

PUBLIC SCOPING REPORT

BETHEL CHURCH OF REDDING COLLYER DRIVE CAMPUS PLANNED DEVELOPMENT

PD-2015-00304

SCH NO. 2016012052

LEAD AGENCY:



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March 2016

TABLE OF CONTENTS

1.0 INTRODUCTION

- 1.1 Scoping Report Organization
- 1.2 Purpose of an Environmental Impact Report
- 1.3 Purpose of Scoping
- 1.4 Other Public Outreach Activities
- 1.5 Summary of Proposed Project

2.0 PROJECT SCOPING

- 2.1 Notice of Preparation

3.0 SCOPING COMMENTS

- 3.1 Key Issues Raised During the Public Comment Period

4.0 NEXT STEPS IN EIR PROCESS

- 4.1 EIR Events and Documents
- 4.2 Guidelines for Commenting on the Draft EIR

Tables

- 1 Repository Sites
- 2 Newspaper and Media Advertisements
- 3 EIR Events and Documents

Appendices

Appendix A - Notice of Preparation

- A-1: Notice of Preparation (agency)
- A-2: Notice of Preparation (radius mailing)
- A-3: Environmental Initial Study & Notice of Completion
- A-4: Notice of Preparation Distribution List

Appendix B - Scoping Meeting Materials

- B-1: Scoping Meeting Presentation
- B-2: Scoping Meeting Handouts
- B-3: Scoping Meeting Sign-In Sheets

Appendix C - Comment Letters Received in Response to NOP

- C-1: Comment Letters from Government Agencies
- C-2: Comment Letter from a Private Organization
- C-3: Comment Letters from Private Citizens

1.0 INTRODUCTION

The environmental review of the Bethel Church of Redding Collyer Drive Campus Planned Development Project (PD-2015-00304) (proposed project) is being conducted by the City of Redding Development Services Department (City) and therefore is regulated by the California Environmental Quality Act (CEQA) under California law. The intent of the public scoping process under CEQA is to initiate the public scoping for the Environmental Impact Report (EIR), provide information about the proposed project, and solicit information that will be helpful in the environmental review process.

This Public Scoping Report for the proposed project documents the issues and concerns expressed by members of the public, government agencies, and organizations during the January 2016 – March 2016 EIR public scoping period. The release of the Notice of Preparation (NOP) to prepare an EIR initiated the City's 30-day public scoping period under CEQA. In an effort to allow additional time to review the preliminary project information, the City elected to extend the public scoping period from the required minimum 30-days to 45-days. The comment period allowed the public and regulatory agencies an opportunity to comment on the scope and content of the environmental document, including the alternatives to be considered, and issues that should be addressed in the EIR.

Bethel Church of Redding (project applicant) is proposing to develop a new 171,708 square-foot combined church and school campus on approximately 39.3 acres of undeveloped land located at northeast of the intersection of Collyer Drive and Twin Tower Drive. As part of the review process, the City will prepare an EIR, which will evaluate the potential environmental impacts associated with the Bethel Church of Redding Collyer Drive Campus Planned Development Project and will identify mitigation measures to reduce these impacts, where possible.

1.1 SCOPING REPORT ORGANIZATION

This scoping report includes four main sections and appendices, as described below:

- **Section 1** provides an introduction to the report and describes the purpose of scoping and a brief overview of the Bethel Church of Redding Collyer Drive Campus Planned Development Project.
- **Section 2** provides information on the scoping meeting and notification materials, including the NOP.
- **Section 3** summarizes the comments received and highlights the key issues raised during the scoping comment period.
- **Section 4** describes the next steps in the EIR process.

Appendices consist of all the supporting materials used during scoping. These appendices include copies of the NOP and meeting materials provided at the public scoping meeting. They also include copies of the scoping comment letters received during the NOP public comment period.

1.2 PURPOSE OF AN ENVIRONMENTAL IMPACT REPORT

An EIR is a public information document used in the planning and decision-making process. This project-level EIR analyzes the environmental impacts of the project. The City of Redding Planning Commission and City Council will consider the information in the EIR, including public comments and staff responses to those comments, during the public hearing process. As a legislative action, the final decision is made by

the City Council, who may approve, conditionally approve, or deny the project. The purpose of an EIR is to identify:

- The significant impacts of the project on the environment and indicate the manner in which those significant impacts can be avoided or mitigated;
- Any unavoidable adverse impacts that cannot be mitigated; and
- Reasonable and feasible alternatives to the project that would eliminate any significant environmental impacts or reduce the impacts to a less-than-significant level.

The EIR will also disclose potential growth-inducing impacts, impacts found not to be significant, and significant cumulative impacts of the project.

CEQA requires an EIR to reflect the independent judgment of the lead agency with respect to impacts, disclose the level of significance of the impacts both with and without mitigation, and describe the mitigation measures proposed to reduce the impacts. A Draft EIR is circulated to responsible agencies, trustee agencies with resources affected by the project, and interested agencies and individuals. The review process gives both agencies and individuals an opportunity to share expertise, discuss agency analyses, check for accuracy, detect omissions, discover public concerns, and solicit mitigation measures and alternatives capable of avoiding or reducing the significant effects of the project, while still attaining most of the basic objectives of the project.

Reviewers of the forthcoming Draft EIR for the proposed Bethel Church of Redding Collyer Drive Campus Planned Development Project are requested to focus on the sufficiency of the document (i.e., the thoroughness of its identification and analysis of possible impacts on the environment as well as ways to avoid or mitigate such impacts). Comments are most helpful when they suggest better ways to avoid or mitigate significant environmental effects (e.g., through additional alternatives or mitigation measures).

1.3 PURPOSE OF SCOPING

The process of determining the focus and content of the EIR is known as scoping. Scoping helps to identify the range of actions, alternatives, environmental effects, and mitigation measures to be analyzed in depth, and eliminates from detailed study those issues that are not pertinent to the final decision on the proposed project. The scoping process is not intended to resolve differences of opinion regarding the proposed project or evaluate its merits. Instead, the process allows all interested parties to express their concerns regarding the proposed project and thereby ensures that all opinions and comments applicable to the environmental analysis are addressed in the EIR. Scoping is an effective way to bring together and address the concerns of the public, affected agencies, and other interested parties. Members of the public, relevant federal, State, regional and local agencies, interests groups, community organizations, and other interested parties may participate in the scoping process by providing comments or recommendations regarding issues to be investigated in the EIR.

Comments received during the scoping process are part of the public record as documented in this scoping report. The comments and questions received during the public scoping process have been reviewed and considered by the City in determining the appropriate scope of issues to be addressed in the EIR. The purpose of the scoping for the Bethel Church of Redding Collyer Drive Campus Planned Development Project was to:

- Inform the public and relevant public agencies about the proposed project, CEQA requirements, and the environmental impact analysis process;
- Identify potentially significant environmental impacts for consideration in the EIR;
- Identify possible mitigation measures for consideration in the EIR;
- Identify potential alternatives to the proposed project for evaluation in the EIR; and
- Compile a mailing list of public agencies and individuals interested in future public hearings and notices.

1.4 OTHER PUBLIC OUTREACH ACTIVITIES (NON-SCOPING)

Project Introduction Meetings - Applicant

During 2013-2014, Bethel Church of Redding held two project introductory meetings with the general public. The purpose of the meetings were to present the preliminary project concepts and receive initial feedback from interested members of the community.

Introduction to CEQA – City of Redding

A brief informational presentation was held on January 14, 2016 by the City of Redding in an effort to inform the interested public of the forthcoming environmental review. The purpose of the meeting was to provide the public with introductory information regarding CEQA, the City's role as the Lead Agency, and outline opportunities for participation throughout the process. The City held this meeting prior to formally initiating the CEQA process as a means to enhance public knowledge and participation. As a result, a presentation or discussion of the merits of the proposed application were not addressed in any detail at this meeting.

1.5 SUMMARY OF THE PROPOSED PROJECT

The proposed project is located approximately 1.5-miles east of Interstate 5 (I-5) and approximately 0.75-miles west of Shasta College in the North Redding Planning Area. The 39.3-acre proposed project site is situated immediately north of State Route 299 (SR-299) northeast of the Collyer Drive and Twin Tower Drive intersection, between Twin Tower Drive and Poison Oak Lane at 2080 Collyer Drive (APN 076-070-024). The *General Plan* designates the proposed project site as "Residential, 6 to 10 units per acre". The proposed project's base zoning is "RM-9" (Residential Multiple-Family), and includes the "PD" (Planned Development Overlay District). The proposed project is immediately adjacent to a Primary Growth Area identified within the *General Plan* and is consistent with the adopted land use designation for the site.

The project applicant is proposing to develop a new church and school campus on the 39.3-acre undeveloped proposed project site. The purpose of the proposed project is to provide additional capacity for Bethel Church to meet the needs of its growing membership. The "PD" overlay affords flexibility in application of the City's zoning regulations, although the proposed project is not seeking relief from any specific requirements of those regulations. Religious facilities are permitted within the RM (Residential Multiple-Family) district after review and approval of a site development permit by the Board of Administrative Review. Schools (public or private) are permitted after review and approval of a use permit by the Planning Commission. The following actions are being requested as part of the proposed project:

- *Planned Development Plan:* Approval and issuance of a Planned Development Plan (PD) allowing the development of the 39.3-acre site as a 171,708 square-foot combined church and school (Bethel School of Supernatural Ministry [BSSM]) facility, including associated nursery child care, bookstore, office uses and special events.
- *Development Agreement:* An agreement between the Project Applicant and the City to establish the timing for construction of off-site improvements to be completed by the Project Applicant may be included in the project as well as a reimbursement agreement between the Project Applicant and the City.

Worship Services

The project proposes four weekly worship services for church members, regular attendees and visitors on Friday evenings and Sunday mornings. In addition, Sunday school/preschool classes would be available onsite on Sunday mornings. On Sundays, the time period between 10:30 am and 12:15 pm represents the time when the largest number of people would be present at the Collyer Drive Campus (approximately 2,300 - 2,600 people).

Bethel School of Supernatural Ministry

The proposed BSSM academic year would begin approximately the first week of September and run through the second week of May with onsite class sessions held weekly, Monday through Thursday. Week or multi-week breaks would occur during Thanksgiving, Christmas, and New Years and one, two week break during spring (March or April). With a projected peak enrollment of 3,000 students, the proposed project would require approximately 86 full time employees, 3 security personnel and 3 custodial personnel. The proposed project would facilitate the consolidation of both first and second year BSSM programs to one campus. Because the BSSM class schedules are staggered, the number of persons present at the Collyer Drive Campus fluctuates depending on the time and day of the week. The largest number of students present onsite at any given time are anticipated to be approximately 1,750.

Evening Courses and Meetings

Proposed evening classes would be offered to the general local Bethel church community to supplement current classes held at Bethel's College View and Twin View facilities, however these evening classes are not anticipated to utilize all of the onsite classroom space. In addition, the facility may host some mid-week gatherings utilizing one or both of the larger assembly rooms. The meetings would begin at approximately 6:30 pm and end at approximately 10:00 pm for both small classes and larger assembly room activities.

Conferences and Special Schools

Conferences and special schools would vary in size from approximately 50 to 900 attendees. The project applicant would utilize the proposed project for some of these events, primarily when the BSSM is not in session. For conferences scheduled at a time when the BSSM would normally be in session the BSSM meetings would be canceled for those days. The attendance and related parking for these events would be less than a normal BSSM school day, but could be larger than the current attendance at the existing College View Drive facility, due to the larger proposed facilities. These larger events would typically commence with a Wednesday evening meeting between the hours of 6:30 pm and 10:00 pm. Thursday and Friday meetings would be held between 8:00 am and 4:00 pm and then again between 6:30 pm and 10:00 pm each day.

2.0 PROJECT SCOPING

This section describes the methods used by the City to notify the public and agencies about the scoping process conducted for the proposed project. It outlines how information was made available for public and agency review and identifies the different avenues that were and are available for providing comments on the project (i.e., meetings, fax, email, mail, and phone).

2.1 NOTICE OF PREPARATION

As required by State *CEQA Guidelines* §15082, the City issued a Notice of Preparation (NOP) on January 26, 2016 that summarized the proposed project, stated its intention to prepare an EIR, and requested comments from interested parties (see Appendix A for full copy of the NOP). The NOP also included notice of the City’s public scoping meeting that was held on February 9, 2016 at the City Hall. The NOP was filed with the State Clearinghouse on January 26, 2016 (SCH# 2016012052), which initiated the 45-day public scoping period. The review period for the NOP ended on March 11, 2016. Over 40 copies of the NOP were distributed to federal, State, regional, and local agencies; and elected officials. The NOP and all future proposed project-related documents are available for review at the information repository sites listed in Table 1, REPOSITORY SITES.

Table 1
Repository Sites

REPOSITORY SITE	LOCATION	PHONE NUMBER	HOURS OF OPERATION
City of Redding Development Services Department	777 Cypress Avenue Redding, CA 96001	530-225-4020	MON – FRI: 8:00 am – 5:00 pm
City of Redding Development Services Website	http://www.cityofredding.org/departments/development-services/planning/projects	NA	NA

Note: Repository sites noted above will also contain the forthcoming Draft EIR and supporting technical appendices.

Public Scoping Meeting

The City held one public scoping meeting on February 9, 2016 in the Community Meeting Room at City Hall that provided an opportunity for the public to obtain more information on the proposed project, to learn more about the CEQA environmental review process, to ask questions regarding the proposed project, and to provide formal scoping comments. The meeting was held between 6:30 pm and 8:30 pm.

Handouts and informational materials made available at the meeting are listed below. Appendices A and B include copies of these materials.

- Sign-In Sheet
- Notice of Preparation
- PowerPoint Presentation
- Introduction to CEQA Flyer
- Project Fact Sheet
- Comment Cards

Agency Scoping Meeting

The City held an agency scoping meeting on February 23, 2016 in the Caldwell Park Conference Room at City Hall that provided an opportunity for the government agencies to obtain more information on the proposed project and to ask questions regarding the proposed project, and to provide formal scoping comments. The meeting was held between 1:30 pm and 2:30 pm. Representatives from the California Department of Fish and Wildlife (CDFW), California Department of Transportation (Caltrans) – District 2, Shasta County, and the Columbia School District attended the meeting.

Planning Commission Scoping Meeting

The City held a noticed Planning Commission hearing during the 45-day NOP public review period on February 23, 2016 in the City Council Chambers. This meeting provided an opportunity for the Planning Commission to be introduced to the proposed project, ask questions, and provide further direction on the overall scope of the EIR. The meeting was held between 4:00 pm and 5:30 pm. Approximately 8 individuals from the public provided oral comments and suggestions to the Commission.

Newspaper and Media Advertisements

The date and location of the public scoping meeting was advertised in three newspapers of local circulation and two local media networks (refer to Table 2, NEWSPAPER AND MEDIA ADVERTISEMENTS). The advertisements provided a brief synopsis of the project and encouraged attendance at the meeting to share comments on the proposed project.

Table 2
Newspaper and Media Advertisements

PUBLICATION	ADVERTISEMENT DATE
Redding Record Searchlight	February 20, 2016

Note: Other editorial opinion pieces and articles related to the project were published in the Record Searchlight on February 22nd and 23rd, independent of the City's scoping notification.

3.0 SCOPING COMMENTS

This section summarizes the comments raised by the public and agencies during the scoping process for the Bethel Church of Redding Collyer Drive Campus EIR. This summary is based upon both written and oral comments that were received during the 45-day NOP public review period that circulated from January 26, 2016 through March 11, 2016. All written and oral comments received during the public comment period for the NOP were reviewed for this report, including comments received during the public scoping meeting, and via email.

Fifty-eight (58) comment letters were submitted by private individuals during the scoping process, and approximately twenty (20) individuals presented oral comments during the February 9th and 23rd scoping meetings. In addition to private individuals, three (3) government agencies and two (2) private organizations submitted written and/or oral comments. Section 3.1 discusses the key issues that were raised by the public during the scoping process. Appendix C, contains all comment letters from government agencies, private organizations, and private citizens received during the scoping period in their original format as submitted by commenters.

Government Agencies (*see Appendix C-1*)

California Department of Fish and Wildlife
Central Valley Regional Water Quality Control Board
Native American Heritage Commission

Private Organizations (*see Appendix C-2*)

Bella Vista Water District
California Native Plant Society

Private Citizens (*see Appendix C-3*)

Alice Forbes (3)	Ray and Linda Hilburn	Jeanette Anderson
Patricia Lenahan (3)	Brad and Carol Bird	Vincent Neidlinger
Laurie Ablett	Noreen Braithwaite	Charles Bankson
Richard W. Wolcott	Cecil and Suzan Riggs	Vickie Jorn
Christine Bradley	JoAnn O. Welch	William Feeser
Walt and Sheila Swift	Freda Londen	Cliff Gottlieb
Steve and Carol Holsten (2)	Jerry W. Scott	Anonymous Comment Letter
Deb Hiner	Larry and Cheryl Smith	Mark Coulter
Peggy Elwood	Laura Canali	Eleanor
David L. Duncan	Leon Cardenas	Desiree Comer
Dennis and Ellen Hill	Jeff Brown	Judith Wilson
Ty Capell	forebryn@aol.com	Scott Brooks
Scott Stinson	15302274551@tmomail.net	Barbara and Joe Montanez
Robert Hawk	Andrea Whelen	Greg Schrupf
Frank and Darliss Sanderson	Yvonne Hanks	wnbafan@charter.net
Brian Roberts	Ken Jones	Henry Fagundes
Don Crownover	Deena Matagulay	Robert and Kelly Bell
Dennis Pratt	Georgia Stamates	

3.1 KEY ISSUES RAISED DURING THE PUBLIC COMMENT PERIOD

As discussed above, written and oral comments and suggestions were provided by members of the public, organizations, and government agencies. The discussion below presents a summary of key issues identified from the written and oral comments received on the proposed project during the scoping period.

In general, the summary comments noted below have been, in large part, paraphrased with a focus on key issues of concern, questions and general comments/suggestions. Where one or more comments address a similar issue or concern, those comments were combined together and summarized to minimize redundancy. Appendix C presents all written comments received from the general public, government agencies, and private organizations in their original format as submitted to the City of Redding. The specific issues raised during the public scoping process are summarized below according to topic.

Aesthetics

- The detention basin at the southwest corner of the site should blend with the environment rather than being a distracting “big hole” in the ground.
- Parking lot will have lighting that will radiate and cause light pollution to homes along Cally Court.
- Perimeter landscaping should consider trees and bushes to screen vehicles and promote privacy for residents.

Air Quality and Greenhouse Gases

- Concerns regarding excessive construction dust and diesel exhaust from construction vehicles.
- Request to impose a requirement that Bethel require their students/parishioners to carpool, walk, ride bikes or take public transportation to reduce greenhouse gases.
- Concerns regarding toxic pollutants associated with vehicles idling.
- Request to increase the number of RABA trips or add more bust stops in the area.

Biological Resources

- General concerns related to the loss of habitat and wildlife.
- Concerns of potential wildlife corridor impacts between Stillwater Creek and Churn Creek.
- Concerns regarding the potential destruction/disruption of archaeological sites.
- The project must follow the guidelines established in the City’s Municipal Code, Title 18, Chapter 18.45, however the proponent should prioritize the preservation of as many of the onsite Blue Oaks as possible.

Hydrology and Water Quality

- Concerns that the project will cause offsite flooding of residents.

Noise

- Will the project be providing noise barriers?
- Concerns regarding noise pollution and overall increase in traffic-related noise.

Population and Housing

- Concerns with growth inducement. Increase in population will tax existing community service facilities and will likely require the construction of new or expansion of existing public facilities.

Transportation and Traffic

Traffic Impacts:

- Traffic already backed up on I-5/299E on Sundays. What will be the impact of both the new campus and the College View Drive Campus operating concurrently?
- Concerns of congested local traffic along Collyer Drive and College View Drive as well as congested freeway access.
- How many through lanes would be added along Collyer Drive?
- During Sunday morning services will Posey go from level-of-service (LOS) A to LOS F and would Collyer Drive go from LOS B to LOS D?
- Posey and Rincon have approximately 20 cars a day that have to turn around because there is no outlet. The former "No Outlet" sign at Posey/Twin Tower needs to be replaced.
- How will Road 'A' be built adjacent to the existing Poison Oak Lane? Will Road 'A' provide access to the new Bethel facility?
- Will Twin Tower (Shasta View Drive) be improved north of the project?
- Concerned that vehicles will be bumper to bump along Twin Tower and Collyer Drive on Sundays.
- Concerns expressed that project traffic will conflict with weekday school buses that make wide U-turns in the area (Collyer/Paramount and Collyer/Twin Tower).
- Concerns expressed about the lack of left in/left out along existing Collyer Drive east of the site that fronts a business parcel.
- Concerns expressed that the current traffic backups along Hawley Road associated with the Bethel's College View Facility will move over to Twin Tower Drive.
- Concerns over continuous traffic due to the thousands of students entering and leaving the site Monday through Friday and the weekend church services.
- How were traffic counts collected?
- Signals should be installed at every intersection. Where are the signals planned?
- Traffic conflicts with Christian Church of Christ, Lavender Hills and Sierra Oaks Retirement Communities.
- Widening of Collyer Drive is necessary to help accommodate ingress/egress at Rugby Hill and Ridgewood.

Access:

- Impact to local ingress/egress at Twin Tower. Concerns that residents will experience several hour long delays.
- Bethel's primary access should be directly off of Collyer Drive.

- There is only one outlet other than Twin Tower for the subdivision. Twin Tower should be widened to four lanes all the way to Hollow Lane and Collyer Drive should be widened to four lanes.
- How will ingress/egress for local residents be managed on Sundays?
- Impact to residents coming and going home and degraded emergency access.
- How will the new Road 'A' impact the existing Poison Oak Lane?

Safety:

- Emergency response will be impaired during times when students/attendees arrive and leave.
- Increased traffic accidents along Twin Tower Drive and Collyer Drive.
- Increased vehicular / bicycle conflicts. The need for designated bike lanes on Churn Creek/Hawley Road.
- Provide a designated bike lane along the project's frontage along Collyer Drive.
- Traffic calming along Collyer Drive between Hawley Road and Old Oregon Trail should be considered.
- Suggestion that sidewalks should be provided on both sides of Twin Tower.
- Concerns with potential school bus route conflicts on Twin Tower and Posey.
- Concerns expressed on significant increase in bicycle traffic along Collyer Drive. Bicycle lanes should be provided along shoulder on both sides of Collyer Drive.
- Existing speeding along Collyer Drive westbound. Cars are hard to see due to 3 redwood trees that block the view. Increased traffic will worsen this condition.
- Traffic calming along Hollow Lane, Ridgewood Lane, and Twin Tower will be needed.
- Safe and convenient access need at 1720 and 1750 Collyer Drive.

Parking:

- The existing Bethel facility on College View Drive has already had a major impact in the area. What will be done for the local residents?
- Can additional parking be added onsite in the future if needed? Concerns that 1,800 spaces are not enough for 3,000 students.
- Concerns expressed that people will park on surface streets within adjacent subdivisions, including Posey, Cally, or Twin Tower instead of utilizing the onsite parking lot.
- Concerns regarding overflow parking occurring on residential streets adjacent to the new campus thereby increasing the probability for accidents.
- Will parking permits be required for the students? How will the student parking be monitored? Are there bicycle racks available? Will the students be required to carpool?
- Who will monitor parking overflows onto the neighborhood streets? Will Redding Police Department be responsible for ticketing parked vehicles in the neighborhoods?

Utilities and Service Systems

- Existing residents are experiencing decreased water pressure and are concerned that the project will exacerbate that condition. Water pressure test should be completed before project commencement to determine if water pressure impacts would occur.
- Bella Vista Water District is already imposing significant water restrictions and the project will only increase demand and further impact the residents.
- Bella Vista Water District does not have enough water to supply the project without rationing or other further cutbacks.

- What side of the road would the new sewer line run along Collyer Drive (north or south side)?
- Bella Vista Water District has imposed water restrictions on adjacent uses. Do they have water supply to serve the project?
- Is Shasta College on Bella Vista water?
- Does the onsite preservation area also serve as stormwater detention/retention?
- How will ground disturbance affect adjacent groundwater well water taste and quality?

Other Questions, Concerns and Comments

- Quality of life of the residents surrounding the project will be diminished.
- Where will students live? There are already many locations in the area with five or more cars parked in local driveways.
- Will there be lunch facilities on campus?
- What are the class schedules? Start? End?
- Bethel should provide appropriate housing for those that attend their facilities. Currently there are homes with 10 to 20 people residing at a single location.
- Would the existing Bethel Facility at College View Drive remain fully occupied with the proposed expansion on Collyer Drive?
- How many Sunday worship services were assumed and would each service be 100% occupied?
- What are the existing attendance numbers at Bethel's existing facilities on College View and Twin View? Will they continue to operate at full capacity?
- Will the EIR consider the additional impacts of the proposed subdivision that is planned to the north of the Bethel property?
- Several comments concerned with the potential negative impact on property values.
- How did zoning change from residential to allow construction of the project?
- Potential loss in property tax revenue for the area.
- Will a landscape maintenance district be established?
- Area homes will be turned into rental units, furthering devaluating properties.
- Can Bethel expand their current campus at College View Drive?

4.0 NEX STEPS IN THE EIR PROCESS

4.1 EIR EVENTS AND DOCUMENTS

While scoping is the initial step in the environmental review process, additional opportunities to comment on the project EIR will be provided. The City will provide for additional public input when the Draft EIR is released for public review, and during the public meetings for the Draft EIR. Table 3, EIR EVENTS AND DOCUMENTS, below presents the proposed timeline for the proposed Bethel Church of Redding Collyer Drive Planned Development environmental review process, and identifies where in the process the public and agencies can provide additional input in the environmental review process. Please note that the dates below are preliminary in nature and subject to change.

Table 3
EIR Events and Documents

EVENT / DOCUMENT	PURPOSE	DATE
Completed Events / Documents		
Notice of Preparation	Release of NOP	Notified interested parties and agencies of the County's intent to prepare an EIR.
	Public Review Period	NOP and Initial Study released for 45-day public/agency review period to provide for public comments on the scope of the EIR.
Public Scoping Meeting	One Public Scoping Meeting was Held	Presented information on the project and provided opportunity for public comments in a public forum.
Agency Scoping Meeting	One Agency Scoping Meeting was Held	Presented information on the project and provided opportunity for agency comments in a public forum.
Planning Commission Scoping Meeting	One NOP Public Hearing before the Planning Commission was Held	Presented information on the project and provided opportunity for Planning Commission, agency, and public comments in a public forum.
Scoping Report for CEQA NOP Process	Submittal of Scoping Meeting Report	Reported public and agency comments on the proposed project and environmental issues of concern to the public and agencies. This report includes comments made during the scoping process for the CEQA NOP.
Upcoming Events / Documents and Approximate Dates		
Draft EIR	Release of Draft EIR	Draft EIR Notice of Completion is filed with the State Clearinghouse. EIR presents analysis of impacts and proposes mitigation measures for the proposed project and alternatives brought forward for analysis. Includes other required analysis per CEQA.
	Public Review Period	45-day minimum CEQA-required public review period.
	Draft EIR Public Meeting	Allows for public comment on the Draft EIR
Final EIR	Release of Final EIR	Final EIR issued by the City, including responses to public comments.
	Decision on the Project	Should the City certify the Final EIR, a Notice of Determination is filed with the State Clearinghouse.

Notes:

1. The NOP was mailed to property owners within 1/4 -mile of the proposed project, federal, State, and local regulatory agencies, and elected officials.
2. Refer to the City's website for specific EIR document dates: <http://www.cityofredding.org/departments/development-services/planning/projects>.

4.2 GUIDELINES FOR COMMENTING ON THE DRAFT EIR

The purpose of the public review of the Draft EIR is to evaluate the adequacy of the environmental analysis in terms of compliance with CEQA. Section 15151 of the State *CEQA Guidelines* states the following regarding standards from which adequacy is judged:

An EIR should be prepared with sufficient degree of analysis to provide decision-makers with information which enables them to make a decision which intelligently takes account of environmental consequences. An evaluation of environmental effects of a proposed project need not be exhaustive, but the sufficiency of an EIR is to be reviewed in light of what is reasonable feasible.

Section 15204(a) of the State *CEQA Guidelines* provides guidance to assist members of the public and public agencies in preparing comments on a Draft EIR. Section 15204.5(a) states:

In reviewing draft EIRs, persons and public agencies should focus on the sufficiency of the document in identifying and analyzing the possible impacts on the environment and ways in which the significant effects of the project might be avoided or mitigated.

Comments are most helpful when they suggest additional specific alternatives or mitigation measures that would provide better ways to avoid or mitigate the significant environmental effects. At the same time, reviews should be aware that the adequacy of an EIR is determined in terms of what is reasonably feasible, in light of factors such as the magnitude of the project at issue, the severity of its likely environmental impacts. And the geographic scope of the project. CEQA does not require a Lead Agency to conduct every test or perform all research, study, and experimentation recommended or demanded by commenters. When responding to comments, lead agencies need only respond to significant environmental issues and do not need to provide all information requested by reviewers, as long as a good faith effort at full disclosure is made in the EIR.

Pursuant to the State *CEQA Guidelines*, an effect is not considered significant in the absence of substantial evidence; therefore, comments should be accompanied by factual support. Section 15204(c) of the State *CEQA Guidelines* states:

Reviewers should explain the basis for their comments, and, should submit data or references offering facts, reasonable assumptions based on facts. Or expert opinion supported by facts in support of the comments. Pursuant to §15064 an effect shall not be considered significant in the absence of substantial evidence.

Appendices

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- C-1: Comment Letters from Government Agencies
- C-2: Comment Letter from Private Organizations
- C-3: Comment Letters from Private Citizens

Appendix A
Notice of Preparation

A-1: Notice of Preparation (agency)



SHASTA COUNTY

Cathy Darling Allen, County Clerk / Registrar of Voters

Allison Denofrio, Asst. County Clerk / Registrar of Voters / www.elections.co.shasta.ca.us
1643 Market St., Redding, CA 96001 / PO Box 990880, Redding, CA 96099-0880
Phone: 530-225-5730 / FAX: 530-225-5454 / CA Relay Service: 711 or 800-735-2922

March 3, 2016



City of Redding Planning - Development Services Dept.
777 Cypress Avenue
Redding, CA 96001

NOTICE(S) OF DETERMINATION/EXEMPTION
NOTICE(S) OF INTENT

Pursuant to Public Resources Code Section 21108 or 21152, I am returning the enclosed notice(s) you sent to our office.

These notice(s) were posted in our office through the period notated on the document or from the time of the received date through March 3, 2016. Remember to retain each enclosed notice in your office for at least twelve months.

Regards,

A handwritten signature in blue ink that reads "SMurrietta".

Sarah Murrietta
Deputy Clerk

Enclosure: NOP – Draft Environmental Impact – Bethel Church Campus
Notice of Agency Scoping Meeting for Bethel Church Campus
NOI / NOPH – SDP – 2015-00931

City of Redding

Notice of Preparation

RECEIVED

To:
Shasta County Clerk
1643 Market Street
Redding, CA 96001

JAN 27 2016
SHASTA COUNTY CLERK

From:
City of Redding
777 Cypress Avenue
Redding, CA 96001

Subject: Notice of Preparation of a Draft Environmental Impact Report

The City of Redding will be the Lead Agency and will prepare an environmental impact report for the project identified below. An informational presentation on the proposed project will be made at the Redding Planning Commission meeting on **Tuesday, February 23, 2016, at 4:00 p.m.** The meeting will be held in the City Council Chambers at 777 Cypress Avenue, Redding, California. The purpose of this meeting is to solicit public comments on the scope and content of information to be included in an environmental impact report (EIR) being prepared for the proposed project. At this meeting the proposed project will be described and the initial determination leading to the decision to prepare an EIR will be discussed.

We need to know the views of your agency as to the scope and content of the environmental information which is germane to your agency's statutory responsibilities in connection with the proposed project. Your agency will need to use the EIR prepared by our agency when considering your permit or other approval for the project.

The Bethel Church Collyer Drive Campus Planned Development consists of a proposal to develop approximately 39.3 acres of undeveloped land located on the east side of Redding between Twin Towers Drive and Poison Oak Lane. The City's General Plan identifies the property as "Residential - 6 to 10 units per acre" and is zoned "RM-9-PD" (Residential Multiple-Family, Planned Development Overlay District). The project proposes a 171,708 square-foot combined church and school (Bethel School of Supernatural Ministry) facility, including associated nursery child care, bookstore, office uses and special events. The proposed use is conditionally permitted within the "RM" Zoning District, subject to approval of a Use Permit.

The complete project description, location, and the potential environmental effects are contained in the attached materials. A copy of the Initial Study is attached.

Due to the time limits mandated by State law, your response must be sent at the earliest possible date, but not later than 45 days after receipt of this notice.

Please send your response to Lily Toy, Senior Planner at the address shown above. We will need the name for a contact person in your agency.

Project Title: Bethel Church Collyer Drive Campus Planned Development (PD-2015-00304)

Project Applicant: Bethel Church of Redding

Date: January 25, 2016

Signature



Title

Kent Manuel, Planning Manager
Development Services Department

Telephone

(530) 225-4029



Development Services Department
Planning Division
777 Cypress Avenue
Redding, CA 96001

RECEIVED
JAN 29 2016
SHASTA COUNTY CLERK

**AGENCY SCOPING MEETING FOR BETHEL CHURCH COLLYER DRIVE CAMPUS
PLANNED DEVELOPMENT PROJECT (PD-2015-00304)**

Date: January 26, 2016
To: Responsible and Trustee Agencies and Organization
Subject: Scoping Meeting for Environmental Impact Report
Bethel Church Collyer Drive Campus Planned Development Project

On **Tuesday, February 23, 2016, at 1:30 p.m.**, the City of Redding will hold a meeting with responsible and trustee agencies and organizations to determine the scope and content of the information which is to be included in the Environmental Impact Report (EIR) being prepared for the proposed Bethel Church Collyer Drive Campus Planned Development Project. The map on the back of this notice illustrates the project location. A copy of the project Initial Study/Notice of Preparation was previously forwarded to your agency/organization. That referral included a notice that a meeting open to the general public will be held on February 23, at 4:00 p.m. The above-referenced meeting at 1:30 p.m. is for agencies only. The meeting will be held in the Caldwell Park Conference Room, which is located on the second floor of City Hall at 777 Cypress Avenue.

If you will be attending, please contact Lily Toy, Senior Planner, at (530) 225-4020.

Sincerely,

A handwritten signature in blue ink that reads "Kent Manuel".

Kent Manuel
Planning Manager

A-2: Notice of Preparation (radius mailing)



CITY OF REDDING
777 CYPRESS AVENUE, REDDING, CA 96001
P.O. Box 496071, REDDING, CA 96049-6071

**NOTICE OF PUBLIC MEETING
AND NOTICE INVITING PUBLIC TO PROVIDE SCOPING COMMENTS
FOR ENVIRONMENTAL IMPACT REPORT
FOR PROPOSED BETHEL CHURCH OF REDDING COLLYER DRIVE CAMPUS
PLANNED DEVELOPMENT PROJECT (PD-2015-00304)**

Dear Property Owner:

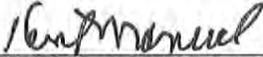
The records of the Shasta County Assessor's Office indicate that you own property in or near the area shaded on the back of this notice. The map shows the properties encompassing the proposed Bethel Church Collyer Drive Campus Planned Development Project (PD-2015-00304).

As lead agency under the California Environmental Quality Act, the City of Redding (City) will prepare an Environmental Impact Report (EIR) for the proposed Bethel Church Collyer Drive Campus Planned Development Project. A public scoping meeting will be held to help the City identify the potential environmental impacts which could result from development of the project. The meeting will be held on **Tuesday, February 9, 2016, beginning at 6:30 p.m.** in the City's Community Room, and will be facilitated by the City's environmental consulting firm, Kimley-Horn & Associates. The intent of this meeting is to receive public comments regarding the potential environmental impacts that should be addressed in depth in the EIR. The merits of the project will not be discussed, and no comments regarding approval or denial of the project will be addressed at this meeting. Upon completion, the draft EIR will be made available for public review and comment, and a new notice will be published indicating when and where the draft EIR may be reviewed, and specifying the public review time frame.

In summary, the Bethel Church Collyer Drive Campus Planned Development consists of a proposal to develop approximately 39.3 acres of undeveloped land located on the east side of Redding between Twin Tower Drive and Poison Oak Lane. The City's General Plan identifies the property as "Residential - 6 to 10 units per acre" and is zoned "RM-9-PD" (Residential Multiple-Family, Planned Development Overlay District). The project proposes a 171,708-square-foot combined church and school (Bethel School of Supernatural Ministry) facility, including associated nursery child care, bookstore, office uses and special events. The proposed use is conditionally permitted within the "RM" Zoning District, subject to approval of a Use Permit.

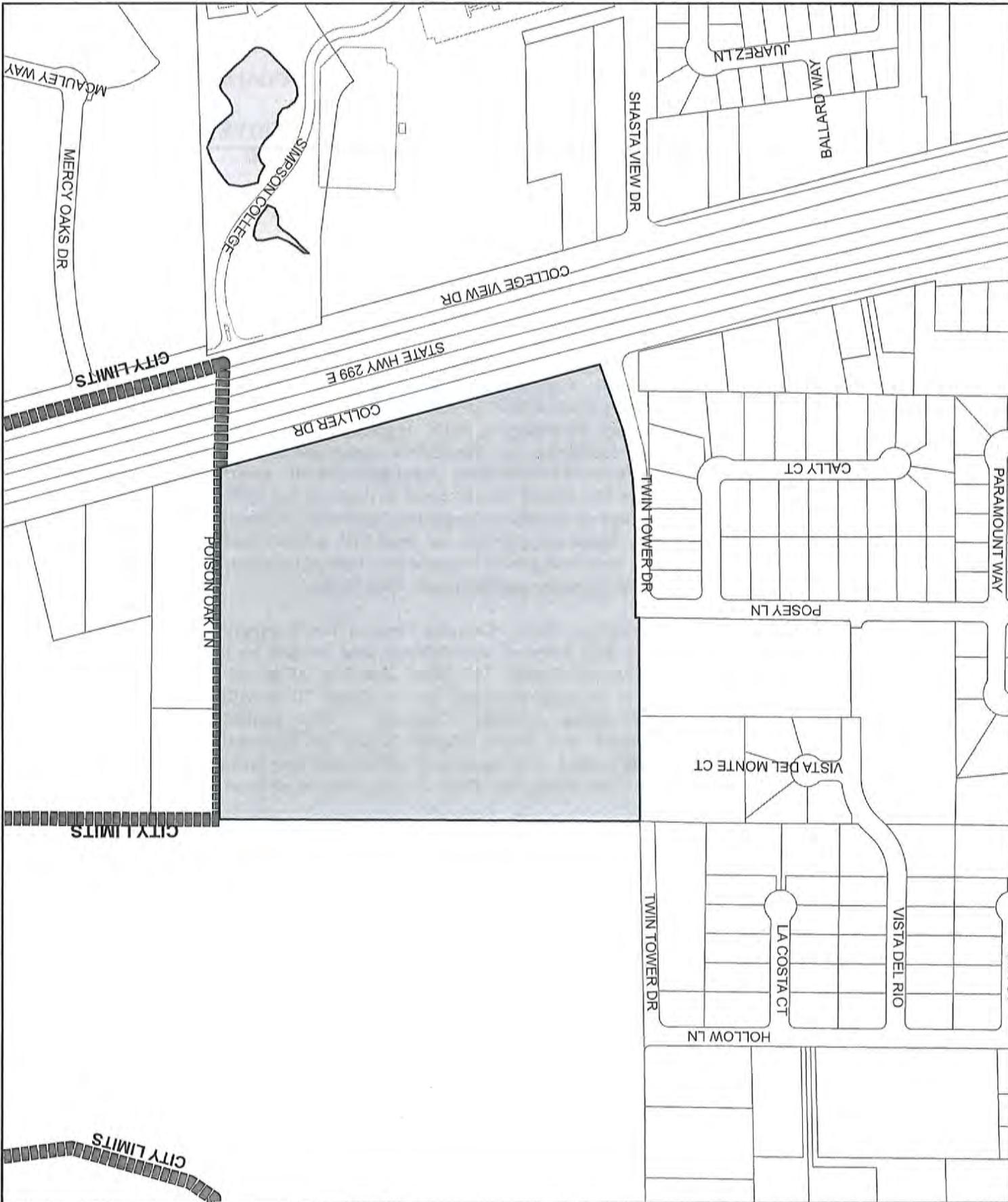
Written Comments will be accepted until March 11, 2016, at 5:00 p.m., and should be directed to the attention of Lily Toy, Senior Planner, City of Redding Development Services Department, Planning Division, 777 Cypress Avenue Redding, California 96001. Comments may also be sent to Lily Toy at ltoy@cityofredding.org. A copy of the Notice of Preparation, comment forms and the project file are available at the above address, Monday through Friday 8:00 a.m. to 5:00 p.m. Application documents may also be viewed on the internet at the following site: www.cityofredding.org. If you have any questions concerning this project, please contact Lily Toy at (530) 225-4020.




Kent Manuel, Planning Manager
Development Services Department

Dated: January 25, 2016
Attachment: Location Map

ATTACHMENT:	PD-2015-00304\ BETHEL CHURCH 2080 COLLYER DRIVE AP# 076-070-024	GIS DIVISION DEVELOPMENT SERVICES DEPARTMENT DATE PRODUCED: JULY 22, 2014 0 200 400 Feet  
ITEM:	LOCATION MAP	
MT.G. DATE:	P:\PLANNING\DWG\PD-2015-00304.MXD	





CITY OF REDDING
777 CYPRESS AVENUE, REDDING, CA 96001
P.O. Box 496071, REDDING, CA 96049-6071

**NOTICE OF PUBLIC MEETING
AND NOTICE INVITING PUBLIC TO PROVIDE SCOPING COMMENTS
FOR ENVIRONMENTAL IMPACT REPORT
FOR PROPOSED BETHEL CHURCH OF REDDING COLLYER DRIVE CAMPUS
PLANNED DEVELOPMENT PROJECT (PD-2015-00304)**

Dear Property Owner:

The records of the Shasta County Assessor's Office indicate that you own property in or near the area shaded on the back of this notice. The map shows the properties encompassing the proposed Bethel Church Collyer Drive Campus Planned Development Project (PD-2015-00304).

An informational presentation on the proposed project will be made at the Redding Planning Commission meeting on **Tuesday, February 23, 2016, at 4:00 p.m.** The meeting will be held in the City Council Chambers at 777 Cypress Avenue, Redding, California. The purpose of this meeting is to solicit public comments on the scope and content of information to be included in an environmental impact report (EIR) being prepared for the proposed project. At this meeting the proposed project will be described and the initial determination leading to the decision to prepare an EIR will be discussed. You are cordially invited to participate in this community meeting.

