Oxides of Nitrogen (NOx), which are ozone precursors, and Inhalable Particulate Matter, 10 Micron (PM<sub>10</sub>). The mitigation thresholds for these pollutants are tiered at two levels as follows:

<b>Level "A"</b>	<b>Level "B"</b>
25 pounds per day of NOx	137 pounds per day of NOx
25 pounds per day of ROG	137 pounds per day of ROG
80 pounds per day of PM <sub>10</sub>	137 pounds per day of PM <sub>10</sub>

If a project has unmitigated emissions less than the Level "A" threshold, then it is viewed as a minor project (from an air quality perspective) and only application of Standard Mitigation Measures (SMMs) is required to try to achieve at least a 20 percent reduction in emissions, or the best reduction feasible otherwise. Land uses that generate unmitigated emissions above Level "A"

require application of appropriate Best Available Mitigation Measures (BAMMs), in addition to the SMMs, in order to achieve a net emission reduction of 20 percent or more. If, after applying SMMs and BAMMs, a use still exceeds the Level "B" threshold, then a minimum of 25 percent of the unmitigated emissions exceeding 137 pounds per day must be offset by reducing emissions from existing sources of pollution; otherwise, an Environmental Impact Report is required.

Under policy of the Air Quality Element, a project has the potential to impact air quality primarily in two ways: (1) the project would generate vehicle trip emissions (with NO<sub>x</sub>, ROG, and PM<sub>10</sub>) that contribute cumulatively to local and regional air quality conditions; and (2) fugitive dust (particulate/PM<sub>10</sub>) emissions are possible during construction activities. As a residential development, a project does not have the potential to generate significant emission concentrations of other pollutants subject to state and federal ambient air quality standards.

The current URBEMIS air quality computer model, as prescribed in the Air Quality Element, has been used to calculate the unmitigated emissions from a 9-lot single-family subdivision for the key pollutants noted above. Results have indicated that the project would result in ROG, NO<sub>x</sub>, and PM<sub>10</sub> emissions well below the Level "A" threshold. Hence, application of SMMs is required in order to strive toward the *General Plan* policy of a net-reduction objective of 20 percent to address small-scale cumulative effects. SMMs applicable to this project address primarily short-term impacts related to construction. For the most part, these requirements are standard development regulations in the City promulgated in the City Grading Ordinance and Uniform Building Code. Application of special mitigation to achieve a level of less than significant is not necessary since actions for compliance are already included in existing uniformly applied regulations and construction standards. The following City standard regulations applied during grading and construction activities to control dust and PM<sub>10</sub> emissions apply to the project.

1. Nontoxic soil stabilizers shall be applied according to manufacturer's specification to all inactive construction areas (previously graded areas inactive for ten days or more).
  2. All grading operations shall be suspended when winds (as instantaneous gusts) exceed 20 miles per hour.
  3. Temporary traffic control shall be provided as appropriate during all phases of construction to improve traffic flow (e.g., flag person).
  4. Construction activities that could affect traffic flow shall be scheduled in off-peak hours.
  5. Active construction areas, haul roads, etc., shall be watered at least twice daily or more as needed to limit dust.
  6. Exposed stockpiles of soil and other backfill material shall either be covered, watered, or have soil binders added to inhibit dust and wind erosion.
  7. All truck hauling solid and other loose material shall be covered or should maintain at least two feet of freeboard (i.e., minimum vertical distance between top of the load and the trailer) in accordance with the requirements of CVC Section 23114. This provision is enforced by local law enforcement agencies.
  8. All public roadways used by the project contractor shall be maintained free from dust, dirt, and debris caused by construction activities. Streets shall be swept at the end of the day if visible soil materials are carried onto adjacent public paved roads. Wheel washers shall be used where vehicles enter and exit unpaved roads onto paved roads, or trucks and any equipment shall be washed off leaving the site with each trip.
  9. Alternatives to open burning of cleared vegetative material on the project site shall be used unless otherwise deemed infeasible by the City Planning Division. Suitable alternatives include, but are not limited to, on-site chipping and mulching and/or hauling to a biomass fuel site.
- d) Potential impacts to neighboring homes (sensitive receptors) from fugitive dust caused during construction are mitigated by application of the SMMs discussed above.
- e) The project does not involve land use that could generate objectionable odors affecting substantial number of people.

**Documentation:**

Shasta County APCD Air Quality Maintenance Plan and Implementing Measures  
*City of Redding General Plan, Air Quality Element*  
*City of Redding General Plan Final Environmental Impact Report, 2000, SCH #1998072103, Chapter 8.6, Air Quality,*  
*CEQA Findings of Fact and Statement of Overriding Considerations for the City of Redding General Plan Final Environmental Impact Report, as adopted by the Redding City Council on October 3, 2000, by Resolution 2000-166*  
*City of Redding General Plan Background Report, Chapter 9.7, Natural Resources and Air Quality*  
URBEMIS (2007, v 9.2.4) Air Quality Computer Model

**Mitigation:**

None necessary.

IV. <u>BIOLOGICAL RESOURCES</u> : <i>Would the project:</i>	Potentially Significant Impact	Less-Than-Significant With Mitigation Incorporated	Less-Than-Significant Impact	No Impact
a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special-status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?				x
b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?				x
c) Have a substantial adverse effect on Federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?				x
d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?				x
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?				x
f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community, Conservation Plan, or other approved local, regional, or State habitat conservation plan?				x

**Discussion:**

- a-d) A wetland delineation and preconstruction notification application submitted to the Army Corps of Engineers was prepared by North State Resources with the original Fleur Du Lac Subdivision approval. The report identified biological resources on the site including some vernal pool features in the northwest portion of the first phase of the subdivision and riparian wetlands in the areas of the seasonal drainage/intermittent creek in the ravine area of the current subdivision. All impacts to the vernal pools and wetlands were mitigated at the time of grading and construction of the first phase of the subdivision including extensions. The preliminary grading plan indicates grading will occur on the terrace area that has previously been disturbed and for a portion of a utility road on Lot 9 to provide access the existing sewer main. No disturbance is proposed for the area of the riparian wetlands as it is located in the open space ravine where no activity is proposed. The area is already set aside in an open space easement for preservation. There would thus be no conflict with Federal or State programs concerning biological resources, nor any conflict with local policies or ordinances. There are no approved habitat conservation plans in the area.
- e) The terrace area of the subdivision which has previously been graded contains little to no vegetation with the exception of several oak trees and natural grasses. No tree removal is proposed. Blue oak woodland habitat is located within the ravine area and would not be disturbed with construction of the subdivision
- f) No habitat conservation plans or other similar plans have been adopted for the project site or project area. No impact would occur in this regard.

