

CITY OF REDDING

777 CYPRESS AVENUE, REDDING, CA 96001

P.O. BOX 496071, REDDING, CA 96049-6071

NOTICE OF PUBLIC HEARING AND INTENT TO ADOPT A MITIGATED NEGATIVE DECLARATION

Dear Property Owner or Agency:

This notice is being sent to property owners within or near the area shaded on the attached map and to all public agencies who are reviewing agencies for this environmental document. The map shows the property, consisting of 1.10 acres, on which Jagdeep Singh Randhawa is requesting approval of Site Development Permit Application SDP-2017-01262, Rezoning Application RZ-2017-00954 and General Plan Amendment Application GPA-2017-00955 to construct a 3,180 square foot convenience gas mart and carwash, on property located at 2450 Goodwater Avenue, Redding, CA. The site is zoned "LO" Limited Office with a General Plan designation of Limited Office.

The City of Redding Planning Division has reviewed the project and, based upon the whole record before the City (including the Initial Study and any supporting documentation), is recommending that a Mitigated Negative Declaration* be adopted pursuant to the California Environmental Quality Act.

All interested persons are invited to comment in writing on the draft Mitigated Negative Declaration to the Planning Division prior to the end of the public review period. The comment period begins March 5, 2018, and ends on March 26, 2018. The Planning Commission will consider recommending adoption of the Mitigated Negative Declaration and will conduct a public hearing on the project at 4 p.m., Tuesday, March 27, 2018, in the City Council Chambers located at 777 Cypress Avenue, Redding, California. Subsequent notification will be made for all public hearings scheduled for consideration of the environmental document and project approval. Adoption of the Mitigated Negative Declaration will conclude the environmental review of the project.

The Initial Study, site plan, project description, draft Mitigated Negative Declaration, and other information concerning the project is available for public review from 8 a.m. to 5 p.m. weekdays at the Planning Division, Development Services Department, 777 Cypress Avenue, Redding, CA 96001 (telephone 530-225-4020) and online on the Planning/Projects page of the Development Services website at: www.cityofredding.org. For more information, please contact Zach Bonnin at the above address.

Paul Hellman, Planning Manager
Development Services Department

*A Mitigated Negative Declaration is a determination that a project will not have a significant impact on the environment because of mitigation measures that have been added to the project.

