

CALIFORNIA ENVIRONMENTAL QUALITY ACT
INITIAL STUDY

**Use Permit Application UP-2020-00350
Northeast Crossing Trail Project**



Prepared by:

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

March 2020

CITY OF REDDING ENVIRONMENTAL CHECKLIST FORM

1. **Project Title:** Use Permit Application UP-2020-00350, Northeast Crossing Trail Project

2. **Lead agency name and address:**

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

3. **Contact Person and Phone Number:** Linda Burke, Senior Planner, (530) 225-4027

4. **Project Location:** 901 College View Drive and 500 Davis Ridge Road Redding, CA 96003.

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

Kim Niemer, Director
Community Services Department
CITY OF REDDING
777 Cypress Avenue
Redding, CA 96001

Representative's Name and Address:

Linda Burke, Senior Planner
Development Services Department
CITY OF REDDING
777 Cypress Avenue
Redding, CA 96001

6. **General Plan Designation:** "Park"

7. **Zoning:** "PF" Public Facilities District

8. **Description of Project:**

The Northeast Crossing Trail (NEXT) is an active transportation project specifically designed to reduce vehicle miles traveled and promote non-motorized commuting in the Northeast Quadrant of Redding. This new trail connection benefits the economically disadvantaged communities northwest of Interstate 5 (I-5) by providing non-motorized alternative access to goods and services in the Hilltop Drive and Dana Drive retail and commercial areas and beyond.

The NEXT project proposes to construct a permeable paved trail in the open space corridor along Boulder Creek, generally located west of I-5. The project will connect the existing State Route (SR) 299 bike path through the Caltrans right-of-way with the Highland Park neighborhood subdivision at the northern terminus of Mill Valley Parkway. The scope of work includes the construction of 2,900 linear feet of paved trail, a single span pedestrian bridge over Boulder Creek, LED safety lighting, 0.40 acres of native restorative planting. Work will involve vegetation removal, vegetation trimming, earthwork (cut and fill), and trenching. A use permit is required to allow encroachment into the regulatory 100-year floodplain of Boulder Creek for trail construction.

The 10 foot wide paved trail will be constructed with a pervious polymerized crushed aggregate pavement on City-owned land and in the Caltrans right of way. Approximately 2,500 feet of the pathway will be constructed on existing City and Caltrans utility access roads. The remaining 400 feet of pathway will be constructed over Boulder Creek and in a sparsely vegetated area north of the creek.

Safety lighting, electrical conduit, and interpretive signs will be installed along the pathway. A drinking fountain may also be installed near the wastewater treatment ponds. Traffic bollards will be installed at each end of the pathway to prevent vehicle access. The project includes 0.40 acres of native restorative planting and installation of an irrigation system. The planting palate will incorporate 60 native trees, including Oak and Western Redbud.

A prefabricated 80 foot long and 10 foot wide single span pedestrian bridge will be constructed across Boulder Creek. Concrete abutments will be constructed on the north and south sides of the creek beyond the top of the creek bank. Construction of the bridge will not require work within the jurisdictional waters of Boulder Creek, and channel modification is not proposed.

The project is anticipated to be built in 2020 and 2021, and would take one season to construct.

9. Surrounding Land Uses and Setting:

The project site an abandoned wastewater treatment facility located south of SR 299 and north of the Highland Park neighborhood subdivision. The existing Bethel Church campus and vacant residential land is located adjacent to the east while I-5 borders the property to the west. The property and surrounding area consists of blue oak-foothill pine woodland interspersed with annual grassland and urban development. Boulder Creek, which is tributary to Churn Creek approximately 1 mile to the southeast, traverses the property which also contains the abandoned detention ponds as well as seasonal wetlands and a barren access road.

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

A 1600 Streambed Alteration Agreement will be required by the California Department of Fish and Wildlife for construction of the bridge, and an encroachment permit will be required for pathway construction on Caltrans property.

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, is there a plan for consultation that includes, for example, the determination of significance of impacts to tribal cultural resources, procedures regarding confidentiality, etc.?

Consultation letters were sent to the Redding Rancheria and the Wintu Tribe of Northern California on September 16, 2019, to invite their participation in the project development process and to request their assistance in the identification of sites of religious and cultural significance or the identification of historic properties that may be affected by the proposed project.

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 “Less Than Significant With Mitigation Incorporated” as indicated by the checklist on the following pages.