**Documentation:**

California Department of Fish and Wildlife: Natural Diversity Data Base

*City of Redding General Plan, Natural Resources Element, 2000*  
*City of Redding Municipal Code, Chapter 18.45, Tree Management Ordinance*  
*City of Redding General Plan Environmental Impact Report, 2000, SCH #1998072103*  
 Nationwide Permit 39 Pre-Construction Notification submitted to the Army Corp of Engineers, prepared by North State Resources, Inc., dated August 2, 2004

**Mitigation:**  
 None necessary.

<b>V. CULTURAL RESOURCES:</b> <i>Would the project:</i>	<b>Potentially Significant Impact</b>	<b>Less-Than-Significant With Mitigation Incorporated</b>	<b>Less-Than-Significant Impact</b>	<b>No Impact</b>
a) Cause a substantial adverse change in the significance of a historical resource pursuant to Section 15064.5?				X
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to Section 15064.5?				X
c) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?				X
d) Disturb any human remains, including those interred outside of formal cemeteries?				X

**Discussion**

a, b, d) Based upon archaeological study, field survey, and record search prepared and performed by Peter M. Jensen and Associates in February 2004 for the original Fleur Du Lac subdivision, no evidence of prehistoric activity or historic-period activity was documented or located on the project site. No impacts in this area are anticipated.

c) No unique geologic features, fossil-bearing strata, or paleontological sites are known to exist on the project site.

**Documentation:**

*City of Redding General Plan Background Report, 1998*  
*City of Redding General Plan Final Environmental Impact Report, 2000, SCH #1998072103*  
 Archeological Survey, prepared by Peter M. Jensen, dated February 2004

**Mitigation:**  
 None necessary.

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

VI. GEOLOGY AND SOILS: <i>Would the project:</i>	Potentially Significant Impact	Less-Than-Significant With Mitigation Incorporated	Less-Than-Significant Impact	No Impact
iii) Seismic-related ground failure, including liquefaction? iv) Landslides?				
b) Result in substantial soil erosion or the loss of topsoil?			x	
c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse?				x
d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property?				x
e) Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of waste water?				x

**Discussion:**

a, c, d) There are no Alquist-Priolo earthquake faults designated in the Redding area of Shasta County. There are no other documented earthquake faults in the immediate vicinity that pose a significant risk, and the site is located in an area designated in the Health and Safety Element of the *General Plan* as having a low ground-shaking potential. The project is not located on or near any documented landslide hazard areas, and there is no evidence of ground slippage or subsidence occurring naturally on the site. The type of soils and underlying geology is identified as having no potential for liquefaction. No portion of the site falls within the 100-year floodplain of the Sacramento River or any creek.

b) The project site contains three soil classifications: Red Bluff Gravelly Loma ReA) on the level, developable portion of the site, and Churn Creek Gravelly Loam Deep (CfA) and Newtown Gravelly Loam (NeD) on the steep slopes and drainage areas to be retained in open space. The Churn Creek Gravelly Loam Deep and Newtown Gravelly Loam are well-drained with slow permeability. The potential for erosion on the developable (ReA) is none to slight. The potential for erosion on the steep slopes is moderate to high; however standard erosion-control measures during development will be applied to reduce the potential erosion impacts to a level that is less than significant.

The project is subject to certain erosion-control requirements mandated by existing City and State regulations. These requirements include:

- ◆ *City of Redding Grading Ordinance.* This ordinance requires the application of “Best Management Practices” (BMPs) in accordance with the City Erosion and Sediment Control Standards Design Manual (Redding Municipal Code Section 16.12.060, Subsections C, D, E). In practice, specific erosion-control measures are determined upon review of the final project improvement plans and are tailored to project-specific grading impacts.
- ◆ *California Regional Water Quality Board “Construction Activity Storm Water Permit.”* This permit somewhat overlaps the City’s Grading Ordinance provision by applying state standards for erosion-control measures during construction of the project.
- ◆ *California Regional Water Quality Control Board “Project Storm Water Pollution Prevention Plan (SWPPP).”* This plan emphasizes stormwater best management practices and is required as part of the Construction Activity Storm Water Permit. The objectives of the SWPPP are to identify the sources of sediment and other pollutants that affect the quality of stormwater discharges and to describe and ensure the implementation of practices to reduce sediment and other pollutants in stormwater discharges.
- ◆ *California Department of Fish and Wildlife “1600 Agreement.”* This notification is required for any work within a defined streambed.

- ◆ *U.S. Army corps of Engineers Nationwide Permit.* A new Nationwide 29 Permit (residential developments) will be required from the U.S. Army Corps of Engineers to address impacts to jurisdictional waters.

Actions for compliance with these regulations are addressed under standard conditions of approval, which are uniformly applied to all land development projects. Since the project is subject to uniformly applied ordinances and policies and the overall risk of erosion is low, potential impacts related to soil erosion and sedimentation are less than significant.

- e) The proposed project does not involve the use of septic tanks or alternative wastewater disposal. No impact has been identified.