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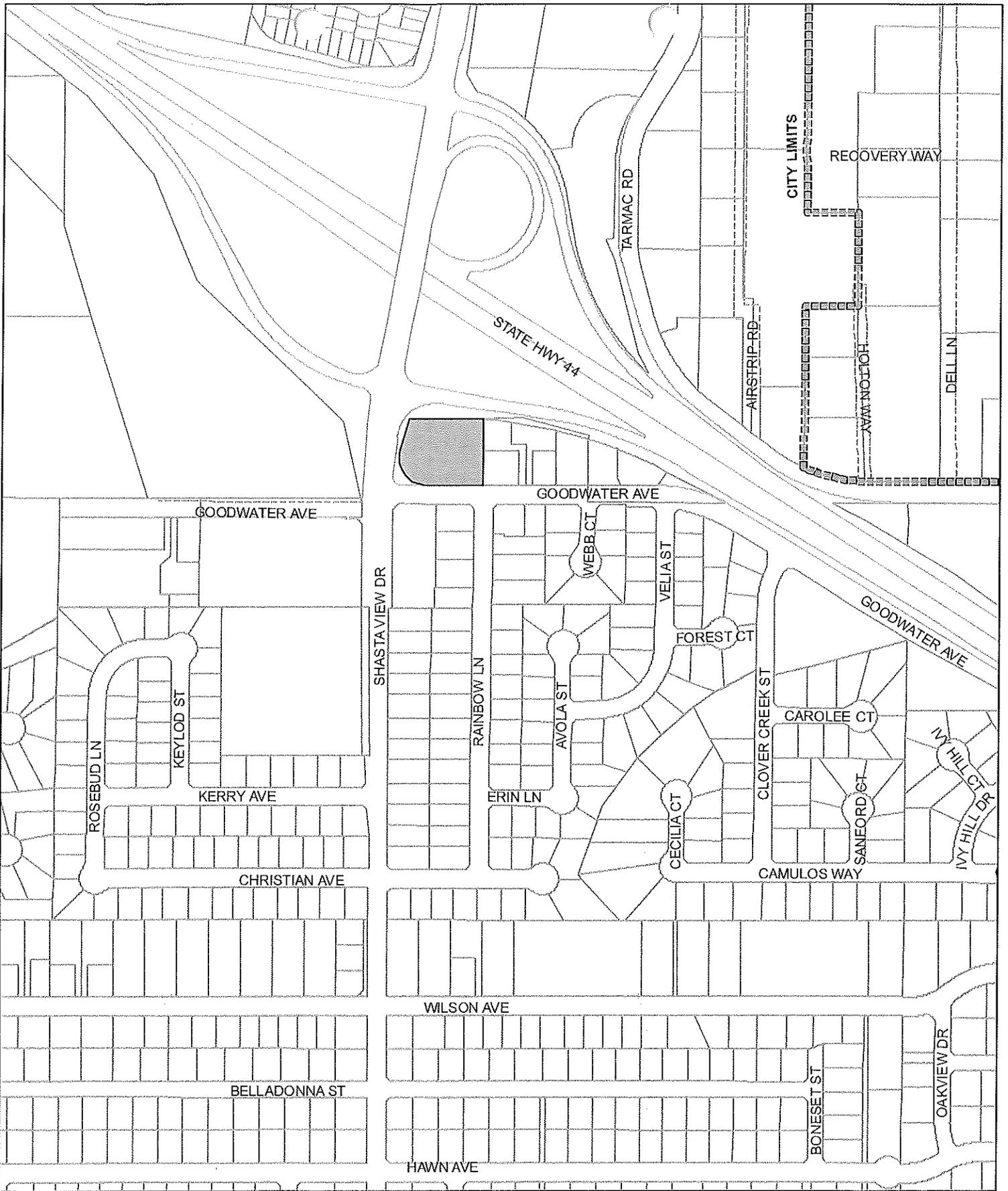
Envirdocs\MND-Public Hearing-Notice-shl

Dated: March 5, 2018

Attachment: Location map

- c: Shasta County Clerk
- U.S. Army Corps of Engineers, Redding
- California Native Plant Society, Shasta Chapter
- Shasta Environmental Alliance
- Central Valley Regional Water Quality Control Board, Redding
- California Department of Fish and Wildlife, Redding
- Shasta County Air Quality Management District
- All property owners within 300 feet of the property boundary

The purpose of the public hearing is to obtain information from the public concerning the project described above. At the hearing, the _____ will consider the information provided by the public, the applicant, and staff and then determine whether to approve or deny the project. In most cases, the project will not be before the _____ unless staff is recommending approval of the project. If you challenge the project or decision in court, you may be limited to raising only those issues you raised at the public hearing described in this notice, or in written correspondence delivered to the _____ at, or prior to, the public hearing.



