

ENVIRONMENTAL INITIAL STUDY

INITIAL STUDY CHECKLIST

References and Documentation

Sierra Pacific Land & Timber Company
Subdivision Map Application S-2019-00280
Planned Development Application PD-2019-00309
Rezoning Application RZ-2019-00314

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

September 2019

CITY OF REDDING ENVIRONMENTAL CHECKLIST FORM

1. **Project Title:** Stonecreek Subdivision and Planned Development

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:** Zach Bonnin (530)245-7112

4. **Project Location:** APN # 054-510-029-000 and 054-510-082-000, 2923 and 2873 Rancho Road, Redding CA, 96001

5. **Applicant's Name and Address:**

Sierra Pacific Land & Timber Company
PO Box 496014
Redding, CA 96049-6014

Representative's Name and Address:

Sharrah Dunlap Sawyer, Inc.
6590 Lockhead Dr.
Redding, CA 96002

6. **General Plan Designation:** Residential Single Family, 2 to 3.5 units per acre

7. **Zoning:** "RS-3" Residential Single-Family

8. **Description of Project:** Tentative Subdivision Map Application, Stonecreek Subdivision, is a request to subdivide on 61.6 acres of land into 218 residential single-family residences on property located at 2923 and 2873 Rancho Road in Redding, CA. The project includes a Rezoning Application to add the "PD" Planned Development Overlay District to the existing "RS-3" Residential Single Family District with a General Plan designation of "Residential, 2 to 3.5 units per acre. The project includes a Planned Development Plan Application to allow density averaging, reduction of standard lot sizes to allow 108 of the homes to be constructed as attached single family homes in a courtyard style development.

9. **Surrounding Land Uses and Setting:** The Project is located in the City of Redding, Shasta County, California, Latitude 40.53376, Longitude -122.31575, within the United States Geological Survey (USGS) 7.5' "Enterprise, CA" quadrangle, within Section 21, Township 31N, Range 4W. The Project site is located within the northernmost extent of the Central Valley in Redding, California. The site is currently composed primarily of annual grassland habitat with scattered oak trees. However, the site was historically dominated by oak woodland. The site has been and is currently used for cattle and horse grazing. The Stonecreek Subdivision is located south of Rancho Road at the intersection with Shasta View Drive. The proposed project is located within the Shastina Ranch Facility Plan Area as described in the City of Redding Shastina Ranch Environmental Impact Report (SCH No. 2004032126). Parcels surrounding the proposed project area are undeveloped or contain limited rural residential development on parcels ranging in size from slightly over one-quarter acre to over four acres in size. The approved tentative subdivision Stonefair is under construction directly south the subject property. Access to the Stonefair subdivision is through the subject property on the future Shasta View Drive and the road is currently under construction.

10. **Other public agencies whose approval is required (e.g., permits, financing approval, or participation agreement):** Water Quality Certification from the Regional Water Quality Control Board, Section 404 and or Section 10 permits from the U.S. Army Corps of Engineers

11. **Have California Native American tribes traditionally and culturally affiliated with the project area requested consultation pursuant to Public Resources Code section 21080.3.1? if so, has consultation begun?** Consultation has been initiated but no response to date.

ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED:

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

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

DETERMINATION: (To be completed by the Lead Agency)

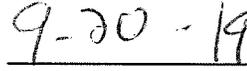
On the basis of the initial evaluation:

- 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



September 20, 2019

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 and Forestry Resources
- Air Quality
- Biological Resources
- Cultural Resources
- Energy
- Geology and Soils
- Greenhouse Gas Emissions
- Hazards and Hazardous Materials
- Hydrology and Water Quality
- Land Use and Planning
- Mineral Resources
- Noise
- Population/Housing
- Public Services
- Recreation
- Transportation
- Tribal Cultural Resources
- Utilities and Service Systems
- Wildlife
- Mandatory Findings of Significance

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

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

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

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

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

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

List of attachments/references:

Attachment A – Grading Plan

Attachment B – Hydrology Study by Pacific Hydrologic Incorporated, 2016

SUMMARY OF MITIGATION MEASURES:

Mitigation: AQ-1: Prior to issuance of a grading permit, the Project applicant shall submit a grading plan for review and approval by the City of Redding Development Services Department. The following specifications shall be included on the permit to reduce short-term air quality impacts attributable to the on-site and off-site construction activities:

- Apply nontoxic soil stabilizers according to manufacturer's specification to all inactive construction areas (previously graded areas inactive for ten days or more).
- Reestablish ground cover on the construction site through seeding and watering prior to final occupancy.
- All grading operations of a project shall be suspended when winds (as instantaneous gusts) exceed 20 miles per hour as directed by the AQMD.
- Provide temporary traffic control as appropriate during all phases of construction to improve traffic flow (e.g. flag person).
- Schedule construction activities that affect traffic flow to off-peak hours.
- Water active construction sites at least twice daily as directed by the Public Works Department.
- All truck hauling dirt, sand, soil, or other loose materials should be covered or should maintain at least two feet of freeboard (i.e., minimum vertical distance between top of the load and the trailer) in accordance with the requirements of CVC Section 23114. This provision is enforced by local law enforcement agencies.
- Sweep streets at the end of the day if visible soil materials are carried onto adjacent public paved roads (recommend water sweeper with reclaimed water).
- Install wheel washers where vehicles enter and exit unpaved roads onto paved roads. Or wash off trucks and any equipment leaving the site each trip.
- All on-site vehicles shall be limited to a speed of 15 miles per hour on unpaved roads.
- All Project rubber-tired dozers, graders, cranes, excavators, backhoes, loaders, rollers, scrapers, and tractors shall be California Air Resources Board (CARB) Tier 3 Certified.

Mitigation BIO 2. To avoid impacts to avian species such as Migratory Birds and Raptors protected under the MBTA and the CFGC the following are recommended avoidance and minimization measures for migratory birds and raptors:

- Tree removal shall be initiated outside of the bird nesting season (February 1 – August 31)
- If Project activities cannot be initiated outside of the bird nesting season than the following will occur:
 - A qualified biologist will conduct a pre-construction survey within 250 feet of the BSA, where accessible, within 7 days of starting Project activities.
 - If an active nest (i.e. containing egg(s) or young) is observed within the BSA or in an area adjacent to the BSA where impacts could occur, then a species protection buffer will be established. The species protection buffer will be defined by the qualified biologist based on the species, nest type and tolerance to disturbance. Construction activity shall be prohibited within the buffer zones until the young have fledged or the nest fails. Nests shall be monitored by a qualified biologist once per week and a report submitted to the CEQA lead agency weekly.
 - To minimize impacts to tree-roosting bat species protected by the CFGC the following are recommended avoidance and minimization measures:
 - If mature trees are removed or trimmed, the removal or trimming activity should be performed between September 16 and March 15 (outside of the bat maternity season). Trees should be removed at dusk to minimize impacts to tree-roosting bats.

Mitigation: TRAF 3. Intersection of Hartmeyer Lane and Churn Creek Road - The City shall collect an appropriate proportionate contribution towards implementation of the mitigation and coordinate with Shasta County for funding and implementation. This will be in the form of a fair share cost of the improvement based on the 7.7% fair share calculation. The final number will be determined at map recordation based on the final approved number of lots for the Stonecreek Subdivision. The fee will be due upon payment of building permit fees for each residential unit.

Mitigation TRAF 4. Shasta View and Rancho Road Intersection – Prior to the connection is made on Shasta View Drive to extend Shasta View drive east of Clover Creek through to Airport Road, the applicant shall install a traffic signal at the intersection of Shasta View and Rancho Road. Or Install a roundabout at the same location. The design and engineering of the intersection improvement will be approved by the City Engineer to insure that it functions at an acceptable level.

Mitigation TRAF 5. Shasta View Drive Extension Secondary Connection – Stonecreek Subdivision shall not record any final maps that exceed the 100 lots without the secondary access constructed that will extend Shasta View drive east of Clover Creek through to Airport Road. Once the secondary access route is constructed the subdivision will be able to record all of the lots. The 100 lots referenced is any combination of approved lots between Stonefair Subdivision, Shastina Ranch (east of Clover Creek) and the proposed Stonecreek Subdivision.