**Documentation:**

- City of Redding Health and Safety Element, figures 4-1 (Ground Shaking Potential) and 4.2 (Liquefaction Potential)*
- City of Redding General Plan Final Environmental Impact Report*
- City of Redding General Plan Background Report, 1998*
- City of Redding Grading Ordinance, RMC Chapter 16.12*
- City of Redding Standard Specifications, Grading Practices*
- City of Redding Standard Development Conditions for Discretionary Approvals (subdivisions, use permits, site development permits, etc.)*
- Soil Survey of Shasta County Area, United States Department of Agriculture, Soil Conservation Service and Forest Service, August 1974*
- Division of Mines and Geology Special Publication 42*
- State Regional Water Quality Control Board, Central Valley Region, Regulations related to Construction Activity Storm Water Permits and Storm Water Pollution Prevention Plans*

**Mitigation:**

None necessary.

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

**Discussion:**

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

California Senate Bill SB97 established that an individual project’s effect on GHG emission levels and global warming must be assessed under CEQA. SB97 further directed that the State Office of Planning and Research (OPR) develop guidelines for the assessment of a project’s GHG emissions. Those guidelines for GHG emissions were subsequently included as amendments to the CEQA Guidelines. The guidelines did not establish thresholds of significance and there are currently no state, regional, county, or city guidelines or thresholds with which to direct project-level CEQA review. As a result, the City of Redding has utilized the best available information to develop a threshold until a specific quantitative threshold is adopted by the state or regional air district.

As the Lead Agency, the City has opted to utilize a quantitative non-zero project-specific threshold using a methodology recommended by the California Air Pollution Officers (CAPCOA) and accepted by the California Air Resources Board. According to CAPCOA’s *Threshold 2.3, CARB Reporting Threshold*, 10,000 metric tons of carbon-dioxide equivalents per year (mtCO<sub>2</sub>eq/yr) is recommended as a quantitative non-zero threshold. According to the CAPCOA, this threshold would be equivalent to 550 dwelling units, 400,000 square feet of office use, 120,000 square feet of retail, or 70,000 square feet of supermarket use. This approach is

estimated to capture over half the future residential and commercial development projects and is designed to support the goals of AB 32 and not hinder it.

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

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

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

With regard to the project, the predominant associated GHG is CO<sub>2</sub> generated by motor-vehicle travel to and from the site. To a substantially lesser degree, the project will result in CH<sub>4</sub> emissions associated with use of electric power generated by the Redding Electric Utility (REU), though it should be noted that REU distributes power from a variety of sources, including hydroelectric, wind, and natural gas.

According to the California Air Pollution Control Officers Association's (CAPCOA) publication, *CEQA and Climate Change*, published in January 2008, there is currently not a single computer model that is capable of estimating all of a project's direct and indirect GHG emissions. However, the Urban Emissions Model (URBEMIS) is likely the most consistently used model to estimate a project's direct GHG emissions. URBEMIS is designed to model emissions associated with development of urban land uses. URBEMIS attempts to summarize criteria air pollutants and CO<sub>2</sub> emissions that would occur during operation of new development. URBEMIS was developed and is approved for statewide use by CARB. One of the shortfalls of URBEMIS is that the model does not contain emission factors for GHGs other than CO<sub>2</sub> except for methane (CH<sub>4</sub>) from mobile sources, which is converted to CO<sub>2</sub>. This may not be a major problem since CO<sub>2</sub> is the most important GHG from land development projects.

The emissions from the project as indicated by the URBEMIS model are significantly below the City of Redding's air quality thresholds, as well as GHG emissions thresholds put forth by CARB. Therefore, the project will not contribute significantly to GHG emissions in the air basin. No mitigation measures are proposed.

On a larger scale, the City of Redding's General Plan acknowledges that land use decisions have an impact on climate and air quality. Land use decisions that result in low or very low density on the periphery of the community increase the amount of vehicle-miles traveled (VMT), which increases vehicle emissions. In response to this impact, the City's *General Plan* includes a number of goals and policies in the Community Development and Design Element, Transportation Element, and Housing Element that promote a compact urban form and encourage infill development, advocate higher housing density, and ensure connectivity to citywide bikeways and pedestrian plans. The goal of these policies is to reduce VMT, which also reduces emissions and reduces a wide variety of air quality impacts. Since automobiles are considered a major source of GHG emission, each vehicle trip reduced also reduces GHG emissions.

<sup>1</sup> CPCOA website, July 19, 2010

<sup>2</sup> California Office of the Attorney General, "The California Environmental Quality Act Addressing Global Warming Impacts at the Local Agency Level," updated May 21, 2008.

#### Documentation:

*City of Redding General Plan, 2000*

URBEMIS (2007, v 9.2.4) Air Quality Computer Model

**Mitigation:**

None necessary.

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

**Discussion:**

- a, b, c, d) The nature of the project as a single-family subdivision does not present a significant risk related to hazardous materials or emissions. There is no documented hazardous material sites located on or near the project.
- e, f) The project is located outside the established approach/departure clear zones for Redding Municipal Airport. The project's land use of low-density residential would not conflict with operations of the Airport or present a safety hazard to people residing in the subdivision. There are no private airstrips in the project vicinity.
- g) The project does not involve a use or activity that could interfere with emergency-response or emergency-evacuation plans for the area.
- h) The project is not located within the Very High Fire Severity Zone; therefore, the risk of loss, injury, or death involving wildland fires would be considered less than significant.

**Documentation:**

*City of Redding General Plan, Health and Safety Element, 2000*

**Mitigation:**

None necessary.