In summary, the Bethel Church Collyer Drive Campus Planned Development consists of a proposal to develop approximately 39.3 acres of undeveloped land located on the east side of Redding between Twin Tower Drive and Poison Oak Lane. The City's General Plan identifies the property as "Residential - 6 to 10 units per acre" and is zoned "RM-9-PD" (Residential Multiple-Family, Planned Development Overlay District). The project proposes a 171,708-square-foot combined church and school (Bethel School of Supernatural Ministry) facility, including associated nursery child care, bookstore, office uses and special events. The proposed use is conditionally permitted within the "RM" Zoning District, subject to approval of a Use Permit.

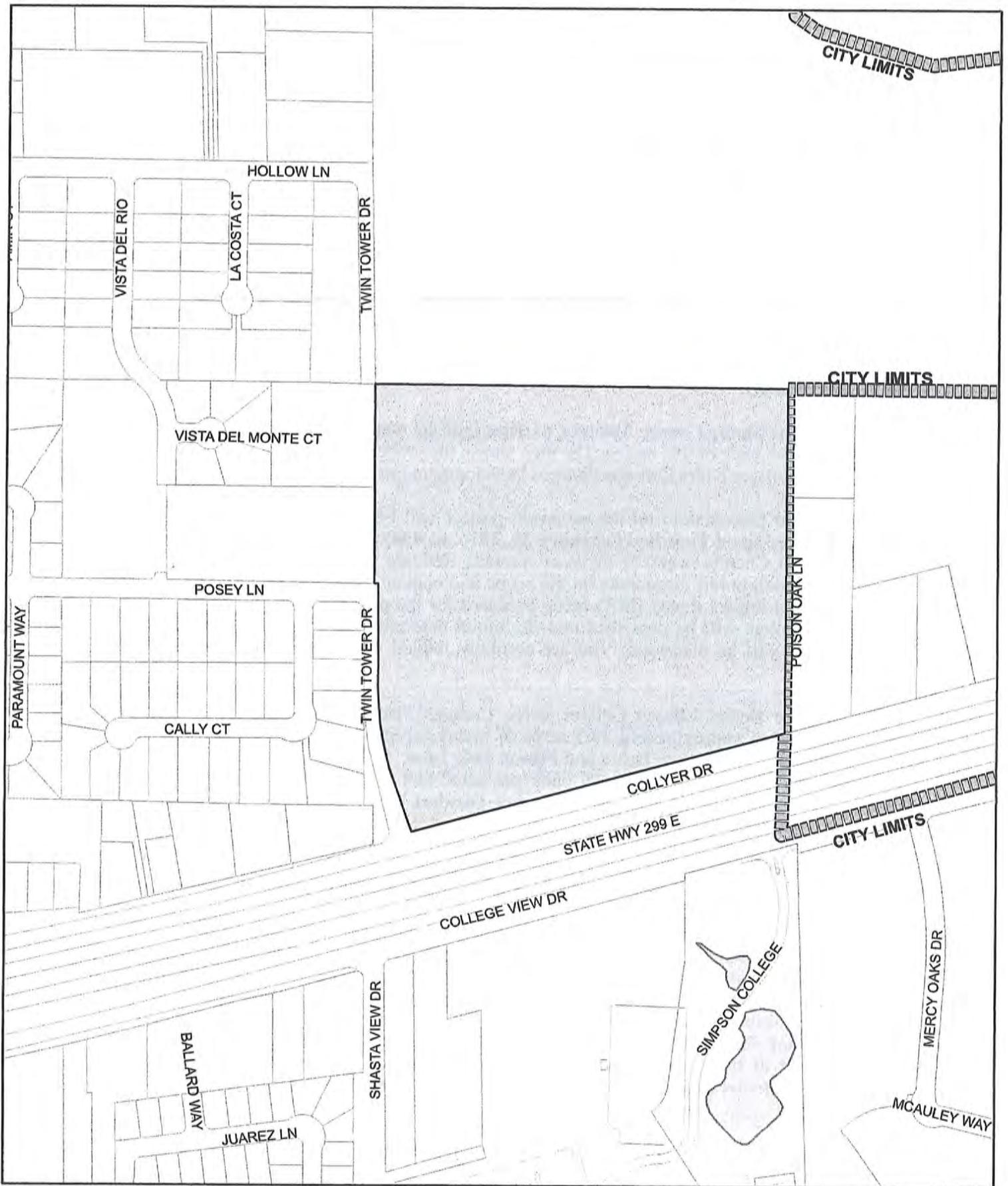
Written Comments will be accepted until March 11, 2016, at 5:00 p.m., and should be directed to the attention of Lily Toy, Senior Planner, City of Redding Development Services Department, Planning Division, 777 Cypress Avenue Redding, California 96001. Comments may also be sent to Lily Toy at ltoy@cityofredding.org. A copy of the Notice of Preparation, comment forms and the project file are available at the above address, Monday through Friday 8:00 a.m. to 5:00 p.m. Application documents may also be viewed on the internet at the following site: www.cityofredding.org. If you have any questions concerning this project, please contact Lily Toy at (530) 225-4020.

A handwritten signature in cursive script that reads "Kent Manuel".

Kent Manuel, Planning Manager
Development Services Department

Dated: February 8, 2016
Attachment: Location Map





	GIS DIVISION DEVELOPMENT SERVICES DEPARTMENT	LOCATION MAP PD-2015-00304\ BETHEL CHURCH 2080 COLLYER DRIVE AP# 076-070-024	MTG. DATE:
	DATE PRODUCED: JULY 22, 2014		ITEM:
			ATTACHMENT:
P:\PLANNING\DWG\PD-2015-00304.MXD			

A-3: Environmental Initial Study & Notice of Completion

Notice of Completion & Environmental Document Transmittal

2016012052

Mail to: State Clearinghouse, P. O. Box 3044, Sacramento, CA 95812-3044 (916) 445-0613
 For Hand Delivery/Street Address: 1400 Tenth Street, Sacramento, CA 95814

SCH # _____

Project Title: Bethel Church of Redding Collyer Drive Campus Planned Development (PD-2015-00304)

Lead Agency: City of Redding Development Services Department Contact Person: Lily Toy, Senior Planner
 Mailing Address: 777 Cypress Avenue Phone: (530) 225-4020
 City: Redding Zip: 96001 County: Shasta

Project Location: County: Shasta City/Nearest Community: City of Redding

Cross Streets: Collyer Drive/Twin Tower Drive Zip Code: 96003

Lat. / Long.: 40° 37' 11" N/ 122° 19' 57" W Total Acres: 39.3

Assessor's Parcel No.: 076-070-024

Sections: Portion of Section 21 Twp.: 32 North Range: 4 West Base: MDBM

Within 2 Miles: State Hwy #: SR-299 Waterways: Churn Creek
 Airports: NA Railways: NA Schools: Simpson U. & Shasta College

Document Type:

- CEQA: NOP Draft EIR NEPA: NOI Other: Joint Document
 Early Cons Supplement/Subsequent EIR EA Final Document
 Neg Dec (Prior SCH No.) Draft EIS Other _____
 Mit Neg Dec Other _____ FONSI

Local Action Type:

- General Plan Update Specific Plan Rezone Annexation
 General Plan Amendment Master Plan Prezone Redevelopment
 General Plan Element Planned Unit Development Use Permit Coastal Permit
 Community Plan Site Plan Land Division (Subdivision, etc.) Other _____

Governor's Office of Planning & Research
 JAN 25 2016
 STATE CLEARINGHOUSE

Development Type:

- Residential: Units _____ Acres _____ Water Facilities: Type _____ MGD _____
 Office: Sq.ft. _____ Acres _____ Employees _____ Transportation: Type _____
 Commercial: Sq.ft. _____ Acres _____ Employees _____ Mining: Mineral _____
 Industrial: Sq.ft. _____ Acres _____ Employees _____ Power: Type _____ MW _____
 Educational Up to 3,000 Students Waste Treatment: Type _____ MGD _____
 Recreational Hazardous Waste: Type _____
 Other: Religious Institution

Project Issues Discussed in Document:

- Aesthetic/Visual Fiscal Recreation/Parks Vegetation
 Agricultural Land Flood Plain/Flooding Schools/Universities Water Quality
 Air Quality Forest Land/Fire Hazard Septic Systems Water Supply/Groundwater
 Archeological/Historical Geologic/Seismic Sewer Capacity Wetland/Riparian
 Biological Resources Minerals Soil Erosion/Compaction/Grading Wildlife
 Coastal Zone Noise Solid Waste Growth Inducing
 Drainage/Absorption Population/Housing Balance Toxic/Hazardous Land Use
 Economic/Jobs Public Services/Facilities Traffic/Circulation Cumulative Effects
 Other _____

Present Land Use/Zoning/General Plan Designation:

The subject site encompasses approximately 39.3 acres and is currently undeveloped vacant land. A small portion of the site was once used as a radio broadcast facility in the 1950s, which included two towers, a diesel generator, vault, and access road. Debris and foundation materials from that other tower are still present on site as is a former trench that connected the towers. The proposed project is located in the North Redding Planning Area and carries a land use designation of "Residential – 6 to 10 units per acre". The site's base zoning is "RM-9-PD" (Residential Multiple-Family), and includes the "PD" (Planned Development Overlay District).

Reviewing Agencies Checklist

Lead Agencies may recommend State Clearinghouse distribution by marking agencies below with an "X".
If you have already sent your document to the agency please denote that with an "S".

- | | |
|---|--|
| <input checked="" type="checkbox"/> Air Resources Board | <input checked="" type="checkbox"/> Office of Emergency Services |
| <input type="checkbox"/> Boating & Waterways, Department of | <input checked="" type="checkbox"/> Office of Historic Preservation |
| <input checked="" type="checkbox"/> California Highway Patrol | <input type="checkbox"/> Office of Public School Construction |
| <input checked="" type="checkbox"/> CalFire | <input type="checkbox"/> Parks & Recreation |
| <input checked="" type="checkbox"/> S Caltrans District # 2 | <input type="checkbox"/> Pesticide Regulation, Department of |
| <input type="checkbox"/> Caltrans Division of Aeronautics | <input checked="" type="checkbox"/> Public Utilities Commission |
| <input type="checkbox"/> Caltrans Planning (Headquarters) | <input checked="" type="checkbox"/> Regional WQCB # 5 |
| <input type="checkbox"/> Central Valley Flood Protection Board | <input checked="" type="checkbox"/> Resources Agency |
| <input type="checkbox"/> Coachella Valley Mountains Conservancy | <input type="checkbox"/> S.F. Bay Conservation & Development Commission |
| <input type="checkbox"/> Coastal Commission | <input type="checkbox"/> San Gabriel & Lower L.A. Rivers and Mtns Conservancy |
| <input type="checkbox"/> Colorado River Board | <input type="checkbox"/> San Joaquin River Conservancy |
| <input checked="" type="checkbox"/> Conservation, Department of | <input type="checkbox"/> Santa Monica Mountains Conservancy |
| <input type="checkbox"/> Corrections, Department of | <input type="checkbox"/> State Lands Commission |
| <input type="checkbox"/> Delta Protection Commission | <input type="checkbox"/> SWRCB: Clean Water Grants |
| <input type="checkbox"/> Education, Department of | <input checked="" type="checkbox"/> SWRCB: Water Quality |
| <input type="checkbox"/> Energy Commission | <input type="checkbox"/> SWRCB: Water Rights |
| <input checked="" type="checkbox"/> S Fish & Game Region # 1 | <input type="checkbox"/> Tahoe Regional Planning Agency |
| <input type="checkbox"/> Food & Agriculture, Department of | <input checked="" type="checkbox"/> Toxic Substances Control, Department of |
| <input type="checkbox"/> General Services, Department of | <input checked="" type="checkbox"/> Water Resources, Department of |
| <input type="checkbox"/> Health Services, Department of | <input type="checkbox"/> _____ |
| <input type="checkbox"/> Housing & Community Development | <input type="checkbox"/> _____ |
| <input checked="" type="checkbox"/> Integrated Waste Management Board | <input checked="" type="checkbox"/> Other <u>National Marine Fisheries Service</u> |
| <input checked="" type="checkbox"/> Native American Heritage Commission | <input checked="" type="checkbox"/> S Other <u>U.S. Army Corps of Engineers</u> |
| | <input checked="" type="checkbox"/> X Other <u>U.S. Fish and Wildlife Service</u> |

Local Public Review Period (to be filled in by lead agency)

Starting Date January 26, 2016 Ending Date March 11, 2016

Lead Agency (Complete if applicable): City of Redding, Development Services Department

Consulting Firm: <u>Kimley-Horn</u>	Applicant: <u>Bethel Church of Redding</u>
Address: <u>555 Capitol Mall, Suite 300</u>	Address: <u>933 College View Drive</u>
City/State/Zip: <u>Sacramento, CA 95814</u>	City/State/Zip: <u>Redding, CA 96003</u>
Contact: <u>Mr. Bruce R. Grove, Jr.</u>	Phone: _____
Phone: <u>916-571-1009</u>	

Signature of Lead Agency Representative:  **Date:** 01/25/16

ENVIRONMENTAL INITIAL STUDY

INITIAL STUDY CHECKLIST

References and Documentation

Bethel Church of Redding Collyer Drive Campus
Planned Development
PD-2015-00304

Prepared by:

CITY OF REDDING

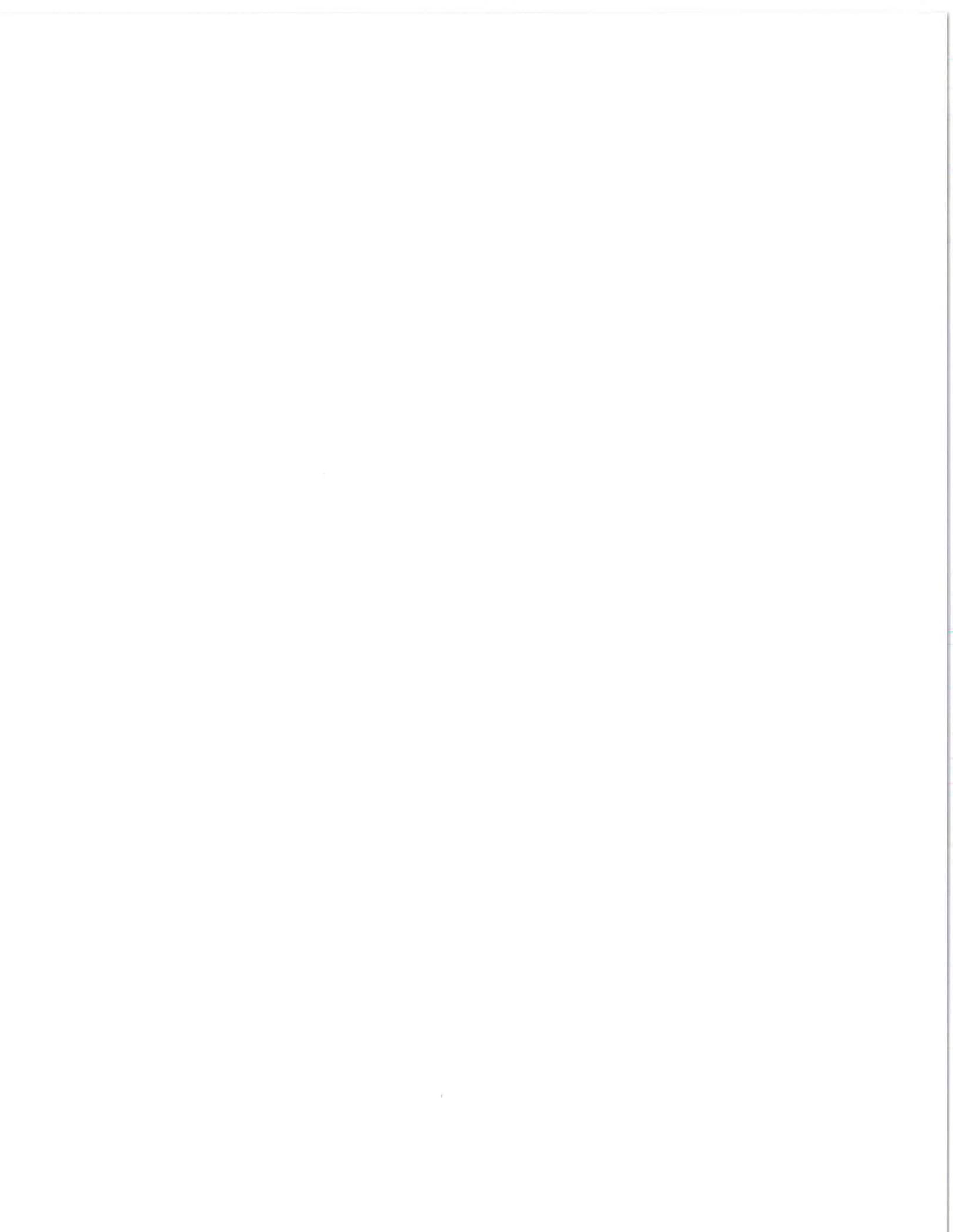
Development Services Department

Planning Division

777 Cypress Avenue

Redding, California 96001

January 26, 2016



CITY OF REDDING ENVIRONMENTAL CHECKLIST FORM

1. **Project Title:**
Bethel Church of Redding Collyer Drive Campus Planned Development – PD-2015-00304

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:**
Lily Toy, CFM, Senior Planner (530) 245-7231

4. **Project Location:**
The proposed project is located approximately 1.5-miles east of Interstate 5 (I-5) and approximately 0.75-miles west of Shasta College at 2080 Collyer Drive (APN 076-070-024), Township 32 North, Range 4 West, within portion of Section 21, Mount Diablo Base and Meridian (MDBM). The City of Redding’s corporate limits forms the eastern boundary of the site. The undeveloped 39.3-acre proposed project site is situated immediately north of State Route 299 (SR-299) northeast of the Collyer Drive and Twin Tower Drive intersection, between Twin Tower Drive and Poison Oak Lane (refer to the attached figures).

5. **Applicant’s Name and Address:**
Bethel Church of Redding
933 College View Drive
Redding, CA 96003

Representative’s Name and Address:
Omni-Means, Ltd. 330 Hartnell Avenue, Suite B Redding, CA 96002

6. **General Plan Designation:**
“Residential – 6 to 10 units per acre”

7. **Zoning:**
“RM-9-PD” (Residential Multiple-Family, Planned Development Overlay)

8. **Description of Project:**
Bethel Church of Redding (project applicant) is proposing to develop a new church campus on the 39.3-acre project site. The purpose of the proposed project is to provide additional capacity for Bethel Church to meet the needs of its growing membership. The following actions are being requested as part of the proposed project (refer to the attached figures):
 - *Planned Development Plan:* Approval and issuance of a Planned Development Plan (PD) allowing the development of the 39.3-acre site as a 171,708 square-foot combined church and school (Bethel School of Supernatural Ministry [BSSM]) facility, including associated nursery child care, bookstore, office uses and special events.
 - *Development Agreement:* An agreement between the Project Applicant and the City to establish the timing for construction of off-site improvements to be completed by the Project Applicant may be included in the project as well as a reimbursement agreement between the Project Applicant and the City.

Technical Characteristics

Project approval would allow the Applicant to construct a new 171,708 square-foot church and school campus on the 39.3-acre site. The proposed campus buildings would be sited centrally onsite and oriented around a landscaped common area.

- *Building "A":* Building "A" is proposed as a single-story, 83,955 square-foot assembly building centrally located onsite. This facility includes a 2,600 seat auditorium for church services, conferences and other onsite special events. Building "A" ancillary uses include a nursery/child care facility, a café/kitchen, bookstore, and maintenance areas.
- *Building "B":* Building "B" includes a two-story, 1,100 seat, 87,713 square-foot assembly building. The primary use is for classrooms in support of church services, BSSM classrooms and assembly spaces, and would house BSSM offices.
- *Parking Lot and Security Lighting:* Parking lot lighting would include exterior pole-mounted light standards (maximum 45-feet high) located throughout the site to provide safety and security lighting. The light standards and additional wall-mounted light fixtures on building structures would be used to ensure safety of the public and safe on-site pedestrian and vehicular circulation.
- *Landscaping:* The project proposes approximately 7.7 acres of landscaped areas including parking islands, perimeter landscaping, and internal campus landscaping. The proposed project has been designed to be consistent with the State of California's Model Water Efficient Landscape Ordinance (MWELO), adopted January 1, 2010.
- *Storm Drainage:* In an effort to accommodate stormwater runoff, the project proposes two onsite underground detention pipes adjacent to Poison Oak Lane and a 2.8-acre detention basin at the southwest corner of the site. The underground detention areas consist of buried pipes. The proposed detention facilities would also provide beneficial water quality treatment as pollutants and sediment settle out while the peak flows are detained.

On-Site Activities

Approval of the proposed project would allow the following onsite activities regulated in accordance with RMC Title 18, *Zoning Ordinance*:

- Special events including weddings, funerals, concerts, and conferences.
- Concerts limited to indoor auditoriums only.
- BSSM Offices
- Peak enrollment of up to 3,000 students

Access and Parking

Project ingress and egress would be facilitated from a primary driveway entrance off of Collyer Drive with secondary entrances located on Twin Tower Drive at two locations and two locations along the future public street alignment (Road "A") that would form the eastern project boundary. Parking for the proposed project would be provided by onsite surface parking totaling 1,851 parking spaces. The surface parking is separated into five fully improved parking zones (1,766 parking spaces) and one partially improved overflow parking area (85 parking spaces). A yet to be determined quantity of the 1,851 parking spaces, would be designated for carpool, vanpool and electric vehicle parking.

Infrastructure Requirements

The proposed project would include the following on- and off-site infrastructure improvements to support the development.

- *Wastewater:* Construction of a new 1,550-foot sewer force main and 1,850-foot gravity sewer line within the Collyer Drive right-of-way from the proposed onsite private sewer lift station, west to an existing sewer manhole at Ridgewood Drive.

- *Water:* To meet peak fire-flow requirements construction of a new booster pump station on a 0.47-acre vacant site within unincorporated Shasta County located northeast of the intersection of Old Oregon Trail and Shasta College Drive would be required. In addition, construction of a new 12-inch water line within the existing Twin Tower and across private parcels, from Hollow Lane, extending approximately 2,055 feet and connecting to an existing 16-inch water line in Hendrika Way. The 12-inch water line will be constructed within existing City of Redding and Bella Vista Water District easements. A new 10-inch water connection from an existing 10-inch water line at Posey Lane would provide water connection to the site.
- *Twin Tower Drive:* Widening of Twin Tower Drive to an approximately 80-foot cross-section along the site's western frontage from Collyer Drive to the project's northern limits (approximately 1,400 feet). The widening would accommodate two northbound travel lanes and one southbound travel lane with left turn pockets provided at the Posey Lane/Collyer Drive intersection.
- *Collyer Drive:* Widening of a 3,300-foot segment of Collyer Drive within the existing 76-foot right-of-way to accommodate adequate site ingress and egress, as well as providing improvements necessary to accommodate the City's long-planned improvements to Twin Tower Drive.
- *Poison Oak Lane (Existing Private Driveway):* No changes proposed.
- *New Public Street (Road 'A'):* Construct new Road 'A' between Collyer Drive to the site's northern boundary to accommodate one northbound travel lane and one southbound travel lane within a proposed 55-foot right-of-way. This new city street would serve both the proposed project and future residential development north of the site.

9. Surrounding Land Uses and Setting:

The surrounding land uses consists of rural, single, and multiple-family residential uses, vacant land and institutional uses. The site is bounded by open space to the north, Poison Oak Lane (an unpaved private driveway) to the east, Collyer Drive and the SR-299 mainline to the south, and Twin Tower Drive to the west.

The subject site encompasses approximately 39.3 acres and is currently undeveloped vacant land. The majority of the site is gently undulating, ranging between 655 and 680 feet above mean sea level (msl). Most of the proposed project site consists of annual grassland, which has been moderately disturbed in places by motor vehicles and past land uses. A small portion of the site was once used as a radio broadcast facility in the 1950s, which included two towers, a diesel generator, vault, and access road. Debris and foundation materials from that other tower are still present onsite as is a former trench that connected the towers. Minor, localized debris is also present at various locations across the site as are a few unpaved, unimproved roads that extend across the site.

10. Other public agencies whose approval is required (e.g., permits, financing approval, or participation agreement):

The City as Lead Agency for the proposed project has discretionary authority over the primary project proposal. To implement this project, the applicant may need to obtain, at a minimum, the following discretionary permits/approvals:

- U.S. Army Corps of Engineers: Clean Water Act Section 404 Permit
- California Regional Water Quality Control Board – Section 401 Water Quality Certification
- California Department of Fish and Wildlife – 1602 Streambed Alteration Agreement
- National Pollutant Discharge Elimination System (NPDES) Stormwater General Construction Permit
- California Department of Transportation – District 02
- Shasta County Department of Public Works
- Shasta County Air Quality Management District

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" as indicated by the checklist on the following pages.

<input checked="" type="checkbox"/>	Aesthetics		Agricultural Resources	<input checked="" type="checkbox"/>	Air Quality
<input checked="" type="checkbox"/>	Biological Resources	<input checked="" type="checkbox"/>	Cultural Resources		Geology / Soils
<input checked="" type="checkbox"/>	Greenhouse Gas Emissions	<input checked="" type="checkbox"/>	Hazards & Hazardous Materials	<input checked="" type="checkbox"/>	Hydrology / Water Quality
<input checked="" type="checkbox"/>	Land Use / Planning		Mineral Resources	<input checked="" type="checkbox"/>	Noise
<input checked="" type="checkbox"/>	Population / Housing	<input checked="" type="checkbox"/>	Public Services		Recreation
<input checked="" type="checkbox"/>	Transportation / Traffic	<input checked="" type="checkbox"/>	Utilities / Service Systems	<input checked="" type="checkbox"/>	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 or 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 Lily Toy, Senior Planner at (530) 225-4020.


 Kent Manuel, Planning Manager
 Development Services Department

January 25, 2016
 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:

Attachment A – Project Exhibits

I. AESTHETICS: <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: Based on a field review by the Planning Division and other agency staff, information provided by the applicant, existing information available to the Planning Division, and observations made on the project site and in the vicinity, the following findings can be made:

a) Scenic vistas are defined as expansive views of highly-valued landscapes from publicly accessible viewpoints. Scenic vistas include views of natural features such as topography, water courses, outcrops, and natural vegetation, as well as man-made scenic structures. At the landscape level, the proposed project encompasses approximately 39.3 acres and is currently undeveloped vacant land. The majority of the site is gently undulating, ranging between 655 and 680 feet above mean sea level (msl). Most of the proposed project site consists of annual grassland, which has been moderately disturbed in places by motor vehicles and past land uses. A small portion of the site was once used as a radio broadcast facility in the 1950s, which included two towers, a diesel generator, vault, and access road. Blue oaks and valley oaks are interspersed throughout the grassland, and are most abundant in the extreme northeastern corner of the site.

The proposed project has the potential to alter the visual landscape from undeveloped land to institutional uses; however, there are no existing significant topographical features of high scenic value within the proposed project site and the area is not regarded or designated as visually important or "scenic" in the City's *General Plan*. Additionally, development of the proposed project would not block or preclude views to any area containing important or what would be considered visually appealing landforms. Therefore, the proposed project would not have a significant impact on a scenic vista.

b) As discussed above, the proposed project site consists of undeveloped and partially disturbed vacant land. There are not any scenic resources located on-site. No trees, rock outcroppings, or historic buildings are located on-site, although debris and foundation materials from that former radio broadcast tower are still present on-site as is a former trench that connected the towers. Areas immediately south of the proposed project along SR-299 have been developed with similar institutional uses (i.e., Simpson University).

California's Scenic Highway Program was created by the Legislature in 1963. Its purpose is to preserve and protect scenic highway corridors from changes that would diminish the aesthetic value of lands adjacent to highways. According to Caltrans' California Scenic Highway Program and the National Scenic Byways Program, the proposed project is not in the vicinity of a federal or state scenic highway or any roadway that is considered eligible for designation as a scenic highway. Additionally, the proposed project site is not visible from a designated local scenic highway. Therefore, impacts associated with the discussed resources are less than significant.

c) The surrounding land uses consists of rural, single, and multiple-family residential uses, vacant land and institutional uses. The site is bounded by open space to the north, Poison Oak Lane (an unpaved private street serving two residences) to the east, Collyer Drive and the SR-299 mainline to the south, and Twin Tower Drive to the west. The Dunfries, Vista Del Monte and Spyglass Hills subdivisions are located west of Twin Towers Drive. The Shasta College Campus is located approximately ½ miles west of Poison Oak Lane. The Simpson University Campus is located directly south of the proposed project site, south of SR-299.

The proposed project is located within an area designated in the *General Plan* as "Residential – 6 to 10 units per acre". The *General Plan* land use designations for surrounding properties include "Residential – 2 to 3.5 units per acre" and "Residential – 6 to 10 units per acre". South of the site, across SR-299, lands are designated as "Neighborhood Commercial" and "Public Facilities – Institutional". The proposed project is immediately adjacent to a Primary Growth Area identified within the *General Plan* and is consistent with the adopted land use designation for the site.

The proposed project would result in construction of a new 171,708-square foot church and school campus on approximately 39.3 acres, along with site design elements such as landscaping, streetlights, parking lots, and perimeter walls. The proposed project would substantially change the character of the site from that of relatively flat, undeveloped land to a combined church and school facility, which would alter the visual quality of the area. Therefore, visual changes to the proposed project site would be a potentially significant impact. Thus, the proposed project could result in the degradation of character/quality at the project site or in the surrounding area. This potentially significant impact will be evaluated in the EIR.

- d) Light pollution occurs when nighttime views of the stars and sky are diminished by an over-abundance of light coming from the ground. Light pollution is a potential impact from the operation of any light source at night. Proper light shields, lighting design, and landscaping are commonly used to reduce light pollution generated from lighting by blocking the conveyance of light upwards. The result is that the lights are not visible from above; therefore, ambient light is not added to the nighttime sky. In addition, light reflecting off surfaces during daylight hours has the potential to create a source of glare in the vicinity of the proposed project.

Since the proposed project site is currently undeveloped, abundant sources of light are not produced onsite. Introduction of new lighting from the proposed project would include lights within and around the proposed buildings, lighting for surface parking lots, and security lighting on the various structures that would be developed as part of the project. The light generated by the proposed project would be typical of an institutional development. Additionally, the lighting plan for the proposed project would be designed in accordance with development standards as required by the Redding Municipal Code (RMC), Title 18 – Zoning Ordinance, which address the issue of light and glare. Lighting standards contained in the RMC are specifically enumerated for parking lots. These standards include the use of glare shields or baffles to reduce glare and control backlight. In addition to use within parking lots, these standards would be applied to the remainder of the proposed project and also would include directional lighting. Lighting would be limited to what is necessary for safety and security purposes and would be directed away from adjacent properties and road right-of-ways. However, due to existing development surrounding the proposed project, sensitive light receptors in proximity could be affected by nighttime light and glare generated by the proposed project. Therefore, the impacts from light and glare are potentially significant and will require further evaluation in the EIR.

Findings: Additional project and environmental data, further discussion and analysis of environmental impacts, recommendations for mitigations for potential impacts, and a mitigation monitoring plan, will be included in the EIR prepared for this proposed project.

Documentation:

- City of Redding General Plan*, Natural Resources Element, 2000
- City of Redding Zoning Ordinance*, Chapter 18.40.090
- California Scenic Highway System, 2008
- National Scenic Byways Program, 2008

II. AGRICULTURE RESOURCES: <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

II. AGRICULTURE RESOURCES: <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
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: Based on a field review by the Planning Division and other agency staff, information provided by the applicant, existing information available to the Planning Division, and observations made on the project site and in the vicinity, the following findings can be made:

- a) The proposed project site has not been historically used for agricultural purposes, nor does it possess soils that are prime for agricultural production. The site is not located within an area of Prime Farmland as identified by the California Department of Conservation's Important Farmland Series Mapping and Monitoring Program.
- b) The proposed project site is not under a current Williamson Act contract. Therefore, project implementation would not result in conflicts with existing agricultural zoning.
- c) See discussions II.a and II.b, above.

Findings: In the course of the above evaluation, impacts associated with *Agricultural Resources* were found to not be significant because of the inability of a project of this scope to create such impacts or the absence of project characteristics producing effects of this type. The effects determined not to be significant are not required to be included in primary analysis sections of the Draft EIR. As such, impacts to *Agricultural Resources* are not reasonably foreseeable and will not addressed further in the EIR to be prepared for this project.

Documentation:

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

III. AIR QUALITY: <i>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:</i>	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 emission 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: Based on a field review by the Planning Division and other agency staff, information provided by the applicant, existing information available to the Planning Division, and observations made on the project site and in the vicinity, the following findings can be made:

- 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 (NO_x), which are ozone precursors, and Inhalable Particulate Matter, 10 Micron (PM₁₀). The mitigation thresholds for these pollutants are tiered at two levels as follows:

Level "A"	Level "B"
25 pounds per day of NO _x	137 pounds per day of NO _x
25 pounds per day of ROG	137 pounds per day of ROG
80 pounds per day of PM ₁₀	137 pounds per day of PM ₁₀

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_x, ROG, and PM₁₀) that contribute cumulatively to local and regional air quality conditions; and (2) fugitive dust (particulate/PM₁₀) emissions are possible during construction activities. The proposed project is expected to contribute emissions by a substantial amount; therefore, impacts are considered potentially significant. In order to calculate the unmitigated emissions for the key pollutants noted above, further analysis as part of the EIR is required.

- d) The proposed project may generate PM₁₀ emissions due to construction activities. Although these emissions would cease with the completion of construction work, residences adjacent to the proposed Project could be exposed to elevated dust levels. Additionally, after construction is completed, adjacent residences could be exposed to PM₁₀ emissions generated by possible wood stoves and fireplaces on the Project site. Ozone emissions generated by the proposed Project could also have adverse impacts on adjacent residences. Therefore, impacts are considered potentially significant and will be further evaluated in the EIR.
- e) Due to the characteristics of the proposed development, it is unlikely that the project would cause air emissions which would create objectionable odors affecting a substantial number of people. No impact has been identified.

Findings: Additional project and environmental data, further discussion and analysis of environmental impacts, recommendations for mitigations for potential impacts, and a mitigation monitoring plan, will be included in the EIR prepared for this proposed project.

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*
- 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*

IV. BIOLOGICAL RESOURCES: <i>Would the project:</i>	Potentially Significant Impact	Less-Than-Significant With Mitigation Incorporated	Less-Than-Significant Impact	No Impact
a) Have a substantial 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: Based on a field review by the Planning Division and other agency staff, information provided by the applicant, existing information available to the Planning Division, and observations made on the project site and in the vicinity, the following findings can be made:

a-c) A wetlands delineation and Biological Study Report was prepared by ENPLAN in July 2015 for the proposed project and identified the following impacts:

- Permanent fill of approximately 0.03 acres of intermittent stream on the campus site.
- Permanent fill of approximately 0.203 acres of wetlands on the campus site.
- Potential indirect effects to downstream waters (streams and swales due to increased erosion and sedimentation).
- Temporary disturbance of approximately 0.065 acres of intermittent stream due to trenching activities associated with water line installation.
- Temporary disturbance of approximately 0.029 acres of wetland due to trenching activities associated with water line installation.
- Temporary removal of 0.02 acres of riparian habitat due to trenching activities associated with water line installation.
- Conversion of approximately 45 acres of annual grassland into urban habitat and temporary disturbance of grassland habitat in the off-site corridors and roadsides.
- Removal of approximately 0.5 acres of blue oak woodland habitat (approximately 21 trees ≥5" diameter at breast height) due to water line installation.
- Removal of up to approximately 0.15 acres of interior live oak woodland habitat (approximately 11 trees ≥5" diameter at breast height) due to booster pump station and water line installation.
- Potential for the introduction and spread of unique weed species to new habitats.

No special-status animal species were observed in the study area during the wildlife evaluation, however, the following special-status animal species could potentially be indirectly affected by project implementation: Chinook salmon (fall-run, late-fall-run,

winter-run, and spring-run), Central Valley steelhead, western pond turtle, western red bat, Townsend’s big-eared bat, and tricolored blackbird. Therefore, impacts are considered potentially significant and will be further evaluated in the EIR.

No critical habitat designated for any federally listed species would be directly affected by the proposed work. However, critical habitat designated for salmonids in Churn Creek and Stillwater Creek could be indirectly affected. Therefore, impacts are considered potentially significant and will be further evaluated in the EIR.

- d) Due to the scale of the proposed project, the movement of any native resident or migratory wildlife species or established native resident or migratory wildlife corridors are not anticipated to be significant.
- e) The City has adopted a Tree Management Ordinance (Chapter 18.45 of the RMC) that promotes the conservation of mature, healthy trees in the design of new development. The ordinance also recognizes that the preservation of trees will sometimes conflict with necessary land-development requirements. The *City’s General Plan EIR* further acknowledges that preservation of native trees will sometimes conflict with normal land development and that implementation of the *General Plan* will ultimately set aside over 7,000 acres of open space, much of which contains oak habitat. But efforts must still be made to retain existing trees if reasonably possible, and to sufficiently plant new trees in the context of the new development. A tree survey is required to identify natural trees and tree groups most suitable for preservation or "candidate trees/groups." Where all identified candidate trees/groups cannot be preserved, the set-aside of a natural area or areas within a project site that is particularly suitable for the planting, retention, and/or natural regeneration of trees is considered to be a desirable means of accomplishing the goals of the ordinance. Based on the conceptual site design, an estimated 11 trees would need to be removed to allow for site development (approximately 20 percent of the trees in the study area) and an estimated 32 trees to support the water line and booster pump station installation. A survey for candidate trees has been completed and certain distinctive trees have been identified for protection in accordance with RMC, Chapter 18.45. Impacts are considered less than significant.
- 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.

Findings: Additional project and environmental data, further discussion and analysis of environmental impacts, recommendations for mitigations for potential impacts, and a mitigation monitoring plan, will be included in the EIR prepared for this proposed project.

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

V. CULTURAL RESOURCES: <i>Would the project:</i>	Potentially Significant Impact	Less-Than-Significant With Mitigation Incorporated	Less-Than-Significant Impact	No Impact
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	
e) Will the project cause a substantial adverse change in the significance of a Tribal Cultural Resource?				X

Discussion: Based on a field review by the Planning Division and other agency staff, information provided by the applicant, existing information available to the Planning Division, and observations made on the project site and in the vicinity, the following findings can be made:

- a) The central portion of the proposed project site was previously used as a radio broadcast facility during the 1950's which included two towers, a diesel generator, vault, and access road. No historic buildings are located on-site, although debris and foundation materials from that former radio broadcast tower are still present on-site as is a former trench that connected the towers. Although impacts to historical resources are anticipated to less than significant, further evaluation is warranted to identify potential impacts and formulate avoidance or mitigation measures, if applicable.
- b) The potential exists for unknown buried archaeological resources to be disturbed or destroyed during site preparation and grading. A records search and onsite survey will be conducted as part of the cultural resources assessment to determine if any archaeological sites have been inventoried or identified on the proposed project site. The disturbance of such resources is considered potentially significant, and impacts will be further addressed in the EIR.
- c) No paleontological resources or unique geologic features have been identified on the proposed project site, and the potential for their occurrence is considered minimal. Impacts are considered less than significant.
- d) There are no known burial sites on the proposed project site. If human remains are unearthed during future development of the site, the provisions of California Health and Safety Code Section 7050.5 shall apply. Under this Section, no further disturbance shall occur until the County Coroner has made the necessary findings as to origin and disposition, pursuant to California Public Resources Code Section 5097.98. Impacts are considered less than significant.
- e) Recognizing that California tribes are experts in their tribal cultural resources and heritage, AB 52 requires that CEQA lead agencies initiate consultation with tribes at the commencement of the CEQA process to identify Tribal Cultural Resources. Furthermore, because a significant effect on a Tribal Cultural Resource is considered a significant impact on the environment under CEQA, consultation is required to develop appropriate avoidance, impact minimization, and mitigation measures. AB 52 consultation requirements went into effect on July 1, 2015 for all projects that have not already published a Notice of Intent to Adopt a Negative Declaration or Mitigated Negative Declaration (MND), or published a Notice of Preparation (NOP) of an EIR (Section 11 [c]). At the time this Initial Study and NOP was released for public review, the City of Redding had not received any written requests from any California Native American Tribes to receive notifications and therefore, the procedures specified in Public Resources Code Sections 21080.3. 1(d) and 21080.3.2 do not apply and no tribal consultation under AB 52 is required. In the event a General Request Letter from a tribe is received during the preparation of the EIR, applicable tribal consultation procedures will be carried out in accordance with AB 52. Pursuant to AB 52, a Tribal Cultural Resources chapter will be provided within the EIR prepared for this proposed project.

Findings: Additional project and environmental data, further discussion and analysis of environmental impacts, recommendations for mitigations for potential impacts, and a mitigation monitoring plan, will be included in the EIR prepared for this proposed project.

Documentation:

- City of Redding General Plan Background Report, 1998*
- City of Redding General Plan Final Environmental Impact Report, 2000, SCH #1998072103*

VI. GEOLOGY AND SOILS: <i>Would the project:</i>	Potentially Significant Impact	Less-Than-Significant With Mitigation Incorporated	Less-Than-Significant Impact	No Impact
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"> 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. 			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
ii) Strong seismic ground shaking? 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: Based on a field review by the Planning Division and other agency staff, information provided by the applicant, existing information available to the Planning Division, and observations made on the project site and in the vicinity, the following findings can be made:

a) The project may expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:

i) Rupture of a known earthquake fault:

There are no Alquist-Priolo earthquake faults designated in the Redding area of Shasta County. There are no other documented earthquake faults in the immediately vicinity that pose a significant risk. The potentially active Battle Creek fault is located approximately 17 miles south of the proposed project. The closest known active fault is the Hat Creek fault, located approximately 48 miles northeast of the site.

ii) Strong seismic ground shaking:

The impact of earthquakes on the project site depends on several factors including the particular fault, fault location, distance from the project site, and magnitude of the earthquake. Each of these factors can help determine the degree of shaking that could occur in the project area. The proposed project site is located in an area designated in the Health and Safety Element of the *General Plan* as having a low ground-shaking potential. Future structures proposed on the project site are required by State law and City ordinance to be constructed in accordance with the Uniform Building Code (UBC) and to adhere to all modern earthquake construction standards, including those relating to soil characteristics. However, impacts are potentially significant and will be further evaluated in the EIR.

iii) Seismic-related ground failure, including liquefaction:

There is no evidence of ground slippage or subsidence occurring naturally on the proposed project site. The type of soils and underlying geology is identified as having a low potential for liquefaction.

iv) Landslides:

The proposed project site is located on a flat parcel surrounded by flat terrain. There are no documented landslide hazard areas identified within the immediate vicinity.