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) In nonurbanized areas, substantially degrade the existing visual character or quality of public views of the site and its surroundings? (Public views are those that area experienced from publically accessible vantage point). If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?				x
d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?				x

Discussion:

- a) The project must comply with the height standards of the City’s Zoning Ordinance. The project would be consistent in height with buildings on adjacent properties and would not obstruct any documented scenic vistas. The proposed project would change the natural character of the site as an existing cattle grazing field with a few large oak trees scattered throughout the site. The existing natural view would be altered to a residential subdivision.
- b) The project site is not located adjacent to a state-designated scenic highway.
- c) The project will be compatible with the existing visual character of the property and its surroundings.
- d) The project would generate light that is customary for development and comply with the Zoning Ordinance light standards. There would not be an adverse effect on day or nighttime views in the area.

Documentation:

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

Mitigation:

None necessary.

II. 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. In determining whether impacts to forest resources, including effects, lead agencies may refer to information compiled by the California Department of Forestry and Fire Protection regarding the state's inventory of forest land, including the Forest and Range Assessment Project and the Forest Legacy Assessment project; and forest carbon measurement methodology provided in Forest Protocols adopted by the California Air Resources Board. Would the project:</i>	Potentially Significant Impact	Less-Than-Significant With Mitigation Incorporated	Less-Than-Significant Impact	No Impact
a) Convert Prime Farmland, Unique Farmland, or Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?				x
b) Conflict with existing zoning for agricultural use, or a Williamson Act Contract?				x
c) Conflict with existing zoning for, or cause rezoning to, forest land (as defined in Public Resources Code section 12220(g), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51101(g).				x
d) Result in the loss of forest land or conversion of forest land to non-forest use?				x
e) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland to non-agricultural use?				x

Discussion:

a-e) The site has been used for cattle grazing for many years, but the soils are not a prime agricultural quality that would constitute as Prime Farmland. The site is not designated on any maps as farmland, and is zoned and General Plan designated for residential uses.

Documentation:

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

Mitigation:

None necessary.

III. AIR QUALITY: Where available, the significance criteria established by the applicable air quality management or air pollution control district may be relied upon to make the following determinations. Would the project:	Potentially Significant Impact	Less-Than-Significant With Mitigation Incorporated	Less-Than-Significant Impact	No Impact
a) Conflict with or obstruct implementation of the applicable air quality plan?			X	
b) 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		X		
c) Expose sensitive receptors to substantial pollutant concentrations?		X		
d) Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?				X

Discussion:

a-c) The Shasta County Air Quality Management District SCAQMD is designated by law to adopt and enforce regulations to achieve and maintain ambient air quality standards. The SCAQMD, along with other air districts in the NSVAB, has committed to jointly prepare and implement the *NSVAB Air Quality Attainment Plan* for the purpose of achieving and maintaining healthful air quality throughout the air basin. In addition, the SCAQMD adopts and enforces controls on stationary sources of air pollutants through its permit and inspection programs, and it regulates agricultural burning. Other responsibilities include monitoring air quality, preparing clean air plans, and responding to citizen complaints concerning air quality. All projects in Shasta County are subject to applicable SCAQMD rules and regulations in effect at the time of construction. Descriptions of specific rules applicable to construction resulting from implementation of the Proposed Project may include, but are not limited to:

- SCAQMD Rule 2-1A, Authorities to Construct/Permits to Operate, allows any person to use construction equipment for construction activities, and must obtain a permit to operate prior to installation activities.
- SCAQMD Rule 3-2, Specific Air Contaminants, controls the amount of air contaminants allowed to be discharged into the atmosphere.
- Architectural coatings and solvents used at the Project shall be compliant with SCAQMD Rule 3-31, Architectural Coatings.
- Cutback and emulsified asphalt application shall be conducted in accordance with SCAQMD Rule 3-15, Cutback and Emulsified Asphalt.
- SCAQMD Rule 3-16, Fugitive, Indirect, or Non-traditional Sources, controls the emission of fugitive dust during earth-moving, construction, demolition, bulk storage, and conditions resulting in wind erosion.

The City of Redding General Plan Air Quality Element contains policy provisions designed to protect the health and welfare of local residents, businesses, and industries by promoting development that is compatible with regional air quality standards and goals. For instance, Policy 1 of the Air Quality Element requires that CEQA-related air quality analyses use the methods promulgated by the SCAQMD for all projects that are subject to CEQA review. Policy 29 requires measures to be implemented by Project construction contractors to reduce particulate emissions from construction, grading, and demolition to the maximum extent feasible.

Air quality impacts were assessed in accordance with methodologies recommended by CARB, the SCAQMD, and the City of Redding. Where criteria air pollutant quantification was required, emissions were modeled using the California Emissions Estimator Model (CalEEMod), version 2016.3.2. CalEEMod is a statewide land use emissions computer model designed to quantify potential criteria pollutant emissions associated with both construction and operations from a variety of land use projects. Project construction-generated air pollutant emissions were primarily calculated using CalEEMod model defaults for Shasta County. Operational air pollutant emissions were based on the Project site plans and automobile trip rates calculated by the traffic engineering firm, Kittelson & Associates, Inc. (2019). The anticipated Project fleet mix was adjusted

to more accurately reflect the traffic instigated by a residential land use, based on the Federal Highway Administration’s Highway Noise Prediction Model (FHWA-RD-77-108) and data provided by Kittelson & Associates, Inc.

Predicted maximum daily construction-generated emissions for the Proposed Project are summarized in **Table 2-5**. Construction-generated emissions are short term and of temporary duration, lasting only as long as construction activities occur, but would be considered a significant air quality impact if the volume of pollutants generated exceed the SCAQMD’s thresholds of significance.

Table 2-5. Unmitigated Construction-Related Emissions					
Construction Year	Pollutant (pounds per day)				
	ROG	NO_x	CO	PM₁₀	PM_{2.5}
Construction in Year One	17.74	54.59	41.52	20.60	12.17
Construction in Year Two	17.25	38.34	40.22	3.53	2.28
Construction in Year Three	16.82	34.97	39.26	3.27	2.04
Construction in Year Four	16.40	31.05	38.41	3.00	1.78
<i>Level A Significance Threshold</i>	25	25	None	80	None
Exceed Level A Threshold	No	Yes	No	No	No
<i>Level B Significance Threshold</i>	137	137	None	137	None
Exceed Level B Threshold?	No	No	No	No	No

Source: CalEEMod version 2016.3.2. Refer to **Attachment A** for Model Data Outputs.

Notes: Building construction, paving, and painting assumed to occur simultaneously.

As shown in **Table 2-5**, daily emissions associated with the construction of the Proposed Project would exceed the Level A significance threshold for NO_x emissions. No pollutants would surpass the Level B significance thresholds during the assumed construction period. As described in SCAQMD’s guidance a project that is projected to generate unmitigated emissions above the Level A thresholds is required to apply appropriate BMM, in addition to SMM, in order to achieve a net emission reduction of 20 percent or more and be considered less than significant. Thus, Mitigation Measure AQ-1 is recommended, which contains measures to reduce NO_x emissions, the pollutant which exceeds the Level A threshold, from construction equipment. Implementation of Mitigation Measure AQ-1 would reduce impacts resulting from construction-generated emissions associated with Project construction. Additionally, Mitigation Measure AQ-1 includes various dust control measures to reduce fugitive PM₁₀ and PM_{2.5}, such as regular watering of disturbed areas, providing track-out devices that reduce soil from trucks being ‘tracked’ onto adjacent roadways, covering stockpiles, and limiting on-site vehicle speeds.