GIS DIVISION
 INFORMATION TECHNOLOGY DEPARTMENT
 DATE PRODUCED:
 AUGUST 1, 2017

0 200 400 Feet

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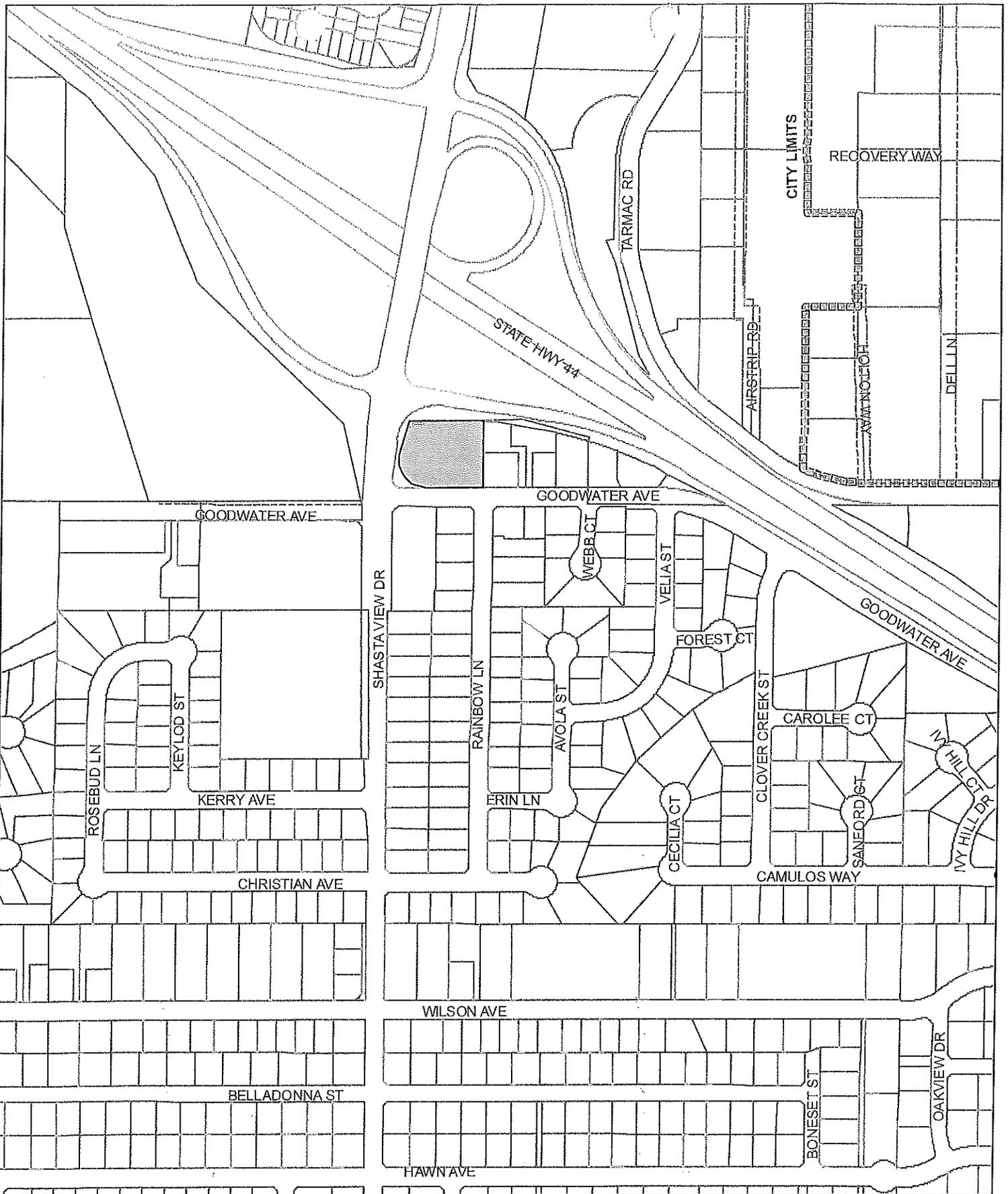
LOCATION MAP

RZ-2017-00954 / GPA-2017-00955
 JAGDEEP SINGH RANDHAWA
 2450 GOODWATER AVENUE
 AP# 109-080-007

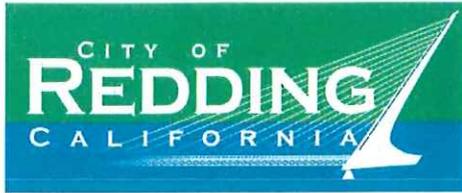
MTG. DATE:

ITEM:

ATTACHMENT:



	<p>GIS DIVISION INFORMATION TECHNOLOGY DEPARTMENT</p>	<p>LOCATION MAP</p> <p>RZ-2017-00954 / GPA-2017-00955 JAGDEEP SINGH RANDHAWA 2450 GOODWATER AVENUE AP# 109-080-007</p>	<p>MTG. DATE:</p>
	<p>DATE PRODUCED: AUGUST 1, 2017</p> <p>0 200 400 Feet</p>		<p>ITEM:</p> <p>ATTACHMENT:</p>
<p>PA\PLANNING\DWG\RZ-2017-00954 GPA-2017-00955.MXD</p>			



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

MITIGATED NEGATIVE DECLARATION

Site Development Permit Application SDP-2017-01262 Rezoning Application RZ-2017-00954 General Plan Application GPA-2017-00955

SUBJECT Goodwater Convenience Gas Mart, Site Development Permit Application SDP-2017-01262, Rezoning Application RZ-2017-00954 and General Plan Amendment Application GPA-2017-00955.