- b) According to the Shasta County Area California Soil Survey (NRCS 2012), the proposed project site contains three soil units: Red Bluff Loam, 0 to 3 percent slopes; Redding-Red Bluff Gravelly Loam, 3 to 8 percent slopes; and Red Bluff Gravelly Loam, 0 to 3 percent slopes. The Red Bluff soil series have slow to medium runoff potential and moderately slow permeability. The Redding soil series are considered well or moderately well drained with very low to high runoff potential, except for local ponding in intermound areas. Permeability for the Redding soil series is very slow to slow.

The proposed modification to the surface terrain is typical to site development and, based on the site soils, is not expected to alter the susceptibility of the land to unstable earth conditions or erosion. Standard grading-control measures are applicable to the proposed Project as City ordinances and other government agency regulations will be applied. This City of Redding Grading Ordinance requires the application of "Best Management Practices" (BMPs) in accordance with the City Erosion and Sediment Control Standards Design Manual (RMC Section 16.12.060, Subsections C, D, E). In practice, specific erosion-control measures are determined upon review of the final grading plan and are tailored to project-specific grading impacts. This will ensure that potential grading impacts are less than significant. Since the project is subject to uniformly applied ordinances and policies and the overall risk of erosion is not high, potential impacts related to soil erosion and sedimentation are less than significant.

- c) See discussion VI.a, above.
- d) According to mapping performed by the Natural Resources Conservation Service (NCRS, 2012), the proposed project is underlain by soils of the Red Bluff Loam, Redding Gravelly Loam and Red Bluff-Redding Gravelly Loam. Those soils have reported Plasticity Indices (PI) ranging from about 17 to 18, which conforms to an expansion potential of low to medium. This is considered to be less than significant.
- e) The proposed project does not involve the use of septic tanks or alternative wastewater disposal. No impact has been identified.

Findings: Additional project and environmental data, further discussion and analysis of environmental impacts, recommendations for mitigations for potential impacts, and a mitigation monitoring plan, will be included in the EIR prepared for this proposed project.

Documentation:

- City of Redding Standard Specifications, Grading Ordinance, RMC Chapter 16.12*
- City of Redding General Plan Background Report, 1998*
- 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*

VII. GREENHOUSE GAS EMISSIONS: <i>Would the project:</i>	Potentially Significant Impact	Less-Than-Significant With Mitigation Incorporated	Less-Than-Significant Impact	No Impact
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: Based on a field review by the Planning Division and other agency staff, information provided by the applicant, existing information available to the Planning Division, and observations made on the project site and in the vicinity, the following findings can be made:

- a) Greenhouse gases (GHGs) are gases in the atmosphere that absorb and emit radiation. The greenhouse effect traps heat in the troposphere through a three-fold process, summarized as follows: short wave radiation emitted by the sun is absorbed by the Earth; the Earth emits a portion of this energy in the form of long wave radiation; and GHGs in the upper atmosphere absorb this long wave radiation and emit this long wave radiation into space and toward the Earth. This “trapping” of the long wave (thermal) radiation emitted back toward the Earth is the underlying process of the greenhouse effect. The main GHGs in the Earth's atmosphere are water vapor, carbon dioxide (CO₂), methane (CH₄), nitrous oxide (N₂O), ozone (O₃), hydrofluorocarbons (HCFs), perfluorocarbons (PFCs), and sulfur hexafluoride (SF₆).

Direct GHG emissions include emissions from construction activities, area sources, and mobile (vehicle) sources. Typically, mobile sources make up the majority of direct emissions. Indirect GHG emissions are generated by incremental electricity consumption and waste generation. Electricity consumption is responsible for the majority of indirect emissions.

The proposed project involves the construction and operation of a 171,708 square-foot combined church and school facility, including associated nursery child care, bookstore, and office uses with special events. The proposed project could generate both direct and indirect GHG emissions that may have a significant impact on the environment. Therefore, this issue will be further analyzed in the EIR.

- b) As stated above in VII.a, the proposed project involves the construction and operation of a 171,708 square-foot combined church and school facility. As a result, the proposed project could generate both direct and indirect GHG emission that may have a significant impact on the environment. This could result in potential conflicts with an applicable plan, policy, and/or regulation adopted for the purpose of reducing greenhouse gas emission. Therefore, this issue will be further analyzed in the EIR.

Findings: Additional project and environmental data, further discussion and analysis of environmental impacts, recommendations for mitigations for potential impacts, and a mitigation monitoring plan, will be included in the EIR prepared for this proposed project.

Documentation:
 City of Redding General Plan, 2000

VIII. <u>HAZARDS AND HAZARDOUS MATERIALS:</u> <i>Would the project:</i>	Potentially Significant Impact	Less-Than-Significant With Mitigation Incorporated	Less-Than-Significant Impact	No Impact
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	

VIII. HAZARDS AND HAZARDOUS MATERIALS: <i>Would the project:</i>	Potentially Significant Impact	Less-Than-Significant With Mitigation Incorporated	Less-Than-Significant Impact	No Impact
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: Based on a field review by the Planning Division and other agency staff, information provided by the applicant, existing information available to the Planning Division, and observations made on the project site and in the vicinity, the following findings can be made:

- a) Small quantities of potentially hazardous substances (e.g., petroleum and other chemicals used to operate and maintain construction equipment) would be used at the project site and transported to and from the site during construction. In addition, some potentially hazardous construction waste may be generated during the construction phase. Construction wastes from the site would be disposed of in accordance with the Standard Specifications in the California Code of Regulations. Compliance with federal and state laws would reduce the potential for hazards related to construction waste to a less than significant level.

Operation of the proposed project would not include the use or transportation of significant amounts of potentially hazardous materials, including fuels or other hazardous liquids. The proposed project would therefore not result in a significant hazard to workers, the public, or the environment through the routine transport, use, or disposal of hazardous materials. Compliance with applicable regulations and hazardous materials plans sufficiently minimizes potential exposure and risk.

- b) Construction of the proposed project could expose construction workers, the public, or the environment to hazardous materials through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment. Small quantities of potentially hazardous substances (e.g., petroleum and other chemicals used to operate and maintain construction equipment) would be used at the proposed project site. Accidental releases of these substances could potentially contaminate soils and degrade the quality of surface water and groundwater, resulting in a public safety hazard. Compliance with standard safety procedures and hazardous materials handling regulations will reduce any impacts to a less than significant level.
- c) The proposed project would not emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school.
- d) The proposed project is not located on a site which is included on a list of hazardous materials sites and would not create a significant hazard to the public or the environment.
- e) The proposed project is not located within an airport land use plan or within two miles of a public airport or public use airport.
- f) The proposed project is not located within the vicinity of a private airstrip.
- g) There are no indications at this time that the proposed project would not impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan.
- h) Many locations within the City of Redding, including the proposed project, are identified as having a very high wildland-fire hazard potential due to an intermixture of urban/rural uses and natural areas with high fuel loads and varied terrain. The presence of urban development adjacent to wildlands increases the likelihood of wildland fires, and the presence of wildlands adjacent to urban development allows fire to spread rapidly to and through developed areas.

Fire protection services for the project area are provided by the City of Redding Fire Department. The proposed project is located in an area which is designated as a "Very High Fire Hazard Severity Zone" (VHFHSZ). Since the *General Plan* identifies the proposed project as a VHFHSZ, further analysis in the EIR is required and potential impacts will be evaluated by appropriate emergency response departments.

Findings: Additional project and environmental data, further discussion and analysis of environmental impacts, recommendations for mitigations for potential impacts, and a mitigation monitoring plan, will be included in the EIR prepared for this proposed project.

Documentation:

- City of Redding General Plan, Health and Safety Element, 2000*
- City of Redding General Plan Environmental Impact Report, 2000, SCH #1998072103*
- City of Redding General Plan Background Report, Chapter 10, Health and Safety Element, 1998*

IX. HYDROLOGY AND WATER QUALITY: <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: Based on a field review by the Planning Division and other agency staff, information provided by the applicant, existing information available to the Planning Division, and observations made on the project site and in the vicinity, the following findings can be made:

- a) The proposed project would be served by City sanitary sewer service; therefore, the proposed project would not involve any permitted discharges of waste material into ground or surface waters. In regards to water quality standards, the applicant shall prepare a Notice of Intent, a Storm Water Pollution Prevention Plan (SWPPP), and post construction storm water development plans, in order to comply with the California Regional Water Quality Control Board requirements.

Construction the proposed project would require grading, and result in soil compaction, removal of vegetation, and the creation of impervious surfaces; all of which could contribute to changes in drainage patterns and a significant increase in the amount of surface water runoff, erosion of soils and discharge of sediments into existing drainages and to riparian and wetland habitat located on and off the proposed project site. These impacts are potentially significant and will be further evaluated in the EIR.

- b) Water service for the proposed project is to be provided by the Bella Vista Water District (District). The District has provided a Will Serve Letter and is responsible for review of groundwater supplies prior to approving the water supply for the proposed project. To address the current drought conditions a Water Demand Evaluation will be prepared and include the characterization of supply and demand conditions within the District for current conditions and for conditions anticipated in 20 years, under normal, single-dry, and multi-dry hydrologic conditions as readily represented in existing BVWD documents, using requirements in Water Code §10910 et seq. for guidance. The Water Demand Evaluation will confirm actual long term water surplus or shortages that may impact availability in BVWD's service area. Impacts are considered potentially significant in this regard and further analysis is warranted in the EIR.
- c,f) See discussion under IX.a, above.
- d) The proposed project would introduce impervious surfaces to an area that currently has very few. Development such as buildings, driveways, and streets would lay down surfaces that would not allow precipitation to percolate into the ground. The additional impervious surface would generate additional surface runoff that, if uncollected, would increase potential flooding. Therefore, the impacts of additional drainage on flooding are considered potentially significant and will be further evaluated in the EIR.
- e) See discussion under IX.d, above.
- g) Flood zones are geographic areas that the Federal Emergency Management Agency (FEMA) has defined according to varying levels of flood risk. These zones are depicted on a community's Flood Insurance Rate Map (FIRM) or Flood Hazard Boundary Map. Each zone reflects the severity or type of flooding in the area. The proposed project is not located within a 100-year flood plain. Less than significant impacts are anticipated in this regard.
- h) The proposed project would not place within a 100-year flood hazard area structures which would impede or redirect flood flows. No structures are proposed in the 100-year flood hazard area.
- i) Two major dams are located in the general vicinity of the proposed project: the Shasta Dam and Wiskeytown Dam. The anticipated inundation resulting from the unlikely failure of these dams has been documented in the *General Plan*. According to this documentation, the proposed project would not be affected by the unlikely failure of either of these dams. Additionally, there are no levees near the proposed project.
- 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 Wiskeytown 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. In addition, there is no documented threat of mudflows affecting the proposed Project site. No impact has been identified.

Findings: Additional project and environmental data, further discussion and analysis of environmental impacts, recommendations for mitigations for potential impacts, and a mitigation monitoring plan, will be included in the EIR prepared for this proposed project.

Documentation:

Federal Emergency Management Agency
City of Redding Storm Drain Master Plan, 1993

X. <u>LAND USE AND PLANNING</u> : <i>Would the project:</i>	Potentially Significant Impact	Less-Than-Significant With Mitigation Incorporated	Less-Than-Significant Impact	No Impact
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: Based on a field review by the Planning Division and other agency staff, information provided by the applicant, existing information available to the Planning Division, and observations made on the project site and in the vicinity, the following findings can be made:

- a) The proposed project does not include the creation of any road, ditch, wall, or other feature which would physically divide an established community. No impact has been identified.
- b) The City's *General Plan* was adopted in October 2000 and serves as the overall guiding policy document for land use, development, and environmental quality in the City of Redding for the next 20 years. The *General Plan* includes policies, standards, implementation programs, quantified objectives, the General Plan Diagram, and circulation diagrams. The *General Plan* planning area is divided into five primary sectors, each of which is shaped by its unique characteristic, history, and issues. The proposed project is located in the North Redding Planning Area and carries a land use designation of "Residential – 6 to 10 units per acre".

Currently the site's base zoning is "RM-9-PD" (Residential Multiple-Family), and includes the "PD" (Planned Development Overlay District). A "PD" district shall be noted by the designation "PD" applied to the base zoning district designation on the zoning map. The "PD" overlay affords flexibility in application of the City's zoning regulations, although the proposed project is not seeking relief from any specific requirements of those regulations. Implementation of the proposed project would be subject to approval of a Planned Development Plan (PD) by the City. The appropriateness of the proposed project with regard to its consistency with the policies of the *General Plan* adopted for the purpose of avoiding or mitigating an environmental effect will be evaluated in the EIR.

- c) The proposed project would not conflict with any applicable habitat conservation plan or natural community conservation plan. There is no adopted Habitat Conservation Plan, Natural Community, Conservation Plan, or other approved local, regional, or State habitat conservation plans for the proposed project site or area.

Findings: Additional project and environmental data, further discussion and analysis of environmental impacts, recommendations for mitigations for potential impacts, and a mitigation monitoring plan, will be included in the EIR prepared for this proposed project.

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*

XI. MINERAL RESOURCES: <i>Would the project:</i>	Potentially Significant Impact	Less-Than-Significant With Mitigation Incorporated	Less-Than-Significant Impact	No Impact
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: Based on a field review by the Planning Division and other agency staff, information provided by the applicant, existing information available to the Planning Division, and observations made on the project site and in the vicinity, the following findings can be made:

- a) A mineral resource is land on which known deposits of commercially viable mineral or aggregate deposits exist. The designation is applied to sites determined by the State Division of Mines and Geology as being a resource of regional significance and is intended to help maintain any quarrying operations and protect them from encroachment of incompatible uses. The project would not result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the State. There are no known mineral resources of regional value located on or near the proposed project site.
- b) The proposed project would not result in the loss of availability of a locally-important mineral resource recovery site delineated on a City's *General Plan* or other land use plan. The proposed project is not located within or adjacent to a specific plan adopted by the City. The proposed project 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. No impact has been identified.

Findings: In the course of the above evaluation, impacts associated with *Mineral Resources* were found to not be significant because of the inability of a project of this scope to create such impacts or the absence of project characteristics producing effects of this type. The effects determined not to be significant are not required to be included in primary analysis sections of the Draft EIR. As such, impacts to *Mineral Resources* are not reasonably foreseeable and will not addressed further in the EIR to be prepared for this project.

Documentation:

City of Redding General Plan, Natural Resources Element, 2000

XII. NOISE: <i>Would the project result in:</i>	Potentially Significant Impact	Less-Than-Significant With Mitigation Incorporated	Less-Than-Significant Impact	No Impact
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 groundborne vibration or groundborne 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				X

XII. NOISE: <i>Would the project result in:</i>	Potentially Significant Impact	Less-Than-Significant With Mitigation Incorporated	Less-Than-Significant Impact	No Impact
expose people residing or working in the project area to excessive noise levels?				
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: Based on a field review by the Planning Division and other agency staff, information provided by the applicant, existing information available to the Planning Division, and observations made on the project site and in the vicinity, the following findings can be made:

- a) The proposed project would introduce new noise into the area. In addition, the proposed project would increase the amount of traffic on roadways in the vicinity, which would also increase noise along these roads. Increase traffic would generate increased noise levels. These impacts are potentially significant and will be further evaluated in the EIR.
- b) Groundborne vibrations are usually associated with heavy vehicle traffic (including railroad traffic), and with heavy equipment operations. Vehicle traffic generated by the proposed project would be mostly passenger car in character, with some light and medium trucks. This is not expected to generate significant vibrations. The proposed project would not result in exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels. Less than significant impacts are anticipate.
- c) The proposed project consists of a large church campus and school development on land that is currently vacant; therefore, it would likely lead to a permanent increase in ambient noise levels. This impact is considered potentially significant and will be further evaluated in the EIR.
- 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. Although heavy construction work is limited by existing regulation additional analysis is warranted in the EIR.
- e) The proposed project is not located within an airport land use plan or within two miles of a public airport or public use airport.
- f) The proposed project is not located within the vicinity of a private airstrip.

Findings: Additional project and environmental data, further discussion and analysis of environmental impacts, recommendations for mitigations for potential impacts, and a mitigation monitoring plan, will be included in the EIR prepared for this proposed project.

Documentation:

- City of Redding General Plan, Noise Element, 2000*
- Redding Municipal Code, Chapter 16.12.120*
- City of Redding General Plan, Transportation Element, 2000*

XIII. POPULATION AND HOUSING: <i>Would the project:</i>	Potentially Significant Impact	Less-Than-Significant With Mitigation Incorporated	Less-Than-Significant Impact	No Impact
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: Based on a field review by the Planning Division and other agency staff, information provided by the applicant, existing information available to the Planning Division, and observations made on the project site and in the vicinity, the following findings can be made:

- a) Typical established local thresholds of significance for housing and population growth pursuant to the State *CEQA Guidelines* §15064.7, include effects that would induce substantial growth or concentration of a population beyond City projections, alter the location, distribution, density, or growth rate of the population beyond that projected in the *General Plan* Housing Element, result in a substantial increase in demand for additional housing, or create a development that significantly reduces the ability of the City to meet housing objectives set forth in the *General Plan* Housing Element. Implementation of the proposed project would result in the construction of a new 171,708 square-foot combined church and school campus with an anticipated annual student enrollment of up to 3,000 students. This represents an increase of 1,250 students from existing Bethel facilities in the area. The proposed project would also include up to 86 BSSM employees, 3 security personnel, and 3 custodians for a total of 92 daily employees. Proposed project implementation could induce direct and indirect population growth in the area. Additional analysis is required in the EIR to determine the growth inducing potential of the proposed project.
- b) The proposed project would not displace any existing housing. No impact has been identified.
- c) The project site is currently undeveloped. The project would not result in the displacement people. No impact would occur in this regard.

Findings: Additional project and environmental data, further discussion and analysis of environmental impacts, recommendations for mitigations for potential impacts, and a mitigation monitoring plan, will be included in the EIR prepared for this proposed project.

Documentation:

City of Redding General Plan, Housing Element, 2014

XIV. PUBLIC SERVICES: <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>	Potentially Significant Impact	Less-Than-Significant With Mitigation Incorporated	Less-Than-Significant Impact	No Impact
Fire Protection?	X			
Police Protection?	X			
Schools?	X			
Parks?			X	
Other public facilities?	X			

Discussion: Based on a field review by the Planning Division and other agency staff, information provided by the applicant, existing information available to the Planning Division, and observations made on the project site and in the vicinity, the following findings can be made:

Fire and Police Protection:

Although the City would provide fire and police protection services to the proposed project, development of the project would increase demand for these protection services. Potential project impacts on fire and police protection are potentially significant and will be further evaluated in the EIR.

Schools:

The proposed project is located in the Columbia Elementary School District and Shasta Union High School District and may contribute to the total student enrollment in these districts. Although implementation of the proposed project would not result in the direct addition of new housing units, there is a relationship existing between developments of this nature and the potential increase in the number of school-age children as the result of increased employees who may reside within the school districts. Therefore, the proposed project will be required to pay development fees based on a per square foot basis of new development. These fees are collected at the building permit stage and are paid prior to building construction. The payment of school fee as mitigation is consistent with Section 65995(3)(h) of the California Government Code and is considered adequate mitigation for indirect impacts on school facilities and potential impacts are considered less than significant.

Parks:

Although the proposed project would increase the intensity of the land use, impacts to parks and recreational facilities in the project area would not be considered substantial, as no residential uses are proposed. The proposed project would not include recreational facilities or require the construction or expansion of recreational facilities. Therefore, a less than significant impact is anticipated.

Other public facilities:

The proposed project could potentially affect other public or government facilities, such as libraries. Because the proposed project involves a substantial change in the land use, an increased demand on public facilities could potentially occur. Potential impacts to public facilities and the potential to build new offices and buildings to serve the public will be evaluated in the EIR.

Findings: Additional project and environmental data, further discussion and analysis of environmental impacts, recommendations for mitigations for potential impacts, and a mitigation monitoring plan, will be included in the EIR prepared for this proposed project.

Documentation:

City of Redding General Plan, Public Facilities Element, 2000

XV. RECREATION:	Potentially Significant Impact	Less-Than-Significant With Mitigation Incorporated	Less-Than-Significant Impact	No Impact
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: Based on a field review by the Planning Division and other agency staff, information provided by the applicant, existing information available to the Planning Division, and observations made on the project site and in the vicinity, the following findings can be made:

- a) The proposed project would not 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. Recreational facilities for church sponsored events are available at Bethel’s existing facility located at 933 College View Drive, approximately 1.25 miles west of the proposed project. Therefore, less than significant impacts are anticipated in this regard.

The proposed project could generate approximately 30 new jobs. Assuming that all of the jobs were new, implementation of the proposed project could lead to demand for additional parkland to serve the added population. However, construction of new parks and recreational facilities is not a direct physical impact of this project, and any further analysis of this subject would be speculative at this time. Secondary impacts of a growing population are managed through existing *General Plan* policy mechanisms requiring that land be dedicated or fees be paid as a condition of the creation of additional residential lots. Therefore, implementation of the proposed project would have a less than significant impact on parks and recreational facilities.

- b) The proposed project would not include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment. School facilities are typically used for sports and recreation. The City of Redding also has a number of recreational facilities throughout the City. 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. Therefore, less than significant impacts are anticipated in this regard.

Findings: Additional project and environmental data, further discussion and analysis of environmental impacts, recommendations for mitigations for potential impacts, and a mitigation monitoring plan, will be included in the EIR prepared for this proposed project.

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*

XVI. TRANSPORTATION/TRAFFIC: <i>Would the project:</i>	Potentially Significant Impact	Less-Than-Significant With Mitigation Incorporated	Less-Than-Significant Impact	No Impact
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			

XVI. <u>TRANSPORTATION/TRAFFIC</u> : <i>Would the project:</i>	Potentially Significant Impact	Less-Than-Significant With Mitigation Incorporated	Less-Than-Significant Impact	No Impact
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: Based on a field review by the Planning Division and other agency staff, information provided by the applicant, existing information available to the Planning Division, and observations made on the project site and in the vicinity, the following findings can be made:

- a,b) Project approval would allow for the development a new 171,708 square-foot combined church and school campus on the 39.3-acre undeveloped site. Ancillary uses include a nursery/child care facility, a café/kitchen, bookstore, and maintenance areas. The proposed project is estimated to generate approximately 163 weekday AM peak hour trips, 1,513 weekday Pre-PM peak hour trips and 1,606 Sunday noon peak hour trips. This is considered a potentially significant impact. To address potential increases in traffic volumes (including cumulative traffic impacts), pedestrian safety, LOS standards and traffic load/capacity concerns, the Traffic Impact Analysis that was prepared for the proposed project will be examined and incorporated into the EIR.
- c) The proposed project site is located outside the established 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.
- d) The proposed project is expected to increase traffic volumes on local roadways. It is possible that some of the existing local roadways and intersections may not be designed to accommodate the volume of traffic that would occur as a result of the proposed project. This could lead to increased safety hazards. This impact is potentially significant and will be further evaluated in the EIR.
- e) The *General Plan* Health and Safety Policy HS4J generally requires that commercial type developments with 150 or more employees have at least two public connection points as may be determined necessary by the Fire Marshal. The project proposes a combined church and school facility totaling 171,708 square feet and a maximum student population of 3,000 students. In accordance with this policy HS4J, the site design includes several public access points as follows: primary driveway entrance off of Collyer Drive, and ingress/egress locations along Twin Tower Drive and a new City maintained street (Road "A") adjacent to Poison Oak Lane. No change to the existing Poison Oak Lane is proposed. The Redding Fire Marshal has deemed this to be adequate access for fire protection. Proposed access connections with adjoining roads, along with other intersections and/or road segments that may be affected, will need to be addressed in the EIR.
- f) Parking for the proposed project would be provided by onsite surface parking totaling 1,851 parking spaces. The project design incorporates adequate area for onsite parking in accordance with City standards. Proposed surface parking area that is separated into five fully improved parking zones (1,766 parking spaces) and one partially improved overflow parking area (85 parking spaces). No impact is anticipated.
- g) Existing transit service is provided primarily by the Redding Area Bus Authority (RABA). RABA provides fixed route service, express route service and demand response service to the general public within the urbanized area of Shasta County. RABA operates 14 fixed routes within the Cities of Redding, Shasta Lake and Anderson. Route 4 is a north-south direction service on Churn Creek Road from the existing Bethel Church to Loma Vista on Churn Creek. Route 7 is east-west direction service serving the Shasta College from/to North Point Plaza going through the Churn Creek Road, Old Alturas Road and Shasta View Road. Currently, RABA does not provide service along Collyer Drive. The nearest Route 4 or Route 7 bus stops are approximately 1 mile from the proposed project. The proposed project is expected to generate moderate demand for transit service. Therefore, further analysis and discussion is warranted in the EIR.

Findings: Additional project and environmental data, further discussion and analysis of environmental impacts, recommendations for mitigations for potential impacts, and a mitigation monitoring plan, will be included in the EIR to be prepared for this proposed project.

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 Route Guide, October 2000*

XVII. 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: Based on a field review by the Planning Division and other agency staff, information provided by the applicant, existing information available to the Planning Division, and observations made on the project site and in the vicinity, the following findings can be made:

- a) The proposed project would require wastewater sewer lines; however, due to uncertainties with capacity and adequacy of existing facilities, further review is required. This impact is considered potentially significant. The EIR will evaluate existing capacities, project generation, infrastructure connections, and will recommend applicable mitigation measures.
- b) Implementation of the proposed project would require new infrastructure to support sewer and water service. The proposed project would generate increased demands for treated water and would generate new wastewater flows from the site. Existing water and wastewater treatment facilities are expected to have sufficient capacity to serve the proposed project. However, additional analysis is required to confirm that adequate treatment capacity exists to serve the increased demands of the proposed project. This impact is considered potentially significant and will be further analyzed in the EIR.

- c) The proposed project would result in the creation of new impermeable surfaces on an existing undeveloped area. Therefore, to accommodate the increased runoff, the proposed project would require new stormwater drainage facilities. These facilities would be included as part of the proposed project. Impacts to existing facilities are considered potentially significant and will be evaluated in the EIR.
- d) The proposed project site is located within the Bella Vista Water District. Development of the proposed project will require extension of District water lines for domestic water use and fire protection purposes. Currently, it is unknown whether adequate water supplies are available to serve the proposed project or whether new water sources would be required to serve the proposed project. These potential new demands are considered potentially significant impacts and will be analyzed further in the EIR. See discussion IX.b, above.
- e) See discussion XVII.b, above.
- f) The City would provide solid waste collection disposal service to the proposed project site. All solid waste generated in the City is disposed of in County operated landfills. Because the site is currently undeveloped, no solid waste is generated. As a result of proposed project implementation, the proposed development would result in an increase in the waste stream to area landfills. At present, information has not been received indicating whether or not the proposed project would be served by a landfill with sufficient permitted capacity to accommodate the anticipated solid waste disposal needs. Therefore, further analysis and discussion is warranted in the EIR.
- g) The City regulates and operates programs that promote the proper disposal of toxic and hazardous materials from households, including those created by the project. The proposed project would comply with Federal, State, and local statutes and regulations related to solid waste. Less than significant impacts are anticipated in this regard.

Findings: Additional project and environmental data, further discussion and analysis of environmental impacts, recommendations for mitigations for potential impacts, and a mitigation monitoring plan, will be included in the EIR to be prepared for this project.

Documentation:

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

<u>VIII. MANDATORY FINDINGS OF SIGNIFICANCE:</u>	Potentially Significant Impact	Less-Than-Significant With Mitigation Incorporated	Less-Than-Significant Impact	No Impact
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 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) Based on the discussion and findings in Section IV. *Biological Resources*, there is evidence to support a finding that the proposed project would 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, or reduce the number or restrict the range of a rare or endangered plant or animal.

Based on the discussion and findings in Section V. *Cultural Resources*, there is evidence to support a finding that the proposed project would have the potential to eliminate important examples of the major periods of California history or prehistory.

- b) Based on the discussion and findings in all Sections above, there is evidence to suggest that the proposed project would have impacts that are cumulatively considerable. A review of cumulative impacts for each issue area that has been identified as potentially significant will be required pursuant State *CEQA Guidelines* §15130. A determination of significance will be made for each issue.
- c) Based on the discussion and findings in all Sections above, there is evidence to support a finding that the proposed project has potential environmental effects which may cause substantial adverse effects on human beings, either directly or indirectly. The EIR will include a comprehensive review of existing conditions, potential project impacts, and will recommend mitigation measures to reduce the level of significant related to short-term construction and long-term operations, as necessary.

Attachment A – Project Exhibits



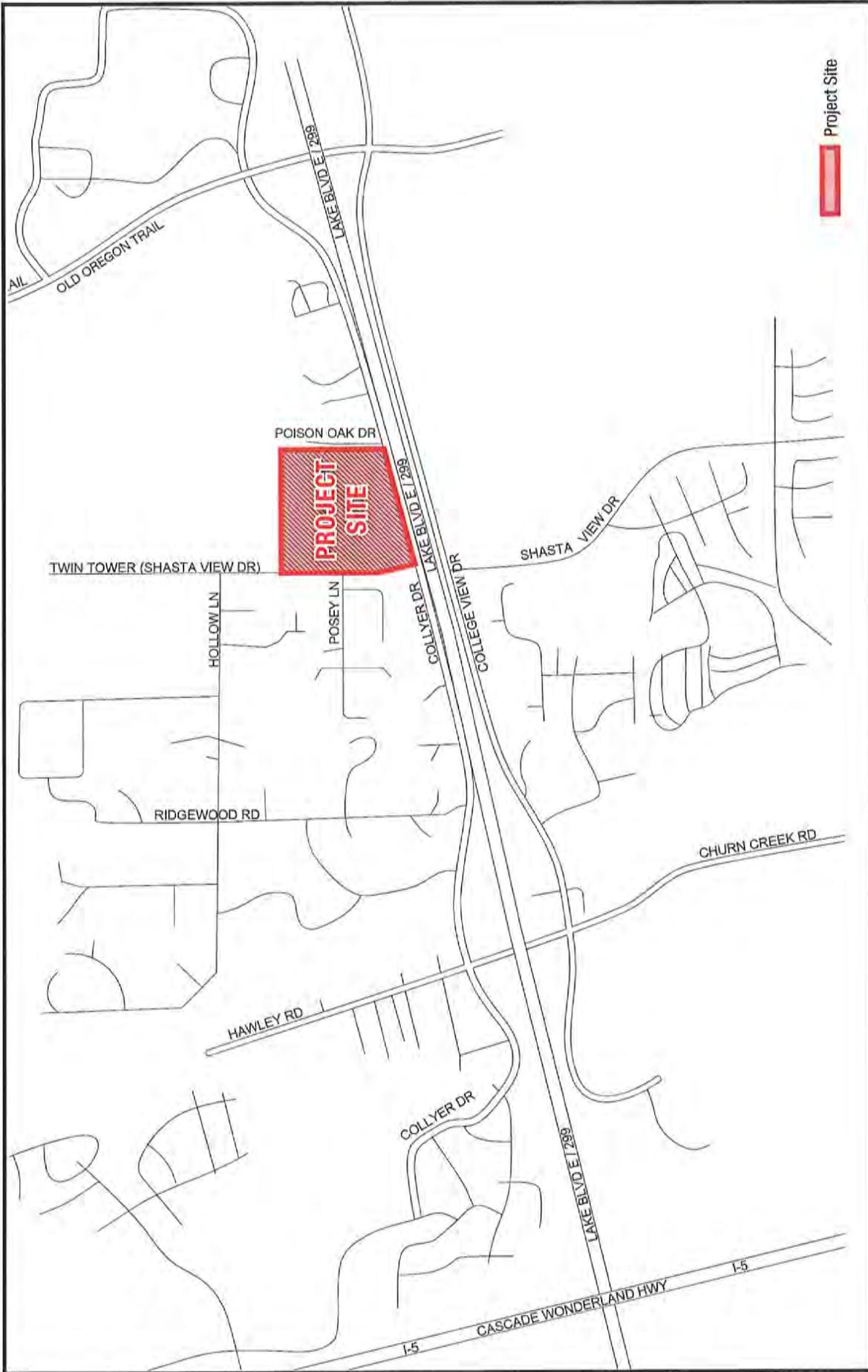
SOURCE: Kimley-Horn, 2015

BETHEL CHURCH OF REDDING
 COLLYER DRIVE CAMPUS
 PLANNED DEVELOPMENT (PD-2015-00304) EIR



Regional Vicinity

Figure 1



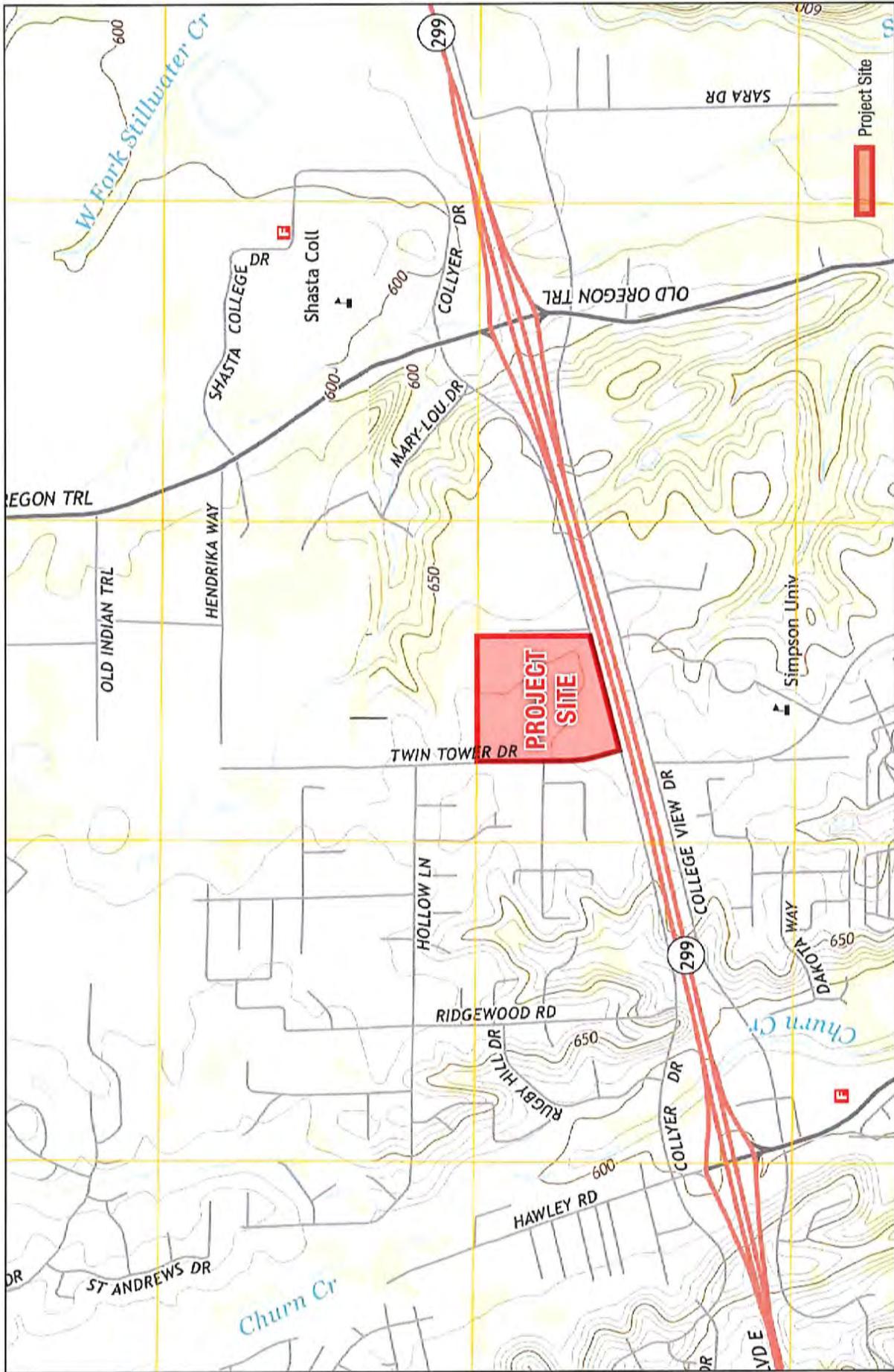
BETHEL CHURCH OF REDDING
 COLLYER DRIVE CAMPUS
 PLANNED DEVELOPMENT (PD-2015-00304) EIR

Site Vicinity

Figure 2

SOURCE: TPC Architects, Inc., 2014





SOURCE: USGS, 2015

BETHEL CHURCH OF REDDING
COLLYER DRIVE CAMPUS
PLANNED DEVELOPMENT (PD-2015-00304) EIR



USGS

Figure 3



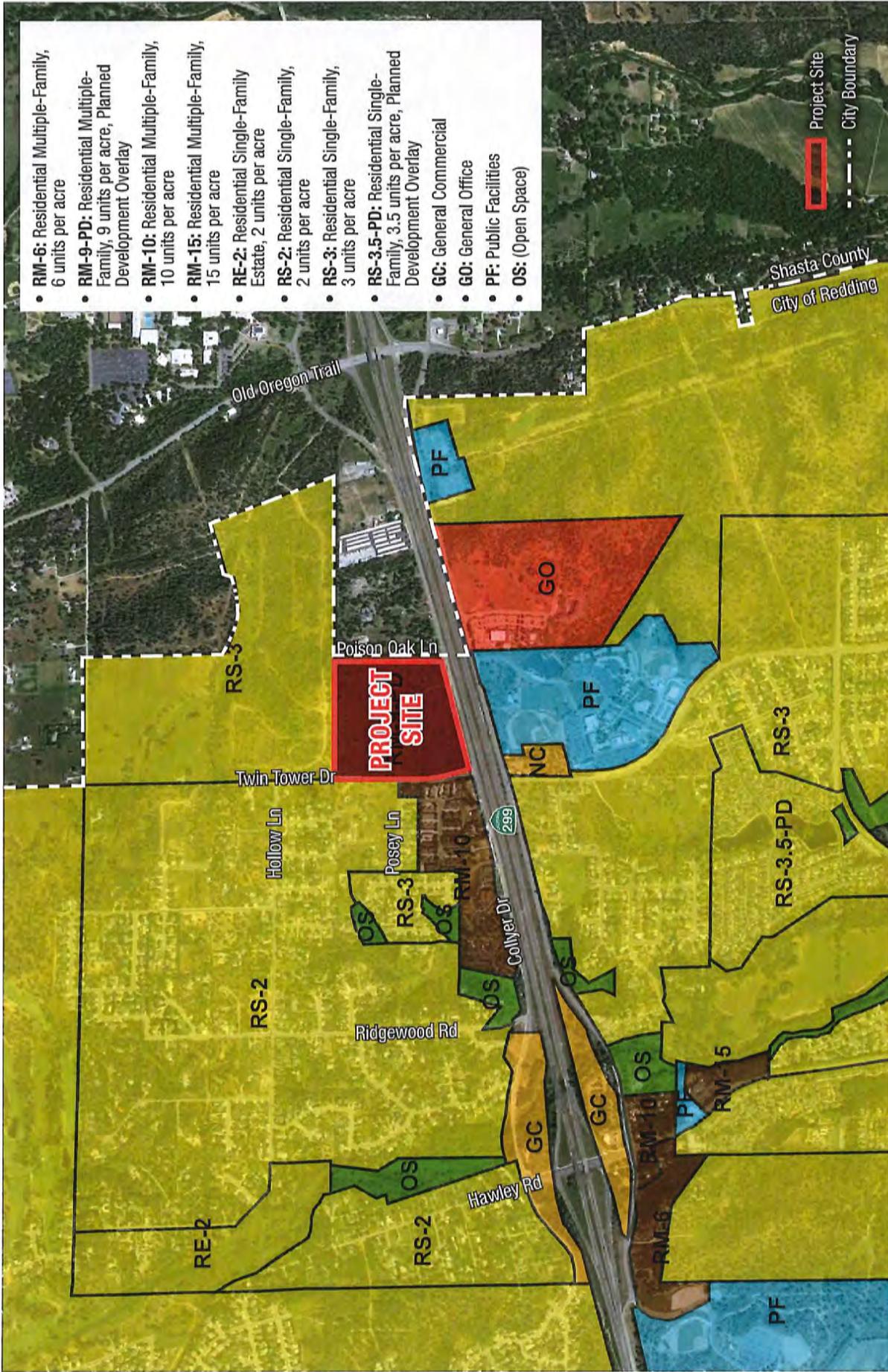
SOURCE: Google Earth, 2015

BETHEL CHURCH OF REDDING
COLLYER DRIVE CAMPUS
PLANNED DEVELOPMENT (PD-2015-00304) EIR



Aerial Photograph

Figure 4



- **RM-6:** Residential Multiple-Family, 6 units per acre
- **RM-9-PD:** Residential Multiple-Family, 9 units per acre, Planned Development Overlay
- **RM-10:** Residential Multiple-Family, 10 units per acre
- **RM-15:** Residential Multiple-Family, 15 units per acre
- **RE-2:** Residential Single-Family Estate, 2 units per acre
- **RS-2:** Residential Single-Family, 2 units per acre
- **RS-3:** Residential Single-Family, 3 units per acre
- **RS-3.5-PD:** Residential Single-Family, 3.5 units per acre, Planned Development Overlay
- **GC:** General Commercial
- **GO:** General Office
- **PF:** Public Facilities
- **OS:** (Open Space)