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

Documentation:

ECORP Consulting, Inc. Air Quality and Greenhouse Gas Assessment – Stonecreek at Shastina Ranch, May 2019
 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

Mitigation: AQ-1: Prior to issuance of a grading permit, the Project applicant shall submit a grading plan for review and approval by the City of Redding Development Services Department. The following specifications shall be included on the permit to reduce short-term air quality impacts attributable to the on-site and off-site construction activities:

- Apply nontoxic soil stabilizers according to manufacturer's specification to all inactive construction areas (previously graded areas inactive for ten days or more).
- Reestablish ground cover on the construction site through seeding and watering prior to final occupancy.
- All grading operations of a project shall be suspended when winds (as instantaneous gusts) exceed 20 miles per hour as directed by the AQMD.
- Provide temporary traffic control as appropriate during all phases of construction to improve traffic flow (e.g. flag person).
- Schedule construction activities that affect traffic flow to off-peak hours.
- Water active construction sites at least twice daily as directed by the Public Works Department.
- All truck hauling dirt, sand, soil, or other loose materials should be covered or should maintain at least two feet of freeboard (i.e., minimum vertical distance between top of the load and the trailer) in accordance with the requirements of CVC Section 23114. This provision is enforced by local law enforcement agencies.
- Sweep streets at the end of the day if visible soil materials are carried onto adjacent public paved roads (recommend water sweeper with reclaimed water).
- Install wheel washers where vehicles enter and exit unpaved roads onto paved roads. Or wash off trucks and any equipment leaving the site each trip.
- All on-site vehicles shall be limited to a speed of 15 miles per hour on unpaved roads.
- All Project rubber-tired dozers, graders, cranes, excavators, backhoes, loaders, rollers, scrapers, and tractors shall be California Air Resources Board (CARB) Tier 3 Certified.

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

IV. BIOLOGICAL RESOURCES: <i>Would the project:</i>	Potentially Significant Impact	Less-Than-Significant With Mitigation Incorporated	Less-Than-Significant Impact	No Impact
f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community, Conservation Plan, or other approved local, regional, or State habitat conservation plan?				X

Discussion:

a-d. The project was studied by Galloway Enterprises and they completed a Biological Resource Assessment dates October 2018, and a Delineation of the Waters of the US Study, dated October 2018. These studies along with the studies completed for the Stonefair Subdivision Shasta View Road Extension, are the basis for the determination and mitigations proposed.

The project site is predominantly characterized by annual grassland with a few scattered oak trees. There are a few areas of seasonal swales, vernal pools and other aquatic features. The majority of these features have been avoided through the project design. The tentative map identifies the larger features and has designated those areas as open space preserved areas. These areas on the tentative map are designed to retain the natural hydrology and are large enough to provide enough habitat to retain the natural plant and animal community. The sites are also interconnected with the large open space area located along the Clover Creek drainage east of the site. Large portions of the Clover Creek corridor has been already been preserved with a conservation easement and will be maintained in perpetuity. The biological and WOTUS reports indicate that due to the large preservation on the project site there will not be a significant impact to aquatic resources on the site. The tentative map and the Delineation indicate that some of the smaller features would be disturbed upon development of the site. These impacts will require permits from the appropriate federal and State agencies.

The studies identified two sensitive species plants that could occur on the overall project site, the Red Bluff Dwarf Rush and Slender Orcutt grass.

Red Bluff dwarf rush is ranked as a 1B.1 plant under the CNPS. It is endemic to California and only occurs in the northern portion of the Central Valley and Sierra Nevada foothills. Red Bluff dwarf rush is a small, grass-like annual herb, ranging from 2 to 12 centimeters in height, that blooms from March through May. It can be found within vernal pools and other moist areas with similar vernal hydrology. Current threats facing Red Bluff dwarf rush is loss of habitat, changes in hydrology and invasive species. There are 3 Red Bluff dwarf rush CNDDB occurrences within 0.4 miles of the BSA, one occurring to the west (Occurrence # 40), one occurring to the northeast (Occurrence # 50) and one occurring to the southeast (Occurrence # 45). Occurrence # 40 was last observed in 2002, Occurrence # 45 was last seen in 2003 and Occurrence # 50 was last seen in 2008. All 3 occurrences are presumed to be extant (i.e. presumed to be still in existence until evidence to the contrary is received by the CNDDB) (CNDDB 2018). Red Bluff Dwarf Rush was not found on the site but due to the large areas of preservation any potential for the plant to exist would be located in the preserved areas of the subdivision.

Critical habitat for slender Orcutt grass has been described under the federal register, 71 FR 7287. Slender Orcutt grass is listed under the ESA as threatened and under the CESA as endangered. Not all USFWS mapped critical habitat for slender Orcutt grass is actually suitable vernal pool habitat. Slender Orcutt grass occurs in deep vernal pools that are inundated for a long period of time and often can be found in the deepest section of the pool or swale. It has also been found in habitats other than vernal pools such as stock ponds and artificial wetlands. The BSA is located entirely within unit 2B of USFWS designated critical habitat for slender Orcutt grass. The closest CNDDB recorded occurrence of slender Orcutt grass (Occurrence # 4) is located approximately 2 miles southeast of the BSA. It was last observed in 2011 and is possibly extirpated (i.e. evidence of habitat destruction, or population extirpation has been received by the CNDDB for this site, but questions remain as to whether the element still exists) (CNDDB 2018). The reports indicate that the species was identified on the property just to the west of the MaryAnn Faire site, but is part of the larger Stonecreek Project. The area identified west of the new alignment of Shasta View Drive is a large vernal pool complex, which is all being preserved by placing the area into a large open space easement to protect the aquatic resources including the instances located of the Slender Orcutt grass.

While preservation of open space around existing aquatic resources is the preferred method of retention of habitat some impacts to smaller features will be unavoidable. In order to prevent significant impacts to the aquatic resources and plant community in the area,

the resource agencies will require permits to impact these features. The permits will require mitigation usually in the form of mitigation bank credits dependent on the quality of the features to be removed. The City of Redding has determined that the large amount of open space lands to be preserved will maintain the natural existing habitat and the overall hydrology of the site, thereby reducing impacts to the overall habitat for potentially sensitive species in the vicinity. The smaller amounts of additional impacts will be adequately mitigated by the applicant obtaining the appropriate or necessary permits from the resource agencies to disturb aquatic features on the project site.

Nesting birds are protected under the MBTA (16 USC 703) and the California Fish and Game Code (CFG) (§3503). The MBTA (16 USC §703) prohibits the killing of migratory birds or the destruction of their occupied nests and eggs except in accordance with regulations prescribed by the USFWS. The bird species covered by the MBTA includes nearly all of those that breed in North America, excluding introduced (i.e. exotic) species (50 Code of Federal Regulations §10.13). Activities that involve the removal of vegetation including trees, shrubs, grasses, and forbs or ground disturbance has the potential to affect bird species protected by the MBTA. The CFG (§3503.5) states that it is “unlawful to take, possess, or destroy any birds in the order Falconiformes (hawks, eagles, and falcons) or Strigiformes (owls) or to take, possess, or destroy the nest or eggs of any such bird except as otherwise provided by this code or any regulation adopted pursuant thereto.” Take includes the disturbance of an active nest resulting in the abandonment or loss of young. The CFG (§3503) also states that “it is unlawful to take, possess, or needlessly destroy the nest or eggs of any bird, except as otherwise provided by this code or any regulation made pursuant thereto.”

There is suitable nesting habitat for a variety of ground and tree nesting avian species throughout the BSA. A diversity of avian species has the potential to nest in the BSA based on the variety of habitat types.

Bat populations are increasingly becoming at risk and have seen noticeable declines. Some species are now recognized as SSC in the State of California. Bats are nocturnal mammals that congregate in small to large roosting colonies. They prefer areas that provide adequate temperature, moisture and light regimes which include bridges, hollow trees, caves, rock crevices and exfoliating tree bark. Bats typically become active in March to October, with their maternity season occurring from April - August (breeding season), and undergo torpor from late October to early February. Knowingly harming, harassing, or killing a colony of roosting bats is viewed as a significant impact under CEQA.

There are no current CNDDDB occurrences of bats within 5 miles of the BSA; however, the presence of bats is not well documented and so they are not frequently recorded on the CNDDDB. The BSA provides suitable habitat for some tree-roosting bat species. The BSA is adjacent to dense oak woodland to the east and within the BSA the trees present are large with a few containing cavities from decay. Due to the presence of suitable habitat but the lack of nearby CNDDDB occurrences there is a moderate potential for tree-roosting bats to utilize the trees within the BSA for roosting habitat.

- f) No habitat conservation plans or other similar plans have been adopted for the project site or project area. No impact would occur in this regard.