IX. <b><u>HYDROLOGY AND WATER QUALITY:</u></b> <i>Would the project:</i>	Potentially Significant Impact	Less-Than-Significant With Mitigation Incorporated	Less-Than-Significant Impact	No Impact
a) Violate any water quality standards or waste discharge requirements?				x
b) Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a new deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?				x
c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on- or off-site?			x	
d) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or offsite?			x	
e) Create or contribute runoff water which would exceed the capacity of existing or planned storm water drainage systems or provide substantial additional sources of polluted runoff?			x	
f) Otherwise substantially degrade water quality?				x
g) Place housing within 100-year flood hazard area as mapped on a Federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?				x
h) Place within a 100-year flood hazard area structures which would impede or redirect flood flows?				x
i) Expose people or structures to a significant risk of loss, injury, or death involving flooding, including flooding as a result of the failure of a levee or dam?				x
j) Inundation by seiche, tsunami, or mudflow?				x

**Discussion:**

- a) Since the project would be served by City sanitary sewer service, the project would not involve any permitted discharges of waste material into ground or surface waters.
- b) The project would utilize City water service for domestic uses and fire protection. The proposed project would not impact groundwater supplies.
- c, f) The southern portion of the property is an open-space ravine with a southwest-trending seasonal drainage that is tributary to Churn Creek. Storm waters from the 9 lots would drain to an existing 18-inch storm drain located at the end of the cul-de-sac and to the drainage. The project is subject to standard requirements defined under Section VI, *Geology and Soils*, above that minimize the potential for erosion or siltation on- or off-site. The final improvement plans for the project must also incorporate specific design measures intended to limit pollutant discharges in stormwater from urban improvements as established under the State's National Pollutant Elimination System (NPDES) general permit, which the City is now obligated to follow in accordance with State Water Quality Control Order No. 2003-0005-DWQ. Feasible Best Management Practices (BMPs) would be incorporated in the final design of the project's storm-drain system, as approved by the City Engineer, based on the BMPs listed in the latest edition of the California Storm Water Quality Association Storm Water Best Management Practices Handbook.

d, e) City of Redding Policy 1806 requires that all subdivision development include stormwater detention facilities designed to maintain existing predevelopment rates of runoff during a 10-, 25-, and 100-year storm event with a 6-hour duration. The improvement plans for the original subdivision project included construction of detention facilities for all 52 lots; therefore, no further detention is required with the proposed 9 lots.

g, h, i) The property is not located within any agency or otherwise-documented flood-hazard boundary.

j) The threat of a tsunami wave is not applicable to inland, central valley communities such as Redding. Seiches could potentially be generated in either Shasta or Whiskeytown Lakes during an earthquake. However, neither lake has been identified in the Health and Safety Element of the General Plan as having any risk to the City under such circumstances. There is no documented threat of mudflows affecting the project site.

**Documentation:**

*City of Redding General Plan Background Report*, Chapter 10, Health and Safety Element, 1998  
 Federal Emergency Management Agency Floodplain regulations, FIRM map 06089C1554G, dated March 17, 2011  
 City of Redding Storm Drain Master Plan, Montgomery-Watson Engineers 1993

**Mitigation:**

None necessary.

<b>X. LAND USE AND PLANNING:</b> <i>Would the project:</i>	<b>Potentially Significant Impact</b>	<b>Less-Than-Significant With Mitigation Incorporated</b>	<b>Less-Than-Significant Impact</b>	<b>No Impact</b>
a) Physically divide an established community?				x
b) Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?				x
c) Conflict with any applicable habitat conservation plan or natural community conservation plan?				x

**Discussion:**

- a) The project does not have the potential to physically divide an established community.
- b) The project is compatible with the applicable policies and regulations of the City General Plan and Zoning Ordinance and is not in conflict with any other Plan adopted by a jurisdictional agency for the purpose of avoiding or mitigating an environmental effect.
- c) There is no habitat conservation or natural community conservation plans that are applicable to the site.

**Documentation:**

*City of Redding General Plan*, Community Development Element, 2000  
*City of Redding General Plan Environmental Impact Report*, 2000, SCH #1998072103  
*City of Redding General Plan*, Natural Resources Element, 2000

**Mitigation:**

None necessary.

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

**Discussion:**

a, b) The project site is not identified in the General Plan as having any known mineral-resource value or as being located within any "Critical Mineral Resource Overlay" area.

**Documentation:**

*City of Redding General Plan, Natural Resources Element, 2000*

**Mitigation:**

None necessary.

<b>XII. NOISE:</b> <i>Would the project result in:</i>	<b>Potentially Significant Impact</b>	<b>Less-Than-Significant With Mitigation Incorporated</b>	<b>Less-Than-Significant Impact</b>	<b>No Impact</b>
a) Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?			x	
b) Exposure of persons to or generation of excessive ground-borne vibration or ground-borne noise levels?				x
c) A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?				x
d) A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?			x	
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?				x
f) For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?				x

**Discussion:**

a, b, c) The project site is located adjacent to Shasta View Drive, identified as an arterial street by the City's General Plan, therefore certain lots may be exposed to future traffic noise levels in excess of the applicable City of Redding exterior and interior noise level criteria established in Table 5-4 of the Noise Element of the General Plan. For residential uses, 60 dB Ldn is used for outdoor activity areas (patio, common areas, etc.) and 45dB Ldn for interior spaces. A previous environmental noise analysis

that was done at the time of development of the adjacent property and the original Fleur Du Lac Subdivision indicates that the 60 db Ldn noise contour runs about 200 feet behind the Shasta View Drive street frontage in this area. Therefore, under existing conditions, the roadway has the potential to generate sound levels on Lots 1 through 3 and 7 through 9 that would exceed maximum noise-exposure criteria. The Noise Element of the *General Plan* allows for higher exterior noise level than 60dB, provided that practical noise-level reduction measures are implemented and that interior noise levels are in compliance with the 45dB or less (Table 5-4, Noise Element of *General Plan*). Construction of a 6-foot-tall solid block wall noise barrier along Shasta View Drive (as a standard requirement of construction along an arterial street) and application of certain construction practices (consistent with the Uniform Building Code) on affected structures would qualify as practical application of best available noise-reduction measures. Therefore, potential impacts from noise would be reduced to a level that is less than significant.