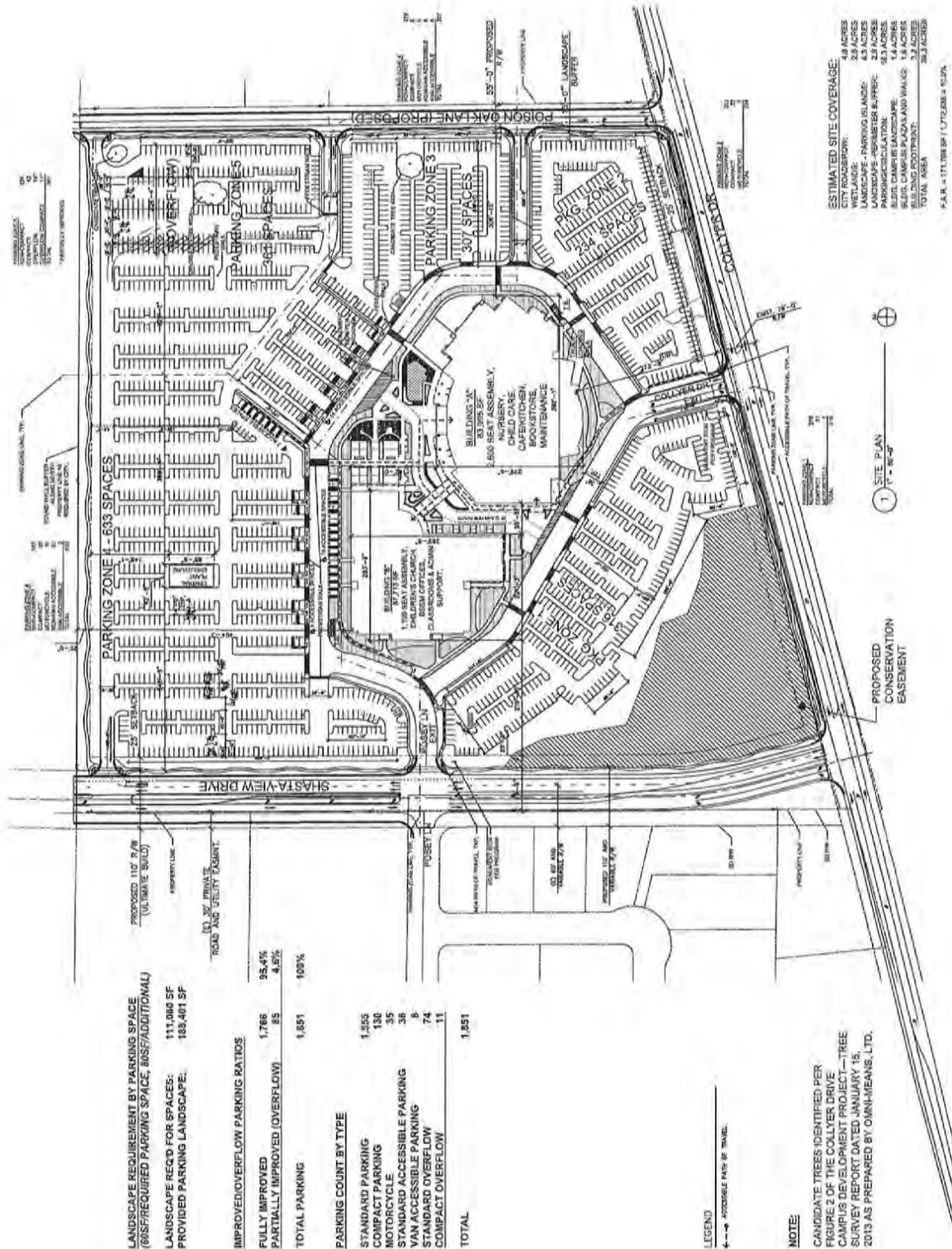
BETHEL CHURCH OF REDDING
 COLLYER DRIVE CAMPUS
 PLANNED DEVELOPMENT (PD-2015-00304) EIR

General Plan and Zoning

Figure 5

SOURCE: Google Earth, 2015; City of Redding, 2015





ESTIMATED SITE COVERAGE:
 CITY ROADWAY: 4.8 ACRES
 LANDSCAPE: 2.9 ACRES
 LANDSCAPE - PARKING ISLANDS: 4.5 ACRES
 LANDSCAPE - PERIMETER BUFFER: 2.5 ACRES
 PARKING CIRCULATION: 43.3 ACRES
 SIDE CHANGE LANE: 1.4 ACRES
 BUILDING FOOTPRINT AND WALLS: 3.2 ACRES
 TOTAL AREA: 58.3 ACRES

*A.S.R. = 111,086 SF / 1,702.88 = 65.2/A

LANDSCAPE REQUIREMENT BY PARKING SPACE
 (80SF/REQUIRED PARKING SPACE, 80SF/ADDITIONAL)

LANDSCAPE REQ'D FOR SPACES: 111,086 SF

PROVIDED PARKING LANDSCAPE: 183,401 SF

IMPROVED/OVERFLOW PARKING RATIOS

FULLY IMPROVED	1,766	95.4%
PARTIALLY IMPROVED (OVERFLOW)	85	4.6%
TOTAL PARKING	1,851	100%

PARKING COUNT BY TYPE

STANDARD PARKING	1,555
COMPACT PARKING	130
MOTORCYCLE	35
STANDARD ACCESSIBLE PARKING	8
VAN ACCESSIBLE PARKING	74
COMPACT OVERFLOW	11
TOTAL	1,851

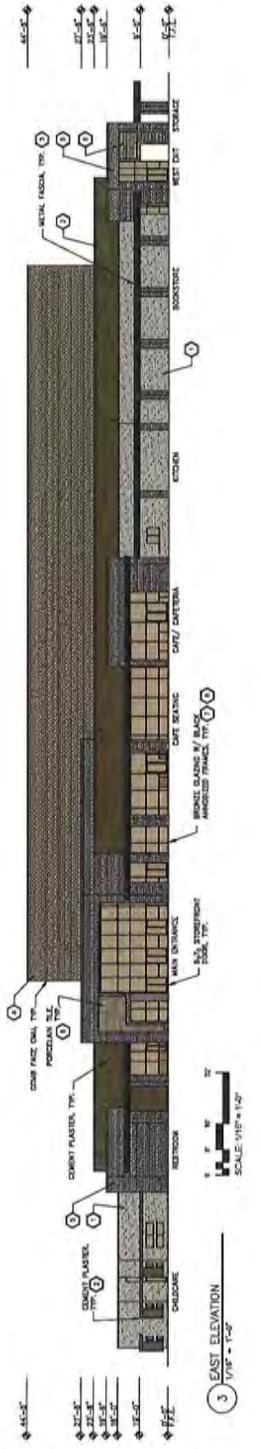
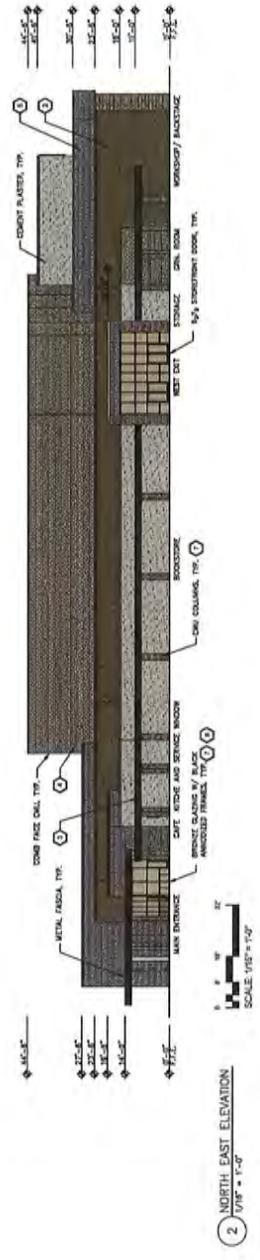
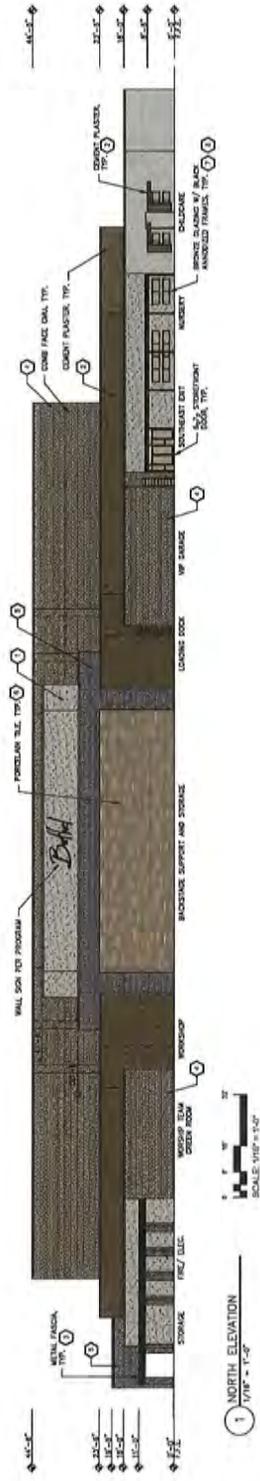
LEGEND

→ ACCESSIBLE PATH BY TRAIL

NOTE:
 CANDIDATE TREES IDENTIFIED PER
 FIGURE 2 OF THE COLLYER DRIVE
 CAMPUS DEVELOPMENT PROJECT—TREE
 SURVEY REPORT DATED JANUARY 15,
 2013 AS PREPARED BY OWEN-MEANS, LTD.



Bethel Campus Building Renderings
 Figure 7b



KEYED NOTES

①	COLOR 1 "CONCRETE PLASTER" AMESH-2	②	COLOR 2 "BRICK CLADDING" AMESH-3	③	COLOR 3 "METAL FASCIA" AMESH-305	④	COLOR 4 "PORCELAIN TILE" OUTDOOR BRICK SERIES PORCELAIN
⑤	COLOR 5 "CONCRETE PLASTER" AMESH-3	⑥	COLOR 6 "BRICK CLADDING" AMESH-3	⑦	COLOR 7 "METAL FASCIA" AMESH-305	⑧	COLOR 8 "PORCELAIN TILE" OUTDOOR BRICK SERIES PORCELAIN

Bethel Campus Building Renderings
Figure 7c





1 NORTHEAST AERIAL
N/S



2 SOUTHWEST AERIAL
N/S



3 MAIN PLAZA
N/S

BETHEL CHURCH OF REDDING
COLLIER DRIVE CAMPUS
PLANNED DEVELOPMENT (PD-2015-00304) ER

Concept Model

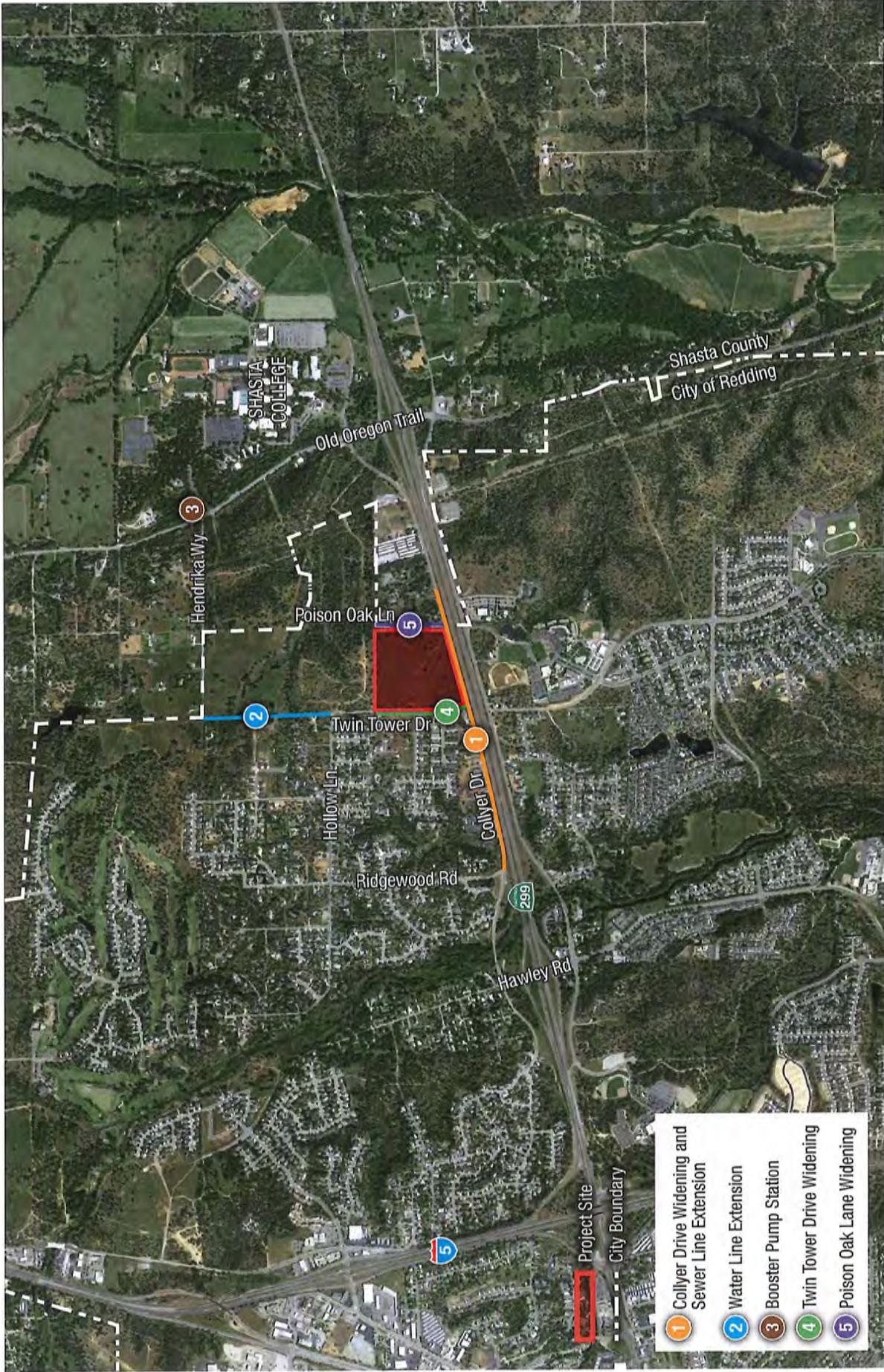
Figure 8



PLANT SCHEDULE	COMMON NAME	RECOMMENDATION	QUANTITY	COST TOTAL
	Autumn Blaze Maple	Autumn Blaze Maple	195,872 of	
	Black Cherry	Black Cherry	43,885 of	
	Blue Oak	Blue Oak	35,532 of	
	Chickadee	Chickadee	21,500 of	
	Chokeberry	Chokeberry	121,530 of	
	Chokeberry	Chokeberry	40,207 of	

LANDSCAPE ZONES	SYMBOLOGY	NOTES	QTY	COST TOTAL
PARKING AREA PLANTING	[Symbol]	LANDSCAPE ASSOCIATED WITH THE PARKING AREA AND BI-CYCLES IN PARKING AREA	195,872 of	
ROADWAY AND TRANSITION BUFFER AREAS	[Symbol]	LANDSCAPE ASSOCIATED WITH THE PUBLIC ROADS AND TRANSITION BUFFER AREAS	43,885 of	
BUILDING AND PLAZA AREA LANDSCAPE	[Symbol]	LANDSCAPE ASSOCIATED WITH THE BUILDING AND PLAZA AREAS AROUND THE PROJECT	35,532 of	
LAWN GRASS	[Symbol]	LANDSCAPE ASSOCIATED WITH THE LAWN GRASS AREAS AROUND THE PROJECT	21,500 of	
WETLAND CONSERVATION	[Symbol]	WETLAND CONSERVATION ASSOCIATED WITH A WETLAND	121,530 of	
NORTH PERIMETER LANDSCAPE	[Symbol]	LANDSCAPE ASSOCIATED WITH THE NORTH PERIMETER SOUND WALL	40,207 of	

- PLANTING NOTES:**
- The Design intent is to provide a landscape that is functional and aesthetically pleasing.
 - Enhance the aesthetic value and mitigate solar radiation / heat gain in parking areas.
 - Utilize plant material to provide area bio-retention / retention to slow surface runoff and enhance storm water.
 - Use native and drought-tolerant plants to reduce water consumption.
 - Use plants that are compatible with the State Water Efficient Landscape Ordinance.
 - Minimum planting rates: Trees - 15' gallon, Shrubs - 5' B's gallon, Ground Covers - 1' gallon & seed.
- IRRIGATION NOTES:**
- Automatic irrigation controller with soil moisture sensors / rain sensors shall be utilized.
 - The system shall be designed to provide adequate water to all plants during the growing season.
 - A combination of low water / water saving devices and water heads shall be utilized.
 - Back flow devices and other above ground backflow prevention devices shall be installed.
 - Site Civil Plans for locations of back flow prevention devices.



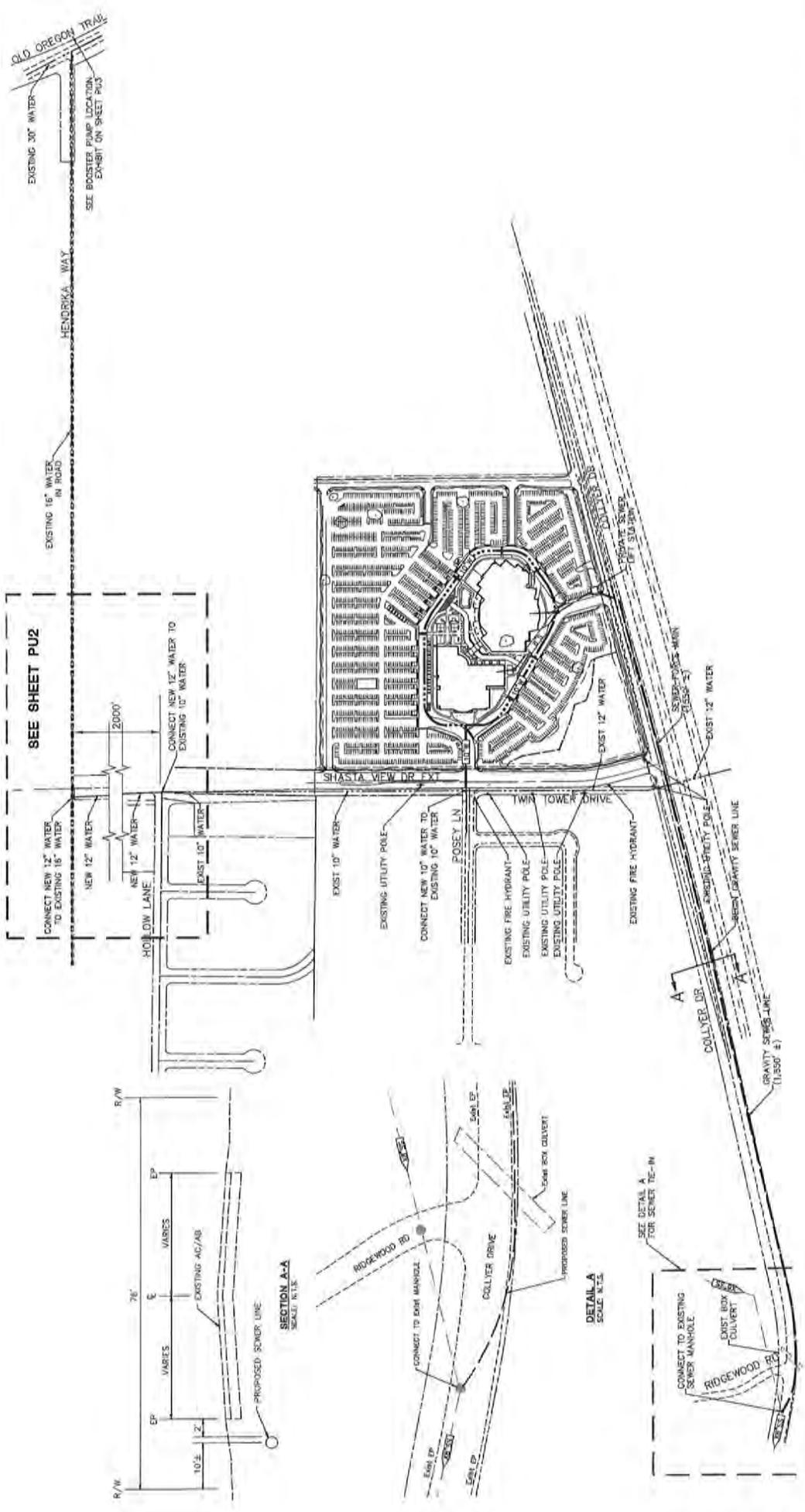
SOURCE: Google Earth, 2015



BETHEL CHURCH OF REDDING
 COLLYER DRIVE CAMPUS
 PLANNED DEVELOPMENT (PD-2015-00304) EIR

Off-Site Improvements

Figure 10

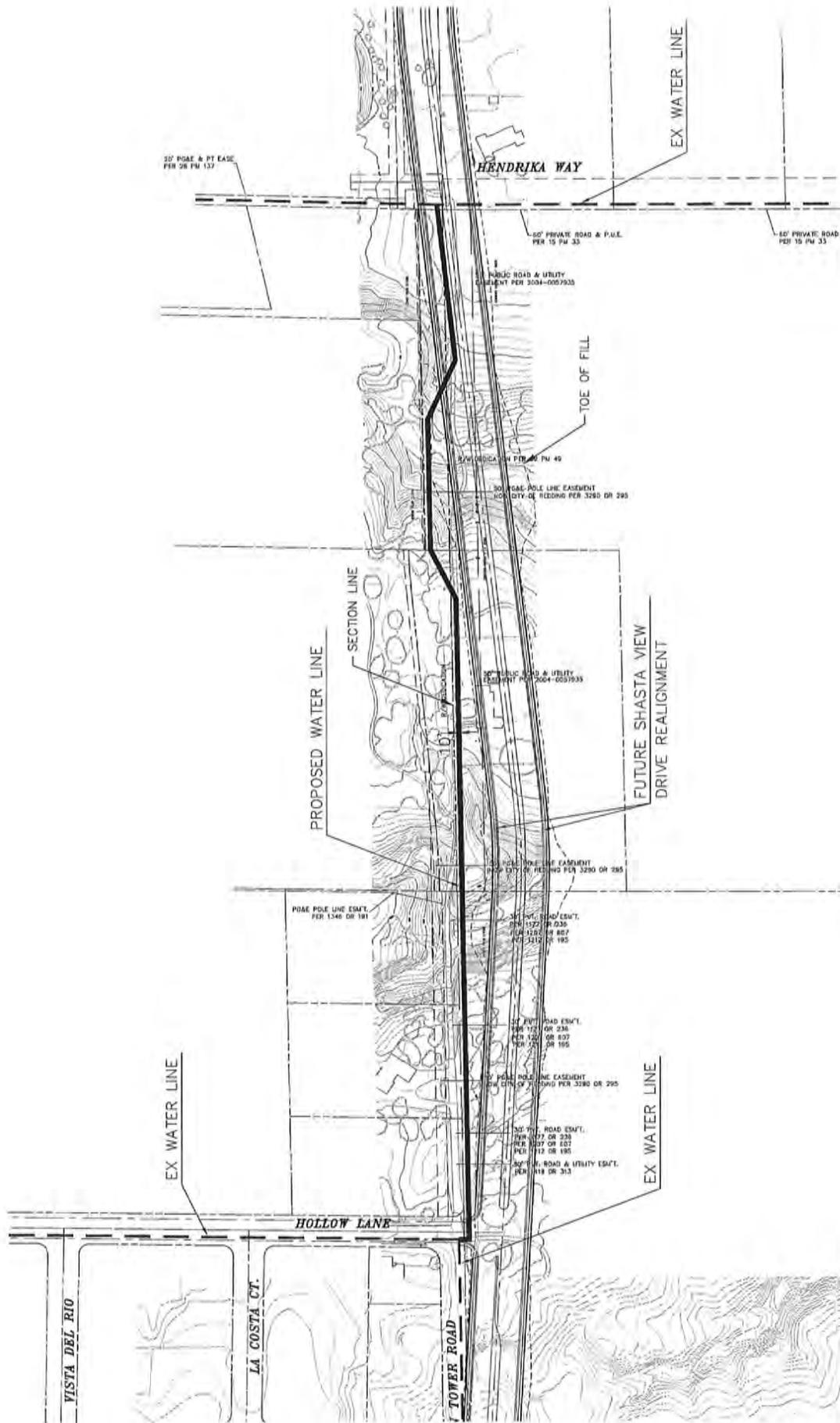


BETHEL CHURCH OF REDDING
 DOLLYER DRIVE CAMPUS
 PLANNED DEVELOPMENT (PD-2015-0034) BR

Water and Sewer Plans
 Figure 11

SOURCE: Omni-Metric, 2014

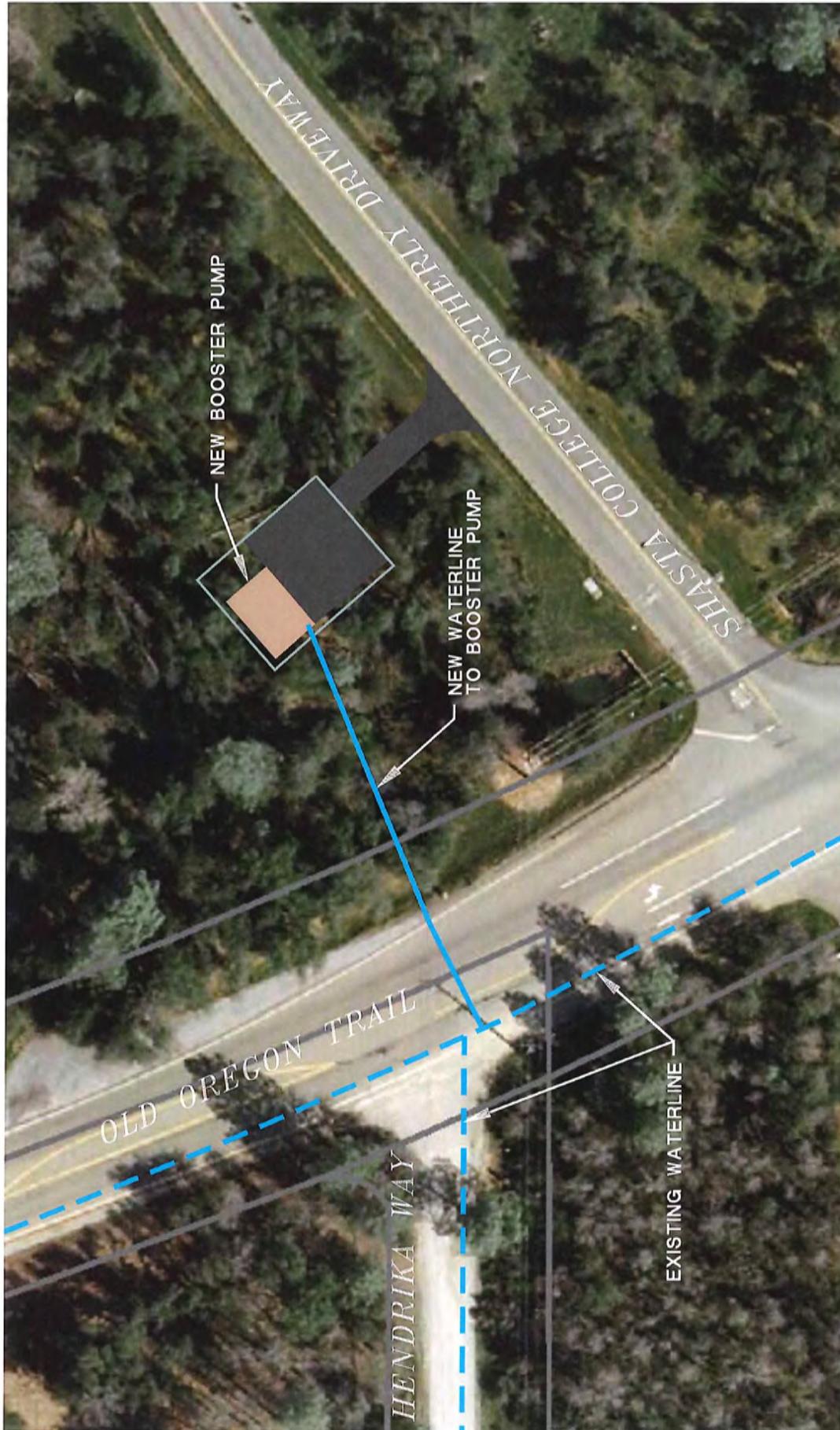




BETHEL CHURCH OF REDDING
COLLIER DRIVE CAMPUS
PLANNED DEVELOPMENT (PD-2015-00304) ER

Off-Site Water Plan
Figure 12





SOURCE: Omni-Meera, 2014



BETHEL CHURCH OF REDDING
COLLYER DRIVE CAMPUS
PLANNED DEVELOPMENT (PD-2015-0004) EIR

Booster Pump Location

Figure 13

A-4: Notice of Preparation Distribution List

AGENCY DISTRIBUTION LIST

<i>Organization</i>	<i>Name</i>	<i>Address</i>	<i>City</i>	<i>State</i>	<i>Zip</i>
Charter Communications		5797 Eastside Road	Redding	CA	96001
Bella Vista Water District		11368 E Stillwater Way	Redding	CA	96003
Grant Elementary School		8835 Swasey Drive	Redding	CA	96001
Redding Elementary School District		5885 East Bonnyview Road	Redding	CA	96001
Shasta County Office of Education	Tom Armelino	1644 Magnolia Avenue	Redding	CA	96001-1513
Shasta County Air Quality Management District		1855 Placer Street Suite 101	Redding	CA	96001
California Department of Fish and Wildlife		601 Locust Street	Redding	CA	96001
RWQCB		364 Knollcrest Drive Suite 205	Redding	CA	96002
US Army Corps of Engineers - California North Branch		310 Hemsted Drive Suite 310	Redding	CA	96002-0935
US Postal Service	Nanci Denayer	2323 Churn Creek Road	Redding	CA	96049-9998
Pacific Gas and Electric - Service Planning	Lynn Oakley	3600 Meadow View Drive	Redding	CA	96002
Enterprise Elementary School District		1155 Mistletoe Lane	Redding	CA	96002
Columbia Elementary School		10142 Old Oregon Trail	Redding	CA	96003
Shasta Union High School District		2200 Eureka Way	Redding	CA	96001-0337
Shasta County Planning Division		1855 Placer Street Suite 103	Redding	CA	96001
Shasta County Public Health Department		2650 Breslauer Way	Redding	CA	96001
California Native Plant Society		PO Box 990194	Redding	CA	96099
US Bureau of Reclamation		16349 Shasta Dam Boulevard	Shasta Lake	CA	96019
US Army Corps of Engineers		1325 J Street	Sacramento	CA	95814-2922
Shasta County Clerk		1643 Market Street	Redding	CA	96001
AT&T	Kathy Vance	4434 Mountain Lakes Boulevard	Redding	CA	96003
Gateway Unified School District		4411 Mountain Lakes Boulevard	Redding	CA	96003
Pacheco Elementary School District		20991 Dersch Road	Anderson	CA	96007
Anderson Union High School District		1469 Ferry Street	Anderson	CA	96007
Shasta County Environmental Health		1855 Placer Street Suite 201	Redding	CA	96001
Shasta Mosquito Abatement District		19200 Latona Road	Anderson	CA	96007
Caltrans District 02 - Local Development Review MS6	Marcelino Gonzalez	1657 Riverside Drive	Redding	CA	96001-0536
Western Shasta Resource Conservation District		62701 Parallel Road	Anderson	CA	96007-4833
US Bureau of Land Management		355 Hemsted Drive	Redding	CA	96002
California State Clearinghouse		1400 Tenth Street Room 108	Sacramento	CA	95814
California State Clearinghouse		PO Box 3044	Sacramento	CA	95812-3044
Defenders of Wildlife	Kim Delfino Director	1303 J Street Suite 270	Sacramento	CA	95814-2935

Appendix B

Scoping Meeting Materials

B-1: Scoping Meeting Presentation

Public Scoping Meeting

**Bethel Church of Redding
Collyer Drive Campus Planned Development
(PD-2015-00304)
Environmental Impact Report**

Notice of Preparation

February 9, 2016

Welcome and Introductions

CITY OF REDDING

Development Services Department

Kent Manuel, Planning Manager

ENVIRONMENTAL CONSULTANT

Kimley-Horn and Associates

Bruce Grove, Project Director

Overview

- What is CEQA?
- Purpose of CEQA Scoping Meeting
- Description of Proposed Project
- Notice of Preparation
- Potential Environmental Impacts
- Public Participation
- Proposed CEQA Review Schedule
- Contact Information
- Comments and Questions



What is CEQA?

California Environmental Quality Act

- 1970 State of California environmental law
- Purpose of CEQA:
 - Provide information to decision makers and public about environmental consequences of actions ***before they are made***
 - Evaluate the project's anticipated physical environmental effects
 - Provide the public with an opportunity to comment on the environmental issues
 - Obligation to avoid or reduce harm to the environment when feasible ("mitigation")
 - Does not control land use or mandate disapproval of projects

Purpose of CEQA Scoping Meeting

- Enhance public participation as part of the project's review under CEQA.
- Provide an overview of the proposed undertaking.
- Solicit comments to refine and potentially expand the “scope” of the Environmental Impact Report (EIR).
- The scope of the EIR is determined by:
 - Responses to Notice of Preparation (NOP) from responsible agencies.
 - Input from the community (including comments at the scoping meeting)
 - Experience with projects of similar magnitude.

Project Location



SOURCE: Google Earth, 2015

BETHEL CHURCH OF REDDING
COLLYER DRIVE CAMPUS
PLANNED DEVELOPMENT (PD-2015-00304) EIR



Aerial Photograph

Figure 4

Notice of Preparation (NOP)

- Notifies responsible agencies and other interested parties that an EIR will be prepared
- Solicits input regarding the scope, focus, and content of the upcoming EIR
- Comments received as part of the NOP will be included in the Draft EIR.
- CEQA Checklist: initial evaluation based on project's potential effect on eighteen (18) environmental factors

CEQA Environmental Checklist

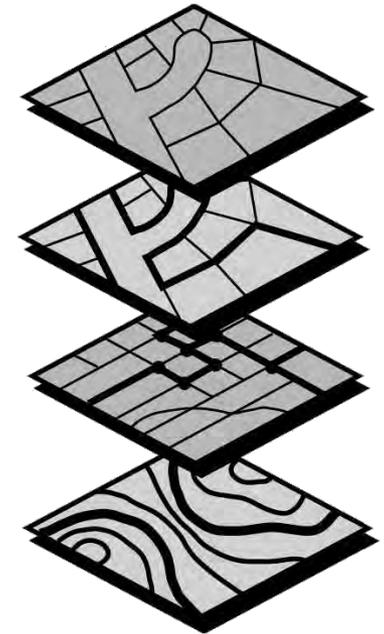
- Aesthetics
- Agricultural Resources
- Air Quality
- Biological Resources
- Cultural Resources
- Greenhouse Gases
- Soils & Geologic Hazards
- Hazards & Hazardous Materials
- Hydrology & Water Quality
- Land Use & Planning
- Noise
- Population & Housing
- Public Services
- Mineral Resources
- Transportation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

Potential Environmental Impacts

- 15 of 18 environmental factors with at least one impact as *Potentially Significant*:
 - Aesthetics
 - Air Quality
 - Biological Resources
 - Cultural Resources
 - Greenhouse Gases
 - Hazards & Hazardous Materials
 - Hydrology & Water Quality
 - Land Use & Planning
 - Noise
 - Population & Housing
 - Public Services
 - Transportation & Traffic
 - Utilities & Service Systems
 - Mandatory Findings of Significance

Applicant Prepared Technical Studies

- Traffic Impact Assessment
- Acoustical Evaluation
- Historical / Archaeological Resources
- Biological Resources
- Geotechnical Evaluation
- Hydrology Study
- *Each Study Subjected to an Independent Third Party Technical Review*



Additional Technical Assessments

- Air Quality Impact Assessment
- Greenhouse Gas Assessment
- Energy Assessment
- Visual Simulations
- Light and Glare Assessment
- Water Demand Evaluation
- Hazardous Materials Evaluation

Analysis in Draft EIR

- Threshold-based Analysis
- Short-Term Impacts
 - Construction
- Long-Term Impacts
 - Operational
- Identify feasible mitigation measures to avoid or reduce impacts
- Identify significant unavoidable impacts
- Cumulative Impacts
- Project Alternatives

Public Participation: “The Backbone” of CEQA

- NOP 30-day Public Circulation – Extended to 45-days
 - You are encouraged to comment tonight at this meeting.
 - Planning Commission Scoping Session (February 23, 2016)
 - NOP Comment Period will end on **March 11, 2016 at 5:00 p.m.**
- Written comments will be accepted instead of or in addition to verbal comments.
- Please limit comments to environmental issues to be analyzed in the EIR.

Public Participation: “The Backbone” of CEQA

- Future Public Comment Opportunities
 - Draft EIR 45-day Public Circulation
 - PC Draft EIR Hearing
 - PC Final EIR Adequacy Hearing
 - CC Final EIR Certification Hearing
- 45-day Draft EIR Comment Period and Public Hearing (July – August 2016).
- Planning Commission and City Council Hearings (December 2016 – January 2017).

Contact Information

- Please submit written comments (or e-mails) to:

CITY OF REDDING

Development Services Department

Planning Division

*Bethel Church of Redding Planned Development Project
NOP and Draft EIR Comments*

Attention: Ms. Lily Toy, Senior Planner

777 Cypress Avenue

Redding, CA 96001

ltoy@cityofredding.org

- Comments must include, name, address, e-mail, or contact number.

***THANK YOU FOR ATTENDING
THIS EVENING!***

Questions & Answers

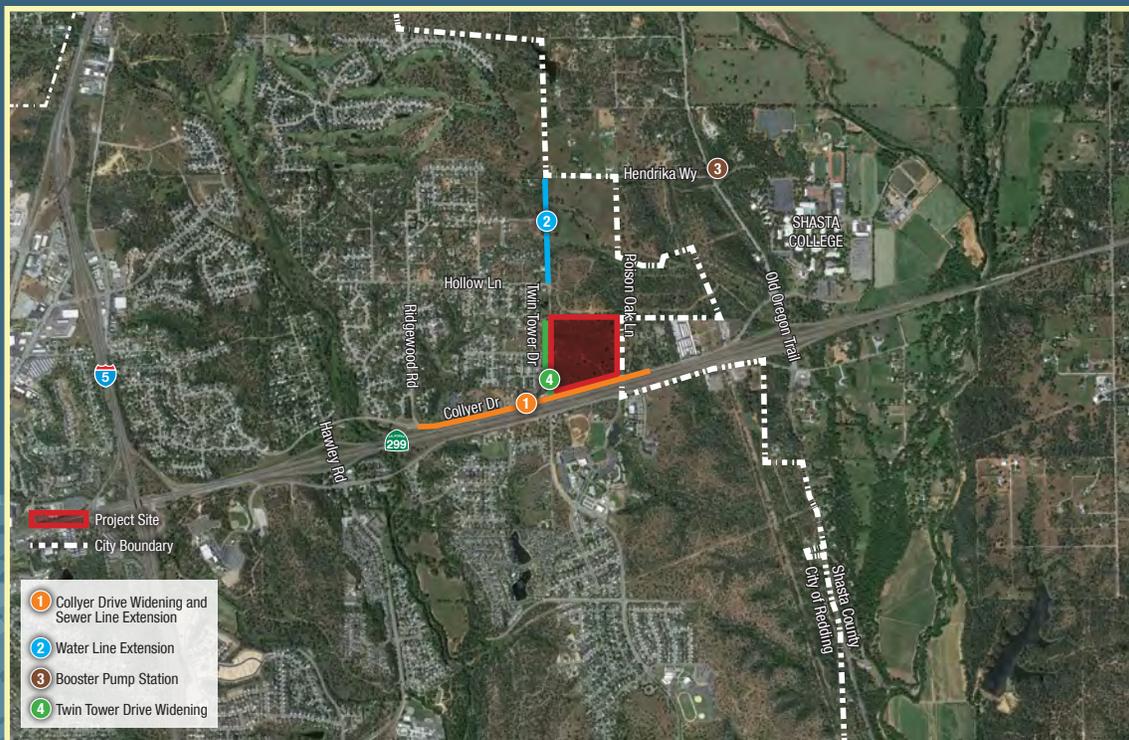
B-2: Scoping Meeting Handouts

Bethel Church of Redding Collyer Drive Campus Planned Development

Project Fact Sheet

Bethel Church of Redding (project applicant) proposes to construct and operate a new church campus on 39.3 acres located at the corner of Twin Tower Drive and Collyer Drive in Redding, California. The Bethel Church of Redding Collyer Drive Campus Planned Development (proposed project) is subject to review under the California Environmental Quality Act (CEQA).

The environmental review of the proposed project is being managed by the City of Redding Development Services Department. The City, as the lead agency, will prepare and publish an Environmental Impact Report (EIR) in compliance with CEQA requirements.



ANTICIPATED CEQA REVIEW SCHEDULE

Scoping Period	January 26, 2016 to March 11, 2016
Scoping Meetings	February 9, 2016 and February 23, 2016
Draft EIR	July 2016
Final EIR	Late 2016 / Early 2017

Project Overview

Project approval would allow the applicant to construct a new 171,708 square-foot church and school campus on the 39.3-acre site.

Building “A”: Single-story, 83,955 square-foot assembly building. Facility includes a 2,600 seat auditorium for church services, conferences and other onsite special events.

Building “B”: Two-story, 1,100 seat, 87,713 square-foot assembly building. Proposed use includes classrooms in support of church services, BSSM classrooms and assembly spaces, and church offices.

Parking Lot and Security Lighting: Parking lot lighting would include exterior pole-mounted light standards (maximum 45-foot high) located throughout the site to provided safety and security lighting.

Landscaping: Approximately 7.7 acres of landscaping. Irrigation consistent with the State of California’s Model Water Efficient Landscape Ordinance (MWEL0).

Storm Drainage: Two onsite underground detention pipes adjacent to Poison Oak Lane and a 2.8-acre detention basin at the southwest corner of the site.

Wastewater: Construction of a new 1,550-foot sewer force main and 1,850-foot gravity sewer line within Collyer Drive, west to Ridgewood Drive.

Water: Construction of a new offsite booster pump station to meet peak fire-flow requirements. Construction of a new 12-inch water line within the existing Twin Tower Drive and across private parcels, from Hollow Lane, extending approximately 2,055 feet and connecting to an existing 16-inch water line in Hendrika Way. A new 10-inch water connection from an existing 10-inch water line at Posey Lane.

Twin Tower Drive: Widening of Twin Tower Drive to an approximately 80-foot cross-section along the site’s western frontage from Collyer Drive to the project’s northern limits (approximately 1,400 feet). The widening would accommodate two northbound travel lanes and one southbound travel lane with left turn pockets provided at the Posey Lane/Collyer Drive intersection.

Collyer Drive: Widening of a 3,300-foot segment of Collyer Drive within the existing 76-foot right-of-way.

Poison Oak Lane (Existing Private Driveway): No changes proposed.

New Public Street (Road “A”): Construct new Road “A” between Collyer Drive to the site’s northern boundary to accommodate one northbound travel lane and one southbound travel lane within a proposed 55-foot right-of-way.

Parking: Onsite surface parking totaling 1,851 parking spaces (1,766 spaces and an 85 space overflow lot).

On-Site Activities:

- ✓ Special events including weddings, funerals, concerts, and conferences
- ✓ Concerts limited to indoor auditoriums only
- ✓ BSSM Offices
- ✓ Peak enrollment of up to 3,000 BSSM students

EXISTING SITE INFORMATION	
Address	2080 Collyer Drive
APN	076-070-024
Size	39.3 Acres
General Plan	Residential – 6 to 10 units per acre
Zoning	RM-9-PD
FEMA Zone	Zone X
Water	Bella Vista Water District
Electricity	REU
Gas	PG&E

Anticipated Collyer Drive Campus Operations

Bethel School of Supernatural Ministry Schedule

The proposed Bethel School of Supernatural Ministry (BSSM) academic year is scheduled to begin approximately the first week of September and run through the second week of May with onsite class sessions held weekly, Monday through Thursday. Week or multi-week breaks would occur during Thanksgiving, Christmas, and New Years and one two-week break during spring (March or April). Current total BSSM enrollment is approximately 1,748 students, with 1,114 students attending BSSM’s 1st Year Program and 634 students attending BSSM’s 2nd Year Program. Current staffing for the BSSM is 43. Projected staffing for the Collyer Drive Campus at full enrollment of 3,000 students is projected to increase to 86.