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

DETERMINATION (TO BE COMPLETED BY THE LEAD AGENCY)

Based on the initial evaluation:

- I find that the proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.
- I find that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because revisions in the project have been made by or agreed to by the project proponent. A MITIGATED NEGATIVE DECLARATION will be prepared.
- I find that the proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.

- I find that the proposed project MAY have a “potentially significant impact” or “potentially significant unless mitigated” impact on the environment, but at least one effect 1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and 2) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets. An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed.

- I find that although the proposed project could have a significant effect on the environment because all potentially significant effects (a) have been analyzed adequately in an earlier EIR or NEGATIVE DECLARATION pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier EIR of NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed upon the proposed project, nothing further is required.

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



Linda Burke, Senior Planner
Development Services Department



Date

EVALUATION OF ENVIRONMENTAL IMPACTS

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

- Aesthetics
- Agricultural and Forestry Resources
- Air Quality
- 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
- Transportation
- Tribal Cultural Resources
- Utilities/Service Systems
- Wildfire
- 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 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 Figure 1 – Location Map

Figure 2 - Project Location Map/Biological Survey Area

Figure 3 - Project Site Plan Exhibit

Attachment B Biological Resource Assessment, Gallaway Enterprises, March 2020 (on file in the Development Services, Planning Division)

Attachment C Cultural Resources Inventory and Evaluation Report, Gallaway Enterprises, August 2019 (on file in the Development Services, Planning Division)

Attachment D Design Hydraulic Study, Pacific Hydrologic Incorporated, February 2020 (on file in the Development Services, Planning Division)

I. AESTHETICS: Except as provided in Public Resources Code Section 21099, would the project:	<i>Potentially Significant Impact</i>	<i>Less-Than-Significant with Mitigation Incorporated</i>	<i>Less-Than-Significant Impact</i>	<i>No Impact</i>
a) Have a substantial adverse effect on a scenic vista?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) In non-urbanized areas, substantially degrade the existing visual character or quality of public views the site and its surroundings (public views are those that are experience from publicly accessible vantage point).? If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Discussion

- a) The project area does not include scenic vistas and the proposed project would have no impact on the overall scenic quality of the area (currently a wastewater treatment facility).
- b) The project site is not located adjacent to, and would have no impact to, a state-designated scenic highway.
- c) The project would be compatible with, and likely improve, the existing visual character of the property, and its surroundings. The project would be consistent with applicable zoning and scenic quality regulations. Impacts to the existing visual character and quality of existing views would less than significant.
- d) Construction of the project may involve the use of temporary safety and security lighting in construction staging areas. The completed project would include permanent safety lighting along the pathway. Both temporary construction lighting and permanent project lighting will comply with the City’s Zoning Ordinance light standards that require light shielding. Although there are a few homes southwest of the project area, none would be impacted by using these types of lights. Project lighting and potential glare would be consistent with existing lighting sources used on area trails. The lights will produce light at 1.0 lux or less and will be shielded, directing light only to areas of intended illumination. Construction equipment, machinery, and bright colored traffic control signage may temporarily increase light and glare in the project area during construction. Operational and construction impacts on day or nighttime views in the area due to project lighting would be less than significant.

Documentation

- City of Redding General Plan, Natural Resources Element, 2000
- City of Redding Zoning Ordinance, Chapter 18.40.090
- California Department of Transportation, California Scenic Highway Mapping System. Updated September 7, 2011.

Mitigation

None necessary.

<p>II. AGRICULTURE AND FORESTRY RESOURCES: 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 bin Forest Protocols adopted by the California Air Resources Board. Would the project:</p>	<p><i>Potentially Significant Impact</i></p>	<p><i>Less-Than-Significant with Mitigation Incorporated</i></p>	<p><i>Less-Than-Significant Impact</i></p>	<p><i>No Impact</i></p>
<p>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?</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p>b) Conflict with existing zoning for agricultural use, or a Williamson Act Contract?</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p>c) Conflict with existing zoning for, or cause rezoning of, 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 51104(g))?</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p>d) Result in the loss of forest land or conversion of forest land to non-forest use?</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

<p>II. AGRICULTURE AND FORESTRY RESOURCES: 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:</p>				
<p>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 or conversion of forest land to non-forest use?</p>	<p>Potentially Significant Impact</p>	<p>Less-Than-Significant with Mitigation Incorporated</p>	<p>Less-Than-Significant Impact</p>	<p>No Impact</p>
	<p><input type="checkbox"/></p>	<p><input type="checkbox"/></p>	<p><input type="checkbox"/></p>	<p><input checked="" type="checkbox"/></p>

Discussion

a-e) The project area does not include any designated farmland or timberlands. According to the California Department of Conservation’s Farmland Mapping and Monitoring Program (FMMP) no lands within the project area are under Williamson Act contracts and no lands are mapped as Important Farmlands. The project would not convert any farmland to non-agricultural use, or any forestland to non-forest use.