There are no non-transportation-related noise- or vibration-generating sources in the general vicinity of the project.

- d) During the construction of the proposed project, there will be a temporary increase in noise in the project vicinity above existing ambient noise levels. The most noticeable construction noise will be related to grading, utility excavation, and land-clearing activity. The City's Grading Ordinance (RMC Chapter 16.12.120.H) limits grading-permit-authorized activities to between the hours of 7:00 a.m. and 7:00 p.m., Monday through Saturday. No operations are allowed on Sunday. Since heavy construction work associated with the project is limited in scope and by existing regulation, the anticipated noise impact to neighboring residents is considered less than significant.
- e, f) The proposed subdivision site is not located within any of the noise contours of Redding Municipal Airport and is located approximately five miles from the airport. There are no private airstrips in the vicinity of the project site.

**Documentation:**

- City of Redding General Plan, Noise Element, 2000*
- City of Redding Grading Ordinance Redding Municipal Code, Section 16.12.120*
- City of Redding General Plan, Transportation Element, 2000*
- City of Redding Zoning Ordinance Redding Municipal Code, Section 18.40.100*
- City of Redding Municipal Airport Area Plan*
- Environmental Noise Assessment, Burk/King Housing Development Projects, prepared by Bollard & Brennan, July 28, 2003*

**Mitigation:**

None necessary.

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

**Discussion:**

a, b, c) The project would create opportunity for the construction of new homes as planned and anticipated by the Redding *General Plan*. As previously noted, the project is similar in character to that in the surrounding area. The project would not induce unplanned population growth and does not propose the extension of any new roads or utilities not anticipated by the *General Plan*. The project does not displace substantial numbers of people or substantial numbers of existing housing. The project will be providing housing.

**Documentation:**

*City of Redding General Plan, Housing Element, 2014*

**Mitigation:**

None necessary.

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

**Discussion:**

*Fire and Police Protection:*

The City would provide police and fire protection to the project from existing facilities and under existing service levels. The size of the project would not mandate the need for additional police or fire facilities.

The project is subject to Chapter 16.20 of the Redding Municipal Code, which requires new development to pay a citywide fire facilities-impact fee calculated to mitigate a project’s fair share of cumulative impacts to the City’s fire-protection infrastructure based upon improvements necessary to accommodate new development under the City’s *General Plan*.

*Schools:*

The project is located in the Enterprise Elementary School District and Shasta Union High School District and may contribute to the total student enrollment in these districts. However, a school-facility impact (in-lieu) fee exists, as provided under State law that is paid prior to the issuance of a building permit for each residential unit to address school-facility funding necessitated by the effects of growth citywide.

*Parks:*

The project will not cause a physical deterioration of an existing park facility or cause an adverse physical impact associated with a new park facility. The project is subject to Chapter 16.20 of the Redding Municipal Code, which requires new residential development to pay a citywide park and recreation-facilities impact fee calculated to mitigate a project’s fair share of cumulative impacts to the City’s parks and recreation infrastructure based upon improvements necessary to accommodate new development under the City’s *General Plan*. See discussion under Item XVI (Recreation) below.

*Other public facilities:*

See discussion under Item XVII (Utilities and Service Systems) below.

**Documentation:**

*City of Redding General Plan, Public Facilities Element, 2000*

**Mitigation:**

None necessary.

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

**Discussion:**

a, b) The project will not cause a physical deterioration of an existing recreation facility or cause an adverse physical impact associated with a new recreation facility. Chapter 17.42 of the City’s Subdivision Ordinance, *Park and Recreational Land Dedications and In-Lieu Fees*, requires that as a condition of approval of a tentative map, a subdivider shall either dedicate land or pay a fee in lieu thereof for park or recreation purposes. In accordance with state subdivision law, only projects containing 50 or more lots may be *required* to dedicate land for park development. However, the project site is located directly adjacent to the Gregory Pond trail system and dedication of an easement for trail access purposes is proposed between Lots 5 and 6 in the area of the storm drain and overland release. Conditions of approval will include construction of bollards, fencing, and/or signage identifying it as a trailhead. There would not be any potentially significant impacts to recreation associated with the project. Any impacts would be less than significant.

**Documentation:**

- City of Redding General Plan, Natural Resources Element, 2000*
- City of Redding General Plan, Recreation Element, 2000*
- City of Redding General Plan, Public Facilities Element, 2000*

**Mitigation:**

None necessary.

<b>XVI. TRANSPORTATION/TRAFFIC: Would the project:</b>	<b>Potentially Significant Impact</b>	<b>Less-Than-Significant With Mitigation Incorporated</b>	<b>Less-Than-Significant Impact</b>	<b>No Impact</b>
a) Cause an increase in traffic which is substantial in relation to the existing traffic load and capacity of the street system (i.e., result in a substantial increase in either the number of vehicle trips, the volume-to-capacity ratio on roads, or congestion at intersections)?			x	
b) Exceed, either individually or cumulatively, a level of service standard established by the County congestion management agency for designated roads or highway?			x	
c) Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?				x
d) Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?			x	
e) Result in inadequate emergency access?				x

<b>XVI. TRANSPORTATION/TRAFFIC:</b> <i>Would the project:</i>	<b>Potentially Significant Impact</b>	<b>Less-Than-Significant With Mitigation Incorporated</b>	<b>Less-Than-Significant Impact</b>	<b>No Impact</b>
f) Result in inadequate parking capacity?				x
g) Conflict with adopted policies, plans or programs supporting alternative transportation (e.g. bus turnouts, bicycle racks)?				x