ANTICIPATED BSSM SCHEDULE		
Academic Year	September through 2nd Week of May	
Weekly Class Sessions ¹	Start	End
Monday - Wednesday	10:30am 12:30pm	3:45pm 5:45pm
Thursday (1st Year Program)	9:30am 12:00pm	2:30pm 3:30pm
Thursday (2nd Year Program) ²	11:00am	1:30pm
Friday	No Sessions	

¹ Class schedules have been scheduled in a manner that manages the flow of daily attendance. Approximately half of the students would utilize classroom space early in the day and the other half in the afternoon.

² All second year program students arrive at 11:00am and all depart at 1:30pm.

Evening Courses and Meetings

Proposed evening classes at the Collyer Drive Campus facility would be offered to the general local Bethel church community and are not anticipated to utilize all of the classroom space. In addition, the facility may host some mid-week gatherings utilizing one or both of the larger assembly rooms. Both classroom and assembly room meetings would begin at approximately 6:30pm and end at approximately 10:00pm.

Special Events & Teaching Conferences

Conferences and special schools would vary in size from approximately 50 to 900 attendees. Bethel Church would utilize the proposed Collyer Campus facility for some of these events, primarily when the BSSM is not in session. For conferences scheduled at a time when the BSSM would normally be in session, the BSSM meetings would be canceled for those days. The attendance and related parking for these events would be less than a normal BSSM school day, but could be larger than the current attendance at the College Drive facility, due to the larger facilities proposed at the Collyer Drive Campus. Larger events would commence with a Wednesday evening meeting between the hours of 6:30 pm and 10:00 pm. Thursday and Friday meetings would be held between 8:00 am and 4:00 pm, and then again between 6:30 pm and 10:00 pm each day.

The School of Worship would be held in the summer when the BSSM is not in session. The school would be held Monday through Friday for two consecutive weeks with some evening sessions. Attendance is anticipated to range between 600 to 700 attendees, however the ultimate attendance could potentially exceed 1,000 attendees.

Other Anticipated Agency Approvals

The City as lead agency for the proposed project has discretionary authority over the primary project proposal. To implement this project, the applicant may need to obtain, at a minimum, the following discretionary permits/approvals:

- ✓ U.S. Army Corps of Engineers:
Clean Water Act Section 404 Permit
- ✓ California Regional Water Quality Control Board – Section 401 Water Quality Certification
- ✓ California Department of Fish and Wildlife –
1602 Streambed Alteration Agreement
- ✓ National Pollutant Discharge Elimination System (NPDES) Stormwater General Construction Permit
- ✓ Shasta County Department of Public Works
- ✓ Bella Vista Water District

Schedule for Scoping

In addition to this evening’s meeting, the City of Redding will conduct a noticed Scoping Meeting before the Planning Commission. The purpose of the scoping meeting is to present information about the proposed project and the City’s decision-making process, and to listen to the views of the public on the range of issues relevant to the scope and content of the EIR.

Scoping Comments: You may submit comments in a variety of ways:

1. **U.S. Mail:**
City of Redding
Development Services Department
Planning Division
Ms. Lily Toy, CFM, Senior Planner
777 Cypress Avenue
Redding, CA 96001
2. **Email:** ltoy@cityofredding.org
3. **Fax:** (530) 225-4495
4. **Other:** Making a verbal statement or handing in a written comment at a scoping meeting. All comments for the City’s CEQA scoping period must be received by Friday, March 11, 2016.

PUBLIC SCOPING MEETINGS		
Address	City Hall, 777 Cypress Avenue, Redding, CA 96001	
Location	Community Room	City Council Chambers
Day & Date	Tuesday, February 9, 2016	Regularly Scheduled Planning Commission Meeting Tuesday, February 23, 2016
Time	Open House Session, 6:30pm Brief Presentation, 7:00pm Verbal Comment, 7:30pm	4:00pm



Project Information Available At:

<http://www.cityofredding.org/departments/development-services/planning>

Bethel Church of Redding Collyer Drive Campus Planned Development

Introduction to the California Environmental Quality Act

The California Environmental Quality Act (CEQA) was enacted in 1970 requiring both state and local agencies to identify, disclose and consider environmental factors for projects requiring a discretionary action. A “discretionary project” as defined by CEQA means: *“a project which requires the exercise of judgment or deliberation when the public agency or body decides to approve or disapprove a particular activity, as distinguished from situations where the public agency or body merely has to determine whether there has been conformity with applicable statutes, ordinances, or regulations”* (State CEQA Guidelines §15357). The intent of CEQA is to:

- ✓ Fully disclose the description of a proposed project.
- ✓ Evaluate a project’s environmental effects.
- ✓ Consider relevant information before approving a project.
- ✓ Provide the public with an opportunity to review and comment on the environmental issues.
- ✓ Avoid or reduce potential harm to the environment when feasible.

A “project” is defined as an activity or activities which have the potential to have physical impact on the environment. This may include the enactment of zoning ordinances, the issuance of conditional use permits, and the approval of tentative subdivision maps.

Purpose of the Environmental Impact Report

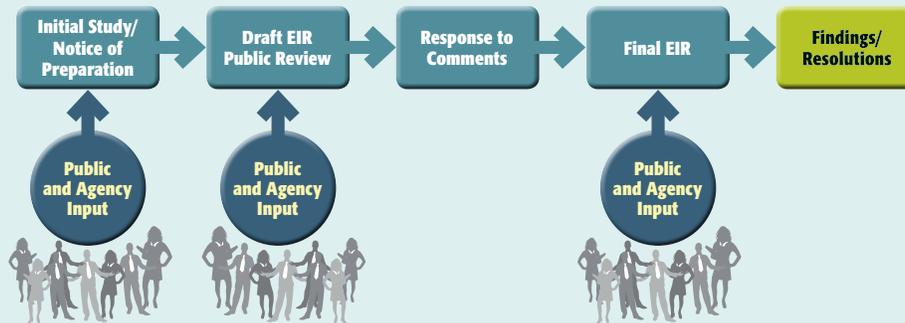
After thorough review of preliminary information provided by the project applicant (Bethel Church), including existing information available to the City of Redding (City), the City acting as Lead Agency under CEQA made the determination that the proposed Bethel Church of Redding Collyer Drive Campus Planned Development Project could potentially result in significant environmental impacts. The purpose of this Environmental Impact Report (EIR) is to provide state and local agencies, City decision-makers, and the general public with detailed information on the potentially significant environmental effects which the project is likely to have and to list ways which the significant environmental effects may be minimized and indicate alternatives to the project.

Where Are We in the Process?

The City has circulated a Notice of Preparation (NOP) requesting agency and public input on the anticipated environmental effects of the proposed Bethel Church of Redding Collyer Drive Planned Development Project. The NOP is circulated for a 30-day period to collect input based on the City’s initial review of the anticipated environmental impacts. For this project, the City has opted to extend the 30-day review period to 45 days. This evening’s scoping meeting provides an initial opportunity for you to inform City staff of any environmental concerns or issues you believe should be evaluated in the Draft EIR.

Public Participation Process

Public participation is an essential part of CEQA. The City is formally requesting your input with regards to environmental issues important to you at this evening's meeting; however, as noted in the illustration below, there are additional opportunities to comment during the environmental review process.



Upon completion of the Draft EIR, the City will circulate the document for public comment for a period of no less than 45 days. A noticed public hearing before the Planning Commission will be scheduled. At the conclusion of the 45-day Draft EIR review period, City staff will begin preparing responses to written comments received on the adequacy of the Draft EIR, including verbal testimony presented before the Planning Commission. Based on the comments received, revisions to the Draft EIR may be made.

A final public hearing will be scheduled when the Final EIR and proposed Planned Development Plan (PD) are presented before the Redding City Council. The City Council will consider the information presented in the Final EIR including responses, revisions, and findings. The City Council may or may not decide to move forward with approving the proposed Bethel Church of Redding Collyer Drive Campus Planned Development Project.

More on CEQA

To learn more about the CEQA process and requirements you can review the State CEQA guidelines and other related information at the following web address <http://ceres.ca.gov>.



City Contact Information

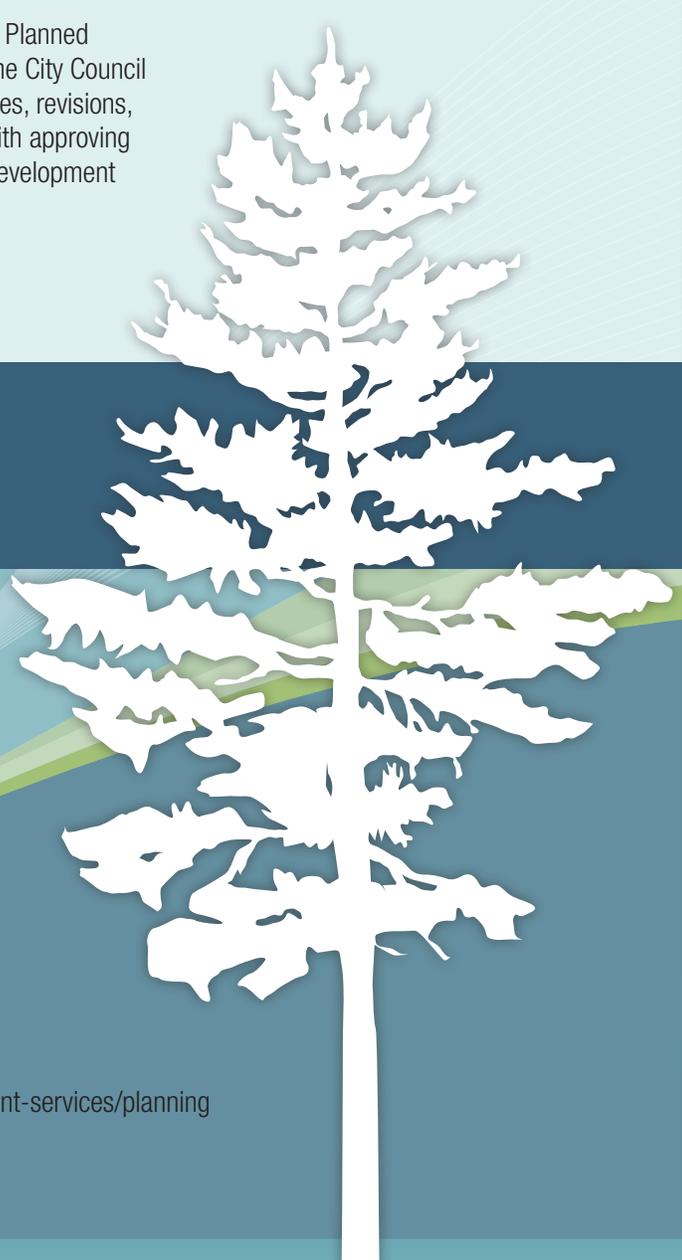
**City of Redding
Development Services Department**

Planning Division

Ms. Lily Toy, CFM, Senior Planner
777 Cypress Avenue
Redding, CA 96001
(530) 245-7231
ltoy@cityofredding.org

Project Information Available At:

<http://www.cityofredding.org/departments/development-services/planning>





PUBLIC SCOPING SUGGESTIONS/COMMENTS

Bethel Church of Redding Collyer Drive Campus Planned Development Project (PD-2015-00304) Environmental Impact Report

PUBLIC COMMENT PERIOD: January 26, 2016 – March 11, 2016
COMMENT DEADLINE: March 11, 2016 at 5:00 p.m.

NOTE: Name, address and phone number are not required in order to provide a comment. You are not limited to utilizing this comment card and comments may be submitted to the City in any written manner.

Name:

Agency (if applicable):

Mailing Address:

Phone Number:

Email:

Comments (continue on back):

Submit this card or other written comments to:

CITY OF REDDING
DEVELOPMENT SERVICES DEPARTMENT
Planning Division
777 Cypress Avenue
Redding, CA 96001
Attention: Lily Toy, CFM, Senior Planner
Email: ltoy@cityofredding.org
Fax: (530) 225-4495

Comments (continued):

B-3: Scoping Meeting Sign-In Sheets



BETHEL CHURCH OF REDDING COLLYER DRIVE CAMPUS PLANNED DEVELOPMENT PROJECT
 (PD-2015-00304)
 ENVIRONMENTAL IMPACT REPORT

SIGN-IN SHEET

PUBLIC SCOPING MEETING
 February 9, 2016
 6:30 PM - 8:00 PM

CITY OF REDDING
 City Community Room
 777 Cypress Avenue
 Redding, California, 96001

	NAME	ADDRESS	PHONE	E-MAIL
1.	ROBERT XHURK	19489 Posey Lane	246-9887	caddie94@spcglobal.net
2.	BOB & ALICE FORBES	19380 Posey Lane	242-1597	
3.	MARGARET SPEERER	954 Twin Tower	246-1391	MARGARET330@aol.com
4.	WILLIAM SORACE	908 Twin Tower	243-6637	
5.	DAN SPEER	964 Twin Tower	524-8907	arrowp@comcast.com
6.	RICHARD STONEY	19337 Hollow Ln	246-4730	
7.	Russ Wenhau	330 Harknell Suite B 96002	5302421700	
8.	CHARLIE HAYNE	1475 Whitehawk Ln Redding	530-356-0437	charliehayne@ibetel.org
9.	Michael Kunz	2360 Skasta St.	530 200 1639	michaelkunz@aol.com
10.	Noreen Braithwaite	892 Paramount St	530 229-0331	
11.	Robert McLaughlin	PO Box 992443 Redding	96099	robertmcmc@aol.com

	NAME	ADDRESS	PHONE	E-MAIL
12.	Carol Bird	11522 Vista Del Rio	241-1550	
13.	Allen Van Hooser	11650 Wilbur Lane	246-8063	
14.	STEVE & CAROL HOUSER	19307 Posey Ln	247-1583	
15.	Larry & Cheryl Smith	867 Rincon Way	605-0727	Cherylhary@charter.net
16.	HEATHER WESSO	875 CANYON CT BLDG 90001	246-3664	Huss00@yahoo.com
17.	Myrae Corviter	P.O. Box 994847	524-3895	blackj902@qnet.com
18.	Jane Bowen	804 Lincoln Way	638-9272	
19.	Kick Garvey	Calley Dr.	530-613-2795	Garveyk62@me.com
20.	Jon Cook	19230 Hollow Lane	530-351-2059	Jonecook5@gmail.com
21.				
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BETHEL CHURCH OF REDDING COLLYER DRIVE CAMPUS PLANNED DEVELOPMENT PROJECT
 (PD-2015-00304)
 ENVIRONMENTAL IMPACT REPORT

SIGN-IN SHEET

AGENCY SCOPING MEETING
 February 23, 2016
 1:30 PM

CITY OF REDDING
 777 Cypress Avenue
 Redding, California, 96001

	NAME	ADDRESS	PHONE	E-MAIL
1.	Amy Henderson	CBFU, 601 Locust Street	530 225 2779	Amy.Henderson@wildlife.ca.gov
2.	Kristin Hubbard	CBFU 601 Locust St	530 225-2138	Kristin.Hubbard@wildlife.ca.gov
3.	Kathy Grah	caitrans-D2 1657 Riverside Avenue CBFU	530-229-0517	Kathy.grah@dot.ca.gov
4.	Michael Harris	1855 PLAZA ST	530 - 225 - 2306	Michael.Harris@wildlife.ca.gov
5.	ERIC WEIDENMEYER	Rte CA 96001	5302255781	ewidmeyer@co.stark.ca.us
6.	CRY ROSS	10142 OLD ORCHARD MIL 96003	530-223-1915	cross@columbiasd.com
7.				
8.				
9.				
10.				
11.				

Appendix C
Comment Letters Received in Response
to NOP

C-1: Comment Letters from Government Agencies



State of California – Natural Resources Agency
DEPARTMENT OF FISH AND WILDLIFE
Region 1 – Northern
601 Locust Street
Redding, CA 96001
www.wildlife.ca.gov

EDMUND G. BROWN JR., Governor
CHARLTON H. BONHAM, Director



February 22, 2016

Lily Toy, CFM, Senior Planner
City of Redding
Development Services Department
777 Cypress Avenue
Redding, CA 96001

Subject: Review of the Notice of Preparation for Bethel Church of Redding Collyer Drive Campus Planned Development PD-2015-00304, State Clearinghouse Number 2016012052, City of Redding, Shasta County

Dear Ms. Toy:

The California Department of Fish and Wildlife (Department) has reviewed the Notice of Preparation (NOP) dated January 26, 2016, for the above-referenced project (Project). As a trustee for the State's fish and wildlife resources, the Department has jurisdiction over the conservation, protection, and management of fish, wildlife, native plants and their habitat. As a responsible agency, the Department administers the California Endangered Species Act and other provisions of the Fish and Game Code that conserve the State's fish and wildlife public trust resources. The Department offers the following comments and recommendations on this Project in our role as a trustee and responsible agency pursuant to the California Environmental Quality Act (CEQA), California Public Resources Code section 21000 et seq. The following comments are intended to assist the Lead Agency in making informed decisions early in the Project development and review process.

Project Description

Bethel Church proposes to *“construct a new 171,708 square-foot church and school campus on the 39.3-acre site.”* The proposal includes one single-story 83,955 square-foot assembly building, one two-story 87,713 square-foot assembly building, an 18.3-acre parking lot, an unknown number of 45-foot-high pole-mounted security lights for the parking lot, and one 2.8-acre detention basin. The Project is located at 2080 Collyer Drive, Assessor Parcel Number 076-070-024.

Comments and Recommendations

The Department commented on this Project on July 14, 2015, during early consultation. The Department has the following comments and recommendations as they pertain to biological resources.

General Comments

1. A thorough discussion of direct, indirect, and cumulative impacts expected to adversely affect biological resources, with specific measures to offset such impacts, should be included in the Environmental Impact Report (EIR).
2. The EIR should present clear thresholds of significance to be used by the Lead Agency in its determination of environmental effects. A threshold of significance is an identifiable quantitative, qualitative, or performance level of a particular environmental effect pursuant to CEQA Guidelines section 15064.7.
3. In evaluating the significance of the environmental effect of the Project, the Lead Agency should consider direct physical changes in the environment which may be caused by the Project and reasonably foreseeable indirect physical changes in the environment which may be caused by the Project. Expected impacts should be quantified (e.g., acres, linear feet, number of individuals taken, volume or rate of water extracted, etc., to the extent feasible).
4. Project impacts should be analyzed relative to their effects on off-site habitats and species. Specifically, this may include public lands, open space, downstream aquatic habitats, areas of groundwater depletion, or any other natural habitat or species that could be affected by the Project.
5. The EIR should include a discussion of impacts associated with increased lighting, noise, human activity, impacts of free-roaming domestic animals including dogs and cats, changes in drainage patterns, changes in water volume, velocity, quantity and quality, soil erosion, and/or sedimentation in streams and water courses on or near the Project site.
6. Special considerations applicable to linear projects include ground disturbance that may facilitate infestations by exotic and invasive species over a great distance need to be discussed.
7. A cumulative effects analysis shall be developed for species and habitats potentially affected by the Project. This analysis shall be conducted as described under CEQA Guidelines, section 15130. General and specific plans, as well as past, present, and anticipated future projects, should be analyzed relative to their impacts to species and habitats.

Specific Comments

1. On page 10 of the initial study checklist, it states that approximately 45 acres of annual grassland will be converted to urban habitat. Does this acreage include all impacts including the offsite infrastructure improvements?

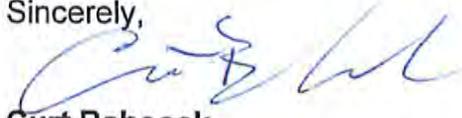
2. The Department recommends providing a more detailed description of the vernal pools found onsite. Surveys for this Project were conducted during drought years. The vernal pool and swales, which are stated in the Biological Study Report dated June 18, 2015, as providing "limited value" may provide more value to wildlife this year than in years past due to the amount of rain received in the Redding area. One species not surveyed for, but known in the vicinity, is the western spadefoot toad (*Spea hammondi*), a California Species of Concern. The Department recommends surveying for this species given there is suitable habitat present onsite.
3. The Department has had previous discussions with ENPLAN and representatives from Omni-Means, Ltd. in 2013 specifically regarding the parking lot for this Project. The Department proposed making a multi-story parking structure to reduce impacts to annual grassland and oak woodland and reduce potential storm water pollution impacts from parking area runoff. The Department recommends this be discussed as an alternative in the EIR.
4. Mitigation ratios for impacts to wetlands and riparian areas will need to be mitigated at a greater than 1:1 ratio. A ratio of 3:1 would be more appropriate for these sensitive habitat communities based on the impacts and mitigation proposed. Additionally, success criteria for the mitigation should be developed and discussed.
5. A cumulative impacts discussion on blue oak (*Quercus douglasii*) and interior live oak (*Quercus wislizeni*) woodlands should also be discussed in the EIR as there has been a considerable loss of this vegetation type in the city of Redding, and many of the remaining oak woodland in the area are entitled for development.
6. The detention basin located in the southwest corner of the Project needs to be re-evaluated. The way the Project is designed makes this detention basin become a sink for wildlife species. This small patch of wetland will be wedged between a large campus and two streets. Bird species will be able to utilize this wetland area; however, larger species such as deer will have a hard time accessing it and/or traversing between open areas to the north and this area.
7. Lighting needs to be discussed in the EIR. Direct and indirect impacts should be evaluated and mitigated to less than significant if they cannot be avoided. Alternatives to the 45-foot-tall security lights in the parking lot should be discussed. Noise impacts to nesting birds need to be thoroughly analyzed. The Department recognizes the effects that artificial lighting has on birds and other nocturnal species. The effects are numerous and include impacts to singing and foraging behavior, reproductive behavior, navigation, and altered migration patterns. To minimize adverse effects of artificial light on wildlife, the

Department recommends that lighting fixtures associated with the Project be downward facing, fully-shielded, and designed and installed to minimize photo-pollution.

8. Indirect impacts to the adjacent habitat should be discussed in the EIR in terms of noise and human disturbance.
9. The Department recommends clear and concise mitigation measures be developed that clearly describe the impact, the proposed mitigation that will make the impact less than significant, who is responsible for completing the mitigation, who will be monitoring the mitigation, and who will be signing off that the mitigation has been successfully completed.
10. If vegetation removal for this Project will be conducted between February 1 and August 31, a nesting bird survey by a qualified biologist will need to be performed no more than one week prior to the start of removal. The results of the survey shall be mailed to the Department at the following address:
California Department of Fish and Wildlife, Attn: CEQA, 601 Locust Street, Redding, CA 96001.

The Department appreciates the opportunity to provide comments early in the environmental review process. If you have any questions, please contact Amy Henderson, Environmental Scientist, at (530) 225-2779 or by e-mail at Amy.Henderson@wildlife.ca.gov.

Sincerely,



Curt Babcock
Habitat Conservation Program Manager

ec: Lily Toy, CFM, Senior Planner
City of Redding, Development Services Department
ltoy@ci.redding.ca.us

State Clearinghouse
State.clearinghouse@opr.ca.gov

Rachelle Pike, Kristin Hubbard, Amy Henderson, and Michael R. Harris
California Department of Fish and Wildlife
Rachelle.Pike@wildlife.ca.gov, Kristin.Hubbard@wildlife.ca.gov,
Amy.Henderson@wildlife.ca.gov, Michael.R.Harris@wildlife.ca.gov

CHRON



February 9, 2016



Lily Toy
City of Redding
777 Cypress Avenue
Redding, CA 96001

RE: SCH# 2016012052, Bethel Church of Redding Collyer Drive Campus Planned Development (PD-2015-00304)

Dear Ms. Toy:

The Native American Heritage Commission (NAHC) has received the Notice of Preparation (NOP) for the project referenced above. The California Environmental Quality Act (CEQA) (Pub. Resources Code § 21000 et seq.), specifically Public Resources Code section 21084.1, states that a project that may cause a substantial adverse change in the significance of an historical resource is a project that may have a significant effect on the environment. (Pub. Resources Code § 21084.1; Cal. Code Regs., tit. 14, § 15064.5 (b) (CEQA Guidelines Section 15064.5 (b)). If there is substantial evidence, in light of the whole record before a lead agency, that a project may have a significant effect on the environment, an environmental impact report (EIR) shall be prepared. (Pub. Resources Code § 21080 (d); Cal. Code Regs., tit. 14, § 15064 subd.(a)(1) (CEQA Guidelines § 15064 (a)(1)). In order to determine whether a project will cause a substantial adverse change in the significance of a historical resource, a lead agency will need to determine whether there are historical resources with the area of project effect (APE).

CEQA was amended significantly in 2014. Assembly Bill 52 (Gatto, Chapter 532, Statutes of 2014) (AB 52) amended CEQA to create a separate category of cultural resources, "tribal cultural resources" (Pub. Resources Code § 21074) and provides that a project with an effect that may cause a substantial adverse change in the significance of a tribal cultural resource is a project that may have a significant effect on the environment. (Pub. Resources Code § 21084.2). Public agencies shall, when feasible, avoid damaging effects to any tribal cultural resource. (Pub. Resources Code § 21084.3 (a)). **AB 52 applies to any project for which a notice of preparation or a notice of negative declaration or mitigated negative declaration is filed on or after July 1, 2015.** If your project involves the adoption of or amendment to a general plan or a specific plan, or the designation or proposed designation of open space, on or after March 1, 2005, it may also be subject to Senate Bill 18 (Burton, Chapter 905, Statutes of 2004) (SB 18). **Both SB 18 and AB 52 have tribal consultation requirements.** If your project is also subject to the federal National Environmental Policy Act (42 U.S.C. § 4321 et seq.) (NEPA), the tribal consultation requirements of Section 106 of the National Historic Preservation Act of 1966 (154 U.S.C. 300101, 36 C.F.R. § 800 et seq.) may also apply.

The NAHC recommends consultation with California Native American tribes that are traditionally and culturally affiliated with the geographic area of your proposed project as early as possible in order to avoid inadvertent discoveries of Native American human remains and best protect tribal cultural resources. Below is a brief summary of portions of AB 52 and SB 18 as well as the NAHC's recommendations for conducting cultural resources assessments. **Consult your legal counsel about compliance with AB 52 and SB 18 as well as compliance with any other applicable laws.**

AB 52

AB 52 has added to CEQA the additional requirements listed below, along with many other requirements:

1. **Fourteen Day Period to Provide Notice of Completion of an Application/Decision to Undertake a Project:** Within fourteen (14) days of determining that an application for a project is complete or of a decision by a public agency to undertake a project, a lead agency shall provide formal notification to a designated contact of, or tribal representative of, traditionally and culturally affiliated California Native American tribes that have requested notice, to be accomplished by at least one written notice that includes:
 - a. A brief description of the project.
 - b. The lead agency contact information.
 - c. Notification that the California Native American tribe has 30 days to request consultation. (Pub. Resources Code § 21080.3.1 (d)).

- d. A "California Native American tribe" is defined as a Native American tribe located in California that is on the contact list maintained by the NAHC for the purposes of Chapter 905 of Statutes of 2004 (SB 18). (Pub. Resources Code § 21073).
2. Begin Consultation Within 30 Days of Receiving a Tribe's Request for Consultation and Before Releasing a Negative Declaration, Mitigated Negative Declaration, or Environmental Impact Report: A lead agency shall begin the consultation process within 30 days of receiving a request for consultation from a California Native American tribe that is traditionally and culturally affiliated with the geographic area of the proposed project. (Pub. Resources Code § 21080.3.1, subds. (d) and (e)) and prior to the release of a negative declaration, mitigated negative declaration or environmental impact report. (Pub. Resources Code § 21080.3.1(b)).
 - a. For purposes of AB 52, "consultation shall have the same meaning as provided in Gov. Code § 65352.4 (SB 18). (Pub. Resources Code § 21080.3.1 (b)).
3. Mandatory Topics of Consultation If Requested by a Tribe: The following topics of consultation, if a tribe requests to discuss them, are mandatory topics of consultation:
 - a. Alternatives to the project.
 - b. Recommended mitigation measures.
 - c. Significant effects. (Pub. Resources Code § 21080.3.2 (a)).
4. Discretionary Topics of Consultation: The following topics are discretionary topics of consultation:
 - a. Type of environmental review necessary.
 - b. Significance of the tribal cultural resources.
 - c. Significance of the project's impacts on tribal cultural resources.
 - d. If necessary, project alternatives or appropriate measures for preservation or mitigation that the tribe may recommend to the lead agency. (Pub. Resources Code § 21080.3.2 (a)).
5. Confidentiality of Information Submitted by a Tribe During the Environmental Review Process: With some exceptions, any information, including but not limited to, the location, description, and use of tribal cultural resources submitted by a California Native American tribe during the environmental review process shall not be included in the environmental document or otherwise disclosed by the lead agency or any other public agency to the public, consistent with Government Code sections 6254 (r) and 6254.10. Any information submitted by a California Native American tribe during the consultation or environmental review process shall be published in a confidential appendix to the environmental document unless the tribe that provided the information consents, in writing, to the disclosure of some or all of the information to the public. (Pub. Resources Code § 21082.3 (c)(1)).
6. Discussion of Impacts to Tribal Cultural Resources in the Environmental Document: If a project may have a significant impact on a tribal cultural resource, the lead agency's environmental document shall discuss both of the following:
 - a. Whether the proposed project has a significant impact on an identified tribal cultural resource.
 - b. Whether feasible alternatives or mitigation measures, including those measures that may be agreed to pursuant to Public Resources Code section 21082.3, subdivision (a), avoid or substantially lessen the impact on the identified tribal cultural resource. (Pub. Resources Code § 21082.3 (b)).
7. Conclusion of Consultation: Consultation with a tribe shall be considered concluded when either of the following occurs:
 - a. The parties agree to measures to mitigate or avoid a significant effect, if a significant effect exists, on a tribal cultural resource; or
 - b. A party, acting in good faith and after reasonable effort, concludes that mutual agreement cannot be reached. (Pub. Resources Code § 21080.3.2 (b)).
8. Recommending Mitigation Measures Agreed Upon in Consultation in the Environmental Document: Any mitigation measures agreed upon in the consultation conducted pursuant to Public Resources Code section 21080.3.2 shall be recommended for inclusion in the environmental document and in an adopted mitigation monitoring and reporting program, if determined to avoid or lessen the impact pursuant to Public Resources Code section 21082.3, subdivision (b), paragraph 2, and shall be fully enforceable. (Pub. Resources Code § 21082.3 (a)).
9. Required Consideration of Feasible Mitigation: If mitigation measures recommended by the staff of the lead agency as a result of the consultation process are not included in the environmental document or if there are no agreed upon mitigation measures at the conclusion of consultation, or if consultation does not occur, and if substantial evidence demonstrates that a project will cause a significant effect to a tribal cultural resource, the lead agency shall consider feasible mitigation pursuant to Public Resources Code section 21084.3 (b). (Pub. Resources Code § 21082.3 (e)).
10. Examples of Mitigation Measures That, If Feasible, May Be Considered to Avoid or Minimize Significant Adverse Impacts to Tribal Cultural Resources:
 - a. Avoidance and preservation of the resources in place, including, but not limited to:

- i. Planning and construction to avoid the resources and protect the cultural and natural context.
- ii. Planning greenspace, parks, or other open space, to incorporate the resources with culturally appropriate protection and management criteria.
- b. Treating the resource with culturally appropriate dignity, taking into account the tribal cultural values and meaning of the resource, including, but not limited to, the following:
 - i. Protecting the cultural character and integrity of the resource.
 - ii. Protecting the traditional use of the resource.
 - iii. Protecting the confidentiality of the resource.
- c. Permanent conservation easements or other interests in real property, with culturally appropriate management criteria for the purposes of preserving or utilizing the resources or places.
- d. Protecting the resource. (Pub. Resource Code § 21084.3 (b)).
- e. Please note that a federally recognized California Native American tribe or a nonfederally recognized California Native American tribe that is on the contact list maintained by the NAHC to protect a California prehistoric, archaeological, cultural, spiritual, or ceremonial place may acquire and hold conservation easements if the conservation easement is voluntarily conveyed. (Civ. Code § 815.3 (c)).
- f. Please note that it is the policy of the state that Native American remains and associated grave artifacts shall be repatriated. (Pub. Resources Code § 5097.991).

11. Prerequisites for Certifying an Environmental Impact Report or Adopting a Mitigated Negative Declaration or Negative Declaration with a Significant Impact on an Identified Tribal Cultural Resource: An environmental impact report may not be certified, nor may a mitigated negative declaration or a negative declaration be adopted unless one of the following occurs:
- a. The consultation process between the tribes and the lead agency has occurred as provided in Public Resources Code sections 21080.3.1 and 21080.3.2 and concluded pursuant to Public Resources Code section 21080.3.2.
 - b. The tribe that requested consultation failed to provide comments to the lead agency or otherwise failed to engage in the consultation process.
 - c. The lead agency provided notice of the project to the tribe in compliance with Public Resources Code section 21080.3.1 (d) and the tribe failed to request consultation within 30 days. (Pub. Resources Code § 21082.3 (d)).

The NAHC's PowerPoint presentation titled, "Tribal Consultation Under AB 52: Requirements and Best Practices" may be found online at: http://nahc.ca.gov/wp-content/uploads/2015/10/AB52TribalConsultation_CalEPAPDF.pdf

SB 18

SB 18 applies to local governments and requires local governments to contact, provide notice to, refer plans to, and consult with tribes prior to the adoption or amendment of a general plan or a specific plan, or the designation of open space. (Gov. Code § 65352.3). Local governments should consult the Governor's Office of Planning and Research's "Tribal Consultation Guidelines," which can be found online at: https://www.opr.ca.gov/docs/09_14_05_Updated_Guidelines_922.pdf

Some of SB 18's provisions include:

- 1. Tribal Consultation: If a local government considers a proposal to adopt or amend a general plan or a specific plan, or to designate open space it is required to contact the appropriate tribes identified by the NAHC by requesting a "Tribal Consultation List." If a tribe, once contacted, requests consultation the local government must consult with the tribe on the plan proposal. **A tribe has 90 days from the date of receipt of notification to request consultation unless a shorter timeframe has been agreed to by the tribe.** (Gov. Code § 65352.3 (a)(2)).
- 2. No Statutory Time Limit on SB 18 Tribal Consultation. There is no statutory time limit on SB 18 tribal consultation.
- 3. Confidentiality: Consistent with the guidelines developed and adopted by the Office of Planning and Research pursuant to Gov. Code section 65040.2, the city or county shall protect the confidentiality of the information concerning the specific identity, location, character, and use of places, features and objects described in Public Resources Code sections 5097.9 and 5097.993 that are within the city's or county's jurisdiction. (Gov. Code § 65352.3 (b)).
- 4. Conclusion of SB 18 Tribal Consultation: Consultation should be concluded at the point in which:
 - a. The parties to the consultation come to a mutual agreement concerning the appropriate measures for preservation or mitigation; or
 - b. Either the local government or the tribe, acting in good faith and after reasonable effort, concludes that mutual agreement cannot be reached concerning the appropriate measures of preservation or mitigation. (Tribal Consultation Guidelines, Governor's Office of Planning and Research (2005) at p. 18).

Agencies should be aware that neither AB 52 nor SB 18 precludes agencies from initiating tribal consultation with tribes that are traditionally and culturally affiliated with their jurisdictions before the timeframes provided in AB 52

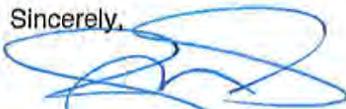
and SB 18. For that reason, we urge you to continue to request Native American Tribal Contact Lists and "Sacred Lands File" searches from the NAHC. The request forms can be found online at: <http://nahc.ca.gov/resources/forms/>

NAHC Recommendations for Cultural Resources Assessments

To adequately assess the existence and significance of tribal cultural resources and plan for avoidance, preservation in place, or barring both, mitigation of project-related impacts to tribal cultural resources, the NAHC recommends the following actions:

1. Contact the appropriate regional California Historical Research Information System (CHRIS) Center (http://ohp.parks.ca.gov/?page_id=1068) for an archaeological records search. The records search will determine:
 - a. If part or all of the APE has been previously surveyed for cultural resources.
 - b. If any known cultural resources have been already been recorded on or adjacent to the APE.
 - c. If the probability is low, moderate, or high that cultural resources are located in the APE.
 - d. If a survey is required to determine whether previously unrecorded cultural resources are present.
2. If an archaeological inventory survey is required, the final stage is the preparation of a professional report detailing the findings and recommendations of the records search and field survey.
 - a. The final report containing site forms, site significance, and mitigation measures should be submitted immediately to the planning department. All information regarding site locations, Native American human remains, and associated funerary objects should be in a separate confidential addendum and not be made available for public disclosure.
 - b. The final written report should be submitted within 3 months after work has been completed to the appropriate regional CHRIS center.
3. Contact the NAHC for:
 - a. A Sacred Lands File search. Remember that tribes do not always record their sacred sites in the Sacred Lands File, nor are they required to do so. A Sacred Lands File search is not a substitute for consultation with tribes that are traditionally and culturally affiliated with the geographic area of the project's APE.
 - b. A Native American Tribal Consultation List of appropriate tribes for consultation concerning the project site and to assist in planning for avoidance, preservation in place, or, failing both, mitigation measures.
4. Remember that the lack of surface evidence of archaeological resources (including tribal cultural resources) does not preclude their subsurface existence.
 - a. Lead agencies should include in their mitigation and monitoring reporting program plan provisions for the identification and evaluation of inadvertently discovered archaeological resources per Cal. Code Regs., tit. 14, section 15064.5(f) (CEQA Guidelines section 15064.5(f)). In areas of identified archaeological sensitivity, a certified archaeologist and a culturally affiliated Native American with knowledge of cultural resources should monitor all ground-disturbing activities.
 - b. Lead agencies should include in their mitigation and monitoring reporting program plans provisions for the disposition of recovered cultural items that are not burial associated in consultation with culturally affiliated Native Americans.
 - c. Lead agencies should include in their mitigation and monitoring reporting program plans provisions for the treatment and disposition of inadvertently discovered Native American human remains. Health and Safety Code section 7050.5, Public Resources Code section 5097.98, and Cal. Code Regs., tit. 14, section 15064.5, subdivisions (d) and (e) (CEQA Guidelines section 15064.5, subds. (d) and (e)) address the processes to be followed in the event of an inadvertent discovery of any Native American human remains and associated grave goods in a location other than a dedicated cemetery.

Sincerely,



Joshua Standing Horse
Associate Governmental Program Analyst
cc: State Clearinghouse



EDMUND G. BROWN JR.
GOVERNOR

MATTHEW RODRIGUEZ
SECRETARY FOR
ENVIRONMENTAL PROTECTION

Central Valley Regional Water Quality Control Board

18 February 2016

Lily Toy
City of Redding
Development Services Department
P.O. Box 496071
Redding, CA 96049-6071

RECEIVED
FEB 22 2016

NOTICE OF PREPARATION, BETHEL CHURCH OF REDDING COLLYER DRIVE PLANNED DEVELOPMENT (PD-2015-00304), BETHEL CHURCH OF REDDING, APN 076-070-024, SCH 2016012055, REDDING, SHASTA COUNTY

On 28 January 2016, our office received an Initial Study and a Notice of Preparation (NOP) for the Bethel Church of Redding (Applicant) Collyer Drive Campus Planned Development (Project) draft Environmental Impact Report (EIR). The Central Valley Regional Water Quality Control Board (Central Valley Water Board) is a responsible agency for this project, as defined by the California Environmental Quality Act (CEQA). The City of Redding (City) is acting as Lead Agency for the EIR development.

The proposed Project is located at 2080 Collyer Drive, approximately 1.5 miles east of Interstate 5 and approximately 0.75 miles west of Shasta College, immediately north of State Route 299. The Project consists of the construction of a 171,708 ft² combined church and school facility (Building A and B), with uses including a nursery/child care, bookstore, office, and special events on an undeveloped 39.3-acre project site. The planned auditorium seating for the Project is 3,700 seats (combined between Building A and B).

The Central Valley Water Board has the following comments on the proposed Project:

Wastewater Collection System

The Project includes the construction of a new private sewer lift station to service wastewater flows from the 39.3 acre campus, and a 1,500-foot long sewer force main and 1,850-foot long gravity sewer line within the Collyer Drive right-of-way. The Applicant proposes to connect to the City sewer system at a manhole located at the intersection of Collyer Drive and Ridgeway Drive. The lift station and main sewer lines (force main and gravity) will be privately owned.

The Central Valley Water Board requests that the EIR address whether the City will have any jurisdiction (or written agreements) pertaining to the maintenance and/or operation of the private collection system (e.g., lift station, force main, etc.). Absent any City oversight of the operation and/or long-term maintenance of the private collection system, the Central Valley Water Board requests the Applicant demonstrate that the private collection system will be adequately operated and maintained to safeguard against potential overflows of sanitary sewer waste to drainage courses in the future.

Dewatering Activities

If improvements such as sewer, water, or other utility installation require dewatering of any excavation with a subsequent discharge to surface water, the Central Valley Water Board's

General Waste Discharge Requirements for Dewatering and Other Low Threat Discharges to Surface Waters (Order No. R5-2013-0074) must be obtained. This office may be contacted to obtain the forms for this permit, if necessary.

Clean Water Act (CWA) Section 401, Water Quality Certification

The Central Valley Water Board has regulatory authority over wetlands and waterways under both the Federal Clean Water Act (CWA) and the California Water Code, Division 7 (CWC). Discharge of dredged or fill material to waters of the United States requires a CWA Section 401 Water Quality Certification from the Central Valley Water Board. Typical activities include any modifications to these waters, such as stream crossings, stream bank modifications, filling of wetlands, etc. 401 Certifications are issued in combination with CWA Section 404 Permits issued by the Army Corps of Engineers. The proposed project must be evaluated for the presence of jurisdictional waters, including wetlands and other waters of the State. Steps must be taken to first avoid and minimize impacts to these waters, and then mitigate for unavoidable impacts. Both the Section 404 Permit and Section 401 Water Quality Certification must be obtained prior to site disturbance.

Stream, Wetland, and Riparian Setbacks and Buffer Zones

To ensure the protection of the Beneficial Uses of waters of the State, we recommend that the City establish and incorporate appropriate setbacks and buffers as protective measures for any on-site stream habitat, wetlands, riparian areas, and species of special concern. Buffer width is important as a measure of pollutant removal effectiveness, and to maintain wildlife. Wider buffers offer increased detention times, infiltration rates, and diversity of soil, vegetation, and wildlife. Buffers should be sized to protect both water quality and wildlife habitat needs.

General Permit for Storm Water Discharges Associated with Construction and Land Disturbance Activities (CGP)

Construction activity, including demolition, resulting in a land disturbance of one acre or more must obtain coverage under the CGP. The Project must be conditioned to implement storm water pollution controls during construction and post-construction as required by the CGP. To apply for coverage under the CGP the property owner must submit Permit Registration Documents electronically prior to construction. Detailed information on the CGP can be found on the State Water Board website:

http://www.waterboards.ca.gov/water_issues/programs/stormwater/gen_const.shtml

Post-Construction Storm Water Requirements

Studies have found the amount of impervious surface in a community is strongly correlated with the impacts on the community's water quality. New development and redevelopment result in increased impervious surfaces in a community. Post-construction programs and design standards are most efficient when they involve (i) low impact design; (ii) source controls; and (iii) treatment controls. To comply with Phase II Municipal Storm Water Permit requirements the City must ensure that new developments comply with specific design strategies and standards to provide source and treatment controls to minimize the short and long-term impacts on receiving water quality. The design standards include minimum sizing criteria for treatment controls and establish maintenance requirements. The proposed project must be conditioned to comply with post construction standards adopted by the City in compliance with their Phase II Municipal Storm Water Permit.