PROJECT DESCRIPTION The applicant is requesting approval of a Site Development Permit, General Plan Amendment, and Rezoning to allow construction of a 3,180-square-foot convenience gas mart and carwash. The rezoning application is to change from "LO" Limited Office to "GC" General Commercial and the General Plan Amendment application is to change the land use designation from Limited Office to General Commercial.

ENVIRONMENTAL SETTING The site is constrained on all sides with roads, and development and the existing vegetation has been removed in years past but has regrown over time. There is no standing water; drainage courses; riparian vegetation on site. The upland site has typical upland vegetation consisting of grey pines, oaks and an understory of manzanita and other small brush such as poison oak.

FINDINGS AND DETERMINATION

The City of Redding conducted an Initial Study (attached), which determined that the proposed project could have significant environmental effects. Subsequent revisions in the project proposal create the specific mitigation measures identified below. The project, as revised and as agreed to by the applicant, avoids or mitigates the potentially significant environmental effects identified, and the preparation of an environmental impact report will not be required. There is no substantial evidence, in light of the whole record before the City, that the project as revised may have a significant effect on the environment. If there are substantial changes that alter the character or impacts of the proposed project, another environmental impact determination will be necessary.

The project includes measures to mitigate potentially significant impacts of traffic impacts at the intersection of Goodwater Avenue and Shasta View Drive. The mitigation required is to construct a traffic signal or round-about at the intersection prior to obtaining a certificate of occupancy.

Prior to approval of the project, the lead agency may conclude, at a public hearing, that certain mitigation measures identified in the Mitigated Negative Declaration are infeasible or undesirable, in accordance with CEQA Section 15074.1. The lead agency may delete those

PUBLIC REVIEW

- (x) Draft document referred for comments March 5, 2018.
- () No comments were received during the public review period.
- () Comments were received but did not address the draft Mitigated Negative Declaration findings or the accuracy/completeness of the Initial Study. No response is necessary. The letters are attached.
- () Comments addressing the findings of the draft Mitigated Negative Declaration and/or accuracy or completeness of the Initial Study were received during the public review period. The letters and responses follow (see Response to Comments, attached).

Copies of the Mitigated Negative Declaration, the Initial Study, documentation materials, and the Mitigation Monitoring Program may be obtained at the Planning Division of the Development Services Department, City of Redding, 777 Cypress Avenue, Redding, CA 96001. Contact: Zach Bonnin, 530-245-7112.