Documentation:

Galloway Enterprises Biological Resource Assessment – Oct. 2018 and 2016
Galloway Enterprises Delineation of the Water of the US – Oct. 2018 and 2016
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

Mitigation:

Mitigation BIO 2. To avoid impacts to avian species such as Migratory Birds and Raptors protected under the MBTA and the CFGC the following are recommended avoidance and minimization measures for migratory birds and raptors:

- Tree removal shall be initiated outside of the bird nesting season (February 1 – August 31)
- If Project activities cannot be initiated outside of the bird nesting season than the following will occur:
 - A qualified biologist will conduct a pre-construction survey within 250 feet of the BSA, where accessible, within 7 days of starting Project activities.
 - If an active nest (i.e. containing egg(s) or young) is observed within the BSA or in an area adjacent to the BSA where impacts could occur, then a species protection buffer will be established. The species protection buffer will be defined by the qualified biologist based on the species, nest type and tolerance to disturbance. Construction activity shall be prohibited within the buffer zones until the young have fledged or the nest fails. Nests shall be monitored by a

- qualified biologist once per week and a report submitted to the CEQA lead agency weekly.
- To minimize impacts to tree-roosting bat species protected by the CFGC the following are recommended avoidance and minimization measures:
 - If mature trees are removed or trimmed, the removal or trimming activity should be performed between September 16 and March 15 (outside of the bat maternity season). Trees should be removed at dusk to minimize impacts to tree-roosting bats.

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) Disturb any human remains, including those interred outside of dedicated cemeteries?				X

Discussion

a-c) Gallaway Enterprises conducted a cultural resources investigation for the Stonecreek Subdivision Project (Project), located within the United States Geological Survey (USGS) "Enterprise, CA" quadrangle Section 21 of Township 31N, Range 04W. The Project is bound by Rancho Road to the north, and private residences to the east and west. The project is a proposed development of residential and commercial units. Cultural resources identification efforts for this report included a field survey, consultation and Native American archival research. Archival research consisted of a record search at the Northeast Information Center (NEIC); additional archival research included a review of historic maps, General Land Office patents, the National Register of Historic Places, California Historical Landmark Listing, and California Points of Historic Interest. The Native American Heritage Commission was informed of the Project and returned a finding of no previously recorded cultural resources in the Project. The record search conducted at the NEIC, resulted in a finding of no previously recorded cultural resources within the Project and two cultural inventory reports that included the Project area of potential effects (APE). An intensive level pedestrian survey was conducted covering the entire Project to identify previously unrecorded cultural resources. The pedestrian survey resulted in a negative finding for cultural resources.

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:

- Gallaway Enterprises Cultural Resource Assessment Oct. 2018
- City of Redding *General Plan Background Report*, 1998
- City of Redding *General Plan Final Environmental Impact Report*, 2000, SCH #1998072103

Mitigation:

None necessary.

VI. Energy: <i>Would the project:</i>	Potentially Significant Impact	Less-Than-Significant With Mitigation Incorporated	Less-Than-Significant Impact	No Impact
a) Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?				X
b) Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?				X

Discussion

- a) The project consists of a new subdivision; under the 2020 new building code all new will be required to be net energy neutral, this may include the installation of solar panels or other energy saving features to achieve this goal. As a result, the project overall will fall under this new rule and the project should result in an energy neutral subdivision.
- b) The project will not conflict with any state or local plans for energy efficiency as the project only consists of grading.

Mitigation:

None necessary.

VII. 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 Building Code (1994), creating substantial direct or indirect 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

VII. GEOLOGY AND SOILS: <i>Would the project:</i>	Potentially Significant Impact	Less-Than-Significant With Mitigation Incorporated	Less-Than-Significant Impact	No Impact
f) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?				x

Discussion:

- a, c, d) There are no Alquist-Priolo earthquake faults designated in the Redding area of Shasta County. There are no other documented earthquake faults in the immediate vicinity that pose a significant risk, and the site is located in an area designated in the Health and Safety Element of the *General Plan* as having a low ground-shaking potential. The project is not located on or near any documented landslide hazard areas, and there is no evidence of ground slippage or subsidence occurring naturally on the site. The type of soils and underlying geology is identified as having no potential for liquefaction. No portion of the site falls within the 100-year floodplain of the Sacramento River or any creek.
- b) The project is subject to certain erosion-control requirements mandated by existing City and State regulations. These requirements include:
- ◆ *City of Redding Grading Ordinance.* This ordinance requires the application of “Best Management Practices” (BMPs) in accordance with the City Erosion and Sediment Control Standards Design Manual (Redding Municipal Code Section 16.12.060, Subsections C, D, and E). In practice, specific erosion-control measures are determined upon review of the final project improvement plans and are tailored to project-specific grading impacts.
 - ◆ *California Regional Water Quality Board “Construction Activity Storm Water Permit.”* This permit somewhat overlaps the City’s Grading Ordinance provision by applying state standards for erosion-control measures during construction of the project.
 - ◆ *California Regional Water Quality Control Board “Project Storm Water Pollution Prevention Plan (SWPPP).”* This plan emphasizes stormwater best management practices and is required as part of the Construction Activity Storm Water Permit. The objectives of the SWPPP are to identify the sources of sediment and other pollutants that affect the quality of stormwater discharges and to describe and ensure the implementation of practices to reduce sediment and other pollutants in stormwater discharges.
 - ◆ *California Department of Fish and Wildlife “1600 Agreement.”* This notification is required for any work within a defined streambed and will be applicable to impacts to Canyon Creek.
- Actions for compliance with these regulations are addressed under standard conditions of approval, which are uniformly applied to all land development projects. Since the project is subject to uniformly applied ordinances and policies and the overall risk of erosion is low, potential impacts related to soil erosion and sedimentation are less than significant.
- d) The proposed project does not involve the use of septic tanks or alternative wastewater disposal. No impact has been identified.
- e) The project will not directly or indirectly destroy a unique paleontological resource or site or unique geologic feature, because the site has been previously disturbed and no features have been identified on the site.

Documentation:

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

Mitigation:

None necessary.

VIII. 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-b) The applicant provided an Air Quality and Greenhouse Gas Assessment by Ecorp Consulting, Inc. GHG emissions were modeled using CalEEMod, version 2016.3.2. CalEEMod is a statewide land use emissions computer model designed to quantify potential GHG emissions associated with both construction and operations from a variety of land use projects. Project construction-generated GHG emissions were primarily calculated using CalEEMod model defaults for Shasta County. The one-time release of CO2 emissions resultant of the removal of on-site trees and vegetation is accounted. Operational air pollutant emissions were based on the Project site plans and automobile trip rates calculated by the traffic engineering firm, Kittelson and Associates (2019). The anticipated Project fleet mix was adjusted to more accurately reflect the traffic instigated by a residential land use, based on the Federal Highway Administration’s Highway Noise Prediction Model (FHWA-RD-77-108) and data provided by Kittelson & Associates, Inc. The Project will result in indirect GHG emissions associated with the generation of electricity, and the CO2 intensity factor surrounding regional electricity production is adjusted specific to the City of Redding using information provided by the EPA’s Power Profiler (2018).

Construction-related activities that would generate GHG emissions include worker commute trips, haul trucks carrying supplies and materials to and from the Project site, and off-road construction equipment (e.g., dozers, loaders, excavators). **Table 3-2** illustrates the specific construction-generated GHG emissions that would result from construction of the Project.

Emissions Source	CO₂e (Metric Tons/Year)
Construction in Year One	412
Construction in Year Two	511
Construction in Year Three	505
Construction in Year Four	347
Site Vegetation Removal	555
Project Construction Total	2,330

Source: CalEEMod version 2016.3.2. Refer to Attachment B for Model Data Outputs.

As shown in **Table 3-2**, Project construction, including the emissions released during the one-time removal of site vegetation, would result in the generation of approximately 2,330 metric tons of CO2 over the course of construction. Once construction is complete and site vegetation is removed, the generation of these GHG emissions would cease. The amortized construction emissions are added to the annual average operational emissions.

Operation of the Project would result in GHG emissions predominantly associated with motor vehicle use. Long-term operational GHG emissions attributable to the Project are identified in **Table 3-3**. It is noted that **Table 3-3** accounts for Mitigation Measure AQ-1.