If you have any questions related to our Utilities and Services Systems comments, please contact me at (530) 224-4993, stacy.gotham@waterboards.ca.gov, or at the footer address.

Questions related to the Clean Water Act (CWA) §401 and storm water programs may be directed to Dannas Berchtold at (530) 224-4783 or at dannas.berchtold@waterboards.ca.gov.



Stacy S. Gotham
Water Resources Control Engineer
NPDES Unit

SSG:reb

cc: State Clearinghouse, Sacramento
Shasta County Department of Resource Management, Environmental Health Division,
Redding
Ryan Bailey, City of Redding Wastewater Utility Manager
Omni-Means, Ltd., Redding

C-2: Comment Letter from Private Organizations

**Bella Vista Water District Comments on the Environmental Initial Study (EIS)
for the Bethel Church of Redding Collyer Drive Campus Planned Development**

1. Page 3, first bullet -The District has had hydraulic modeling performed to determine whether the fire flows required for the proposed facilities could be met by the existing water system without any water system improvements. The results of that analysis indicated that a new pump station would be required and, in addition, the installation of some new water mains would be required to loop the water distributions system in order to reduce water flow velocities and head losses. The District's preferred location of the pump station is in the vicinity of Old Oregon Trail and Hendrika. The site referenced on the Shasta College property is only one potential location for the pump station.
2. Page 17, "Discussion", paragraph "b)" – The proposed project is within the water service area of the Bella Vista Water District and the District did issue a "Will Serve Letter" for the proposed project on September 18, 2013. The District's 2010 Urban Water Management Plan addresses projected water demands and the District's water supplies in both normal and drought years. Earlier this year, the California Department of Water Resources published its "2015 Urban Water Management Plan (UWMP) Guidebook." The District will be preparing a 2015 UWMP, in accordance with the new guideline later this year. The District will be accepting proposals for preparation of the 2015 UWMP in April 2016 and the updated plan should be completed by September 2016. A Water Demand Evaluation will be included in the District's 2015 UWMP. It should be noted that in most years groundwater wells comprise only a small percentage of the District's water production. It is not anticipated that the proposed project will significantly increase the District's reliance on groundwater supplies.
3. Page 26, "Discussion", paragraph "b)" – The EIS states: "Existing water and wastewater treatment facilities are expected to have sufficient capacity to serve the proposed project." While it is true that the District's Water Treatment Plant has sufficient treatment capacity to meet the increased demands of the project; the District's Water Service Contract with the U.S. Bureau of Reclamation (Reclamation) is subject to reduction during periods of water shortage (see discussion under the following comment).
4. Page 26, "Discussion", paragraph "d)" – Regarding the adequacy of the District's water supplies - The District's primary water supply is through a 25-year, renewable Water Service Contract with the U.S. Bureau of Reclamation for water supply from the Central Valley Project (CVP). The District's Water Service Contract entitlement is for 24,578 acre-feet annually, subject to shortage provisions and a "condition of shortage". Project Water furnished under the Contract is allocated in accordance with Reclamation's M&I Water Shortage Policy as amended, modified, or superseded. In recent years, a "condition of shortage" has been influenced by regulatory actions and court rulings associated with the Endangered Species Act and the Biological Opinions that have constrained Central Valley Project operations and reduced the water supply available to CVP Water Service Contractors including the Bella Vista Water District.

Bella Vista Water District Comments on the Environmental Initial Study (EIS) for the Bethel Church of Redding Collyer Drive Campus Planned Development

The Bella Vista Water District's Water Shortage Contingency Plan was adopted by Resolution 15-04 (in 2015). The purpose of the Water Shortage Contingency Plan (WSCP) is to conserve the available water supply and protect the integrity of water supply facilities (with particular regard for domestic water use, sanitation, and fire protection; and to protect and preserve public health, welfare, and safety; and minimize the adverse impacts of water supply shortage or other water supply emergency conditions). All customers including any new development within the District are subject to the District's rules, regulations and policies including adopted shortage measures as amended, modified, or superseded. Presently, the District is in a Stage 3 – Severe Water Shortage. A table of customer actions by shortage stage is attached.

5. Figure 9, Preliminary Landscape Plan– The landscaping will need to comply with the California Department of Water Resources' 2015 revision of its Model Water Efficient Landscape Ordinance or the City of Redding's Water Efficient Landscape Ordinance, whichever is more restrictive. The project proponent may want to consider installing cisterns under the parking area to collect and store runoff for later use for landscape irrigation. This could reduce both stormwater flows and the quantity of BVWD water supplies required to meet irrigation demands.
6. Figure 10, Off-Site Improvements – The figure shows a “Water Line Extension” north from Twin Tower Drive. This will connect to an existing 16-inch U.S. Bureau of Reclamation water main. It also shows a “Booster Pump Station” in the vicinity of Old Oregon Trail and Hendrika Way. The existing water main in Old Oregon Trail is also a Reclamation water main. All connections to Reclamation owned facilities will require approval from Reclamation. Easements for any new water lines constructed as part of the proposed project will need to be obtained, offered to the District' and accepted by the District's Board of Directors.
7. Figure 11, Water and Sewer Plans – The water plans included as Figure 11 are schematic in nature. As stated in the above comment, the existing 16-inch water main and the existing 30-inch water main are Reclamation owned water mains and the connections to these water mains will require Reclamation approval. The design and construction of all of the proposed water system improvements shall be in accordance with BVWD's design and construction standards. Execution of a development agreement between the project proponent and the District will be required for the proposed project.
8. Figure 12, Off-Site Water Plan – District review and approval of the plans and specifications for construction of the off-site water system improvements will be required. Following the completion of the construction an offer of dedication of the off-site improvements shall be made to the District. Water service to the proposed project will not be granted until the offer is made to the District and accepted by the District's Board of Directors.

**Bella Vista Water District Comments on the Environmental Initial Study (EIS)
for the Bethel Church of Redding Collyer Drive Campus Planned Development**

9. Figure 13, Booster Pump Location – The location of the Booster Pump Station shown in the figure is preliminary and subject to approval by Shasta College. The figure shows only a “New Waterline to Booster Pump;” a second water main from the booster pump station, connecting to the existing 16-inch water main in Hendrika Way will also be required. The routing of both of these water mains remains to be determined.

California Native Plant Society
Shasta Chapter
P.O. Box 990194
Redding, CA 96099

February 24, 2016

City of Redding Planning Division
Development Services Department

Re: EIS for Bethel Church PD-2015-00304

The Shasta Chapter of California Native Plant Society encourages the use of northern California native plants in all of the landscaping areas. This is in light of the ongoing drought, Bella Vista Water District's limited water resources and mandates from the state of California for water conservation. By planting California natives that grow in the Redding area, the applicant will know that the plants can handle Redding's climate.

We also encourage permeable pavement that will allow the percolation of water into the root zone of plants, especially the established blue oaks on the property. Many cities are requiring pavement in parking areas that allow percolation of water to established native trees. This will decrease the need for water for the existing plants and all new plants after they are established. It will also reduce additional runoff downstream should catchment basins overflow during storm periods. Plants also need oxygen in the soil and release of CO² from metabolic activity of various organisms for healthy root growth and permeable pavement would allow this gas exchange.

Various permeable pavements in parking areas are used throughout the United States and can reduce runoff by as much as 90%. Bacteria in the soil will breakdown the hydrocarbons.

Our chapter would be happy to give advice to the applicant as to plants that would be suitable for the landscaped area.

Sincerely,



David Ledger
Conservation Chair

RECORDED
FEB 26 2016
MAYOR/CLERK OF COURTS (10/11)

C-3: Comment Letters from Private Citizens

Grove, Bruce

From: Toy, Lily <ltoy@ci.redding.ca.us>
Sent: Monday, February 22, 2016 2:09 PM
To: Grove, Bruce
Subject: FW: Comments on Bethel Church Project

Comment received.

Regards-

Lily Toy, CFM
Senior Planner
e-mail: ltoy@cityofredding.org
phone: (530) 245-7231
fax: (530) 225-4495

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Development Services Department
Planning Division
777 Cypress Avenue
Redding, CA 96001
www.cityofredding.org

-----Original Message-----

From: Patricia Lenahan [mailto:p96003@yahoo.com]
Sent: Sunday, February 21, 2016 11:21 AM
To: Toy, Lily
Cc: Alice Forbes
Subject: Comments on Bethel Church Project

Name : Patricia Lenahan
Mailing Address: 19398 Posey Lane
Redding
Phone Number: 530 276-7884
Email; p96003@yahoo.com

Comments:

I am writing as a resident of the subdivision adjacent to the proposed Bethel Church Project. I appreciate the opportunity to comment.

I have lived in my current residence since September, 2000. It is the first home I have ever owned. It was built with the intent that I will retire here. I am currently 64 years old and am still a full time, active teacher.

I attended the first meeting of this project and have been made aware of the progress of this proposed development by neighbors who have attended all of the meetings. I will be attending the meeting on Tuesday, February 23, of this week.

My greatest concern is the traffic impact that this proposed project is going to impose. There is no outlet, other than Twin Tower, for the residents of this subdivision. The thought of waiting at a stoplight or roundabout yield sign, for thousands of cars, is alarming. Twin Tower should be widened to four lanes all the way to Hollow Lane, and Collyer should be widened to four lanes. That should be the bottom line. There is no other issue that I am personally concerned about.

I have attended events at the Redding Civic Auditorium and know what the traffic is like when thousands of vehicles are attempting to enter or leave an event there. There is only one outlet in and out of there as well. The City of Redding is asking the residents of about 50 homes, and some additional multi family housing units, to bear the brunt of this traffic headache. I don't think anyone is considering the impact on individuals in private vehicles, attempting to get in and out of one's residential neighborhood with traffic of the magnitude being projected. Schedules have been provided so that we can "schedule" our comings and goings. How many times have you had to make a quick trip to the store for a couple of items? How many times have you had to quickly rush someone to the ER due to a home injury? How many times have you gotten the call that an elderly parent has fallen and needs your help immediately? These trips cannot be scheduled. And really? Why are we being asked to rearrange our lives?

I think if the planning is indeed, "planning" then the widening of roads needs to happen before the project is complete. Why approve this project with limited street improvements? If the investment being made into the facilities is for the intent of healing and enriching people's lives, how can you justify that this neighborhood is in any way going to be healed and enriched by the amount of traffic one will have to negotiate to get in and out?

I grew up in Redding. I attended elementary school, middle school, high school, and colleges, earning my degrees locally. My dad worked in downtown Redding when there was still a Main Street and parades could be celebrated in front of businesses. Then the mall came, and changed the very personality of downtown Redding. I'm sure the Planning Commission thought it was a great idea. I have watched the Mt. Shasta Mall, over the years, and the surrounding Dana Drive businesses grow. I have been on Cypress Avenue at five o'clock.

There is no perfect group or individual who can foresee the outcome of each decision. We live in an age where computer projections can give a visual representation of what a project is going to look like. Traffic studies can be made to determine what roads need to be widened, or improved. It is usually after the fact, after a fatality, that real change begins to happen. You have the unique opportunity to do the right thing now, and at the very least, require the Bethel Project to look out for all who are using the Twin Tower and Collyer Roads, not just their attendees. This is a matter of public safety.

If the widening of Collyer and Twin Tower roads is too costly for the Bethel Project, then approval should not be given.

Respectfully,
Patricia Lenahan

Sent from my iPad

Grove, Bruce

From: Toy, Lily <ltoy@ci.redding.ca.us>
Sent: Monday, February 22, 2016 2:09 PM
To: Grove, Bruce
Subject: FW: Correction

Comment follow up.

Regards-

Lily Toy, CFM
Senior Planner
e-mail: ltoy@cityofredding.org
phone: (530) 245-7231
fax: (530) 225-4495

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City of Redding
Development Services Department
Planning Division
777 Cypress Avenue
Redding, CA 96001
www.cityofredding.org

-----Original Message-----

From: Patricia Lenahan [mailto:p96003@yahoo.com]
Sent: Sunday, February 21, 2016 11:26 AM
To: Toy, Lily
Cc: Alice Forbes
Subject: Correction

I am writing to correct the incorrect spelling of "earning" in my previous correspondence. I apologize for the error of spelling it as earring.

Patricia Lenahan

Sent from my iPad

Grove, Bruce

From: Toy, Lily <ltoy@ci.redding.ca.us>
Sent: Monday, February 22, 2016 2:09 PM
To: Grove, Bruce
Subject: FW: Comments on Bethel Church Project

Comment received.

Regards-

Lily Toy, CFM
Senior Planner
e-mail: ltoy@cityofredding.org
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Planning Division
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Redding, CA 96001
www.cityofredding.org

From: Alice Forbes [mailto:caddie94@sbcglobal.net]
Sent: Sunday, February 21, 2016 9:50 PM
To: Patricia Lenahan; Toy, Lily
Subject: Re: Comments on Bethel Church Project

Thanks for sharing Patti! Well written and now we all need to do one on the water; quality of life and property values - at least request that they analyze what might happen to our property values with this project versus only a subdivision being built there - much different impacts. I am going to do a flyer urging folks to speak up because I believe the more folks who speak out the more seriously they will consider the concerns. Alice

On Sunday, February 21, 2016 11:20 AM, Patricia Lenahan <p96003@yahoo.com> wrote:

Name : Patricia Lenahan
Mailing Address: 19398 Posey Lane
Redding
Phone Number: 530 276-7884
Email; p96003@yahoo.com

Comments:

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Schedules have been provided so that we can "schedule" our comings and goings. How many times have you had to make a quick trip to the store for a couple of items? How many times have you had to quickly rush someone to the ER due to a home injury? How many times have you gotten the call that an elderly parent has fallen and needs your help immediately? These trips cannot be scheduled. And really? Why are we being asked to rearrange our lives?

I think if the planning is indeed, "planning" then the widening of roads needs to happen before the project is complete. Why approve this project with limited street improvements? If the investment being made into the facilities is for the intent of healing and enriching people's lives, how can you justify that this neighborhood is in any way going to be healed and enriched by the amount of traffic one will have to negotiate to get in and out?

I grew up in Redding. I attended elementary school, middle school, high school, and colleges, earning my degrees locally. My dad worked in downtown Redding when there was still a Main Street and parades could be celebrated in front of businesses. Then the mall came, and changed the very personality of downtown Redding. I'm sure the Planning Commission thought it was a great idea. I have watched the Mt. Shasta Mall, over the years, and the surrounding Dana Drive businesses grow. I have been on Cypress Avenue at five o'clock.

There is no perfect group or individual who can foresee the outcome of each decision. We live in an age where computer projections can give a visual representation of what a project is going to look like. Traffic studies can be made to determine what roads need to be widened, or improved. It is usually after the fact, after a fatality, that real change begins to happen. You have the unique opportunity to do the right thing now, and at the very least, require the Bethel Project to look out for all who are using the Twin Tower and Collyer Roads, not just their

attendees. This is a matter of public safety.

If the widening of Collyer and Twin Tower roads is too costly for the Bethel Project, then approval should not be given.

Respectfully,
Patricia Lenahan

Sent from my iPad

Grove, Bruce

From: Toy, Lily <ltoy@ci.redding.ca.us>
Sent: Monday, February 22, 2016 2:08 PM
To: Grove, Bruce
Subject: FW: Bethel Church Project

Bruce-

Public comment received.

Regards-

Lily Toy, CFM
Senior Planner
e-mail: ltoy@cityofredding.org
phone: (530) 245-7231
fax: (530) 225-4495

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Development Services Department
Planning Division
777 Cypress Avenue
Redding, CA 96001
www.cityofredding.org

-----Original Message-----

From: Patricia Lenahan [mailto:p96003@yahoo.com]
Sent: Monday, February 22, 2016 7:54 AM
To: Toy, Lily
Subject: Bethel Church Project

Name: Patricia Lenahan
Address: 19398 Posey Lane
Redding

Length of time at this residence: 16 years

E-mail: p96003@yahoo.com

Phone: 530 276- 7884

Employment Status : Full time elementary school teacher, in my 19th year,

Comments:

It is my understanding that EIR's are multifaceted in their scope of assessing the impact of a project on the natural physical environment (land/property), as well as how the project significantly affects the quality of the human environment.

I also understand that decision makers and stakeholders balance the need to implement an action with its impacts on surrounding human and natural environment, and that alternative actions need to be a part of their decision making.

I have addressed my concerns about the traffic impact in a previous e-mail. That continues to be my greatest concern. In continuing to review the map of the proposed project, I see that the area is sufficient to incorporate the structural facilities, and the seemingly unlimited parking space. There is ample land for the widening of both Twin Tower and Collyer Roads to 4 lanes. It would seem prudent to add these at this time before development takes place, and the property is encumbered.

I recall at the first meeting that I attended, there were reassurances by the Bethel Staff present, that the traffic would be mitigated and reduced by carpooling of their attendees. The more detailed maps that have emerged, seem to depict that carpooling is not a priority, merely by the number of parking spaces. Although, the color project brochure states "onsite surface parking totaling 1,851 parking spaces (1,766 spaces and an 85 space overflow lot.), the black and white City of Redding Report to Redding Planning Commission, 4 page meeting notes, has a map of the parking surface that shows Zone 1, 316 spaces; Zone 2 , 234 spaces; Zone 3, 307 spaces, Zone 5, 361 spaces, totaling 1,218 spaces. There is no Zone 4 on the map and there are an estimated 900 spaces marked as far as the map shows on the North side. That is greater than the 1,851 spaces stated. What exactly are the number of parking spaces, and if they are not adequate for the amount of attendees, will overflow parking be expected in the neighborhood, on a regular basis, causing a greater probability of vehicular or pedestrian accidents? The projected full enrollment is 3,000 with a staff of 86. There are not enough current marked proposed parking spaces for that number of attendees, even with staggered class times. There is the possibility that some may commute by bicycle, necessitating a bicycle lane on both Collyer and Twin Tower. Are there proposed bike racks? Will there be at least two individuals per vehicle? How will that be monitored and/or regulated? Will parking permits be required?

If parking flows onto the neighborhood streets, who will monitor that? Will the RPD be responding and ticketing any vehicle parked on a neighborhood street?

Have the Gateway and Foothill school districts been contacted as to their bus route schedule on Twin Tower and Posey? Currently buses come in on Twin Tower and turn on Posey then turn around. How in the world will a full size school bus navigate heavy traffic and narrow lanes of traffic to facilitate their current and future bus routes? There are children and high school students currently standing on the corner of Twin Tower and Collyer each morning to catch their buses as well.

These are all concerns that need to be addressed and remedied.

Again, Twin Tower and Posey are the only entrance and exit points for the residents of the subdivision to the east of Twin Tower. There is no other way in or out.

Patricia Lenahan

Sent from my iPad



**PUBLIC SCOPING
SUGGESTIONS/COMMENTS**

**Bethel Church of Redding Collyer Drive Campus Planned Development Project
(PD-2015-00304)
Environmental Impact Report**

PUBLIC COMMENT PERIOD: January 26, 2016 – March 11, 2016
COMMENT DEADLINE: March 11, 2016 at 5:00 p.m.

NOTE: Name, address and phone number are not required in order to provide a comment. You are not limited to utilizing this comment card and comments may be submitted to the City in any written manner.

Name: ALICE FORBES

Agency (if applicable):

Mailing Address: 19380 POSEY LANE

Phone Number: 242-1597

Email: caddie94@sbcglobal.net

Comments (continue on back):

• WATER - NEED CLOSURE ON WHAT THE MITIGATION WILL BE AFTER THIS PROJECT. THE PRESSURE IN THE POSEY SUBDIVISION HAS BEEN STEADILY DECREASING! THIS IS UNACCEPTABLE TO THE OWNERS. WE WILL BE CONTACTING BELLA VISTA WATER DISTRICT RE: THIS DEVELOPMENT. THE DISTRICT CONTACTED US WHEN MCDILDA WAS GOING TO HIS SUBDIVISION BUT HAS NOT CONTACTED ANYONE REGARDING THIS PROJECT - I WONDER WHY?!

• TRAFFIC - GOING TO A LEVEL OF SERVICE "F" ON POSEY LANE FROM THE LOS "A" WE CURRENTLY HAVE - TOTALLY UNACCEPTABLE - MAJOR IMPACT ON OUR QUIET SUBDIVISION

Submit this card or other written comments to:

PROPERTY VALUES!

(OVER)

CITY OF REDDING
DEVELOPMENT SERVICES DEPARTMENT
Planning Division
777 Cypress Avenue
Redding, CA 96001
Attention: Lily Toy, CFM, Senior Planner
Email: ltoy@cityofredding.org
Fax: (530) 225-4495

Comments (continued):

TRAFFIC (CONT): WHAT ABOUT NEIGHBORS WHO ARE NOT BETHEL CHURCH MEMBERS? HOW WILL THEIR INGRESS / EGRESS WORK ON SUNDAYS SO THAT THEY CAN GET TO THEIR RESPECTIVE CHURCHES.

PARKING: HAS BEEN A MAJOR IMPACT ON A COUPLE OF OCCASSIONS ALREADY. THIS MUST BE ADDRESSED AS TO WHAT IS GOING TO BE DONE TO DEAL WITH THIS FOR RESIDENTS IN THE AREA.

TRAFFIC IS ALREADY A HUGE ISSUE ON THE OFF-RAMP ON SUNDAYS. I HAVE SEEN TRAFFIC BACKED UP ONTO THE I-5/299E OFF-RAMP. IT HAS TAKEN AS MUCH AS 20 MINUTES TO GET THE OFF-RAMP TO COME HOME. THIS IS WITH ONLY THE COLLEGE VIEW FACILITY - WHAT WILL IT BE LIKE WITH EVERYONE COMING TO THE TWO SITES - COLLEGE VIEW AND COLLYER. THIS IS A MAJOR TRAFFIC ISSUE.



PUBLIC SCOPING SUGGESTIONS/COMMENTS

Bethel Church of Redding Collyer Drive Campus Planned Development Project
(PD-2015-00304)
Environmental Impact Report

PUBLIC COMMENT PERIOD: January 26, 2016 – March 11, 2016
COMMENT DEADLINE: March 11, 2016 at 5:00 p.m.

NOTE: Name, address and phone number are not required in order to provide a comment. You are not limited to utilizing this comment card and comments may be submitted to the City in any written manner.

Name: ALICE FORBES

Agency (if applicable): NEIGHBOR

Mailing Address: 19380 POSEY LANE

Phone Number: 242-1597

Email: caddie94@sbcglobal.net

Comments (continue on back):

* CUMULATIVE IMPACTS:

WILL THIS EIR CONSIDER THE ADDITIONAL IMPACTS OF THE PROPOSED SUBDIVISION THAT IS PLANNED TO THE NORTH OF THE BETHEL PROPERTY? WE KNOW THAT THERE WILL BE POTENTIALLY BE MORE MAJOR IMPACTS!

(OVER)

Submit this card or other written comments to:

CITY OF REDDING
DEVELOPMENT SERVICES DEPARTMENT
Planning Division
777 Cypress Avenue
Redding, CA 96001
Attention: Lily Toy, CFM, Senior Planner
Email: ltoy@cityofredding.org
Fax: (530) 225-4495

Comments (continued):

o WILL PROPERTY VALUES IN THE IMMEDIATE NEIGHBORHOOD BE ADDRESSED ANY WHERE IN THE DOCUMENT ?

o HOW DID ZONING CHANGE FROM SUBDIVISION/RESIDENTIAL TO ALLOW CONSTRUCTION OF A HUGE CHURCH WITH MAJOR IMPACTS? NO LETTERS WERE SENT TO VALIDATE THE ZONING CHANGE? (FROM THE CITY?)

Grove, Bruce

From: Toy, Lily <ltoy@ci.redding.ca.us>
Sent: Tuesday, February 23, 2016 3:30 PM
To: Grove, Bruce
Subject: FW: PD-2015-00304 Bethel Development

Bruce-

Here's some questions received for Bethel.

Regards-

Lily Toy, CFM
Senior Planner
e-mail: ltoy@cityofredding.org
phone: (530) 245-7231
fax: (530) 225-4495

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Planning Division
777 Cypress Avenue
Redding, CA 96001
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From: xray laurie [mailto:xrayuall@yahoo.com]
Sent: Tuesday, February 23, 2016 3:23 PM
To: Toy, Lily
Subject: PD-2015-00304 Bethel Development

Dear Lily:

I am a homeowner adjacent to the proposed building site.

1. Is this development preventable?
2. If we neighbors have ANY Say in this; I respectfully request that the very least Bethel can do to reduce animosity, is to avoid excessive traffic on Collyer drive by the creation of a private exit/entry directly from hwy 299E!
3. Are they proposing any sound barrier? That too would be a neighborly consideration.
4. Our well established neighborhood will be forced to endure excessive dust from the construction process besides noise pollution, as well as re-route to reach our homes, so I would like to know how long this TOTAL development is expected to take?

Laurie Ablett

Grove, Bruce

From: Toy, Lily <ltoy@ci.redding.ca.us>
Sent: Wednesday, February 24, 2016 3:19 PM
To: Grove, Bruce
Subject: FW: Bethel expansion

Hi Bruce-

Here's a comment submitted yesterday.

Regards-

Lily Toy, CFM
Senior Planner
e-mail: ltoy@cityofredding.org
phone: (530) 245-7231
fax: (530) 225-4495

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Redding, CA 96001
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From: dw-tw@charter.net [mailto:dw-tw@charter.net]
Sent: Tuesday, February 23, 2016 9:26 PM
To: Toy, Lily
Subject: Bethel expansion

Dear Ms. Toy,

Regarding the Bethel Church plans for their new campus on Collyer Drive and the EIR reports being prepared for the project. I have attended the first two community meetings held at the Senior Citizens Center on College View Dr. and after those meetings and comments from interested parties as well as the media I have come away with the impression that this project is going to be built regardless of anything an EIR might say. Of course I wish the Church success in their endeavor to expand, however I do not think the issue of traffic flow has been thoroughly reviewed by un-biased parties. It seems as though all of the Bethel people as well as the City of Redding people believe the issue of traffic flow and congestion in and around the neighborhood will be only a minor inconvenience for surrounding residents and will be mitigated by a few left turn turnouts and perhaps another traffic light at Churn Creek and Collyer. I cannot imagine the traffic exiting after one of their meetings or services or school classes onto Collyer Dr. knowing that the building and parking area will be able to accommodate approximately 500 more people than the Civic auditorium. Have you ever attended a public function

at the Civic or the Redding Rodeo and tried to get out with all of the other attendees? Yes, the traffic does flow somewhat smoothly as people make their way to the Hwy 44 onramps, but generally that traffic flow is directed by RPD and their cadets to keep the cars moving in the right direction. Right now on Churn Creek Rd. at certain times of the day you can be backed up in traffic from the light at Little Country Church down Churn Creek past Bodenhamer, just due to parents coming and going to pick up children at Boulder Creek School. Collyer Dr. was never meant to handle the amount of vehicles that will dump out onto it from the Bethel Campus, where can they go? East to Old Oregon Trail and then maybe Hwy 299 E or West to Churn Creek Rd. and maybe then Hwy 299 W or on south on Churn Creek and further congestion on Churn Creek all the way to Dana and that traffic mess. Adding a few left turn turn outs to Collyer is not going to alleviate the congestion East and West on Collyer. More than likely if the left turn lanes are similar to the usual left turn pockets planned by the City they will be too short resulting in cars backing back onto thru lanes inhibiting traffic flow such as can be found at Churn Creek and Dana and Friendly and Dana as well as others around our lovely city. Traffic flow and congestion has got to be the number one problem with this project and unless the road is widened, and I know there is a bridge on Churn Creek to take into consideration, and more traffic signals are added which will make Churn Creek worse, I don't see how this can go forward. I know there are other agencies involved in building a bridge over Hwy299 to Shasta View, but that seems to be the most logical solution to this traffic problem, and very costly for sure. I am sure you have heard this argument before and I have heard it from others in our community that the City and Bethel Church are going to go forward with this regardless of these seemingly obvious problems. Like I mentioned above I have attended the first two meetings regarding this project at the Senior Center and my take away was the problems with the traffic will be mitigated as they come up which is so typical of the City of Redding. Do we really need to create another Cypress-Hilltop boondoggle or Dana-Churn Creek mess? I understand that the answers may not be inexpensive but please don't create another nightmare traffic problem just for the sake of getting the Bethel Church campus built. I am well aware that Bethel Church has become a major player in our fair city, but that shouldn't give them a pass on the EIR regarding traffic congestion. Please Ms Toy can't we use some common sense before it is too late? Thank you for listening to my views.

Respectfully Yours:
Richard W. Wolcott

Grove, Bruce

From: Toy, Lily <ltoy@ci.redding.ca.us>
Sent: Wednesday, February 24, 2016 3:05 PM
To: Grove, Bruce
Subject: FW: Bethel Church

Hi Bruce-

Here's a comment I received today from a concerned citizen.

Regards-

Lily Toy, CFM
Senior Planner
e-mail: ltoy@cityofredding.org
phone: (530) 245-7231
fax: (530) 225-4495

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From: Chris Bradley [mailto:reddinginkstation@att.net]
Sent: Wednesday, February 24, 2016 12:12 PM
To: Toy, Lily
Subject: Bethel Church

Name: Christine Bradley

Agency (if applicable): N/A

Mailing Address: 19235 Snowburst Court Redding, CA 96003

Phone Number: 241-3856

Email: reddinginkstation@att.net

I wanted to comment on the planned development project, Bethel Church.

I do not want this massive project to be approved by the city. I have great concerns of the traffic it will cause and I can only imagine not being able to exit my neighborhood on any given day at certain times without waiting for 1,800 cars exiting the campus.

If there was an emergency and people are attempting to get out of the area, this would be a catastrophe, I know the likelihood of such a thing is remote, but I feel it should be addressed.

The water issue is another great concern, as I was uneasy last summer about the Bella Vista water district of running out of water and if they were not able to purchase from another source, I can't imagine the increased restrictions that would have been imposed. Are there any guarantees for future water sources?

Additionally I am concerned about the property values being affected, I can say if I knew of this project at the time of purchasing my home, I would have not moved forward in buying this property because of the added traffic and noise. I would also think that the city should look at the loss in property taxes revenue for the area.

What will happen to the current campus and the civic center? Will they be left vacant? And should they be become vacant properties, what will be the ramifications from this?

I don't know the procedures or if my concerns are responded to by the city but I hope to hear back and again I do not want this project moving forward.

Thank you

Chris Bradley

Grove, Bruce

From: Toy, Lily <ltoy@ci.redding.ca.us>
Sent: Thursday, February 25, 2016 11:28 AM
To: Grove, Bruce
Subject: FW: Proposed Bethel Campus on Collyer Dr.

Public comment below.

Regards-

Lily Toy, CFM
Senior Planner
e-mail: ltoy@cityofredding.org
phone: (530) 245-7231
fax: (530) 225-4495

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Development Services Department
Planning Division
777 Cypress Avenue
Redding, CA 96001
www.cityofredding.org

From: Walt Swift [mailto:Walt@swiftproperties.net]
Sent: Thursday, February 25, 2016 11:27 AM
To: Toy, Lily
Subject: Proposed Bethel Campus on Collyer Dr.

Dear Ms Toy,

My wife and I reside at 843 Paramount Way located off of Posey and Twin Tower and we are greatly concerned about the certain traffic increase on Twin Tower and Collyer Drive. We would appreciate it if you could present this concern at the next planning meeting.

As I understand the proposal ALL egress points from the campus parking lot empty onto Twin Tower which will create a solid stream of vehicles at the end of services and/or the end of the day. This traffic will make it very difficult for anyone wishing to leave our tract by way of Twin Tower where entering the flow of vehicles will be death defying without a signal to stop the oncoming traffic.

In our opinion there must be both ingress and egress points from and to Collyer Drive. In addition Collyer Drive should be made into a four lane road with two lanes heading east and two lanes headed west, otherwise in addition to Twin Tower, Collyer will become a constant parade of vehicles.

It's too late now, but the subject property really should be bordered on four sides with roads and driveways so that people leaving the campus could travel in all directions. As proposed almost all traffic will be headed west

onto Collyer when leaving the campus and only a few will head east to Old Oregon Trail. In a perfect world an overpass for an extension of Shasta View Drive would also provide and badly needed escape route.

A third issue is the anticipated increase in traffic noise in what is currently a nice quiet residential community.

Thank you for your time and attention.

Walt and Sheila Swift

843 Paramount Way

Redding, CA 96003

TO: Lily Toy
via fax
FROM: Holsten (Posey Ln)



pg 1 of 2

PUBLIC SCOPING SUGGESTIONS/COMMENTS

Bethel Church of Redding Collyer Drive Campus Planned Development Project
(PD-2015-00304)
Environmental Impact Report

RECEIVED
FEB 26 2016
BY:

PUBLIC COMMENT PERIOD: January 26, 2016 – March 11, 2016
COMMENT DEADLINE: March 11, 2016 at 5:00 p.m.

NOTE: Name, address and phone number are not required in order to provide a comment. You are not limited to utilizing this comment card and comments may be submitted to the City in any written manner.

Name: STEVE & CAROL HOLSTEN (CORNER OF POSEY @ RINCON)

Agency (if applicable): N/A

Mailing Address: 19307 Posey Ln. 96003-9536

Phone Number: 247-1583

Email: 2blindcows@gmail.com
or steve-carol@charter.net

Comments (continue on back): HELLO LILY - Re: Bethel project.
WE WOULD LIKE TO SUGGEST THAT AT LEAST ONE "NO OUTLET" SIGN BE INSTALLED ON POSEY AT TWIN TOWER. YEARS AGO THERE WAS ONE ON TWIN TOWER AT POSEY, BUT IT HAS DISAPPEARED. POSEY LANE FEEDS:

- a) CALLY CT... 3 duplex's and 20 FOUR PLEX BUILDINGS, = 66 units
- b) PARAMOUNT WAY... 27 Single family homes,
- c) RINCON WAY... 8 Single family homes, and
- d) POSEY LANE... 22 Single family homes. (includes "Flag" lots.)

THAT IS 140+ RESIDENCES WITH NO OUTLET OTHER THAN TWIN TOWER VIA POSEY. WITH BETHEL HAVING AN EXIT FROM THEIR SITE "ONTO" OR "AT" POSEY, THERE NEEDS TO BE A SIGN WARNING VEHICLES LEAVING THE BETHEL SITE THAT THERE IS "NO OUTLET" via POSEY LANE. Please!

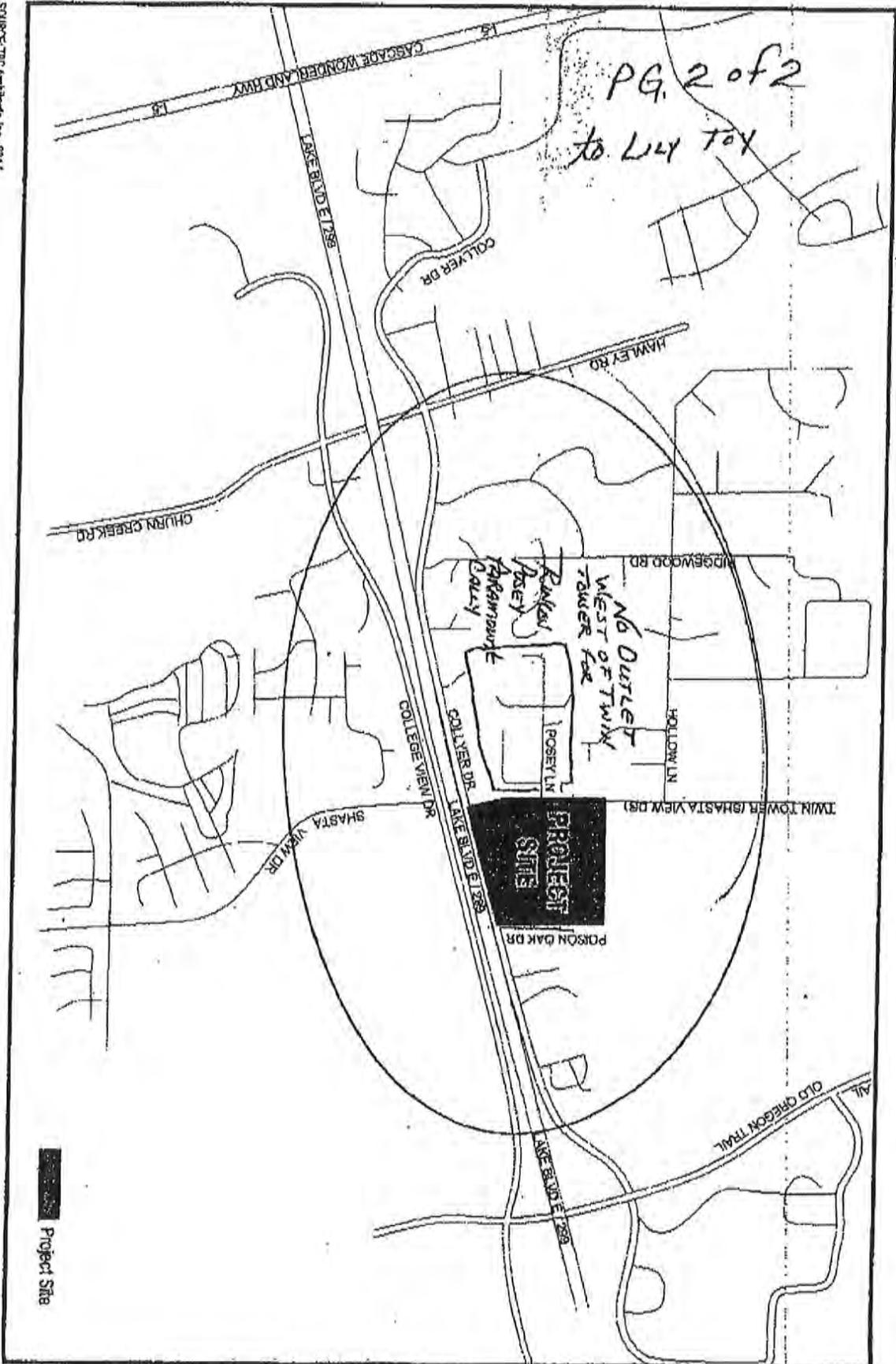
Submit this card or other written comments to:

CITY OF REDDING
DEVELOPMENT SERVICES DEPARTMENT
Planning Division
777 Cypress Avenue
Redding, CA 96001
Attention: Lily Toy, CFM, Senior Planner
Email: ltoy@cityofredding.org
Fax: (530) 225-4495

Thank you,
Steve Holsten
STEVE HOLSTEN



SOURCE: TIC Architects Inc., 2014



BETHEL CHURCH OF REDDING
COLLYER DRIVE CAMPUS
PLANNED DEVELOPMENT (PD-2015-00304) BR

Site Vicinity

Figure 2

Grove, Bruce

From: Toy, Lily <ltoy@ci.redding.ca.us>
Sent: Friday, February 26, 2016 4:06 PM
To: Grove, Bruce
Subject: FW: Bethel Planned Building Project

Hi Bruce-

Here's one from a private citizen.

Regards-

Lily Toy, CFM
Senior Planner
e-mail: ltoy@cityofredding.org
phone: (530) 245-7231
fax: (530) 225-4495

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Development Services Department
Planning Division
777 Cypress Avenue
Redding, CA 96001
www.cityofredding.org

From: Manuel, Kent
Sent: Friday, February 26, 2016 1:58 PM
To: dhiner@scoutexec.com
Cc: Toy, Lily
Subject: RE: Bethel Planned Building Project

Dear Ms. Hiner.

Thank you for providing information regarding your concerns on this project. I trust that you realize that an Environmental Impact Report (EIR) is being prepared on this project. The EIR will address traffic impacts as well as other impacts. You can get more information on the project on the City's website (www.cityofredding.org) by going to Departments>Planning>Projects. Here is a link to a fact sheet <http://www.cityofredding.org/home/showdocument?id=8317> and to the "projects" page: <http://www.cityofredding.org/departments/development-services/planning/projects>. There is no question that the nature of traffic in this area will change if the project is approved. I would say that looking at the proposed class schedule, however, there is not anticipated to be continuous school or church related traffic for the 5 or 6 hours a day noted.

Since your purchase of the property has probably not made it to the latest assessment roles that we use to notify property owners of the project, I will ask Lily to manually add you to the mailing list. In addition to her email information above, her phone number is 530.245.7231 if you have further questions.

Kent

Kent Manuel, Planning Manager
Development Services Department
777 Cypress Ave.
Redding, CA 96001
530.225.4029

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From: dhiner@scoutexec.com [<mailto:dhiner@scoutexec.com>]

Sent: Thursday, February 25, 2016 2:50 PM

To: Manuel, Kent

Subject: Bethel Planned Building Project

Dear Mr.Manuel,

It has come to our attention that there is a planned building of Bethel Church on the corner of Twin Tower which is just a block up the street from a home we are in a the process of purchasing.

The folks in this Neighborhood are VERY concerned about the impact that the church will have on the Street and Neighborhood. We have no other inlet or outlet but Twin Towers, and the impact of having 3000 people a day using this facility

will make it impossible for us to come and go from our neighborhood without waiting through long lines of traffic. This could also pose a danger in the event of an emergency for emergency vehicles to gain access. Apparently thier will be periods of time between 5-6 hours everyday when is may not be possible to get in and out due to traffic levels. Also water Quantity and Quality and pressure The impact to our Nieghborhood is serious and we expect to be heard!

Please consider the impact and help us to mitigate these problems !

Deb Hiner
19424 Posey Ln

Grove, Bruce

From: Toy, Lily <ltoy@ci.redding.ca.us>
Sent: Monday, February 29, 2016 12:45 PM
To: Grove, Bruce
Subject: FW: Bethel Church expansion on Collyer

Good morning Bruce-

Here's a comment received via email.

Regards-

Lily Toy, CFM
Senior Planner
e-mail: ltoy@cityofredding.org
phone: (530) 245-7231
fax: (530) 225-4495

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Planning Division
777 Cypress Avenue
Redding, CA 96001
www.cityofredding.org

From: plwoop@aol.com [mailto:plwoop@aol.com]
Sent: Sunday, February 28, 2016 9:21 AM
To: Toy, Lily
Subject: Bethel Church expansion on Collyer

I am opposed to converting the 39 acre parcel, which is important wildlife habitat, to a development that would destroy said habitat.. not to mention ruin the neighborhood. We have no future if we don't protect wild places and do everything we can to support the environment and give sanctuary to birds and bees and all the other wildlife that have lived there forever.