Documentation

- City of Redding General Plan, Natural Resources Element, 2000
- City of Redding GIS Parcel and Zoning Map Viewer
- California Department of Conservation, 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 district or air pollution control district may be relied upon to make the following determinations. Would the project:	<i>Potentially Significant Impact</i>	<i>Less-Than-Significant with Mitigation Incorporated</i>	<i>Less-Than-Significant Impact</i>	<i>No Impact</i>
a) Conflict with or obstruct implementation of the applicable air quality plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Expose sensitive receptors to substantial pollutant concentrations?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Discussion

a-c) Air pollution controls will conform to City Standard Specifications, which state that the contractor shall comply with all applicable air pollution control rules, regulations, ordinances, and statutes. City standards (implemented through the Grading Ordinance and Uniform Building Code) require implementation of the following conservation measures and best management practices (BMPs) that contribute to achieving the City's goal of at least a 20 percent reduction in emissions or the best reduction otherwise feasible. The following standard conservation measures and BMPs will be used during construction to limit dust and PM₁₀ emissions:

- **AQ-1.** Nontoxic soil stabilizers shall be applied according to manufacturer's specification to all inactive construction areas.
- **AQ-2.** All grading operations shall be suspended when winds (as instantaneous gusts) exceed 20 miles per hour.
- **AQ-3.** Water all stockpiles, access roads, and disturbed or exposed areas, as necessary, to prevent airborne dust.
- **AQ-4.** Pursuant to the California Vehicle Code (Section 23114(e)(4)) (California Legislative Information 2016), all trucks hauling soil and other loose material to and from the construction site shall be covered or shall maintain at least 6 inches of freeboard (i.e., minimum vertical distance between top of load and the trailer).
- **AQ-5.** All public roadways used by the project contractor shall be maintained free from dust, dirt, and debris caused by construction activities. Streets shall be swept at the end of the day if visible soil materials are carried onto adjacent public paved roads.

The proposed project consists of a new non-motorized recreational trail, accessible from the existing SR 299 non-motorized trail, and has been designed to reduce vehicle miles traveled and sequester carbon in the City of Redding. The completed project would not result in an increase of motor vehicle use.

The operation of project construction equipment would result in limited temporary emissions of Reactive Organic Gases (ROG) and oxides of nitrogen (NO_x), which are ozone precursors, and inhalable particulate matter, 10 micron (PM₁₀). The new project features would involve one season of construction. Because the project itself is a non-motorized trail requiring limited construction activities and equipment, it would be classified as a minor project in accordance with the City's General Plan findings. The adherence to standards and BMPs set forth by the City further illustrates the size and scope of construction activities that would result in unmitigated emissions less than the 25 pounds per day of NO_x, 25 pounds per day of ROG, and 80 pounds per day of PM₁₀ Level "A" mitigation thresholds identified as part of the City's General Plan. The project would be consistent with the City's emission-reduction goals of 20 to 25 percent established in the Air Quality Element of the *General Plan*.

The proposed project would have no impact on air quality plans or policies. The project's cumulative contribution to criteria pollutants in a non-attainment area would be less than significant. Potential impacts on neighboring homes due to construction-related fugitive dust would be temporary, localized, and minor. Project operation would have no impact on air quality experienced by sensitive receptors. There are no other sensitive receptors (e.g., hospitals, schools) in the immediate project vicinity. Therefore, any resulting impact would be less than significant.

- d) The project would not involve land use that could generate objectionable odors affecting a substantial number of people.

Documentation

- Shasta County APCD Air Quality Maintenance Plan and Implementing Measures
- City of Redding General Plan, Air Quality Element, 2000
- 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
- California Air Resources Board. 2017. Area designations maps/state and national. <http://www.arb.ca.gov/desig/adm/adm.htm> (accessed July 19, 2019).

Mitigation

None necessary.