Table 3-3. Operational-Related Greenhouse Gas Emissions	
Emissions Source	CO₂e (Metric Tons/ Year)
Construction Emissions (amortized over the 30-year life of the Project)	59
Emissions Released from Vegetation Removal (amortized over the 30-year life of the Project)	19
Area Source Emissions	161
Energy Source Emissions	624
Mobile Source Emissions	2,014
Solid Waste Emissions	64
Water Emissions	46
Total Emissions	2,987

As shown in **Table 3-3**, the total amount of Project-related GHG emissions from direct and indirect sources combined would total 2,987 metric tons of CO₂e annually. The following discussion addresses the Proposed Project's consistency with applicable plans and policies for GHG reduction.

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 (mtCO₂e/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 often referred to as "high global-warming potential" gases.

The primary generators of GHG emissions in the United States are electricity generation and transportation. The EPA estimates that nearly 85 percent of the nation's GHG emissions are comprised of carbon dioxide (CO₂). The majority of CO₂ is generated by petroleum consumption associated with transportation and coal consumption associated with electricity generation. The remaining emissions are predominately the result of natural-gas consumption associated with a variety of uses. With regard to the project, the predominant associated GHG is CO₂ generated by construction vehicles grading the site.

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

¹ CPCA website, July 19, 2010

² California Office of the Attorney General, “The California Environmental Quality Act Addressing Global Warming Impacts at the Local Agency Level,” updated May 21, 2008.

Documentation:

E Corp Consulting, Inc. Air Quality and Greenhouse Gas Assessment, May 2019
 City of Redding General Plan, 2000

Mitigation:

None necessary.

IX. <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) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?				X
g) Expose people or structures, either or indirectly, to a significant risk of loss, injury, or death involving wildland fires?				X

Discussion:

- a, b, c, d) The nature of the project as a residential subdivision does not present a significant risk related to hazardous materials or emissions. There is no documented hazardous material sites located on or near the project.
- e) The project is located outside the established approach/departure clear zones for Redding Municipal Airport. The project’s land use of low-density residential would not conflict with operations of the Airport or present a safety hazard to people residing in the subdivision.

- f) The project does not involve a use or activity that could interfere with emergency-response or emergency-evacuation plans for the area.
- g) The project site is not located within a Very High Fire Risk Area as designated by the State of California. The area is flat and is mostly surrounded with grazing lands for a variety of livestock, which keeps the fuel loads relatively low. It is also very flat terrain with ease of access into the surrounding areas. The residential neighborhood with new roads, detention basins, parks and a school will reduce the amount of wildland vegetation in the area. The development of Shasta View Drive through the site will serve as a major arterial collector that will eventually provide a new secondary access connection to hundreds of residents in the larger Shastina Ranch Subdivision.

Documentation:

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

Mitigation: None necessary.

X. <u>HYDROLOGY AND WATER QUALITY:</u> <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 or otherwise substantially degrade surface or ground water quality?				x
b) Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?				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 or through the addition of impervious surfaces, in a manner which would:			x	
i) Result in substantial erosion or siltation on- or off-site;			x	
ii) Substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site;				x
iii) Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff; or				x
iv) Impede or redirect flood flows?			x	
d) In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?				x
e) Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?				x

Discussion:

- a) Since the project would be served by City sanitary sewer service, the project would not involve any permitted discharges of waste material into ground or surface waters.
- b) The project would utilize City water service for domestic uses and fire protection. The proposed project would not impact groundwater supplies.
- c) Sharrah Dunlap Sawyer completed a Storm Drainage Analysis that addresses the storm drainage from this site to determine that the subdivision will not have significant impacts to storm drain runoff. The study concluded that runoff tributary to Churn and Clover Creeks can be controlled on this site using aboveground detention facilities. The proposed storm drainage system will be designed in accordance with CEQA, City Council Policy 1806, and City of Redding Engineering requirements for protection of floodplains and downstream drainage concerns.
- d) The threat of a tsunami wave is not applicable to inland, central valley communities such as Redding. Seiches could potentially be generated in either Shasta or Whiskeytown Lakes during an earthquake. However, neither lake has been identified in the Health and Safety Element of the General Plan as having any risk to the City under such circumstances. There is no documented threat of mudflows affecting the project site.
- e) The project will not conflict with any water quality control plans as the project is subject to standard City of Redding policies associated with the development of improvement plans. The City also requires developers to comply with standard State regulations including the requirements to file a Storm Water Pollution Prevention Plan (SWPPP) prior to issuance of any grading permit. These permits and plans confirm the application of best practices to minimize risk of impacts to water quality associated with grading.

Documentation:

City of Redding General Plan Background Report, Chapter 10, Health and Safety Element, 1998
 City of Redding Storm Drain Master Plan, Montgomery-Watson Engineers 1993

Mitigation:

Entitlement Level Storm Drainage Analysis, Sharrah Dunlap Sawyer, January 2019
 None necessary.

XI. <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) Cause a significant environmental impact due to conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?				X

Discussion:

- a) The project does not have the potential to physically divide an established community.
- b) The project is compatible with the applicable policies and regulations of the City General Plan and Zoning Ordinance and is not in conflict with any other Plan adopted by a jurisdictional agency for the purpose of avoiding or mitigating an environmental effect.

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.

XII. 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:

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

Documentation:

City of Redding General Plan, Natural Resources Element, 2000

Mitigation:

None necessary.

XIII. NOISE: <i>Would the project result in:</i>	Potentially Significant Impact	Less-Than-Significant With Mitigation Incorporated	Less-Than-Significant Impact	No Impact
a) Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?			X	
b) Generation of excessive ground-borne vibration or ground-borne noise levels?				X
c) For a project located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?				X

Discussion:

a, b, c) The project site is located on the future extension of Shasta View Drive. The residential units will be adequately setback from the travel lanes; the current development of Shasta View Drive is a two-lane roadway and has significant ROW to handle a five lane roadway. The project will be required to construct standard arterial walls along Shasta View Drive. These standard measures will ensure that residents are not exposed to noise level that would be considered significant by the City of Redding standards.

During the construction of the proposed project, there will be a temporary increase in noise in the project vicinity above existing ambient noise levels. The most noticeable construction noise will be related to grading, utility excavation, and land-clearing activity. The City's Grading Ordinance (RMC Chapter 16.12.120.H) limits grading-permit-authorized activities to between the hours of 7:00 a.m. and 7:00 p.m., Monday through Saturday. No operations are allowed on Sunday. Since heavy construction work associated with the project is limited in scope and by existing regulation, the anticipated noise impact to neighboring residents is considered less than significant.

- c) The project site is not located within any of the noise contours of Airport and is located approximately two miles away. 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.

XIV. 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 people or housing, necessitating the construction of replacement housing elsewhere?				X

Discussion:

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

Documentation:

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

Mitigation:

None necessary.

XV. 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

XV. 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
Parks?				X
Other public facilities?				X

Discussion:

Fire and Police Protection:

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

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

Schools:

The project is located in the Pacheco Elementary School District and Enterprise High School District and will not contribute to the total student enrollment in these districts. However, a school-facility impact (in-lieu) fee exists, as provided under State law that is paid prior to the issuance of a building permit for each residential unit to address school-facility funding necessitated by the effects of growth citywide.

Parks:

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

Other public facilities:

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

Documentation:

City of Redding General Plan, Public Facilities Element, 2000

Mitigation:

None necessary.

XVI. 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:

a,b) The project will not cause a physical deterioration of an existing recreation facility or cause an adverse physical impact associated with a new recreation facility. The adjacent Shastina Ranch Subdivision is constructing a regional park to serve the new residents in this region. The site also includes an elementary school that will have some additional public infrastructure for recreational use.

There would not be any potentially significant impacts to recreation associated with the 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

Mitigation:

None necessary.