Paul Hellman, Planning Manager

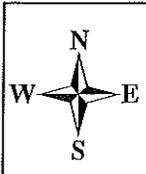
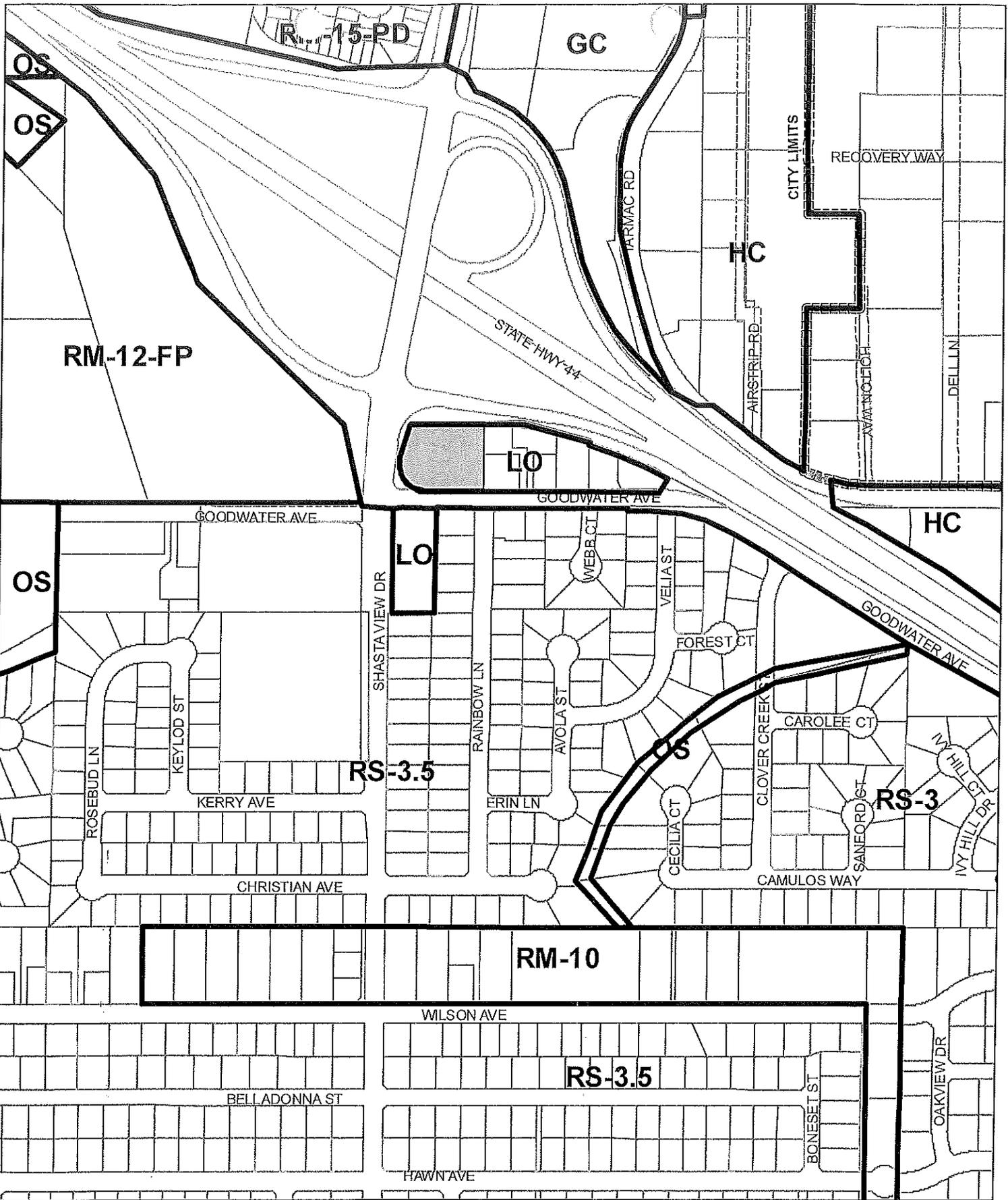
March 5, 2018

Date

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Attachments:

- A. Location map
- B. Initial Study
- D. Comments and Response to Comments (if any)



GIS DIVISION
 INFORMATION TECHNOLOGY DEPARTMENT
 DATE PRODUCED:
 AUGUST 1, 2017
 0 200 400 Feet

ZONING MAP
 RZ-2017-00954 / GPA-2017-00955
 JAGDEEP SINGH RANDHAWA
 2450 GOODWATER AVENUE
 AP# 109-080-007

MTG. DATE:
 ITEM:
 ATTACHMENT:

ENVIRONMENTAL INITIAL STUDY

INITIAL STUDY CHECKLIST

References and Documentation

Goodwater Convenience Gas Mart

Site Development Permit Application SDP-2017-01262

General Plan Amendment GPA-2017-00955

Rezoning Application RZ-2017-00954

Prepared by:

CITY OF REDDING

Development Services Department

Planning Division

777 Cypress Avenue

Redding, California 96001

March 5, 2018

	Land Use / Planning		Mineral Resources		Noise
	Population / Housing		Public Services		Recreation
X	Transportation / Traffic		Utilities / Service Systems		Mandatory Findings of Significance

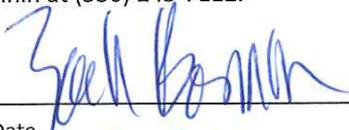
DETERMINATION: (To be completed by the Lead Agency)

On the basis of the initial evaluation:

- I find that the proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.
- X** 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 Zach Bonnin at (530) 245-7112.