Please look for a spot that is already part of the concrete jungle

Thanks you for your consideration

Peggy Elwood
530-243-7358



**PUBLIC SCOPING
SUGGESTIONS/COMMENTS**

**Bethel Church of Redding Collyer Drive Campus Planned Development Project
(PD-2015-00304)
Environmental Impact Report**

PUBLIC COMMENT PERIOD: January 26, 2016 – March 11, 2016
COMMENT DEADLINE: March 11, 2016 at 5:00 p.m.

NOTE: Name, address and phone number are not required in order to provide a comment. You are not limited to utilizing this comment card and comments may be submitted to the City in any written manner.

Name: *DAVID W. DOWSEAN*

Agency (if applicable):

Mailing Address: *641 Yolla Bolly Trail, REDDING, CA 96003*

Phone Number: *268-553-8244 (CELL)* Email: *David.Dowsean@gmail.com*

Comments (continue on back):

THE AMOUNT OF TRAFFIC EXITING BETHEL'S FACILITY AND GOING DOWN COLLEGE VIEW THEN ONTO CHURN CREEK CAUSES SIGNIFICANT PROBLEMS FOR THOSE EXITING GOLDEN GATE, PALACIO, BODENHAMMER ONTO CHURN CREEK. THIS ALSO RESULTS IN SIGNIFICANT TRAFFIC BACK UP AT THE SIGNAL LIGHTS AT BODENHAMMER AND CASHY. THERE ARE NO SIGNALS OR STOP SIGNS BETWEEN COLLEGE VIEW AND BODENHAMMER ON CHURN CREEK. THIS MAKES EXITING ONTO CHURN CREEK FROM GOLDEN GATE AND PALACIO DIFFICULT AT BEST AND DANGEROUS. AN INCREASE IN TRAFFIC GENERATED BY THIS PROJECT WILL MAKE AN ALREADY BAD SITUATION MUCH WORSE.

Submit this card or other written comments to:

EVER

CITY OF REDDING
DEVELOPMENT SERVICES DEPARTMENT
Planning Division
777 Cypress Avenue
Redding, CA 96001
Attention: Lily Toy, CFM, Senior Planner
Email: ltoy@cityofredding.org
Fax: (530) 225-4495

Comments (continued):

Also, Boulder Creek Elementary School play grounds backs up to Churn Creek Road. Parents park there to watch sporting activities; children knock balls over the fence onto Churn Creek Road, chase them. This area needs no more traffic and the 45 mph speed limit should be reduced.

2:27-16



DEAR MS. TOY,

WE HAVE ALREADY SEEN AND EXPERIENCED THE TRAFFIC CONGESTION BACK-UP ON CHUDN CRK. RD. FROM BETHEL CHURCH'S VARIOUS ACTIVITIES.

WE, IN THIS NEIGHBORHOOD, ARE EVEN LESS ABLE TO HANDLE THAT VOLUME OF TRAFFIC. TWIN TOWER ROAD IS OUR ONLY ACCESS TO OUR HOMES.

PLEASE CONSIDER THIS CAREFULLY AND ACT ACCORDINGLY ON OUR BEHALF.

WE DON'T NEED NOR DO WE WANT THESE PROBLEMS. YOUR RESPONSE WOULD BE GREATLY APPRECIATED.

RESPECTFULLY YOURS,
DENNIS AND ELLEN
HILL

856 PARAMOUNT WAY
REDDING, CA. 96003

Grove, Bruce

From: Toy, Lily <ltoy@ci.redding.ca.us>
Sent: Tuesday, March 01, 2016 5:17 PM
To: Grove, Bruce
Subject: FW: Bethel Church of Redding PD-2015-00303

Hi Bruce-

Here's one for you.

Regards-

Lily Toy, CFM
Senior Planner
e-mail: ltoy@cityofredding.org
phone: (530) 245-7231
fax: (530) 225-4495

Tell us how we are doing by taking our [60 SECOND SURVEY!](#)



City of Redding
Development Services Department
Planning Division
777 Cypress Avenue
Redding, CA 96001
www.cityofredding.org

From: Steve & Carol Holsten [mailto:2blindcows@gmail.com]
Sent: Tuesday, March 01, 2016 5:10 PM
To: Toy, Lily
Subject: Bethel Church of Redding PD-2015-00303

Hello Lily,

I would like the city to consider a request to have Bethel Church and Bella Vista Water District work together to ease the fears of **MOST** of the current residents regarding water pressure and water volume in the project area. As you know, **WATER** is a common concern and as residents, it should be **PROVEN** to us that 'pressure and flow' is not inadequate, both before and after the project is completed.

I propose that the City require water pressure and water volume tests be performed in the project area and that those tests be done by Bella Vista Water District (or by a dis-interested outside contractor) with the costs being paid by Bethel Church. Tests should be done at random residential locations at the 'curb meter', and in the adjacent residence, and on alternate sides of the streets in the project area to prove that there are no existing water pressure or flow problems before one shovel of dirt is turned. These tests should be compared to similar 'readings' at City of Redding residential water utility customers to help insure that Bella Vista Water District can actually provide water as needed to **ALL** in the project area.

In the likely event that the Bethel Church project proceeds and upon completion, the SAME locations and tests should be completed after construction to 'silence and to prove' to Bella Vista Water District customers that the Bethel Church project has not 'robbed' us of water pressure OR volume. And, no Certificate of Occupancy to Bethel Church unless and until it is proven that water pressure and volume have not been negatively impacted.

I am suggesting this to you because in the last several days MANY residents have voiced concerns to us regarding water pressure and volume here in our area. Our actual experience is not unlike that of other "long term residents". We moved in 14 years ago and NEVER experienced a noticeable variation in water pressure or water volume when we first moved in and were using multiple faucets or fixtures at one time. In recent years, the biggest example again is not unlike our neighbors ... if one person is in the shower and another person in the home flushes a toilet or turns on a sink faucet, there is an absolutely noticeable immediate drop in the water flow both pressure and volume. This problem has existed for a few years.

Sincerely,
Steve Holsten
19307 Posey Lane
Redding 96003-9536
530-247-1583
2blindcows@gmail.com

Grove, Bruce

From: Toy, Lily <ltoy@ci.redding.ca.us>
Sent: Wednesday, March 02, 2016 7:59 AM
To: Grove, Bruce
Subject: FW: Bethel new campus

Hi Bruce-

Here's a public comment received yesterday.

Thanks!

Regards-

Lily Toy, CFM
Senior Planner
e-mail: ltoy@cityofredding.org
phone: (530) 245-7231
fax: (530) 225-4495

Tell us how we are doing by taking our 60 SECOND SURVEY!

City of Redding
Development Services Department
Planning Division
777 Cypress Avenue
Redding, CA 96001
www.cityofredding.org

-----Original Message-----

From: Ty Capell [<mailto:flhx1225@icloud.com>]
Sent: Tuesday, March 01, 2016 6:02 PM
To: Toy, Lily
Subject: Bethel new campus

I have lived in Ridgewood Estates off Collyer road for twenty years. I am strongly opposed to Bethel's proposal to build at the corner of Collyer and Twin Tower. The infrastructure is not capable of handling all of the additional traffic without some major restructuring of the roads in this area which the city can't afford. Plus the Bella Vista Water District has already stated that they are unable to supply the necessary water to sustain this project. I have lived in Shasta county since 1958 and I am a voting and taxpaying citizen who is seriously concerned about this project. I feel that when the city deals with Bethel, Bethel gets what Bethel wants and I feel that it's time for that to change. Thank you. Ty Capell

Sent from my iPhone



**PUBLIC SCOPING
SUGGESTIONS/COMMENTS**

**Bethel Church of Redding Collyer Drive Campus Planned Development Project
(PD-2015-00304)
Environmental Impact Report**

PUBLIC COMMENT PERIOD: January 26, 2016 – March 11, 2016
COMMENT DEADLINE: March 11, 2016 at 5:00 p.m.

NOTE: Name, address and phone number are not required in order to provide a comment. You are not limited to utilizing this comment card and comments may be submitted to the City in any written manner.

Name: *Scott Stinson*

Agency (if applicable):

Mailing Address: *930 West Street*

Phone Number: *604-⁵³⁰⁻3960*

Email:

Comments (continue on back):

I have two very important concerns with this proposed project:

- 1) I believe the Bella Vista Water District will have a tough time supplying water to this property and the current users without the need for rationing or other type of cutbacks.*
- and*
- 2) I believe the planned lane changes and additions will be wholly inadequate to handle the additional traffic anticipated for this "country lane". continued-*

Submit this card or other written comments to:

CITY OF REDDING
DEVELOPMENT SERVICES DEPARTMENT
Planning Division
777 Cypress Avenue
Redding, CA 96001
Attention: Lily Toy, CFM, Senior Planner
Email: ltoy@cityofredding.org
Fax: (530) 225-4495

February 29, 2016

City of Redding

Development Services Department

Planning Division

777 Cypress Avenue

Redding, Ca 96001

Attention: Lily Toy, CFM, Senior Planner



RE: BETHEL CHURCH of REDDING COLLYER DRIVE CAMPUS (PO-2015-00304)

My name is Robert Hawk and I reside at

19489 Posey Lane

Redding, CA 96003

(530) 246-9827

Fisherman bob@charter.net

THE CONCERNS I HAVE AS DO MANY OTHERS WHO RESIDE IN MY AREA ARE AS FOLLOWS:

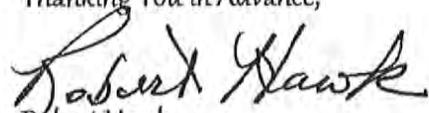
1. PROPERTY VALUES/WATER USAGE
 - a. My house is the first on the corner lot bordering Cally Court. Having recently landscaped both the front and back of my property (2013) in honor of the passing of my wife, I refuse to let my lawn or plants die. My water usage is minimal at the present and yet Bella Vista is still charging me penalties.
 - b. The additional charge assessed for the water needed to keep my landscaping alive does not bother me. I don't know if any of my neighbors are facing the same problem. However, I cannot understand how the constructing of Bethel Church will cause the Bella Vista wells to fill.

II. TRAFFIC

- a. Presently on Twin Towers and Posey Lane the traffic is normal for the number of apartment complexes, duplexes and single-family residences. To increase the traffic would be a deterrent to all residents.
- b. As it stands, Twin Towers is the only entrance and exit for the campus. Trying to get from Posey Lane at peak times (AM) to Collyer Avenue would be impossible. Not only people going to work but school buses picking up students. Sidewalks will be needed for those students being picked up on Collyer in the (AM) and dropped off in the (PM). You only exit left onto Twin Towers causing the reverse function that occurred in the morning. People leaving the campus deciding to go straight onto Posey Lane thinking that there must be another exit. When they find out they are wrong, they use someone's driveway to end the venture. All the cul-de-sacs off Posey look like they could have outlets. In the (AM) the cars would only have to turn left to the campus off Collyer. In the (PM) they have the liberty to turn right & left.
- c. Everyone knows that the traffic is going to increase greatly on Collyer. This will cause hazards to the Christian Church of Christ, Lavender Hills and Sierra Oaks Retirement Communities.
- d. Instead of parking in the provided spaces allotted some will decide to park on Posey Lane, Cally Court or even the upper part of Twin Towers where it dead ends to eliminate fighting the traffic leaving the campus. They would rather walk to and from the campus.
- e. We know that in all probability the project will be approved. I personally feel that Twin Towers should not be used as the entrance and exit for the campus. Collyer should be widened to handle the additional traffic and the speed limit should be reduced to 25 mph for safety reasons. (School Buses & Retirement Homes) The entrance and exit to the church and campus should be placed at the center of the campus off Collyer (4 lanes total). Two to enter and two to exit. Also make lane(s) next to Poison Oak Lane available when needed.

I know there are many additional concerns, but these are some I feel need to be entertained.

Thanking You in Advance,


Robert Hawke

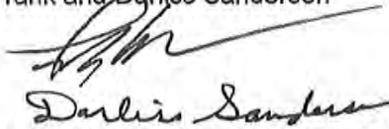
Lily Toy, Senior Planner
City of Redding Development Services Dept.,
Planning Division, 777 Cypress Avenue, Redding, CA 96001

RECEIVED
MAR 13 2016

DEVELOPMENT SERVICES DEPT.

Dear Ms. Toy,

My wife Darliss and I are concerned with the proposed Bethel Church conversion of 39 acres oak grassland at the Collyer and Twin Towers location. In addition to the traffic problems 3000 people per-day will create, this parcel of land provides and important wildlife corridor between Still Water Creek and Churn Creek and habitat for birds and mammals. What measures are being taken to mitigate this critical loss of habitat? The proposed project is on high ground located between two historical salmon/steelhead bearing waterways, Stillwater and Churn Creeks and was most certainly occupied by Native Americans for thousands of years heightening our concerns regarding destruction/disruption of archaeological sites.
Frank and Darliss Sanderson



894 Rincon Way, Redding, CA 96003

Resident and migratory birds observed on and/or directly adjacent to the property associated with the development application (PD-2015-00304)

Greater White-fronted Goose	Red-breasted Sapsucker***
Canada Goose	Nuttall's Woodpecker***
Wood Duck	Downy Woodpecker***
Mallard	Hairy Woodpecker***
Wild Turkey	Northern Flicker***
California Quail***	Willow Flycatcher* ***
Great Blue Heron	Olive-sided Flycatcher***
Great Egret	Pacific-slope Flycatcher***
Green Heron	Black Phoebe***
Turkey Vulture	Ash-throated Flycatcher***
Osprey	Western Kingbird***
White-tailed Kite**	Loggerhead Shrike
Bald Eagle*	Western Scrub-Jay***
Sharp-shinned Hawk***	Yellow-billed Magpie***
Cooper's Hawk***	American Crow***
Red-shouldered Hawk***	Common Raven
Red-tailed Hawk***	Tree Swallow***
American Kestrel	Violet-green Swallow***
Merlin	Northern Rough-winged Swallow***
Peregrine Falcon**	Barn Swallow***
Killdeer	Oak Titmouse***
Ring-billed Gull	Bushtit***
Rock Pigeon	Red-breasted Nuthatch
Band-tailed Pigeon	White-breasted Nuthatch***
Mourning Dove***	Bewick's Wren***
Eurasian-collared Dove***	Ruby-crowned Kinglet***
Great Horned Owl***	Western Bluebird***
Vaux's Swift	Hermit Thrush***
Anna's Hummingbird***	American Robin***
Rufous Hummingbird	Northern Mockingbird***
Lewis's Woodpecker	European Starling***
Acorn Woodpecker***	Cedar Waxwing

Orange-crowned Warbler***
Nashville Warbler
Yellow Warbler
Yellow-rumped Warbler***
Common Yellowthroat
Wilson's Warbler
Western Tanager***
Spotted Towhee***
California Towhee***
Lark Sparrow***
Savannah Sparrow***
Fox Sparrow***
Song Sparrow***
Lincoln's Sparrow***
White-crowned Sparrow
Golden-crowned Sparrow
White-throated Sparrow
Dark-eyed Junco
Black-headed Grosbeak
Lazuli Bunting***
Red-winged Blackbirds
Western Meadowlark

Brewer's Blackbird
Great-tailed Grackle
Brown-headed Cowbird
Hooded Oriole***
Bullock's Oriole***
Purple Finch
House Finch***
Pine Siskin
Lesser Goldfinch***
American Goldfinch***
House Sparrow***

*Threatened and Endangered
**Fully Protected
***Nesting Species

Att: Lily Toy, Senior Planner, City of Redding

Growing Traffic



Traffic in the Redding area has been getting worse and is being compounded and generated by the amount of Bethel students with cars especially in the areas closer to Bethel. The local neighborhoods are being overrun with five to six cars parked in every driveway and streets where the students live. It's making our nice neighborhoods look like there are boarding houses. The amount of traffic, speed and the manner in which these students drive are stressing our neighborhoods. Many people can no longer walk their children, pets or ride a bike safely without the fear of being run over or having to maneuver quickly out of the way of the speeding vehicles not obeying the speed limits.

Besides speeding is the amount of traffic and congestion these students cause in local neighborhoods when they have their "meetings" is ridiculous. They have up to fifteen to twenty cars parked in neighborhoods sometimes twice a week with multiple meetings on one street. The neighbors are left to fend for parking spaces in front of their own houses.

When living in any state after 2 months you are required to get a license in that state including registering your vehicle in that state. Many of these vehicles have out of state plates.

It would also be nice to find out if the students are taking jobs from our local students. If they are from out of the United States this is a problem. It would also be nice to know if all these houses are charging these students rent and are declaring this money to the IRS. These houses are being used as boarding houses. Do you need a permit or license for a boarding house? Does the County of Shasta or the City of Redding regulate the amount of people living in these private homes causing the traffic problems?

As one of these people who have asked them to slow down only to be flipped off and called four letter words by both male and female drivers it's now getting out of hand. I am asking that anyone that is fed up with their neighborhoods being overrun by speeding vehicles and littering of our streets, please contact the Redding Police Department and please feel free to call Bethel, who told me it was not their problem they have no control over their students.

Now Bethel wants to build a new facility off Churn Creek on Collyer adding to additional traffic problems only about 2,500 cars a day? We have a speeding problem there already from all the students from Shasta College. Are they going to install speed bumps, overpass and lights to

slow traffic? Is the additional traffic to overflow into nearby neighborhoods, making it more dangerous to walk in the area?

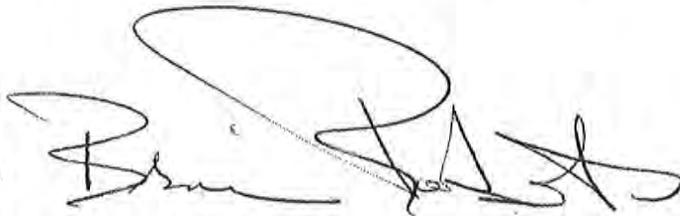
Considering Bethel has a huge facility you would think they could hold these weekly meetings at one of their many facilities and could recommend that their students learn to be better neighbors. Why doesn't Bethel build dorms for their students instead of lowering the prices of our nice neighborhoods? Please call the City of Redding and ask the same questions. Many neighbors are totally fed up with the City of Redding for ignoring a growing problem.

We are invited to meetings and told we may not speak. Write a letter. We send letters to the newspaper who will not print them and to the City of Redding who will not listen. Bethel owns this City and this is a done deal so why is the City pretending to even care what we think. Try asking and listening to the tax payers who were here before Bethel took over and the City let them.

Costco can't build without roads why the hell is Bethel being allowed to? Our water was cut by the City. This is going to be a big drain on water. Will Bethel pay taxes or are they tax exempt? Who is going to foot this bill for the two way road that is already overused by the Shasta College students? The City better come with some plan to keep the traffic off Collyer. We have a hard enough time trying to get out of Ridgewood Estates and off Ridgewood without getting T-Boned by some speeding students.

Sincerely,

Brian Roberts

A handwritten signature in black ink, appearing to read 'Brian Roberts', with a large, stylized flourish above the name.

A longtime resident of the area.

Hi Lily,

Sorry you were not able to open the first email attachment. This one is a PDF and hopefully I've done it correctly to where you can open it. I'm also sending it on a PC.

Let me know if there's a problem opening the attachment

Don Crowover crownoverd@msn.com

Well, that didn't work either. I will try your second method, print, scan & email or if that doesn't work I will mail it.

Don

*That didn't work either; so here it is
through snail mail.*

*Don Crowover
crownoverd@msn.com
530-255-8428*

RECEIVED
MAR 03 2016
DEVELOPMENT SERVICES DEPT.

23 Feb 2016

To: City of Redding, Development Services Department, Planning Division

Reference: Bethel Church of Collyer Dr, Campus Project

Attention: Lily Toy / Kent Manuel



I am a resident living on Hollow Ln, just north of Twin Tower Dr and have read about the plan to build the Bethel Campus. I received a "Suggestions/Comments" sheet to fill out & mail in but felt better about sending my comments in an email.

The traffic on Collyer Dr is relatively busy and fast moving as I drove it yesterday to measure distances. I calculated from my odometer that it's 1/2 mile from the campus to Old Oregon Trail (freeway on ramp) and 0.7 miles to the Churn Creek Bridge (before Hawley Rd). This bridge will be the biggest bottleneck as the Bethel planned widening of Collyer Dr will end at Ridgewood Rd (before the bridge). Turn lanes and widening the roads next to the campus will help but not alleviate traffic problems. If this is the only place for the campus, then I believe the only solution to the traffic situation is to make Collyer Dr a four lane from Hawley Rd to Old Oregon Trail including the Churn Creek bridge. This is the only safe solution.

Today, as I approached the Ridgewood Rd & Collier Dr intersection, I was stopped by a school bus parked on Collier Dr dropping off children. There were cars stopped in both directions on Collyer Dr, obeying the law of flashing lights on the bus. There were other cars parked on Ridgewood & Collier waiting to pick up their children. This was about 3:45 PM and I thought it was a wreck before I got closer. This drop-off needs to be moved or a parking lot built on the south side of Collier Dr.

I also noticed the RABA bus moving quite rapidly with several bus stops on Collyer Dr. I assume it was coming from Shasta College. There will need to be indents in the sidewalk to get the bus off the street for each bus stop.

Posey Ln & feeders have about 78 homes and figuring 2 1/2 persons per property would equal about 195 people. Adding those to the 100's of people coming out of the campus feeding into Twin Tower Dr would easily cause a traffic jam when they all merge onto Collier Dr. Also need a blockade at the North end of Twin Tower Dr and the campus property; otherwise some people will go north on Twin Tower to avoid a traffic jam & speed up Hollow Ln.

With so many students traveling Collier Dr, it would definitely warrant a bike lane from Hawley Rd to Old Oregon Trail.

Thanks for the opportunity to explain how we all can make our neighborhood safe.

Don Crownover crownoverd@msn.com
19340 Hollow Ln, Redding, CA 96003
ph: 530-255-8428

Attention: Lily Joy, Senior Planner



I would like to address several issues regarding the possible impacts on our Ridgewood neighborhood and the quality of life with the Bethal C church development. This project is going to lower our property values. We now have many of the homes becoming rentals with many Bethal students. Street parking makes C.C. & R's a joke. Is there enough driveway for many cars and not enough driveway for them -

If you have ever watched the traffic coming from Bethal Church on a Sunday morning, you would realize the traffic is very heavy. Now get that traffic out on Collyer Drive and try to get out of Ridgewood or even into Ridgewood - The "roundabouts" that are now in Redding do not handle nearly the traffic, that would be in this area (Collyer)

I have lived in several states back East, including Washington D.C. where there were "roundabouts". But there were many more lanes and wider streets built - There were times even there don't work needing to enter or leave -

As I stated before many of these rental homes now house more than the average family size in this area - We are already on water restrictions, where is this extra water to come from without any more - There are 13 new homes going in now that will need more Bella Vista Water -

So please consider these points in regard to the impact on our home values, safety and the quality of our lives, as we do live here - 19331 Lexington Lane

Sincerely,

Dennis Pratt

Dennis L. Pratt

96003

New Bethel Auditorium

Monday, February 29, 2016 11:27 AM

RECEIVED
CITY CLERK'S OFFICE

MAR - 3 2016

BY: _____

COPY TO:	<input checked="" type="checkbox"/> Council	<input checked="" type="checkbox"/> City Manager
	<input type="checkbox"/> Clerk	<input checked="" type="checkbox"/> City Attorney
Other Depts:	<input checked="" type="checkbox"/> Planning Mar	
	<input checked="" type="checkbox"/> Dev Svc Director	
	<input type="checkbox"/> _____	

To: Redding City Council, Gary Cadd
 Cc: Kurt Starman, City Manager
 Cc: Lily Toy, Senior Planner

In November of 2004 my wife and I purchased a newer home with beautiful landscaping on Lewallen Ct. in Redding. We have enjoyed maintaining the property over the years and have kept it in very nice condition. The last couple of years we have been forced to cut back watering and have had to let some things die due to the drought situation. The Bella Vista water system seems to have been hit harder than the Redding system. As is the case with most other residents we try to keep within our allowed usage. However, I recently became aware of the proposed Bethel project on Collyer Dr. I am extremely upset that this project is being considered in light of the water cutbacks in Bella Vista. I would have no objections if it were not for the fact that we must let landscaping die and/or spend thousands to redo it while a massive auditorium is being added to a district that cannot supply enough water to existing residents.

I read in Record Searchlight that a local Realtor stated that we should be looking forward and that this project would increase property values. I am not sure where he thinks property values would increase but if the water issue isn't resolved in Bella Vista it sure won't be in that District.

Ray and Linda Hilburn
 19276 Lewallen Ct.
 Redding, Ca.

Ray Hilburn
Linda Hilburn



**PUBLIC SCOPING
SUGGESTIONS/COMMENTS**

**Bethel Church of Redding Collyer Drive Campus Planned Development Project
(PD-2015-00304)
Environmental Impact Report**

PUBLIC COMMENT PERIOD: January 26, 2016 – March 11, 2016
COMMENT DEADLINE: March 11, 2016 at 5:00 p.m.

NOTE: Name, address and phone number are not required in order to provide a comment. You are not limited to utilizing this comment card and comments may be submitted to the City in any written manner.

Name: Brad + Carol Bind

Agency (if applicable):

Mailing Address: 11522 Vista Del Rio

Phone Number: 241-1550

Email:

Comments (continue on back):

We have no problem with Bethel building on their property. Our concern is being able to get out and also into Ridgewood and Uglyby. The light that is planned for Twin Tower & Collyer will not help our problem when church and school is let out, if they are able to turn right out of Twin Tower on to Collyer. If the light is set so they can not turn right, the problem will still not be solved because of Bethel's other outlets, the one in the front and middle and the one next to Poison Oak Ln. here would still be a steady stream of cars coming down

Submit this card or other written comments to:

CITY OF REDDING
DEVELOPMENT SERVICES DEPARTMENT
Planning Division
777 Cypress Avenue
Redding, CA 96001
Attention: Lily Toy, CFM, Senior Planner
Email: ltoy@cityofredding.org
Fax: (530) 225-4495

Comments (continued):

Collyer. Three way stop signs at Ridgewood and Collyer could be the answer. A round-about would not help. An issue we have now, is that people are driving very fast, coming west down Collyer. These cars are hard to see because of 3 redwood trees that block the view of people coming out of Ridgewood. With traffic increasing, this problem will also increase.

There are a lot of people who live up the Ridgewood area, that are probably not responding to this issue now, because they aren't realizing how much this is going to affect them.



*Noreen Braithwaite
892 Paramount Way
Redding, CA 96003
Mar-7/16
530.229.0331*

City of Redding
DEVELOPMENT SERVICES DEPARTMENT
Planning Division

Att: Lily Toy, CFM, Senior Planner

I am writing in hopes that very serious consideration be made of the inadequate plans Bethel has made to address the traffic problems on Collyer Drive that will arise as the Bethel complex is being developed as well as those occurring when the project is complete: particularly regarding the need to widen Collyer Drive.

Is the city, with our taxes, responsible for widening Collyer Drive when these problems become manifest, which they will, even as the development is in progress? I urge your department to insist that Bethel be held to significantly contribute to expenses inherent in planning to solve this problem before proceeding with the development of their complex, as well as to pledge to help with financial expense of Collyer widening before the city signs off on their plans.

I am aware that my taxes will be helping pay for solving the traffic problems that will further increase on Churn Creek Road and the intersection of Churn Creek Road and Hawley Drive. I understand but, that being said, I do resent my property taxes being used to facilitate the Bethel project without their financial acceptance of a responsibility for the traffic complexities arising on Collyer Drive...and not just the entries and exits directly into their own development.

The problems will obviously severely impact traffic from Churn Creek Road/Hawley intersection past Bethel development and on to Old Oregon Trail. Between the intersection and Bethel the traffic problems will arise for two assisted living residences, those living in apartments (including those in the newly approved large apartment complex being presently built, having been approved by the city) , school bus riders and those using Raba buses, bicyclists and pedestrians, as well as intersections for access to and from adjacent homeowner communities with no other exits and entrances, and can be an impediment to emergency medical and fire response vehicles.

I suggest you and the city counsel members take a ride along that stretch of Collyer with attention to the gulches and the proximity of 299 and think about the expense of how the road can possibly be made truly safe without widening and the expense of doing so. Does Bethel, as a religious institution pay property taxes?insist they contribute to Collyer widening.

With much concern!

Noreen Braithwaite

*P.S. Will the Bethel Development
be required to pay property taxes!!!*

Cecil & Suzan Riggs
844 Paramount Way
Redding CA 96003
E: ske@chasta.com
530.242.5716

March 8, 2016

Lily Toy
Senior Planner
City of Redding
Development Services Dept.
777 Cypress Ave.
Redding CA 96001

Ref: Bethel Church
Planned Building
Collyer Dr. at Twin Towers

Dear Ms. Toy,

We are writing with concerns about the planned development of the property near our home by Bethel Church. There are a number of issues including traffic, road access by local residents, parking, emergency vehicle access and water availability and quality.

Most of the people living on the north side of Highway 299 are familiar with the traffic backups at Churn Creek and College view when events are done at Bethel's current location. Traffic is backed-up all the way back up the hill.

Our development to the immediate west of the subject property consists of single and multi-family homes, all part of the City of Redding, but water is provided by Bella Vista Water District.

Though water was listed last in the first paragraph, it is a major concern. Our area has been hit hard by the drought. Many have lost lawns, gardens and plants. Granted, I was not privy to all that was going on within the Redding City

government last year, but many of us in this area were dismayed when the City sold their extra water to an outside agency/entity while we Redding residents were in dire straits. Adding the demands of a large facility and grounds to the B.V. Water rolls could make it much more difficult for all of us.

As to traffic, we have an indicator from observing traffic at Bethel's present location. A short time ago there was an event or inspection at the property and cars were parked along both the east and west sides of Twin Towers. The remaining traffic lane was narrow. If I had been leaving at that time with our travel trailer I would not have been able to make the right turn from Posey onto Twin Towers. I would have been inconvenienced. But I have been inconvenienced before. Our home is in the Palomar Central Park sub-division. Many of our neighbors are very mature.

What if on that day of parked cars or at the future time an event is letting out and traffic is trying to get onto Collyer from Posey Lane and an emergency response vehicle is delayed getting to our area because of the traffic, with serious results. I mentioned "mature" above. Due to that maturity, in part, ambulances and other emergencies are not unusual in our neighborhood.

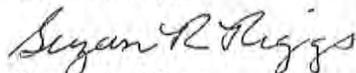
There is a solution that could minimize the problems:

1. Between Old Oregon Trail and Churn Creek widen Collyer drive to four-lanes and have all traffic ingress and egress from the campus onto Collyer Drive
2. Convert this area to City of Redding Water and have the Bethel project remain as a BV Water Company customer.

Respectfully,



Cecil A. Riggs



Suzan R. Riggs

CAR/hoc

Grove, Bruce

From: Tracy Shoemaker <shoemo2@yahoo.com>
Sent: Tuesday, March 08, 2016 11:01 PM
To: ltoy@cityofredding.org
Cc: Tracy Shoemaker
Subject: Proposed Bethel Church Site

Lily Toy
Senior Planner at City of Redding Development Services Dept.
Planning Division
777 Cypress Avenue
Redding, CA 96001

Dear Ms. Toy,

I live at 11549 La Costa Court, Redding, CA 96003-8662. I am writing to you about the negative impact I believe the new construction planned by the Bethel church on Collyer Drive at Twin Towers Drive will have on our neighborhood.

There is no doubt that having prolonged construction and another large campus in our neighborhood will cause the value of our homes to be reduced. I believe the site on Collyer Drive is not the best site for any facility as large as the proposed Bethel campus. They expect 3,000 students to access the site daily which will cause a huge influx of cars and traffic to be added to the Shasta College traffic we already deal with on each school day and night. The traffic congestion at the Civic center caused by 500 less students clearly demonstrates what we will face with an even larger number of students.

I recently survived a terrible accident at Collyer Drive and Ridgewood Road with a young driver racing from the direction of Shasta College toward Hawley Road that totaled my car. There are many curves in Collyer Drive and numerous trees planted along the road. There is also severe congestion when parents park on the roads leading off Collyer Drive each school day when buses pick up/drop off students. This combined with the dangerous speeds drivers use as they drive along Collyer Drive to access CA-299 from Old Oregon Trail and Hawley Road cause all residents of the 100's of homes in our neighborhood unnecessary risk just to get into and out of our subdivision. To add 2,500 to 3,000 cars to that on a daily basis is clearly not safe and will definitely result in more accidents and possibly loss of life.

I understand that the plan does not currently call for the widening of Collyer Drive and only provides for a one lane turn-out on Twin Tower Drive that turns into the proposed Bethel campus. This does not take into account the cars leaving the campus added to the cars of residents which will need to all use the same single lane on Twin Tower Drive to access Collyer Drive. I have also heard that "roundabouts" are proposed at College View Drive and Churn Creek Road and Hawley Road at Collyer Drive. While these might mitigate some of the back up and congestion at high volume traffic times it will do nothing to reduce the high speeds of those drivers racing along Collyer Drive to access Old Oregon Trail and Hawley Road/Churn Creek Road.

If Bethel church is allowed to build the proposed campus I believe Collyer Drive should be widened and that access to and from the campus be addressed now with the Bethel church bearing

the cost of the traffic study and road work required now rather than the City of Redding having to bear that cost in the future.

I also believe that an impact study on the quantity and pressure of the water flow to our neighborhood should be done and that Bethel church pay for that as well as any upgrades required prior to there being approval for a campus to be imposed on our neighborhood.

Sincerely,
JoAnn O. Welch

Grove, Bruce

From: Freda Londen <frlonden@hotmail.com>
Sent: Tuesday, March 08, 2016 7:20 PM
To: ltoy@cityofredding.org
Subject: Bethel Church EIR Comments

Hello Lily -

Thank you for the opportunity to present comments regarding the EIR for the potential Bethel Church building on Collyer Driver (PD-2015-00304).

My concerns include the wildlife who inhabit the proposed area; I know that we have turkeys, coyotes, deer, foxes, geese, and a variety of rodents and birds including a number of hawks.

I am also concerned about the amount of water that would be used by such a facility and the drastic aesthetic change to the area. It will transform from a beautiful open field to a huge parking lot and 171,000 foot building.

My greatest concern however is the traffic impact. Collyer is already in bad shape and has no shoulders to speak of. If approximately 2,700 cars are coming and going from that facility on Sunday, and an exponentially higher volume during the week than the current amount of traffic, it is going to require substantial road changes; possibly even the completion of an overpass at Shasta View. This will be extremely costly, and hopefully would not be solely the responsibility of residents of Redding/Shasta County.

Thank you so much for the opportunity to offer my thoughts.

Kind regards,

Freda Londen
1684 Hobo Lane
Redding 96003

RECEIVED

MAR 11 2016

March 9, '16

Re: Proposed Bethel College Dr. Campus

I feel I have to voice my concerns which are as follows:

1. Additional pollution from traffic.
2. Water usage.
3. Wear n tear on roadway.

1. We already have pollution from Hwy. 27 at the end of our street (and highway noise.)

2. Bella Vista H₂O is already known for its water problems: This year we were forced to cut back on usage (and were fined) despite the fact that we're losing a large tree fronting our house, my front lawn was dirt for much of the year (Now the weeds are green and flourishing! (Nature abhors a vacuum!)) We've lost many plants in our \$20,000 worth of landscaping. I don't see how the system will handle the additional usage.

3. Our roadway (Collier Dr.) is usually a mess - despite the many, many times it's been repaired (it often gets pot holes) within a month. By now I think they could've paved the whole road!!! Instead of putting in another lane or 2 - why couldn't there be an off-ramp from Hwy. 299? Who would maintain those extra lanes? Taxpayers or Bethel? The present campus seems to be isolated and well-maintained but how would this affect property values, - an asset or detriment? I'm beginning to notice homes going up for sale but we'll be unable to do so because it has many features that helps manage our disabilities. I hope you will give these concerns your attention. Thank you.

Mrs. Jerry W. Scott
19322 Rickson Ct.
Redding, Ca. 96003
(530) 242-9014

Larry & Cheryl Smith

867 Rincon Way
Redding, CA 96003
cherrylarry@charter.net
530.605.0727

RECEIVED
MAR 11 2016

March 10, 2016

City of Redding
Development Services Department
Planning Division
777 Cypress Avenue
Redding, CA 96001

Attention: Lily Toy, CFM Senior Planner

RE: Bethel Church Collyer Drive Campus Development Project

We are homeowners in the subdivision that will share the street currently named Twin Tower with the proposed Collyer Drive Bethel Church campus. Our concern is the increased traffic that the church and school will generate.

We witnessed the "traffic study" and are not confident the tally was accurate. The people counting vehicles were very young and, in fact, we assumed it was a high school event when we first observed them sitting in the chairs along Collyer Drive. At the last meeting we attended, Russ Winham of Omni-Means stated that using people to count vehicles is more accurate than using the pneumatic strips. However, several times we observed the young people talking, laughing and flirting. I'm not sure they were even aware our vehicle drove by. We would like to suggest another study be conducted using the strips.

Another concern is Twin Tower Drive. The proposal shows two lanes coming in but only one leading out, with two turn lanes at the intersection with Collyer. When church services are letting out, we will have a very difficult time getting out of our neighborhood. Adding a second outgoing lane would alleviate some of the congestion.

Collyer Drive is not being sufficiently addressed in the proposed project. There are two streets, Rugby Hill and Ridgewood, that feed onto Collyer as the only means to get out of the neighborhoods north of Collyer. There are also two Assisted Living facilities, as well as duplexes/apartments and a church on the north side of Collyer. We witness the traffic turning onto Collyer from these streets and locations daily. It is going to be horrific for those individuals exiting onto Collyer if, at minimum, the west bound lane is not increased to two lanes. Ideally, there would be two lanes in both directions.

We ask that you please consider these traffic issues and require adjustments to the proposed project to address them.

Thank you,

Larry & Cheryl Smith

Grove, Bruce

From: Toy, Lily <ltoy@ci.redding.ca.us>
Sent: Thursday, March 10, 2016 8:35 AM
To: Grove, Bruce
Subject: FW: Bethel Church of Redding Collier Campus Planned Development

Good Morning Bruce-

Here's one for you.

Regards-

Lily Toy, CFM
Senior Planner
e-mail: ltoy@cityofredding.org
phone: (530) 245-7231
fax: (530) 225-4495

Tell us how we are doing by taking our [60 SECOND SURVEY!](#)



City of Redding
Development Services Department
Planning Division
777 Cypress Avenue
Redding, CA 96001
www.cityofredding.org

From: Laura Canali [mailto:canalirn@gmail.com]
Sent: Wednesday, March 09, 2016 6:54 AM
To: Toy, Lily
Subject: Bethel Church of Redding Collier Campus Planned Development

Dear Lily

I am writing today regarding my concerns with the Bethel Church of Redding Collyer Campus Planned Development. As a homeowner in the Ridgewood Estates subdivision off Collier Drive I have several serious concern on the impact of such a development in my neighborhood.

Currently, multiple times a day on days of service at Bethel I am unable to drive up Churn Creek from Collyer Dr. into town as it often takes up to 20 minutes to drive from College View to Browning, and am forced to take highway 299 up to Hilltop to drive around the traffic. I am happy to have this option and extremely concerned about my access to and from my home via Collyer Dr, which is the ONLY access to my neighborhood.

I specifically bought my home in this neighborhood because of its quiet nature and because of lack of traffic in the area and it is unconscionable to me that this kind of disruption into the daily lives of so many homeowners would be allowed. This will be like having the Convention Center traffic from the 4th of July celebration every week in my neighborhood and it is being forced upon me. I won't have the option to avoid it like I do on the 4th of July. Having a Walmart built here would have less impact to the neighborhood because at least there wouldn't be 3000 cars coming and going all at once. Not that I would want a Walmart in my neighborhood but I'm sure you understand my point.

I feel the city has a responsibility to all the homeowners in this area to prevent or at least minimize the impact this development will certainly create. Perhaps Bethel will need their own offramp from 299 to avoid Collyer Dr or some kind of access should be built to the back side of the Ridgewood Estates to allow those who live in this neighborhood an alternative exit rather than Collyer. Maybe there should be no left turn going onto Twin Towers from Collyer or no right turn onto Collyer from Bethel to minimize the incredible inconvenience to the homeowners in the area. Clearly, the best option is for this project to be built in a location other than an established neighborhood. This is not some little community church that would have little to no impact on the homeowners.

Bethel has options that would not completely change the lives of an entire neighborhood and the moving forward with the current location clearly shows a complete lack of consideration for the lives of so many people. Shasta County has so much land that would not be right in a neighborhood that I can't imagine why this site would have been chosen, other than for the benefit of this business. I can appreciate what this business contributes to Redding as stated by the realtor who spoke at the City Council Meeting recently, However, Redding will still benefit if this project was built at a different location and one that did not ruin the lifestyle of nearby homeowners.

You may not know what it is currently like to deal with the traffic problems already created by the current location. However, I would ask you to consider how you would feel if your home was off Collyer Dr. How would you feel if you put your entire life savings into a home within a nice little quiet neighborhood to end up having your lifestyle so inconsiderately changed for the benefit of a business. When I purchased my home in Ridgewood Estates I never would have imagined in a million years this would happen. I have to ask myself how this is even allowed to happen!

There are many very large churches world wide that host huge congregations just as Bethel will, however, they are not located in a neighborhood with frontage road access such as Collyer Dr, which was never intended to accommodate this type of traffic.

How can the Environmental Impact Study put a value on the true impact this will have on the homeowners affected by this project?

Sincerely,

Laura Canali

Grove, Bruce

From: Leon Cardenas <lcardenas0136@hotmail.com>
Sent: Thursday, March 10, 2016 1:40 PM
To: ltoy@cityofredding.org
Subject: Bethel Church

March 10, 2016

Lily Toy
Senior Planner
Development Services Dept.
Planning Division
Redding, CA

Dear Ms Toy,

I am writing this letter to express the concerns I have about the proposed building of a huge campus by Bethel Church in the Collyer Dr/Twin Towers area, which is in my neighborhood.

A facility of the use and magnitude which is proposed will only negatively impact our neighborhood. We are currently, and have been for the last couple of years, on very strict water rationing thru Bella Vista Water. If a facility, as large as is planned by Bethel, is allowed to be put in place then what happens to our water supply? Unless Bethel, being a religious organization, can convince a Higher Power to provide our area with a larger source of water, then the situation of the area homeowner can only get worse.

Another area of concern is traffic. Right now it takes a minor effort to gain access to Collyer from the neighborhood streets so that one can go about their daily business, what with Shasta College at one end and easy freeway access at the other. If you add another 1000 or so daily vehicles to the mix, then traffic will for sure be impacted. Those people that access Collyer via Twin Towers will be in a serious predicament. Are traffic lights being considered? Is the additional danger to our neighborhood children that will be caused by the increased traffic being considered?

Now I know that the Bethel organization has brought Redding financial relief and, as the saying goes, "money talks," but what about the citizenry, those who do and have lived here for years? How about those who are making their lives here, supporting the community every day, working here, making their home here? We also contribute to Redding's purse. Don't we and our concerns deserve to be considered?