IV. BIOLOGICAL RESOURCES: Would the project:	<i>Potentially Significant Impact</i>	<i>Less-Than-Significant with Mitigation Incorporated</i>	<i>Less-Than-Significant Impact</i>	<i>No Impact</i>
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?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Have a substantial adverse effect on state or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Discussion

- a) A Biological Resource Assessment Report (Gallaway Enterprises, March 2020) was prepared to assess the impacts of the proposed project on biological resources in the project area and vicinity. In addition to research, database review, and species list reviews, a habitat assessment survey, biological reconnaissance survey, and protocol level botanical surveys were conducted. There is no designated critical habitat within the study area, and no special status plants or their habitat are present.

The following special status fish and wildlife species have the potential to occur in or adjacent to the project area:

- California Central Valley DPS steelhead (*Oncorhynchus mykiss irideus*) – federally listed as threatened
- Western pond turtle (*Emys marmorata*) - state species of special concern
- Pallid bat (*Antrozous pallidus*) - state species of special concern
- Western red bat (*Lasiurus blossevillii*) - state species of special concern
- Purple Martin (*Progne subis*) – state species of special concern

CCV Steelhead: Boulder Creek is an intermittent stream that bisects the center of, and runs parallel to, the eastern edge of the project area. The project is located approximately 1.3 miles from the confluence with Churn Creek. While, there is the possibility that CCV steelhead could incidentally occur within Boulder Creek during winter periods of high flow due to its hydrological connection to Churn Creek, historic imagery, photographs, and flow data reflect a hydrologic disconnection from Churn Creek by April and May each year.

The proposed project would have the potential to cause take of special-status anadromous salmonids if it resulted in any one of the following: direct mortality; temporary impacts on habitats such that special-status species suffer from injury, lowered reproductive success, increased stress, lessened fitness, or mortality; permanent loss of habitat critical to a special-status fish species; or a substantial reduction in the quantity or value of fish habitat in which a special-status population occurs. Implementation of the proposed project would have no direct effect on fish or their habitat as the project has been designed to avoid impacts to Boulder Creek. The proposed bridge will span the Boulder Creek channel and the abutments will be constructed behind the top of the creek banks, with no in-channel disturbance.

Indirect impacts on fish and their habitat could occur due to erosion and sediment transport, accidental fuel leaks, or spills of pollutants. Standard conservation measures and BMPs HAZ-1 through HAZ-5 (included in Section IX, Hazards and Hazardous Materials) and BIO 1 through BIO-3 are incorporated into all projects that require earthwork, equipment use, and work near streams.

- **BIO-1.** A Stormwater Pollution Prevention Plan (SWPPP), as required by the City of Redding Stormwater Quality Management and Discharge Control Ordinance, will be prepared to address BMPs that will be used to prevent erosion and sediment loss within the project site. BMPs such as silt fence, mulching and seeding, and straw wattles will be placed where needed to prevent sediment from leaving the site during and after construction.
- **BIO-2.** High visibility fencing, flagging, or markers will be installed along the edges of the work zone near avoided waters of the United States and avoided riparian areas.
- **BIO-3.** Appropriate sediment control measures (e.g., silt fences, straw wattles) shall be in place prior to the onset of construction activities near waters of the United States and in project areas where there is a potential for surface runoff to drain into waters of the United

States. Sediment control measures shall be monitored and maintained until construction activities have ceased.

Although the creek would be dry and fish do not have the potential to be present during the bridge construction period, a work window will be used to ensure the project would have no effect on CCV Steelhead. With incorporation of Mitigation Measure 1 (MM-1), project impacts to this species would be less than significant.

Western pond turtle. The nearest occurrence of western pond turtle was reported one-third of a mile west of the study area, on the west side of I-5; however, the project could adversely affect western pond turtle if individuals were present in the project area during construction. Potential direct effects include harassment, injury, and mortality of individuals due to equipment and vehicle traffic. Indirect impacts could occur if construction activities result in degradation of aquatic habitat and water quality due to erosion and sedimentation and accidental fuel leaks or spills.

The pedestrian bridge will span the creek with no channel modification, and the standard conservation measures and BMPs listed above under "CCV Steelhead" limit the potential for indirect impacts. While no western pond turtles were found during the biological survey, pre-construction surveys and construction requirements will be used to reduce potentially significant impacts to this species. With incorporation of MM-2 and MM-3, impacts to western pond turtle would be less than significant.