 Zach Bonnin, Associate Planner
 Development Services Department



 Date 3-5-18

SUMMARY OF MITIGATION MEASURES:

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

Existing Setting

The project site is located on the northeast corner of the Shasta View Drive/Goodwater Avenue intersection and is currently vacant. The site is adjacent to the eastbound onramp to State Route (SR) 44. The existing setting of the site is a variety of trees that have been limbed up for fire protection. The area is characterized by a mix of offices, churches and residential uses.

Discussion:

- a) The project must comply with the height standards of the City's Zoning Ordinance. The project would be consistent in height with buildings on adjacent properties and would not obstruct any documented scenic vistas. The project's contribution to aesthetic impacts is less than significant, as it is consistent with the size, bulk and scale of surrounding buildings and uses and would not contribute to the overall changes in the visual character of the City.
- b) The project site is not located adjacent to a state-designated scenic highway.
- c) The buildings would be constructed as one story structures, to a height well below the maximum 45 feet allowed by the City's Zoning Ordinance. The project will be compatible with the existing visual character of the property and its surroundings.
- d) The project would generate light that is customary for development and comply with the Zoning Ordinance light standards. There would not be an adverse effect on day or nighttime views in the area. The lighting is required by the City of Redding zoning to be down directed and not have offsite impacts.

Documentation:

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

Mitigation:

None necessary.

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

to protect public health and welfare. Air quality at a given location can be described by the concentration of various pollutants in the atmosphere. The significance of a pollutant concentration is determined by comparing the concentration to an appropriate Federal and/or State ambient air quality standard. Federal standards are established by the US Environmental Protection Agency (EPA) and are termed the National Ambient Air Quality Standards (NAAQS). The State standards are established by the California Air Resources Board (CARB) and are called the California Ambient Air Quality Standards (CAAQS). The region generally has good air quality, as it attains for most ambient air quality standards.

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

The City Air Quality Element of the *General Plan* establishes emission-reduction goals of 20 to 25 percent, depending on the projected level of unmitigated emissions for a project. Mitigation thresholds are established for the important regional/local pollutants, including: Reactive Organic Gases (ROG) and Oxides of Nitrogen (NOx), which are ozone precursors, and Inhalable Particulate Matter, 10 Micron (PM₁₀). The mitigation thresholds for these pollutants are tiered at two levels as follows:

Level "A"	Level "B"
25 pounds per day of NOx	137 pounds per day of NOx
25 pounds per day of ROG	137 pounds per day of ROG
80 pounds per day of PM 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 NOx, 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. As a small commercial development, a project does not have the potential to generate significant emission concentrations of other pollutants subject to state and federal ambient air quality standards. The project was not of size or significance that would warrant Level "B" conditions therefore standard conditions will address any potential impacts.

- d) Potential impacts to neighboring homes (sensitive receptors) from fugitive dust caused during construction are mitigated by application of the SMMs discussed above.
- e) The project does not involve land use that could generate objectionable odors affecting substantial number of people.

Documentation:

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

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

Discussion

a-d) Based upon archaeological reports, records searches, and information contained in the *General Plan* EIR pertinent to the vicinity of the subject property, it has been determined that the project site is not in an area of archaeological or cultural sensitivity. No impacts in this area are anticipated.

Documentation:

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

Mitigation:

None necessary.