**Discussion:**

- a, b, d) Access to the subdivision would be derived from a single access point along Shasta View Drive, which is identified in the Transportation Element of the General Plan as an arterial street. When the original Fleur Du Lac Subdivision was processed, a traffic study was prepared to assess Level of Service (LOS) and traffic-movement impacts. The traffic study evaluated several surrounding intersections and identified mitigation measures to address potentially significant impacts. Dedication of Shasta View Drive and the construction and widening improvements for a four-lane standard arterial along the project frontage, along with payment of City-wide traffic impact fees for off-site and future improvements to the State Highway 44/Shasta View Drive intersection were included as mitigation to reduce impacts to less than significant. The mitigation requiring the improvements included a center turn lane and construction of a landscape median, the later which was never completed. Construction of the median was deferred until such time as the property to the south, Tarmac Ridge Villas Subdivision (now known as Sonata) also built a center landscape median conditioned as a part of that project. Construction of the medians was never completed. While it is disputed that the median was not necessary from a traffic operations or safety standpoint, it was required to meet General Plan Goal CDD16 Improve the visual attractiveness of the City’s arterial and collector streets; improve pedestrian safety and Policies 16B and C that speak to installation of landscape medians as a way to achieve the goal.
- c) The project site is located outside the Approach Zones for both the Redding Municipal Airport and Benton Airpark; therefore, there is no potential to interfere with airport operations. No impacts are anticipated in this regard.
- e) Access to the site will be provided by construction of the proposed cul-de-sac and is adequate access for fire protection purposes.
- f) All homes within the subdivision will be required to provide a minimum of two on-site covered parking spaces in accordance with the City’s Off-Parking Ordinance.
- g) The project would not conflict with adopted policies, plans, or programs supporting alternative transportation. The City’s Bikeway Action Plan 2010-2015 identifies Shasta View Drive as an existing Class II Bikeway (bike lanes specifically designated for bicycle use with signage and striping). Existing transit service is provided primarily by the Redding Area Bus Authority (RABA). RABA provide fixed route service, express route service, and demand response service to the general public within the urbanized area of Shasta County. RABA operate 14 fixed routes within the City of Redding, Shasta Lake, and Anderson. The Airport Express Route, with a stop at Tarmac Road and Shasta View Drive, connects the Redding Municipal Airport with the Canby Transfer Center, which also serves multiple routes from this location including the Downtown Transfer Center.

**Documentation:**

- City of Redding General Plan, Transportation Element, 2000*
- City of Redding General Plan Environmental Impact Report, 2000, SCH #1998072103*
- City of Redding Parks, Trails, and Open Space Master Plan, 2002*
- City of Redding Traffic Impact Fee Program*
- City of Redding Bikeway Action Plan 2010–2015*
- Redding Area Bus Authority System Map and Ride Guide, 2016*

**Mitigation:**

None necessary.

XVIII. UTILITIES AND SERVICE SYSTEMS: <i>Would the project:</i>	Potentially Significant Impact	Less-Than-Significant With Mitigation Incorporated	Less-Than-Significant Impact	No Impact
a) Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?				x
b) Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?				x
c) Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?				x
d) Have sufficient water supplies available to serve the project which serves or may serve the project from existing entitlements and resources, or are new or expanded entitlements needed?				x
e) Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?				x
f) Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?				x
g) Comply with Federal, State, and local statutes and regulations related to solid waste?				x

**Discussion:**

- a) Wastewater generated from the project would be that associated with a 9-lot residential subdivision discharged into the City sanitary sewer system. This type and intensity of land use activity does not generate wastewater demands that would exceed treatment requirements of the Regional Water Quality Control Board.
- b) The proposed development does not generate the need for the construction of new water or wastewater-treatment facilities.
- c) Project-related stormwater-management improvements and detention facilities were constructed with the original Fleur Du Lac Subdivision. No new facilities are required with these remaining 9 lots. (also see IX, *Hydrology and Water Quality*, d and e).  
  
 The project is subject to Chapter 16.20 of the Redding Municipal Code, which requires new development to pay a storm-drainage impact fee calculated to mitigate a project's fair share of cumulative impacts to the City's storm-drain infrastructure based upon improvements necessary to accommodate new development under the City's *General Plan*.
- d) Potable water is available from the City to serve the project with adequate pressure and flows for fire suppression. The demands of the project can be accommodated within the City's existing water resources.
- e) The project will utilize the City's sanitary sewer system to dispose of wastewater. Adequate sewer capacity is available in the City's existing system.
- f, g) The City provides solid waste disposal (curbside pick-up) service, which homes in the subdivision would utilize. Adequate capacity is available to serve the needs of the project without need of special accommodation. The City regulates and operates programs that promote the proper disposal of toxic and hazardous materials from households, including those created by the project.

b, d, e) The project is subject to Chapter 16.20 of the Redding Municipal Code, which requires new development to pay water- and sewer-impact fees calculated to mitigate a project’s fair share of cumulative impacts to the City’s water and sewer distribution, collection, and treatment infrastructure based upon improvements necessary to accommodate new development under the City’s *General Plan*.

**Documentation:**

*City of Redding General Plan, Public Facilities Elements, 2000*  
*City of Redding Water and Sewer Atlas*

**Mitigation:**

None necessary.

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

**Discussion:**

Based on the analysis undertaken as part of this Initial Study, the following findings can be made:

- a) The project has the potential to degrade wildlife habitat in general due to erosion and sedimentation resulting from grading and construction of project infrastructure. However, the project conditions as identified under *Hydrology/Water Quality* have been established to reduce potential impacts to a level less than significant.
- b) As discussed in Item III, the project will contribute to regionwide cumulative air quality impacts. However, under policy of the *General Plan*, application of Standard Mitigation Measures (SMMs) and Best Available Mitigation Measures (BAMMS) will reduce potential impacts from this project to a level less than significant.
- c) As discussed herein, the project does not have characteristics which could cause substantial adverse effects on human beings, either directly or indirectly.