I strongly request that our concerns be taken into account and that if the location of Bethel's new campus cannot be relocated, then at least have them minimize the size. Thank you.

Sincerely,

Leon Cardenas
19295 Lexington Ln
Redding, CA 96003

There is always something in life
for which to be thankful.

From: Jeffery Brown <jwbrowncarpentry@gmail.com>
Sent: Thursday, March 10, 2016 2:15 PM
To: ltoy@cityofredding.org; kmanuel@cityofredding.org
Subject: Bethel Church / Collyer Campus

03/10/16

Good morning Ms. Toy - First off, my wife and I are not members of the Bethel congregation nor students of their educational programs, but we certainly understand the significance of sharing the Good News. However, imagine our surprise when we learned that the home we just purchased in January in the Central Park subdivision is adjacent to the site of the above referenced project. A project that will undoubtedly bring a major change to not only the physical landscape of that area, but to the accessibility, as well.

As you are aware, there is only one way in and one way out of the subdivision via Twin Tower Drive, which like for many people, was a bonus because it necessarily meant less traffic and ease of accessibility which typically equals a tranquil living environment. After all, as property owners, we want to come home and enjoy time with our families in peace and quiet. Unfortunately, it would appear that the above referenced project would take away that freedom from homeowners not only in our subdivision, but in several other neighboring subdivisions. Think about what it will take to accommodate the students and staff during the week as well as for major events, *i.e.*:

- Increased volume of traffic on Churn Creek Road at College View and Hwy 299 (both eastbound and westbound exits and on-ramps), which is already significant due to the routes to Simpson College and Boulder Creek (look at the Quail Ridge, Stetson, and Monterey Springs subdivisions);

- Increased volume of traffic at Churn Creek Road/Hawley Drive and Collyer Drive intersection which is currently a 4-way stop;
- Increased volume of traffic at speeds of 45 mph or greater along Collyer Drive where a number of children access their school bus stops and making it difficult for residents living in the subdivisions off Collyer Drive (at Rugby Hill Drive, Ridgewood Road, and Twin Tower Drive) to enter and/or exit as well as create greater chance for accidents (look at the speed bumps installed along west Collyer Drive);
- Overbooking events or underestimating facility parking resulting in increased volume of traffic entering and/or exiting the facility as well as "on street" parking impeding upon residents' access to their homes and access for emergency personnel;
- Excessive noise levels and lights during events; and
- Water demands from an already stretched thin water supply - Bella Vista Water District ("BVWD"). The State of California remains in a drought and BVWD sought a water transfer agreement with the City of Redding in 2014 and it is our understanding that they are seeking same again in order to subsidize the demands their residents. How can BVWD maintain water quality, quantity, and pressure for their current customers AND serve a facility of this size and magnitude without someone suffering? We all know that water is a precious commodity and essential to our survival, therefore, careful and serious consideration should be given to the needs of the many residents/customers.

In closing, we hope and pray that every aspect of the proposed project is contemplated, but also ask the applicant "how would you feel or what measures would you want taken if you were in our shoes?" As humans, this Earth has been entrusted to our care and we are to treat one another as we would want to be treated . . . please make every effort to minimize the impacts of how we live, work, and play in this place we call home.

Sincerely,

Mrs. & Mr. Jeff Brown

Grove, Bruce

From: forebryn@aol.com
Sent: Thursday, March 10, 2016 2:35 PM
To: Ltoy@cityofredding.org
Subject: Bethel Project. This project will be one of the best things to happen to Redding in the history of the city.

Sent from [Mail](#) for Windows 10

Grove, Bruce

From: +15302274551@tmomail.net
Sent: Thursday, March 10, 2016 2:36 PM
To: ltoy@cityofredding.org
Attachments: text_1457648530673.txt

I'm writing to you the matter of The Bethel Project proposed for Collyer Dr. My main concern is the additional traffic it will impose on Collyer Dr. and surrounding streets without major improvements. Also has a homeowner in the adjacent neighborhood with some properties be rented to multiple students. Having five to ten students at each home with additional cars per house. Not to mention what it would taxes our already low water supply on The Bella Vista Water District. I would hope that all of these concerns would be taken seriously before going on with that project. Thank you, concerned homeowner in Ridgewood Subdivision.

T-Mobile

This message was sent to you by a T-Mobile wireless phone.

Grove, Bruce

From: Andrea Whelen <alwhelen@icloud.com>
Sent: Thursday, March 10, 2016 4:12 PM
To: Ltoy@cityofredding.org
Subject: Bethel.

I feel before Bethel should provide appropriate housing for those that attend their various facilities. I say this because there are currently 19 girls who live next door and 11 men who live across the street. This leaves my neighborhood with safety issues as their cars are parked all up and down the block making it extremely dangerous because we all have sloped driveways, making it difficult to see with all of the cars blocking views. The neighborhood I live in is fairly new. Aside from the two different slumlords that are absentee we had a great neighborhood. None of us expected this when we all purchased and paid taxes for our homes. Something must be done. This just isn't fair to the tax payers.

Sent from my iPhone

Grove, Bruce

From: Yvonne Hanks <Yvonne@thomasondevelopment.com>
Sent: Thursday, March 10, 2016 3:18 PM
To: ltoy@cityofredding.org
Subject: Bethel

Hi Lily

I have not yet received the information on the Collyer project. Just wanted to check in with you in case you sent the email and it bounced back. Thanks.

Yvonne Hanks
Thomason Development Company/
Thomaco Property Management
7090 N. Marks Avenue, Suite 102
Fresno, CA 93711
T: (559) 432-1600
F: (559) 432-2714

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Grove, Bruce

From: Ken Jones <emailkenjones@icloud.com>
Sent: Thursday, March 10, 2016 3:03 PM
To: Ltoy@cityofredding.org
Subject: Bethel project

I am not against the Bethel project. Only the amount of traffic that it will bring to the neighborhood. If due diligence and care is given to plan and require this project to provide the necessary ingress and egress out of the general area to minimize neighborhood traffic congestion, and traffic flow problems.
If this is done correctly, I think this project would be an asset for the city,
And the community.

Thanks

Ken jones

Sent from my iPhone

Grove, Bruce

From: Deena Matagulay <dmatagulay@sbcglobal.net>
Sent: Thursday, March 10, 2016 7:54 PM
To: Toy, Lily
Subject: Comments for the Bethel Project Environmental Document

Hi Lily. My name is Deena Matagulay. I am interested in commenting on the proposed Bethel project. I live at 19261 Lewallen Ct (it is a court that intersects Ridgewood), nearby the project.

A few comments I would like to provide:

I think I am generally in support of the project. However, there are concerns that I have that I hope can be mitigated.

1. The traffic challenge to enter or leave my subdivision is a concern. I typically use the connection at Ridgewood and Colyer. Is it possible to put a four way stop in at the corner of Ridgewood and Collyer? It seems that would really help.
2. Biking between my subdivision and Shasta College will be affected by the increased traffic. I bought my home with the thought that the community college was within biking distance. I have four kids, so knowing they could all bike to school when they began attending Shasta College was ideal. I have attended classes at the college and ridden my bike. My kids have ridden to Shasta College to play tennis on the tennis courts. I want everyone to be safe, and I want this to be a rideable community. I think riding with the traffic will not be such an issue, if the existing bike lane is improved. I suspect there will be increased traffic on Colyer between Old Oregon Trail and Hawley Road. (It is split between the two interchanges.) Can we make designated bike lanes so that everyone can share the road? The designated bike lane as marked on Churn Creek that turns into Hawley Road is ideal. (It is clearly marked and large enough to feel safe.) Please seriously consider this. One of my four children is a special needs child that is 13; he will likely not be able to drive because he has seizures, and his learning disability may keep him from going to a 4 year university, but Shasta College is well within a reasonable goal. For him to feel functionally independent and be able to get between home and college safely, is important for our family.
3. Implementing traffic calming into the design on Collyer between Hawley Road and Old Oregon trail should be considered.
4. Reducing the speed limit on Colyer should be considered.
5. Are you sure we don't need a four lane road for Colyer? The project is going to bring much more traffic than the existing Bethel campus. Please evaluate.
6. Consider changing the 299 east exit ramp at Churn Creek to become a double left turn, with the right lane allowing for a left and right movement. (My point here is that it will be hard for me to get home at times. Currently it is not hard at all.) Similar analysis at all ramps located at 299/Churn Creek. Additionally review 299/Old Oregon Trail so that bikes can safely navigate the potential traffic backup, and cross over to Shasta college.
7. There is an at grade deer crossing on the west side of the Churn Creek Bridge. The Churn Creek Bridge that I am referring to runs along Colyer and crosses Churn Creek. Deer migrate several times a year. (Right at or near where the concrete bridge railing ends.) The increased traffic has the potential to increase the mortality of those deer attempting to migrate. Please consider/analyze if there is anything to help mitigate for this. (Even a CMS sign several times a year is something that could help create the awareness.) You can look at accident history, but I know our family has hit 3 and only reported 1. We are not aware of killing any, but gosh you feel horrible when you hit them, and they run off, not knowing if they were ok, or going somewhere to die.
8. Aesthetics of project: I am concerned about the aesthetics associated with the 2.8 acre detention basin. Often, these look like big holes in the ground. This hole in the ground is located at a focal point for many to see. The plan locates it on the southwest corner of the site. This is close to homes and a key visual angle for drivers on 299 and Colyer. Attention to detail to blend this in with the environment, rather than placing a feature that looks like a big hole

in the ground, is desired. We want our community to be livable, bikable, walkable, etc. We want the detention basin to blend in with the natural environment. (perhaps break it up with planting, and contour grade with swales? I don't know. Just please have a Landscape Architect very involved in the design of it. Photo renderings at the next phase of the Environmental process would be ideal.)

9. Water Availability: It's nice that the landscaping includes plants that require little to no water. However, I am concerned that Bella Vista Water District cannot handle this increase in volume. At the onset of the drought, Bella Vista had all of its water district users rationed to being able to only use 30% of the average from the last three years. If you went over, your allotment, the prices were very steep. For example, based upon the new rules, had I not adjusted our usage....and used the same amount of water I had used in Jan/Feb for March/April, I calculated I would have had to pay \$1000. We walked our landscaping strategically, and identified what we planned to let die and what could stay. This concern of water availability is a real concern for customers using Bella Vista Water. What is already a limited resource specifically in our water district, can be further strained and significantly affect water availability for all.

10. Water Availability: We are concerned about depleting the groundwater supply in our area.

11. Figure 10 in the document shows Poison Oak Lane being widened, but on page 3 of the document it states that Poison Oak Lane (existing private driveway) no changes proposed. This detail was unclear.

12. On page 3, "New Public Street, Road A" was described but I could not understand the description. I went to look on Figure 10, but could not find it. I couldn't find a picture in the document where New Public Street Road A was. Perhaps I overlooked it?

Thank you for the opportunity to comment.

Can you please reply to this email to let me know you received it?

Thank you!

Deena Matagulay
19261 Lewallen Court
Redding, CA 96003
(cell) 530-945-7683
(home) 530-244-7131

Grove, Bruce

From: georgia_stamates <georgia_stamates@att.net>
Sent: Thursday, March 10, 2016 7:41 PM
To: Toy, Lily
Subject: Bethel

Please consider not approving the Bethel project. We are already short on natural resources. Please don't contribute to these shortages by adding more people to the area. Also too many homes in nice neighborhoods are being rented out as dorms, thus devaluing our nice areas. I ask you to influence a no vote to this project.

Thank you.

Sent from my Verizon Wireless 4G LTE smartphone

Grove, Bruce

From: Charter <jeanette558@charter.net>
Sent: Thursday, March 10, 2016 5:49 PM
To: Toy, Lily
Subject: Bethel Church

Dear Lily Toy-

I bought a home two years ago off of Twin Tower and Collyer with no idea that Bethel was planning to build there. I thought I had finally found a quiet part of Redding to live in and was so happy. I moved from what I refer to as the ghetto of Redding, Starview Estates, where drug deals transpired constantly. About six months after buying my house I learned of the Bethel plans and was very upset this wasn't disclosed to me, as I would not have chosen this location had I known. I have a lot of concerns with the construction of Bethel here.

I hear there are no plans to widen roads. There is no way Collyer and Twin Tower can accommodate that kind of traffic. There is only one way in and one way out to my house and I need to be able to leave to work. I feel there would have to be more than two lanes or the people who live in my neighborhood and others ones off of Collyer would never be able to get out. It already gets backed up on Churn Creek at times when the school buses are running. Kids wait on the side of Collyer and Twin Tower for their buses and I feel this would be unsafe for them. Parents park there waiting to pick them up. There would be no room for them to pick up their children. I am hoping the main entrance is at least on Collyer further down where there are less homes affected. There will also need to be traffic lights I think for us to be able to turn our of our streets. I've heard "RoundABOUTs" are being considered but they don't help if the road your trying to get on has so much traffic you can't enter the "RoundABOUT" to begin with.

Also this property is part of Bella Vista Water District and we have had huge drought issues last few years and had mandatory cut backs due to this as well has had to borrow water from other areas. I don't understand how something that would use so much water be allowed to be built during a time of drought.

There are a lot of raptors, small birds, coyotes, deer, frogs etc. in this area and I feel this would complete uproot their habitat.

Also home nearby would be bought as used as rentals which would depreciate the values of our property.

I don't know if any of this will make a difference as it sounds like it is already in the works, but something has to be done for those that only have one way in and out to our homes can get to work. Traffic around the Civic Center is awful when they let out there and they have multiple lanes.

I only know of one neighbor that is excited for it and that is because her husband would be doing the construction and they would make big money.

If I have to move again I think it will be out of this town. It just has gotten so bad since I moved here in 1991. Too much crime and drugs and now I have to deal with traffic.

One of many unhappy Redding Citizens in the Twin Tower/Hawley Area,

Jeanette Anderson
826 Rincon Way
Redding, CA 96003

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Grove, Bruce

From: Vincent Neidlinger <vneidlinger@charter.net>
Sent: Thursday, March 10, 2016 8:34 PM
To: Toy, Lily
Subject: Bethel development of Twin Tower area.

Greeting City of Redding,

The massive planned development by Bethel Organization seems to be overburdening to the COR infrastructure in the Twin Tower/Collier area of Redding, due to insufficient traffic distribution, insufficient water and sewer facilities and the nearby neighborhoods affected.

As was tried by the planned COSTCO development on Oasis, (And voted down), this migration collection center would become a flood of vehicles moving into and through this area, day after day. The increased CO2 emissions alone, plus the noise, the jammed up traffic, which already affects traffic on Churn Creek, would increase, all throughout the Churn Creek/Hawley/Collier Rd area, in addition to the traffic for Shasta College and would be overwhelming without massive alterations to the roadways affected. The criminal enterprise which is already moving into residential areas would increase with the increased target area increased.

I, and my neighbors, like the peaceful and quiet neighborhood away from the downtown hustle and bustle. IF any business/educational development is done, it should be done DOWNTOWN!

Fill in those vacant business lots, like that MEEKS (Never selling) lot on CYPRESS. Fill in the holes that are being used for homeless housing and dope addict hiding places!

This MEEKS acreage would be large enough for this type of educational/religious/commercial venture, would be downtown for local merchants to receive the new shoppers for meals and goods, banking services and local RABA transportation. The urban areas are for residential, farming, ranching. Please leave them alone.

Thank you.

Vincent Neidlinger
Montclair Drive
Redding

Grove, Bruce

From: charles bankson <cbhammer@sbcglobal.net>
Sent: Friday, March 11, 2016 5:46 AM
To: Toy, Lily
Subject: Bethel EIR

My name is Charles Bankson and I live at 927 Paramount Way, just off Posey Lane. I am concerned about the anticipated traffic problems that the proposed Bethel church compound on Twin Towers will cause. Specifically, we will have massive traffic jams at certain times of the day and on Sunday as Twin Towers is our ONLY way in and out of our neighborhood. Has anyone looked at punching Vista Del Rio through to Posey? That would let us exit by way of Hollow and Ridgewood.

Secondly, I am very concerned about our water pressure being significantly diminished with the addition of the Bethel project. Bella Vista Water customers have been severely squeezed by the drought and I would like to know what solutions have been considered for these potential problems. Thank you.

Grove, Bruce

From: Vickie Jorn <nanniesseven@gmail.com>
Sent: Friday, March 11, 2016 8:06 AM
To: Toy, Lily
Subject: Bethel project

I am a resident on Collyer Drive and do have a concern. Our current road onto Collyer off of Hawley is in dire need of repair with large potholes that are creating damages to tires. I would be more inclined that the City of Redding be concerned about our current roads then worry about increasing this mega church!!! Let's take of what we currently need done then decide on increasing a major church organization such as this!! I'm concerned about water, and waste management and the impact these issues will have on our environment.

I am against this proposed development, and am hoping the government of this town listens to the people and not have their own agenda.

Vickie Jorn
Concerned citizen



RECEIVED
MAR 11 2016
DEVELOPMENT SERVICES DEPT.

PUBLIC SCOPING SUGGESTIONS/COMMENTS

Bethel Church of Redding Collyer Drive Campus Planned Development Project (PD-2015-00304) Environmental Impact Report

PUBLIC COMMENT PERIOD: January 26, 2016 – March 11, 2016

COMMENT DEADLINE: March 11, 2016 at 5:00 p.m.

NOTE: Name, address and phone number are not required in order to provide a comment. You are not limited to utilizing this comment card and comments may be submitted to the City in any written manner.

Name: William Feeser

Agency (if applicable):

Mailing Address: 11446 Rugby Hill Drive, Redding, CA 96003

Phone Number: 530-242-0617

Email: bfeeser@gmail.com

Comments (continue on back): I am strenuously objecting to this project for the following reasons:

1. The project has not addressed the traffic volume that will fill Collyer Drive and the interchanges at 299/Hawley Rd and 299/Oasis Blvd. It is not sufficient to simply insert turn lanes at Posey and a driveway access on Collyer. At present the traffic from 299/Churn Creek creates massive and dangerous back ups at the east bound off ramp with their current campus. They will keep this campus open adding to existing traffic flow. The size of this project demands an additional interchange at Shasta View or disapprove the project!
 2. Opening an additional campus for classes during the work week will create havoc for anyone seeking to enter Collyer Drive from residential neighborhoods to the north of Collyer.
 3. Bethel's plan to add several thousand new students to this limited area of Redding will destroy the 'neighborhoods' in North Redding as their members continue to buy homes and convert them into dormitories. This is not speculation, we have three on our street, lawns...
-

Submit this card or other written comments to:

CITY OF REDDING
DEVELOPMENT SERVICES DEPARTMENT
Planning Division
777 Cypress Avenue
Redding, CA 96001
Attention: Lily Toy, CFM, Senior Planner
Email: ltoy@cityofredding.org
Fax: (530) 225-4495

Comments (continued):

and landscapes are converted to parking areas with as many as 8 or more autos parked in what is zoned 'single family residence'. This has been done and has been ignored by Redding zoning enforcement. If Bethel is to enlarge their school of supernatural ministry they must be responsible to construct, lease or buy properly zoned housing for this purpose.

4. Currently the Collyer Drive road service is in poor to terrible condition, the bridge over Churn Creek is only two lanes with a dangerous situation created when bicycles are on the bridge autos passing. The traffic from a facility with greater seating than the Convention Center connecting on streets built structurally only for residential traffic flow is an infrastructure disaster in the making not to mention the danger to cycle and pedestrian (many Bethel students walk to class) traffic along that route. Crosswalks in this area are minimal at best and I see no plans for bike or pedestrian lanes in this plan.
5. I'm sure that local Realtors are drooling at the prospect of selling more homes to new residents drawn by the project and those who will be listed because people in this local area will seek to escape the negative impact, but I pray the planning commission will rise above this. The project is just too big for the location when one considers the close proximity to Bethel's current largest campus using the same interchange, running through neighborhoods, and changing forever the nature of the North Redding community - from stable family neighborhoods to houses filled with transient students who come and go.

Finally, I urge the commission to hear the voice of the ordinary citizens of Redding who will suffer severe negative impact from this proposed project, lose their sense of community, and consider the long term affects on the nature of what it means to be The City of Redding and not becoming just "The City of Bethel". While I have many acquaintances and friends who are a part of Bethel and leaders of Bethel, this project is just too much in the wrong location without serious consideration for those around and outside of their ministry. One fear expressed by the people here is the increasing influence this non-profit has on the city and leadership of Redding. What will that influence look like if this project moves forward in its current form? I do hope that the commission and council will reflect on this.

Toy, Lily

From: Gottlieb, Cliff <CGOTTLIEB@ShastaCollege.edu>
Sent: Friday, March 11, 2016 3:45 PM
To: Toy, Lily
Subject: comments on Bethel project on Collyer Dr

Hello,

I have numerous concerns.

First off is water availability. If the city of Redding is going to approve this project, then the City of Redding, not the Bella Vista Water district, should be responsible for providing water. We in the Bella Vista water district are already on drought restrictions and have had to curtail water use significantly.

Second is traffic and roads. I am not sure you folks in planning understand the traffic that Bethel generates. You need to check out a Sunday morning just before 8AM at Churn Creek, College View and the 299 off-ramp. The traffic is backed up onto 299 and up to a half mile on Churn Creek. Other Bethel events generate similar traffic patterns.

This project seems like it will generate even more traffic. For Collyer to handle even more traffic than Bethel currently generates, Collyer needs to be four lanes to at least the eastern entrance of Bethel on Collyer. Furthermore, no entrance should be allowed on Twin Towers. If an entrance is allowed on Twin Towers, then a traffic light needs to be installed at the intersection with Collyer.

You should also plan the space for a bridge over 299 connecting Shasta View to Twin Towers and with a freeway interchange. Please do not say that you will look into that later. That is reacting not planning.

Finally and of most importance, traffic on the residential streets of Hollow Lane, Ridgewood Lane and Twin Towers will increase dramatically. Vehicles already go too fast and it will only get worse. Speed bumps need to be installed on the afore mentioned streets to reduce excessive speed.

Thank you for your consideration.

Clifford Gottlieb
11558 Norton Ln
Redding, CA

I would like to take an opportunity to express my concerns and share comments regarding Bethel Church and its planned development on property located on Collyer Road in Redding, CA. I live on Cally Court and my backyard is adjacent to Twin Tower, just south of Posey Lane which borders the proposed development immediately to the west. I have lived in this house for over eighteen years along with many others in this quiet and tranquil neighborhood. My neighborhood is multi-residential and comprised primarily of single family homes with established families. There is also a mix of apartments and townhouses which house a number of students attending both Bethel Church and Simpson University. While there is steady traffic associated with the large number of students that reside in my neighborhood it is generally peaceful and quiet. Understandably, the Church (Bethel) should understand the concerns of both myself and fellow neighbors with the potential impacts associated with a development of the planned magnitude. My concerns and recommendations are listed below:

1. Traffic:

There are a lot of components to the traffic problems that will be caused by this project. The wear and tear on the roads (which already have problems) will be tremendous, and cause an increase in costs due to maintenance by the City and County's public works department. The ability to access and exit neighborhood is strictly limited to Twin Tower Drive; we do not have any other alternative. If the only means of traffic control at the Twin Tower and Collyer intersection are stop signs, cars will pile up for a very long time waiting their turn, which will impede the residents being able to come-and-go, causing a safety hazard to those who live in the neighborhood. I feel a traffic light will help with the flow of traffic through Twin Tower and will reduce the amount of idling traffic for long periods of time. Also, there are bus stops located on Cally Ct. and Posey Lane and Twin Tower Drive and Collyer Drive and I have concerns about the safety of the children waiting at these stops due to the high levels of anticipated traffic that the buses that will have to navigate.

Noise caused by traffic will increase significantly during the weekdays from the early morning until most likely past 10:00 pm, as well as the weekend. My bedroom window faces east, toward Twin Tower road and will get the brunt of the evening noise along with the shining headlights from cars entering and exiting the new parking facility.

2. Water:

Water in this area is supplied by the Bella Vista Water District and due to the multi-year drought there have been very specific water use restrictions over the past year. I am concerned about the increase in use of the Bella Vista Water supply this project will cause, and how this (and possibly other proposed new development projects such as subdivisions) will effect existing and future supply to customers. I don't want to have to have additional restrictions imposed on my already restricted water use to allow for this development project.

3. Lighting/glare:

The parking lot will have lighting that will radiate and cause light pollution to come in to the backyards and rooms of the homes along Cally Court. I hope that the City imposes be some sort of restriction that the lights have to be turned off or down to a bare minimum, and turned away from pointing in the direction of Twin Tower.

4. Greenhouse gas/Air:

I would like to see the City impose a requirement that Bethel require their students/parishioners to carpool, walk, ride bikes or take public transportation to reduce the amount of indirect greenhouse gases that will occur from additional cars (up to 1,800 cars per service, multiplied by three services, in addition to weekly school traffic) driving to and from the new church. This could help reduce the potential for a major increase in greenhouse gases, if attendees participated. Additionally, in support of this, does the City plan to increase the number of RABA trips, or add more bus stops in the area? This could be included as a form of mitigation for greenhouse gas. It would be much healthier for all of us.

Also, I am concerned about fugitive dust being emitted during construction of this facility, as well as the diesel exhaust coming from the construction vehicles. Additionally, because of increases to idling vehicles waiting to exit Twin Tower, higher levels of exhaust will cause increased exposure of toxic air pollutions to people (especially elderly) living near the project site from cars (not only moving but sitting idling for periods of time to access or exit).

5. Growth:

I am concerned about the population inducement potential of this project. Building a 2,500+ seat church, which is intended to be used in-addition-to the already 900+ and 250+ facilities owned by the church will definitely cause indirect population inducement, particularly in light of the fact that they intend to conduct up to three services per Sunday, not to mention the draw of many new students attending the "school of ministry". This will cause a potential increase of over 7,500 parishioners, or more. This increase in population will tax existing community service facilities, and will likely require the construction of new or expansion of existing public facilities.

6. Noise:

In addition to the traffic noise previously discussed, the construction of a facility of this size will take well over one year. I am concerned about construction noise, as well as the noise generated by use of this site.

7. Trees:

The project must follow the guidelines established in the City's Municipal Code Title 18, chapter 18.45, however I hope the proponent prioritizes the preservation of as many of the Blue Oaks that are living in the field. They are beautiful heritage trees and I believe that steps should/could be taken to preserve them.

Mark Coulter
P.O. Box 494847
Redding, C A 96049
(530) 524-3945

March 11, 2016

Attn: Ms. Lily Toy
Senior Planner
Development Service Dept, Planning Division
777 Cypress Avenue
Redding, CA 96001



RE: PD 2015-00304 Bethel Church Project

Dear Ms. Toy,

General Comments:

First of all, let me say I am not a member of Bethel Church. I have had some of their students work for our business with good results and have a generally favorable impression of Bethel Church's citizenship in the city of Redding. My hope is that Bethel Church will be able to meet all the conditions for a project of this magnitude and that they can move forward with their project in as timely fashion as possible. I have attended several of the meetings discussing some of the impact that this project will have on the general area. I believe most of the issues can be mitigated away to the point where they're almost negligible.

There is one issue which I think most would agree that stands head and shoulders above the other issues as far as having the potential for a deleterious effect in the area. That issue of course is the traffic that this project will generate on surface streets leading up to the new church campus. We have been told that there has been traffic studies done and that present surface streets are adequate (for the most part) to handle this additional load. This traffic study was paid for by the Bethel Church and done by Omni-Means Associates whose principal has indicated that he is also a member of the church. I'm not questioning the truthfulness of the findings but I think it's a fairly safe assumption that these findings have been dressed up and put in their "Sunday-go-to-meeting-clothes." I am skeptical, but I don't really know because I have no expertise in traffic issues. So, we in the public are relying very heavily on the experience and integrity of the planning department and the engineering department of the City of Redding, to make sure this doesn't end up being a total fiasco.

My Suggestion: Move the end freeway sign that is presently at the on ramp at I-5 going North down to the east side of the Shasta View/Twin Towers proposed future connection and just make that a Boulevard stop with lights, left turn lanes or a traffic roundabout etc. etc.

With my suggestion they would be able to come in from Shasta View directly or swing in off I-5 going 299E (presently) and turn directly into their campus driveway. Then at some future day when our ship

comes in when can put the overpass in at Shasta View/Twin Towers and call that section of Hwy 299 freeway again.

Specific Comments regarding my business at 1720 and 1750 Collyer Drive:

I currently own five parcels that access Collyer Drive or will access Collyer Drive at some point when they are fully built out. According to the plan presented by Bethel Church and their consultants, Collyer Drive is to be widened from church property west to Ridgewood Drive. However, what exactly is meant by widening is very vague. I talked to the city some years ago about putting the sidewalk in, from the south property line of 1720 Collyer all the way to Sierra Oaks to the west in front of the guard rail and the city took some measurements and came to the conclusion that there was not enough room for a sidewalk in front of the guardrail. So, unless Collyer Drive was going to be moved south in this area there's really no room for much of a widening, unless the plan is to go all the way down into the bottom of the gully at the southwest corner of the property and start at the bottom and widening the road from the bottom up. There is another issue that will have to be addressed sooner or later in this area of Collyer Drive. The issue is approximately 150 foot section of the north road bank is slipping off into the gully. In the last four years of drought we haven't seen much movement but in wet years there's a fairly substantial movement. I saw evidence of the slippage in 2000 (the year we bought the property) two thirds the way down the embankment but was under the misimpression that it was a localized area that was slipping out.

After reviewing the plans for Collyer Drive (if they remain the way that I presently understand them), I really don't see how I can operate my business in a way that's going to make it safe and convenient for my employees and visitors entering my business driveway (making a left turn against oncoming traffic) and to avoid backing up traffic a substantial distance down Collyer Drive without a left turn lane. If Collyer Drive is going to be the main access for this project (only access) it makes sense to add this left turn lane as part of the overall improvement plans to Collyer Drive so that this improvement can be done at the same time. How we get there I am not quite sure. However, I would like to be part of the solution (within reason).

In conclusion, we certainly need well thought out development in the City of Redding. We recently had a front row seat of what happens when there is no development for several years. Not pretty. Thank you for your time and consideration of these comments.

Sincerely,



Mark Coulter

RECEIVED

MAR 11 2016

To Whom This May Concern;
I am my dad's Caregiver who
is 94 yrs old. He had a stroke
in 2012. He has been taken to
the hospital many times. We
live at 811 Cally Ct #1 Redding
Calif. One of my biggest concerns
with this Bethel project is the
heavy traffic and no outlet. Every
minute counts and with the
heavy traffic I'm concerned about
the delay. We have many
Elderly families in our community.
Also our water pressure is a big
factor

Sincerely
Gloria

Toy, Lily

From: Des Comer <theory19@yahoo.com>
Sent: Friday, March 11, 2016 9:50 AM
To: Toy, Lily
Subject: TwinTowers Bethel

To Whom It May Concern;

I am writing to express my concern over the school that Bethel wants to build near Twin Towers. This directly affects me, my backyard faces the currently empty field.

This school will directly impact my quality of life and change the neighborhood forever. The building and construction and noise and lights. I can hear people in the field when they are there DIRECTLY in my bedroom. There is no way to filter this noise. The noise will increase dramatically!!

The traffic we have now will increase. There are ZERO sidewalks on Twin Tower. Children walk home from school in the street. People walk their dogs on the street. I have concerns over the multiple groups of children that walk down this street twice a day (Gateway, Shasta, Columbia districts) already, to use this road as the "main" road will be detrimental.

We have a great neighborhood. I don't live on College View because the road is full of residences with Bethel/college people. When you have 3-4 people living in an apartment with 3-4 vehicles, parking will increase. There isn't enough street parking currently sometimes; the thought of having to constantly worry about parking here causes me huge concern.

I chose to live here because it is a nice neighborhood. Bethel will forever change the dynamics and I am not happy with what I know is coming.

I realize that this will be happening regardless of what people say. I am BEGGING for a better plan for the main road. Please. Sidewalks. No construction at night. Something to make this better.

Respectfully yours,

Desiree Comer, resident of Cally Court since 2008

Toy, Lily

From: Rod & Judy Wilson <reddinglegends@charter.net>
Sent: Friday, March 11, 2016 10:01 AM
To: Toy, Lily
Subject: Bethel Project

I have to wonder why Bethel can't expand their present campus. Another concern is how much this will put a burden on the Bella Vista Water District. We don't have that much water now and this will only make it worse. I really feel sorry for the people who have homes in that area. The homes will be worth nothing if this goes through. I hope permission is NOT granted for this project.

Judith Wilson
668 San Gabriel St
Redding CA 96003

Toy, Lily

From: Brooks, Scott (IHS/CAL/RDO) <Scott.Brooks@ihs.gov>
Sent: Friday, March 11, 2016 3:03 PM
To: Toy, Lily
Subject: Bethel complex concerns

While you are studying the impacts of the proposed Bethel complex in Redding, I know you will be evaluating the impacts it will have on water and traffic in the area.

I have a degree in Hydrology and I am familiar with the vast water issues Shasta County is facing. I know a project like this should not be started until residents in the Bella Vista Water District (BVWD) have been returned to their normal allotments of water. It would make no sense for us to continue to face possible penalties while a project of this magnitude is even being considered. Drought tolerant landscaping will not make up for the vast amount of water that will be consumed, used for maintenance at the complex, and used for toilet facilities.

I spoke with BVWD a couple of years ago and they said they were having to start up wells they hadn't used in decades due to the drought. The lack of water in the District would have to be mitigated by BVWD importing more water from other Districts, or cutting back on sharing their water with other areas of the state. They cannot burden residents in the area any more than they already are. It would be nice to hear from BVWD and hear how they plan to provide the amount of water that will be required.

The other major issue homeowners are concerned with is traffic. I live on the northern end of the neighborhood, and there are only 2 feasible exits onto Collyer for the entire neighborhood. In order to prevent massive traffic bottlenecks by people trying to leave the neighborhood, especially during peak hours at Bethel with the possible 2,600 attendees, a new exit onto 299 across from the proposed project needs to be constructed. Installing traffic lights and widening Twin Tower Drive and Collyer Drive as proposed will not be enough to mitigate the amount of traffic released during peak times which will result in massive traffic jams.

Thank you for your consideration and addressing these issues.

Scott Brooks
Engineering Technician
Indian Health Service
Redding Field Office
Office: (530) 246-5339 x 305



**PUBLIC SCOPING
SUGGESTIONS/COMMENTS**

**Bethel Church of Redding Collyer Drive Campus Planned Development Project
(PD-2015-00304)
Environmental Impact Report**

PUBLIC COMMENT PERIOD: January 26, 2016 – March 11, 2016
COMMENT DEADLINE: March 11, 2016 at 5:00 p.m.

NOTE: Name, address and phone number are not required in order to provide a comment. You are not limited to utilizing this comment card and comments may be submitted to the City in any written manner.

Name: *Barbara & Joe Montanez*

Agency (if applicable):

Mailing Address: *19630 Collyer Dr*

Phone Number: *530 229-7870*

Email: *Bjmontanez@sbcglobal.net*

Comments (continue on back):

We live next door to the Bethel property. In addition to the concerns that have been presented already we have the following issues.

- We rely on our well for our water; how will the disturbance of the adjacent ground affect our well water taste & quality.*
- How will the new entry lane adjacent to our private road "Poison Oak Ln" impact our entry onto Collyer Dr. from both our drive way & Poison Oak Lane. → over*

Submit this card or other written comments to:

CITY OF REDDING
DEVELOPMENT SERVICES DEPARTMENT
Planning Division
777 Cypress Avenue
Redding, CA 96001
Attention: Lily Toy, CFM, Senior Planner
Email: ltoy@cityofredding.org
Fax: (530) 225-4495

Comments (continued):

- would like to have "Do Not Block" areas designated at the entry points from our driveway & Poison Oak Ln
- We are very concerned about the noise & traffic during construction
 - With most of the property being paved, how & where will all the water runoff be directed. We do not want our property flooded.
 - Our loss of privacy is a major concern. We do not want a wall built, this would be an eyesore & it would restrict our sunlight & views. We also do not wish to have full views of all the vehicle movement so close to our Bedroom windows that all face Poison Oak Ln. A raised ground with trees & bushes at the edge of the Bethel property would be preferred, this would look nicer & block our view of all the vehicle traffic.
 - Lighting is also an issue, even with softer/yellow lights. Trees & bushes might help to filter.

Toy, Lily

From: Gregg Schrumpf <g3.hschrumpf@yahoo.com>
Sent: Friday, March 11, 2016 8:34 PM
To: Toy, Lily
Subject: Bethel project

Please do not support the Bethel expansion project.

Gregg Schrumpf
1640 Victor Ave #38
Redding, CA. 96003
Sent from my iPhone

Toy, Lily

From: wnbafan@charter.net
Sent: Saturday, March 12, 2016 2:57 PM
To: Toy, Lily
Subject: New Bethel campus

I'm writing to voice my concerns regarding the building plans for Bethel on Collyer Drive. Major areas of concern are water, water pressure, traffic, noise, quality of living. I live in the Bella Vista water district, and last year they had some serious water cutbacks and increase in fees. If Bella Vista water district is currently having a hard time keeping enough water available, and water pressure, I can't even begin to imagine the huge negative impact of that large campus on our water. Between the current Bethel campus, Simpson and Shasta Colleges, there is already a large amount of traffic/noise on Shasta View, Collyer, Churn Creek and Old Oregon Trail. It's congested enough without adding hundreds of trips a day. Was there a more commercial area that was considered? Why is a residential area being considered? This new campus has too much potential negative impact, and is not a viable fit for this or any residential area. Most residents I talk to do NOT want this built.

Toy, Lily

From: Henry Fagundes <henryfagundes4@gmail.com>
Sent: Saturday, March 12, 2016 2:05 PM
To: Toy, Lily
Subject: Churn Creek Road dangerous and in efficient.

Hello. I live in Shasta Hills Estates (SHE), a community of 201 homes for 55 and older. For 4 years I've witnessed an increase in traffic on Churn Creek. There are two exits from SHE. The Golden Gate and Palacio exits have no caution or stop lights to slow cars speeding on Churn Creek, when exiting SHE (for the last 10 to 20 years). You have owners (55 and older) including visiting family's, constantly waiting to take a chance to dash out onto Churn Creek. You would think that there would be, at least caution lights installed, if not a signal light. There are cars and trucks coming from

hwy 299, around a bend, a block away from SHE, traveling at 45-60 miles per hour, so that you must time your exit just right in order to dodge traffic in both directions. Also, people drive 50 to 60 miles per hour coming down Churn Creek (past the school on the right) around a curve that is banked wrong and is badly in need of repair, also with cars pulling out of a large gravel area in front of school (where there is a sign "no parking at any time").

There is a new signal at Bodenhamer ??, holding 10 to 25 cars stopped at Churn Creek, to allow one to three cars to enter Churn Creek. Then this line of cars gets to stop again at Dana signal and wait for one or two cycles before getting through the signal.

Of course, if your unlucky enough to turn right at the Dana signal, passing the Good Neighbor church, Bella Vista Water, etc., you get to encounter a rut across the road that you must slow way down for and put up with unthinking dolts that honk at you and ride your rear bumper because you are safely slowing down so that you don't have to realign your cars front end every month. And if that wasn't exciting enough, you get to dodge multiple pot holes as you drive down to Browning Rd. (many people drive down the shoulder to avoid the pot holes that have been getting bigger and bigger over the last few years).

Having said that, the city of Redding is thinking of allowing a business, church, etc. to build and add hundreds + of cars to the mix. It gets worse! Add the fact that someday Churn Creek will be extended all the way to Oasis adding thousands of automobiles to the mix. There goes the property values of anyone living off of Churn Creek Rd.

And if that wasn't the only problem, consider the water shortage dilemma. How in the world can the City of Redding even consider issuing a large build permit of any kind, when we are in the midst of a severe water shortage and BellaVista Water residents are already being punished for watering their modest front landscapes, etc.??

Sincerely, Hank Fagundes, 691 Volcano View Trail, Redding CA 96003

Grove, Bruce

From: Toy, Lily <ltoy@ci.redding.ca.us>
Sent: Tuesday, March 15, 2016 8:07 AM
To: Grove, Bruce
Subject: FW: Bethel Church Proposal - Input

Hi Bruce-

Thanks!

Regards-

Lily Toy, CFM
Senior Planner
e-mail: ltoy@cityofredding.org
phone: (530) 245-7231
fax: (530) 225-4495

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City of Redding
Development Services Department
Planning Division
777 Cypress Avenue
Redding, CA 96001
www.cityofredding.org

From: Bob Bell [mailto:huntinwithbob@att.net]
Sent: Monday, March 14, 2016 6:05 PM
To: Toy, Lily
Subject: Bethel Church Proposal - Input

Good afternoon Ms. Toy,
My wife and I have some great concerns with the proposed new Bethel Church facility off of Twin Tower. We live on Posey Lane and believe the traffic increase will be a much greater problem to current residences than predicted. With the large increase in users on Twin Tower and Colyer, there will be a huge bottleneck each day, especially during the end of services or class. With only one lane south bound on Twin Tower, we see no way to get out of the neighborhood without a major delay. I would like the City to consider additional road and traffic studies before the project is approved.

I would also like the city to consider a request to have Bethel Church and Bella Vista Water District work together to ease the fears of most of the current residents regarding water pressure and water volume in the project area. As you

know, water is a common concern and as residents, it should be proven to us that 'pressure and flow' is not inadequate, both before and after the project is completed.

I propose that the City require water pressure and water volume tests be performed in the project area and that those tests be done by Bella Vista Water District (or by a dis-interested outside contractor) with the costs being paid by Bethel Church. Tests should be done at random residential locations at the 'curb meter', and in the adjacent residence, and on alternate sides of the streets in the project area to prove that there are no existing water pressure or flow problems before one shovel of dirt is turned. These tests should be compared to similar 'readings' at City of Redding residential water utility customers to help insure that Bella Vista Water District can actually provide water as needed to ALL in the project area.

In the likely event that the Bethel Church project proceeds and upon completion, the SAME locations and tests should be completed after construction to 'silence and to prove' to Bella Vista Water District customers that the Bethel Church project has not 'robbed' us of water pressure OR volume. And, no Certificate of Occupancy to Bethel Church unless and until it is proven that water pressure and volume have not been negatively impacted.

I am suggesting this to you because in the last several days numerous residents have voiced concerns to us regarding water pressure and volume here in our area. Our actual experience is not unlike that of other "long term residents". We moved in years ago and never experienced a noticeable variation in water pressure or water volume when we first moved in and were using multiple faucets or fixtures at one time. This problem has existed for a few years.

In closing, my wife has worked for Bethel and we have no problem with them other than wanting to make sure a nice neighborhood is kept that way, and not turned into a undesirable place to live. I hope the traffic and water issues will continue to be reviewed and the City and Bethel Church will do the "Right Thing" and keep the impact to current residents to a minimum.
Thank you for allowing our input.

/s/ Robert E. Bell

Sincerely,
Robert & Kelly Bell
19362 Posey Lane
Redding 96003-9536
530-605-1765
huntinwithbob@att.net