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. ii) Strong seismic ground shaking? iii) Seismic-related ground failure, including liquefaction? iv) Landslides? 				X
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				X

City of Redding Grading Ordinance, RMC Chapter 16.12
 City of Redding Standard Specifications, Grading Practices
 City of Redding Standard Development Conditions for Discretionary Approvals (subdivisions, use permits, site development permits, etc.)
 Soil Survey of Shasta County Area, United States Department of Agriculture, Soil Conservation Service and Forest Service, August 1974
 Division of Mines and Geology Special Publication 42
 State Regional Water Quality Control Board, Central Valley Region, Regulations related to Construction Activity Storm Water Permits and Storm Water Pollution Prevention Plans

Mitigation:

None necessary.

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:

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

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

As the Lead Agency, the City has opted to utilize a quantitative non-zero project-specific threshold using a methodology recommended by the California Air Pollution Officers (CAPCOA) and accepted by the California Air Resources Board. According to CAPCOA’s *Threshold 2.3, CARB Reporting Threshold*, 10,000 metric tons of carbon-dioxide equivalents per year (mtCO₂eq/yr) is recommended as a quantitative non-zero threshold. According to the CAPCOA, this threshold would be equivalent to 550 dwelling units, 400,000 square feet of office use, 120,000 square feet of retail, or 70,000 square feet of supermarket use. This approach is estimated to capture over half the future residential and commercial development projects and is designed to support the goals of AB 32 and not hinder it.

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

- **Carbon Dioxide (CO₂):** Emitted primarily through the burning of fossil fuels. Other sources include the burning of solid waste and wood and/or wood products and cement manufacturing.
- **Methane (CH₄):** Emissions occur during the production and transport of fuels, such as coal and natural gas. Additional emissions are generated by livestock and agricultural land uses, as well as the decomposition of solid waste.
- **Nitrous Oxide (N₂O):** The principal emitters include agricultural and industrial land uses and fossil fuel and waste combustion.
- **Fluorinated Gases:** These can be emitted during some industrial activities. Also, many of these gases are substitutes for ozone-depleting substances, such as CFC’s, which have been used historically as refrigerants. Collectively, these gases are

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
airport, would the project result in a safety hazard for people residing or working in the project area?				
f) For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?				X
g) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?				X
h) Expose people or structures to a significant risk of loss, injury, or death involving wildland fires, including where wildlands are adjacent to urbanized areas, or where residences are intermixed with wildlands?				X

Discussion:

a, b, d) The nature of the project as a convenience gas mart does present a risk related to hazardous materials or emissions. As the site will be serving diesel and gasoline which the state has designated as hazardous, numerous State, federal and local regulations will apply to transport, storage and dispensing. These standard regulations for petroleum products have been determined to adequately limit future potential significant impacts resulting from the construction of a new facility at this site.

c) The site is not located within one quarter mile of a school.

d) The site does not have any record of contamination, pursuant to Gov. Code Section 65962.5.

e, f) The project is located outside the established approach/departure clear zones for Redding Municipal Airport. The proposed land use would not conflict with operations of the Airport or present a safety hazard to people residing in the subdivision. There are no private airstrips in the project vicinity.

g) The project does not involve a use or activity that could interfere with emergency-response or emergency-evacuation plans for the area.

h) The project site does not have a wildland fire-hazard potential. The site has been disturbed in the past and is surrounded primarily by developed roads and commercial lots.

Documentation:

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

Mitigation:

None necessary.

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

Documentation:

City of Redding General Plan Background Report, Chapter 10, Health and Safety Element, 1998
 Federal Emergency Management Agency Floodplain regulations, FIRM map 06089C1545G, dated March 17, 2011
 City of Redding Storm Drain Master Plan, Montgomery-Watson Engineers 1993

Mitigation:

None necessary.

X. LAND USE AND PLANNING: <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:

- a) The project does not have the potential to physically divide an established community.
- b) The project is approximately one acre in size. The convenience gas mart is located on a project site that is currently zoned and designated for Limited Office uses. A convenience gas mart is not a permitted land use within the existing Limited Office zoning and General Plan designation. Therefore, the applicant is proposing a rezoning to "GC" General Commercial and a General Plan amendment to General Commercial. With the proposed rezoning and General Plan amendment, the proposed project would be compatible with the applicable policies and regulations of the General Plan and Zoning Ordinance and would not be in conflict with any other Plan adopted by a jurisdictional agency for the purpose of avoiding or mitigating an environmental effect.
- c) There is no habitat conservation or natural community conservation plans that are applicable to the site.