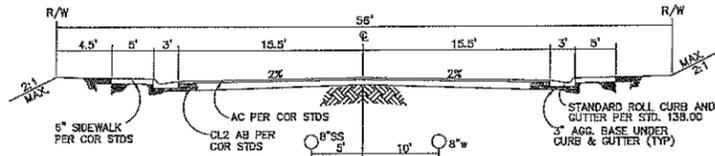


**GIS DIVISION**  
 INFORMATION TECHNOLOGY DEPARTMENT  
 DATE PRODUCED:  
 OCTOBER 19, 2016  
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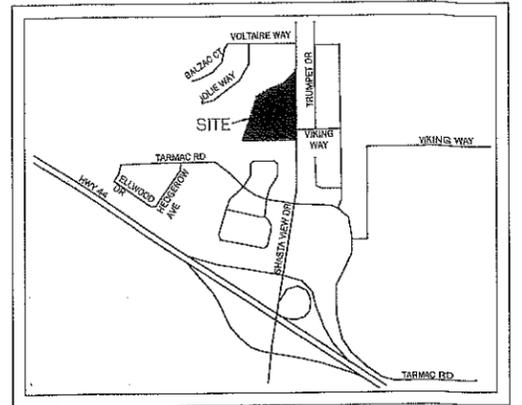
**LOCATION MAP**

S-2016-00603 \ THE TERRACE  
 1970 SHASTA VIEW DRIVE  
 AP# 077-290-044

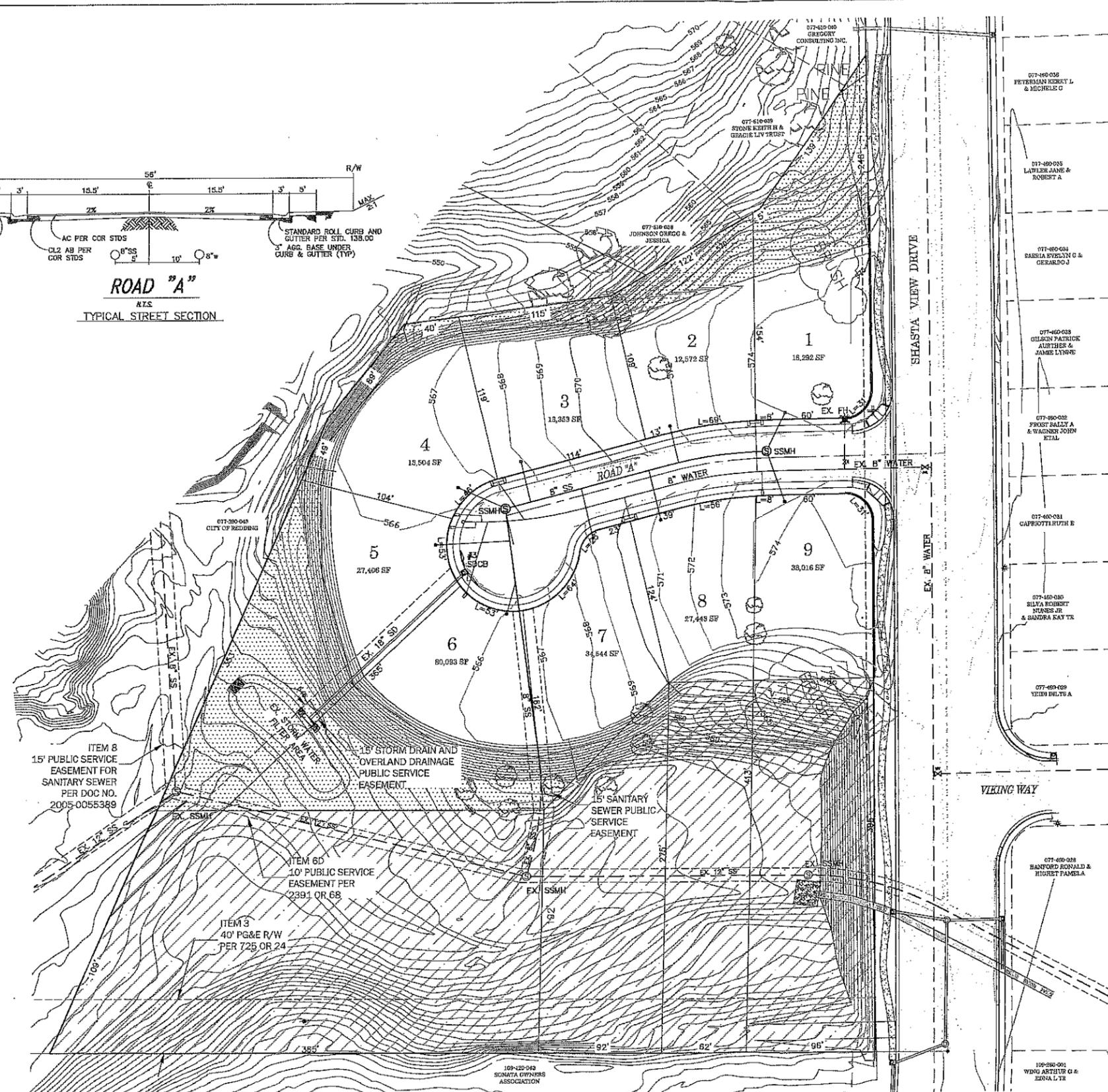
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**ROAD "A"**  
 N.T.S.  
 TYPICAL STREET SECTION