XVII. TRANSPORTATION/TRAFFIC: <i>Would the project:</i>	Potentially Significant Impact	Less-Than-Significant With Mitigation Incorporated	Less-Than-Significant Impact	No Impact
a) Conflict with a program plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities?		X		
b) Conflict or be inconsistent with CEQA Guidelines Section 15064.3, Subdivision (b)?		X		
c) Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?				X
d) Result in inadequate emergency access?		X		

Discussion:

a, b) The applicant has submitted Traffic Study prepared by Kittelson & Associates, Inc., the traffic study scope was directed by the City of Redding and the study was reviewed and approved by the City. The Study identified a few mitigations that are required as a result of the addition of this project traffic to the area. The site is part of a larger complex of developments called Shastina Ranch; this project is called Stonecreek at Shastina Ranch. Stonefair at Shastina is directly south of this project and consists of 116 potential residential units, and further south the Shastina Ranch project consisting of a total of 409 lots. The Stonefair project is under development and is currently constructing Shasta View Drive through the project site, this road extension will eventually cross Clover Creek and connect to all of the subdivisions. The primary access to the site would be a southern extension of Shasta View Drive from its intersection with Rancho Road (Figure 2). This added two-lane divided arterial is consistent with the Transportation Element of the Redding General Plan. The extension would serve as the primary access road for multiple transportation modes. The initial connection would be to Rancho Road to the north of the site. Shasta View Drive will ultimately be connected to the portion that has already been constructed connecting to Airport Road southeast of the Stonecreek site. This extension will provide access to other Shastina Ranch development sites. The Shasta View Drive extension will provide bicycle lanes and sidewalks. Within the development, the site plan includes new two-lane local streets having three intersections with Shasta View Drive (Street A, Street H and Road D). Many of the housing units would be served by cul-de-sacs or dead-end streets. No units would have direct vehicle access to Shasta View Drive.

Intersection operations were assessed for Existing plus Project conditions and compared to existing conditions. Weekday AM and PM peak hour intersection volumes for Existing plus Project conditions are illustrated in Figure 9 and intersection operations are summarized in Table 10. All intersections except one would operate at the City's LOS standards or better during the weekday AM and PM peak hours under existing and existing plus project conditions. The intersection of Victor Avenue and Churn Creek Road operates at LOS D during the PM peak hour without the project and would operate at LOS E with the addition of project traffic.

The intersection of Victor Avenue, Rancho Road and Churn Creek Road (#7) operates at LOS D during the PM peak hour without project traffic. The addition of project traffic would cause LOS E operations, would add more than 5 seconds of delay to a movement that has an unacceptable LOS without the project, and would cause the intersection to meet the peak hour signal warrant. The City of Redding has already programmed a roundabout at this location and placed the project within the Citywide Traffic Improvement Fee program. The payment of the projects standard traffic impact fees will help to fund this project. The construction of this roundabout will alleviate traffic concerns for a number of developing projects in the area and will be necessary improvement for the area. Another identified potential impact that will be mitigated by the construction of the Roundabout will be that the capacity of lanes through the area will increase allowing the corridor to operate at an acceptable level of operation longer term.

The project would have significant impacts at two intersections:

- Hartmeyer Lane and Churn Creek Road (Int. 5)
- Shasta View Drive and Rancho Road (Int. 10)

Impacts and mitigation measures for these two locations are described below.

The intersection of Hartmeyer Lane and Churn Creek Road (#5) would operate at LOS E or F under cumulative conditions without project traffic, and traffic volumes would meet the thresholds for a peak hour signal warrant. The addition of project traffic would cause LOS F operations during both the AM and PM peak hours, would add more than 5 seconds of delay to a movement that has an unacceptable LOS without the project, and traffic volumes at the intersection would continue to meet the peak hour signal warrant. The City has established a traffic mitigation account to collect mitigation fees for this intersection improvement. The mitigation will collect fees directly for the improvement of this intersection. The fair share of 7.7% was identified in the report; this fee will be collected at the time of building permit when the individual permit TIF fees are collected. The fair share of this fee will be divided upon the number of approved lots in the subdivision.

The intersection of Shasta View Drive and Rancho Road (#10) would operate at LOS D under cumulative conditions without project traffic, and traffic volumes would meet the thresholds for a peak hour signal warrant. The addition of project traffic would cause LOS E operations during the PM peak hour, would add more than 5 seconds of delay to a movement that has an unacceptable LOS without the project, and traffic volumes at the intersection would continue to meet the peak hour signal warrant.

Due to the interconnection with the larger Shastina Ranch Subdivision the project site is limited to developing the number of residential units allowed under a single point of access. Once this number is reached a second point of access is required which will extend Shasta View Drive to the south across Clover Creek. This improvement will require the developments to the south to construct the signal. The Stonecreek development is limited to development until the second access has been constructed, the number of lots allowed without the secondary access will not be significant enough to trigger the signal on its own, but exceeding the allowable number will trigger the construction of the signalized or roundabout intersection. The Stonecreek Subdivision will be required as part of the larger Shastina Ranch Development to construct the signal in the Short Term, prior to development of lots that would exceed the need for the secondary access on Shasta View Drive.

c) The project access on the future extension of Shasta View Drive, the subdivision cross street intersections with Shasta View Drive will have adequate site distance after a development is constructed on the proposed site.

d) The Stonecreek subdivision is located in an area that is not the "Very High" Fire Zone as designated by Cal fire, but due to access the subdivision will be limited on development based on the larger Shastina Ranch development. Two existing approved tentative subdivisions (Stonefair - 116 lots and Shastina Ranch -149 lots) take access off of Shasta View Drive extension south of Rancho Road. Stonecreek would be the third map in the area taking primary access off of this extension of Shasta View Drive. The City of Redding has previously allowed up to 100 residential lots to be developed off of the Shasta View Drive extension, due to a few fire mitigations that were implemented with the Stonefair Subdivision to the south. The mitigations include requiring residential fire sprinklers (which were not standard at the time of approval) and a larger street section on Shasta View Drive that would allow for dual lanes for escape purposes. Once the 100 lots are recorded a connection to the south is required to be constructed. The City has also determined that these 100 lots are allowed to be developed on any of the three approved maps, but once a final map is submitted that will exceed the 100 lots, the secondary access will be required to be constructed. This same mitigation will apply to the Stonecreek subdivision.

Documentation:

- Kittleson and Associates, Traffic Impact Analysis, May 2019
- 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

Mitigation: TRAF 3. Intersection of Hartmeyer Lane and Churn Creek Road - The City shall collect an appropriate proportionate contribution towards implementation of the mitigation and coordinate with Shasta County for funding and implementation. This will be in the form of a fair share cost of the improvement based on the 7.7% fair share calculation. The final number will be determined at map recordation based on the final approved number of lots for the Stonecreek Subdivision. The fee will be due upon payment of building permit fees for each residential unit.

Mitigation TRAF 4. Shasta View and Rancho Road Intersection – Prior to the connection is made on Shasta View Drive to extend Shasta View drive east of Clover Creek through to Airport Road, the applicant shall install a traffic signal at the intersection of Shasta View and Rancho Road. Or Install a roundabout at the same location. The design and engineering of the intersection improvement will be approved by the City Engineer to insure that it functions at an acceptable level.

Mitigation TRAF 5. Shasta View Drive Extension Secondary Connection – Stonecreek Subdivision shall not record any final maps that exceed the 100 lots without the secondary access constructed that will extend Shasta View drive east of Clover Creek through to Airport Road. Once the secondary access route is constructed the subdivision will be able to record all of the lots. The 100 lots referenced is any combination of approved lots between Stonefair Subdivision, Shastina Ranch (east of Clover Creek) and the proposed Stonecreek Subdivision.

XVIII. TRIBAL CULTURAL RESOURCES: <i>Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:</i>	Potentially Significant Impact	Less-Than-Significant With Mitigation Incorporated	Less-Than-Significant Impact	No Impact
a) Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k), or				X
b) A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resources Code Section 5024.1 In applying the criteria set forth in subdivision (c) of Public Resource Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.				X

Discussion: a,b) Gallaway Enterprises conducted a cultural resources investigation for the Stonecreek Subdivision (Project), located within the United States Geological Survey (USGS) “Enterprise, CA” quadrangle Section 21 of Township 31N, Range 04W. The Project is bound by Rancho Road to the north, and private residences to the east and west. The project is a proposed development of residential and commercial units. Cultural resources identification efforts for this report included a field survey, consultation and Native American archival research. Archival research consisted of a record search at the Northeast Information Center (NEIC); additional archival research included a review of historic maps, General Land Office patents, the National Register of Historic Places, California Historical Landmark Listing, and California Points of Historic Interest. The Native American Heritage Commission was informed of the Project and returned a finding of no previously recorded cultural resources in the Project. The record search

conducted at the NEIC, resulted in a finding of no previously recorded cultural resources within the Project and two cultural inventory reports that included the Project area of potential effects (APE). An intensive level pedestrian survey was conducted covering the entire Project to identify previously unrecorded cultural resources. The pedestrian survey resulted in a negative finding for cultural resources.