Documentation:

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

Mitigation:

None necessary.

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

considered less than significant.

e, f) The proposed project site is not located within any of the noise contours of Redding Municipal Airport and is located approximately four miles northwest of the Airport. There are no private airstrips in the vicinity of the project site.

Documentation:

- City of Redding General Plan, Noise Element, 2000*
- City of Redding Grading Ordinance Redding Municipal Code, Section 16.12.120*
- City of Redding General Plan, Transportation Element, 2000*
- City of Redding Zoning Ordinance Redding Municipal Code, Section 18.40.100*
- City of Redding Municipal Airport Area Plan*

Mitigation:

None necessary.

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:

a, b, c) The project would create opportunity for the construction of convenience gas mart to help serve the growth anticipated by the Redding *General Plan*. The project would not induce unplanned population growth and does not propose the extension of any new roads or utilities not anticipated by the *General Plan*. The project would not displace any existing housing.

Documentation:

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

Mitigation:

None necessary.

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:

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
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
f) Result in inadequate parking capacity?				X
g) Conflict with adopted policies, plans or programs supporting alternative transportation (e.g. bus turnouts, bicycle racks)?				X

Discussion:

a, b, d) A Traffic Impact Analysis Memorandum was prepared by Omni-Means for the proposed project.

Study Intersections

The following critical study intersections were selected in coordination with the City of Redding for analysis of weekday AM and PM peak hour conditions:

Shasta View Drive/SR 44 EB Ramps and Shasta View Drive/Goodwater Avenue

Existing Traffic Volumes

Existing weekday AM and PM peak hour traffic volume counts for the study intersections were collected by Omni-Means on November 2, 2017. The AM peak hour is defined as one-hour of peak traffic flow (which is the highest total volume count over four consecutive 15-minute count periods) counted between 7:00 am and 9:00 am on a typical weekday. The PM peak hour is defined as one-hour of peak traffic flow counted between 4:00 pm and 6:00 pm on a typical weekday.

The study did not find existing traffic at the Shasta View Drive/SR 44 EB Ramps to exceed thresholds but did find that the existing traffic at Shasta View Drive/Goodwater Avenue exceeded threshold criteria, and is currently operating at a Level of Service "F".

Level-of-Service Methodologies and Significance Threshold

Traffic operations and impacts are typically quantified through the determination of "Level of Service" (LOS). LOS is a qualitative measure of traffic operating conditions, whereby a letter grade "A" through "F" is assigned to an intersection, representing progressively worsening traffic operations.

Levels of Service are calculated for all intersection control types using methods documented in the Transportation Research Board (TRB) Publication "Highway Capacity Manual, Fifth Edition, 2010 (HCM 2010)." For two-way stop-controlled (TWSC) intersections, the intersection delays and LOS are represented by the worst approach. For signalized intersections, the intersection delays and LOS reported are average values for all intersection movements.

Or

- Construction of a roundabout.

Improvement plans for the intersection are required to be submitted and approved by the City of Redding and coordination with Caltrans completed prior to issuance of a building permit.

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

Discussion:

- a) Wastewater generated from the project would be discharged into the City sanitary sewer system. This type and intensity of land use activity does not generate wastewater demands that would exceed treatment requirements of the Regional Water Quality Control Board.
- b) The proposed development does not generate the need for the construction of new water or wastewater-treatment facilities.
- c) Project-related stormwater-management improvements consist of construction of collection and conveyance systems in accordance with City construction standards and City Policy 1806 pertaining to stormwater detention (also see IX, *Hydrology and Water Quality*, d and e).

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

- d) Potable water is available from the City to serve the project with adequate pressure and flows for fire suppression. The demands of the project can be accommodated within the City's existing water resources.
- e) The project will utilize the City's sanitary sewer system to dispose of wastewater. Adequate sewer capacity is available in the City's

Mitigation:

None necessary.