**VICINITY MAP**  
 NOT TO SCALE

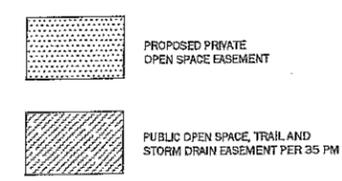


ITEM 8  
 15' PUBLIC SERVICE EASEMENT FOR SANITARY SEWER PER DOC NO. 2005-0055389

ITEM 6D  
 10' PUBLIC SERVICE EASEMENT PER 2391 OR 68

ITEM 3  
 40' PG&E R/W PER 725 OR 24

15' STORM DRAIN AND OVERLAND DRAINAGE PUBLIC SERVICE EASEMENT  
 15' SANITARY SEWER PUBLIC SERVICE EASEMENT

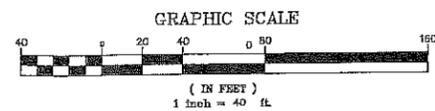


- OWNERS:**  
 SHASTA VIEW LAKE INC.  
 PO BOX 994248  
 REDDING, CA 96099  
 (530) 243-2112
- ENGINEER:**  
 DUANE K. MILLER CIVIL ENGINEER, INC.  
 5172 WEBSTER WAY, UNIT 1  
 PO BOX 1307  
 ANDERSON, CA 96007  
 (530) 365-5610
- ELECTRICITY:**  
 CITY OF REDDING
- SEWER:**  
 CITY OF REDDING
- TELEPHONE:**  
 AT&T
- WATER:**  
 CITY OF REDDING
- GENERAL PLAN:**  
 2-3.5 & 3.5-6/3WY
- ZONING:**  
 RS-3
- APN:**  
 077-290-044
- ACREAGE:**  
 6.58

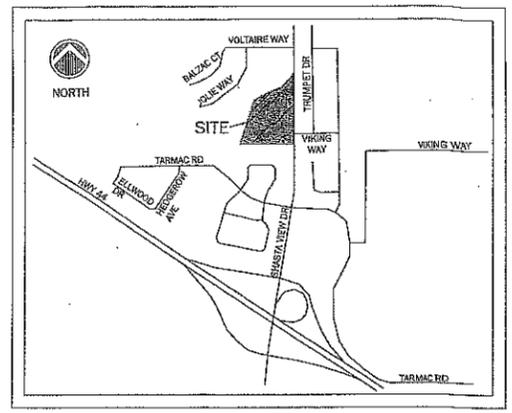
**PREVIOUS S-8-03  
 29-GP-06  
 THE TERRACE  
 TENTATIVE SUBDIVISION MAP**



PLANS PREPARED UNDER THE SUPERVISION OF  
 DUANE K. MILLER, CIVIL ENGINEER, INC.  
 P.O. BOX 1307  
 ANDERSON, CALIFORNIA 96007  
 PH. (530) 365-5610  
 FAX (530) 365-5551



BEING PARCELS 2&3 OF PARCEL MAP 14-03 RECORDED IN BOOK 35 OF PARCEL MAPS AT PAGE 78, IN SECTION 33, TOWNSHIP 32 NORTH, RANGE 4 WEST, M.D.M. IN THE CITY OF REDDING, SHASTA COUNTY, STATE OF CALIFORNIA.  
 FOR  
**SHASTA VIEW LAKE INC.**  
 BY  
**DUANE K. MILLER**  
**CIVIL ENGINEER, INC.**  
 P.O. BOX 1307  
 ANDERSON, CA 96007  
 PHONE (530) 365-5610  
 FAX (530) 365-5551  
 JULY, 2016 SCALE: 1" = 40' SHEET 1 OF 2



- LEGEND**
- 571.3 — FINISH GROUND SPOT ELEVATION
  - 1:1 — FINISH SLOPE, ARROW POINTING DOWN HILL
  - 1:4 — FINISH GRADE, ARROW POINTING DOWN HILL
  - (Tree symbol) — EXISTING TREE TO REMAIN

ITEM 8  
15' PSE FOR  
SANITARY SEWER  
PER DCC NO.  
2005-0055389

ITEM 6D  
10' WIDE PUBLIC  
SERVICE  
EASEMENT PER  
2391 OR 68

ITEM 3  
40' PUBLIC UTILITY  
EASEMENT PER  
BOOK 725 PG 24

209-450-043  
SONAZA OWNERS  
ASSOCIATION

209-590-001  
WING ASTOR G &  
EDNA L TR

077-469-028  
HANFORD RONALD &  
ROBERT ROSABLA

077-469-030  
SILVA ROBERT  
NURSES JR  
& SANDRA MAY TR

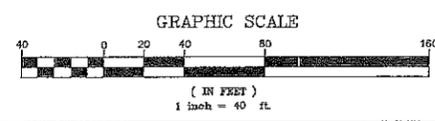
077-469-031  
CAPROTTI ROSE E

077-469-032  
FRIST GALEY A  
& WAGNER JOHN  
SR

077-469-034  
SABRIA EVELYN G &  
GIBBARD J

077-469-035  
LAWLESS JANE &  
ROBERT A

077-469-036  
PETERMAN KERRY L  
& MICHELLE G



PLANS PREPARED UNDER  
THE SUPERVISION OF  
PROFESSOR OF CIVIL ENGINEERING  
SUBJECT TO THE  
EX. 03 351  
STATE OF CALIFORNIA  
DUANE K. MILLER, CIVIL ENGINEER, INC.  
P.O. BOX 1307  
ANDERSON, CALIFORNIA 96007  
PHONE (530) 365-5610  
FAX (530) 365-6551

PREVIOUS S-8-03  
24-GP-07

THE TERRACE  
GRADING AND DRAINAGE PLAN

BEING PARCELS 2&3 OF PARCEL MAP 14-03 RECORDED IN BOOK 35 OF  
PARCEL MAPS AT PAGE 79, IN SECTION 33, TOWNSHIP 32 NORTH, RANGE 4  
WEST, M.D.M. IN THE CITY OF REDDING, SHASTA COUNTY, STATE OF CALIFORNIA.

FOR  
SHASTA VIEW LAKE INC.  
BY  
DUANE K. MILLER  
CIVIL ENGINEER, INC.  
P.O. BOX 1307  
ANDERSON, CA 96007  
PHONE (530) 365-5610  
FAX (530) 365-6551

MAY, 2016 SCALE: 1" = 40' SHEET 2 OF 2