Documentation:

Gallaway Enterprises Cultural Resource Assessment – October 2018

Mitigation: None necessary.

XIX. 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) Require or result in the relocation or construction of new or expanded water or wastewater treatment or storm water drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?				X
b) Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years?				X
c) 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
d) Generate solid waste in excess of state and local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?				X
e) Comply with federal, state, and local management and reduction statutes and regulations related to solid waste.				X

Discussion:

- a) 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. 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).
- b) The City of Redding will serve the project for all utilities including water and has reviewed water supply and has determined that there will be adequate water to serve the project even in drought years.
- c) The City of Redding will serve the project for waste water services, and has reviewed the facilities and has determined that the City has adequate capacity to serve the project.
- d) The City of Redding will serve the project for the purposes of solid waste collection, the City has adequate capacity to serve the project and the City meets all state waste reduction goals.
- e) The City of Redding as the Solid Waste provider complies with federal, state, and local management and reduction statutes and regulations related to solid waste.

Documentation:

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

Mitigation:

None necessary.

XX WILDFIRE: If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, <i>would the project:</i>	Potentially Significant Impact	Less-Than-Significant With Mitigation Incorporated	Less-Than-Significant Impact	No Impact
a) Substantially impair an adopted emergency response plan or emergency evacuation Plan?				X
b) Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose projects occupants to, pollutant concentrations from a wildfire or the uncontrolled spread of wildfire?				X
c) Require installation or maintenance of associated infrastructure (such as roads, fuel sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?				X
d) Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result, post-fire slope instability, or drainage changes?				X

Discussion:

- a) The site is not located within a very high fire hazard severity zone and does not have significant topography that would create an unsafe conditions and the project will not substantially impair an adopted emergency response plan or emergency evacuation Plan.
- b) The site is relatively flat and does not have significant risks for wildfire, the fuel load is low and the construction of Shasta View Drive will help to create a fuel break in the area and develop appropriate storm water run-off infrastructure.
- c) The development will require all of the new electrical infrastructure to be underground as part of a standard City of Redding policy. The underground utilities help to mitigate fire risk.
- d) The site is relatively flat and does not have significant risks for wildfire, the fuel load is low and the construction of Shasta View Drive will help to create a fuel break in the area and will develop the appropriate storm water run-off infrastructure.

Documentation:

City of Redding General Plan.

Mitigation:

None necessary.

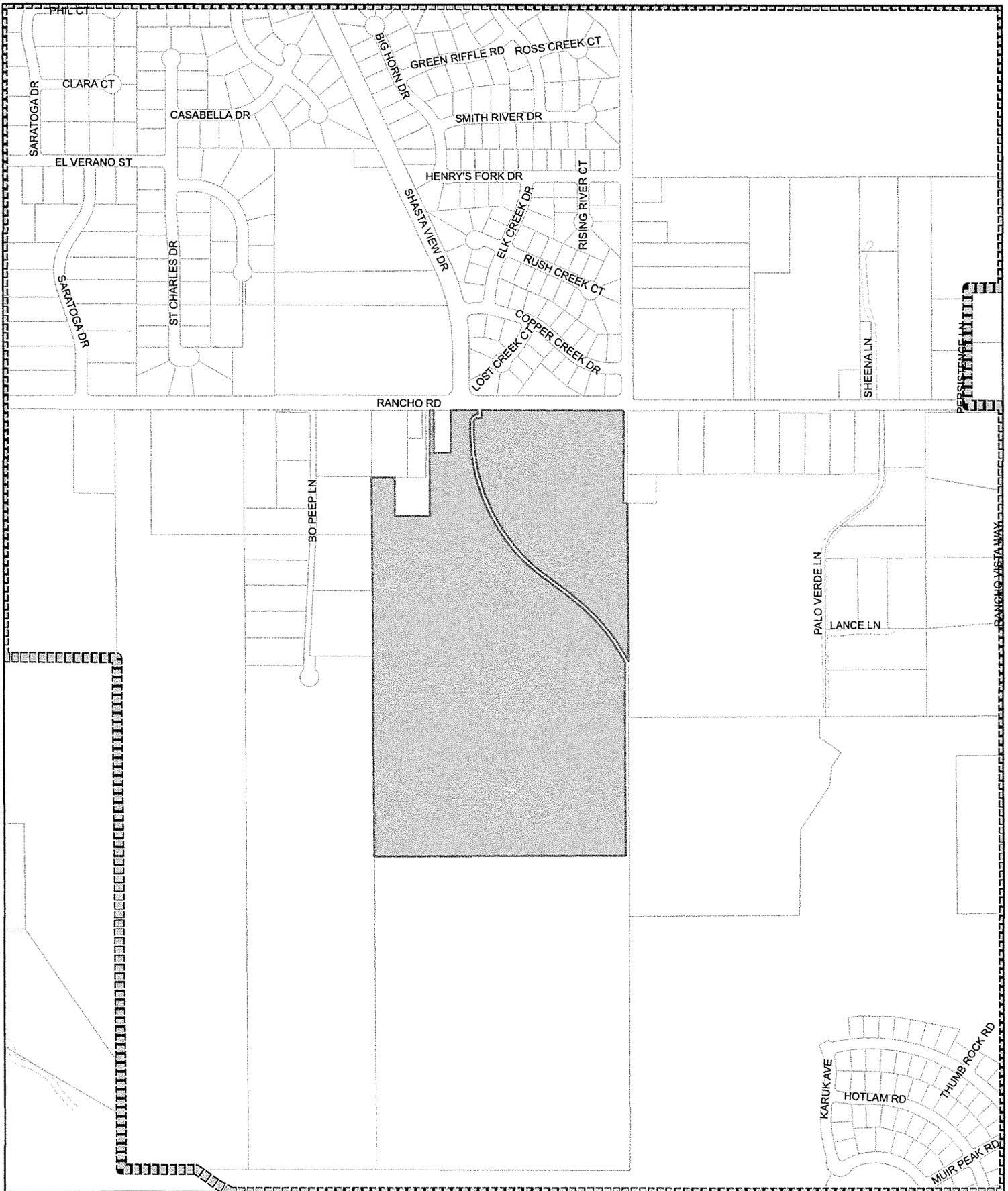
XXI. MANDATORY FINDINGS OF SIGNIFICANCE:	Potentially Significant Impact	Less-Than-Significant With Mitigation Incorporated	Less-Than-Significant Impact	No Impact
a) Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, 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 with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?				X
c) Does the project have potential environmental effects which may cause substantial adverse effects on human beings, either directly or indirectly?				X

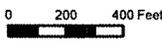
Discussion:

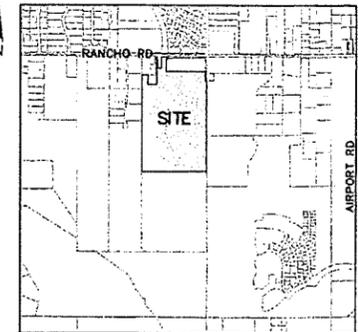
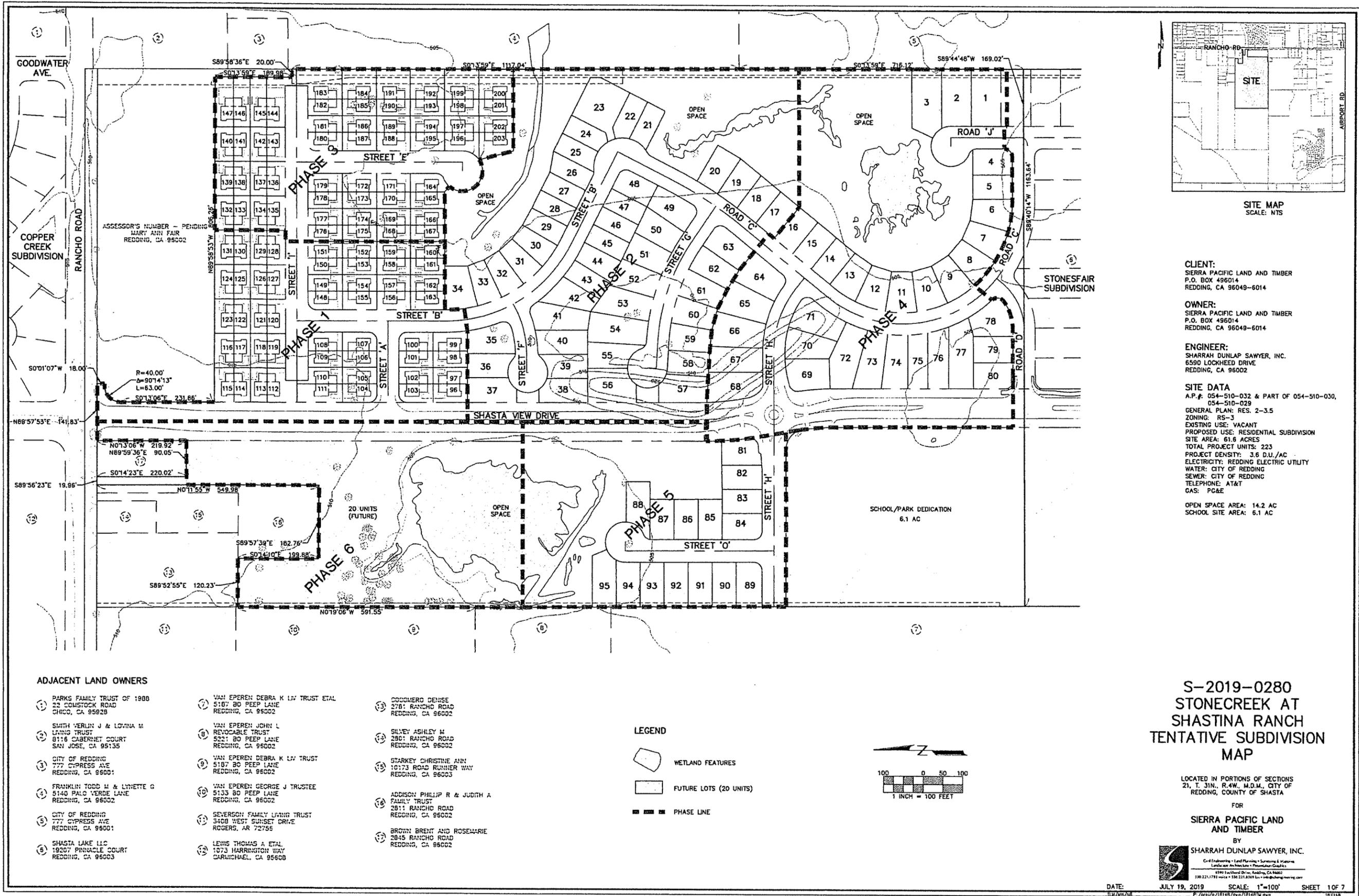
- a) The project does not have the potential to degrade the quality of the environment, reduce or degrade wildlife habitat, or eliminate examples of history or prehistory.
- b) As discussed in Item III, the project will contribute to region wide cumulative air quality impacts. However, under policy of the *General Plan*, application of Standard Mitigation Measures (SMMs) will eliminate the potential for air quality impacts from this project.
- c) As discussed herein, the project does not have characteristics which could cause substantial adverse effects on human beings, either directly or indirectly.

Mitigation:

None Necessary



	GIS DIVISION INFORMATION TECHNOLOGY DEPARTMENT	LOCATION MAP S-2019-00280 / PD-2019-00309 / RZ-2019-00314 STONECREEK AT SHASTINA RANCH STONESFAIR SHASTA INVESTORS LP AP# 054-510-029 & -032	MTG. DATE:
	DATE PRODUCED: FEBRUARY 26, 2019 		ITEM: ATTACHMENT:



SITE MAP
SCALE: NTS

CLIENT:
SIERRA PACIFIC LAND AND TIMBER
P.O. BOX 456014
REDDING, CA 96049-6014

OWNER:
SIERRA PACIFIC LAND AND TIMBER
P.O. BOX 456014
REDDING, CA 96049-6014

ENGINEER:
SHARRAH DUNLAP SAWYER, INC.
6590 LOCKHEED DRIVE
REDDING, CA 96002

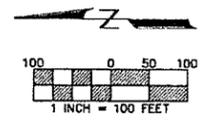
SITE DATA
A.P.# 054-510-032 & PART OF 054-510-030,
054-510-029
GENERAL PLAN: RES. 2-3.5
ZONING: RS-3
EXISTING USE: VACANT
PROPOSED USE: RESIDENTIAL SUBDIVISION
SITE AREA: 61.8 ACRES
TOTAL PROJECT UNITS: 223
PROJECT DENSITY: 3.6 D.U./AC
ELECTRICITY: REDDING ELECTRIC UTILITY
WATER: CITY OF REDDING
SEWER: CITY OF REDDING
TELEPHONE: AT&T
GAS: PG&E

OPEN SPACE AREA: 14.2 AC
SCHOOL SITE AREA: 6.1 AC

ADJACENT LAND OWNERS

- | | | |
|---|--|--|
| ① PARKS FAMILY TRUST OF 1980
22 COMSTOCK ROAD
CHICO, CA 95928 | ⑦ VAN EPEREN DEBRA K L/V TRUST ETAL
5187 BO PEEP LANE
REDDING, CA 96002 | ⑬ GOODMERO DENISE
3781 RANCHO ROAD
REDDING, CA 96002 |
| ② SMITH VERLIN J & LYNNA M
LIVING TRUST
8116 CABERNET COURT
SAN JOSE, CA 95135 | ⑧ VAN EPEREN JOHN L
REVOCABLE TRUST
5221 BO PEEP LANE
REDDING, CA 96002 | ⑭ SILVEY ASHLEY M
2801 RANCHO ROAD
REDDING, CA 96002 |
| ③ CITY OF REDDING
777 CYPRESS AVE
REDDING, CA 96001 | ⑨ VAN EPEREN DEBRA K L/V TRUST
5187 BO PEEP LANE
REDDING, CA 96002 | ⑮ STARKEY CHRISTINE ANN
10173 ROAD RUNNER WAY
REDDING, CA 96003 |
| ④ FRANKLIN TODD M & LYNETTE G
5140 PALO VERDE LANE
REDDING, CA 96002 | ⑩ VAN EPEREN GEORGE J TRUSTEE
5133 BO PEEP LANE
REDDING, CA 96002 | ⑯ ADDISON PHILIP R & JUDITH A
FAMILY TRUST
2811 RANCHO ROAD
REDDING, CA 96002 |
| ⑤ CITY OF REDDING
777 CYPRESS AVE
REDDING, CA 96001 | ⑪ SEVERSON FAMILY LIVING TRUST
3408 WEST SUNSET DRIVE
ROGERS, AR 72755 | ⑰ BROWN BRENT AND ROSEMARIE
2045 RANCHO ROAD
REDDING, CA 96002 |
| ⑥ SHASTA LAKE LLC
19257 PINNACLE COURT
REDDING, CA 96003 | ⑫ LEWIS THOMAS A ETAL
1073 HARRINGTON WAY
CARHOL, CA 95600 | |

- LEGEND
- WETLAND FEATURES
 - FUTURE LOTS (20 UNITS)
 - PHASE LINE



S-2019-0280
STONECREEK AT
SHASTINA RANCH
TENTATIVE SUBDIVISION
MAP

LOCATED IN PORTIONS OF SECTIONS
21, T. 31N., R. 4W., M.D.M., CITY OF
REDDING, COUNTY OF SHASTA

FOR
SIERRA PACIFIC LAND
AND TIMBER

BY
SHARRAH DUNLAP SAWYER, INC.
Civil Engineering • Land Planning • Surveying & Mapping
Landscape Architecture • Professional Consulting
6590 Lockheed Drive, Redding, CA 96002
530.221.7791 voice • 530.221.8361 fax • info@sharrahdunlap.com