Special-status bats. Special-status bats including pallid bat and western red bat may roost individually or in small groups in tree cavities and riparian vegetation. The nearest reported occurrence for each of these species is 9-miles from the study area. Due to the ability of individual bats to move away from disturbance, direct impacts on bats are not expected when the bats are not in a maternity colony. If a tree is removed that contains a maternity colony, the removal could result in mortality or injury of individuals. Indirect impacts may occur from construction disturbance if a maternity colony is present in or adjacent to the project area. Significant noise disturbance could result in adults temporarily or permanently leaving a maternity colony. Minor tree removal is proposed as part of the proposed project; therefore, MM-4 and MM-5 will be used to ensure project-related impacts on bats including adults, maternity colonies and pre-volant young or volant would be less than significant.

Purple martin/Migratory Birds and Raptors. Construction activities would likely occur during the avian breeding season and could disturb nesting birds in or adjacent to the project area. Construction-related disturbance could result in the incidental loss of fertile eggs or nestlings, or nest abandonment. Impacts could result from tree removal, noise from construction activities, as well as ground disturbance such as grubbing and grading.

Construction of the project may result in the removal of up to six trees, including five oak trees between 6 and 8-inches in diameter at breast height (dbh) and one pine tree approximately 10-inches dbh. However, abundant avian nesting and foraging habitat would be retained within the project area, and similarly suitable habitat occurs in the project vicinity. Foraging birds and birds present in or adjacent to the project area would not be adversely impacted by construction activities due to their high mobility and available habitat outside of the project area. Due to the proximity of potential nesting habitat, and potential for special-status raptors and migratory birds to occur in the project area, MM-6 will be used to ensure impacts on birds and raptors are avoided or minimized by

requiring pre-construction surveys and use of protection measures for any potential nests found to occur within the project area. With implementation of the mitigation measure, the project’s impact on migratory birds and raptors would be less than significant.

- b) Valley foothill riparian and blue oak foothill pine woodland habitat are considered sensitive natural communities. Habitat community classification is based on the type of vegetation that is present within an area, but does not address the quality of the habitat, density of the vegetation, or the level of existing disturbance within the habitat area. Approximately 0.84 acre of valley foothill riparian habitat and 4.39 acres of blue oak foothill pine woodland habitat occur within the project area. Construction of the new pathways and associated project features would result in the loss of 0.001 acre of valley foothill riparian habitat and 0.37 acre of blue oak foothill pine woodland habitat. As shown in the table below, the amount and percentage of habitat that would be affected is very low.

Habitat Type	Habitat within Project Area (acre)	Project Impact to Habitat (acre)	Project Area Habitat Impacted (%)
Valley Foothill Riparian	0.84	0.001	0.12%
Blue Oak Foothill Pine	4.39	0.37	8.43%

Within these natural communities the project may result in the removal of up to six trees, including five oak trees less than 8-inches in diameter at breast height (dbh) and one pine tree approximately 10-inches dbh. Vegetation removal has been minimized by aligning the majority of the proposed trail on existing unimproved utility access roads.

Habitat impacts are very low, vegetation removal is minimal, and construction will occur in an existing disturbed setting; therefore, the project’s impact on sensitive natural communities is less than significant. While the project’s impacts to sensitive natural communities is less than significant, the project design includes 0.40 acres of native restorative planting and the project will result in a net gain in shaded area from native trees.

- c) Gallaway Enterprises conducted a delineation of waters of the United States within the project area on July 23, 2019, and an approved jurisdictional determination (AJD) was received from the U.S. Army Corps of Engineers on September 12, 2019. The AJD confirmed that approximately 0.67 acre of waters of the United States and 0.356 acre of non-federal waters occur within the project area. Federally jurisdictional waters include 0.32 acre (358.4 linear feet) of intermittent stream, 0.17 acre (1,578 linear feet) of ephemeral stream, 0.01 acre of seasonal wetland swale, and 0.17 acre of seasonal wetland. Non-federal waters (potential waters of the State) include 0.34 acre of wastewater detention pond and 0.02 acre of erosional ditch.

Construction and operation of the proposed project would have no direct effect on Federal or State wetlands or other waters, as the non-motorized path will be constructed outside of jurisdictional areas and over existing culvert crossings. The proposed bridge will span the Boulder Creek channel and the abutments will be constructed at the top of the creek banks, with no in-channel disturbance or fill of jurisdictional waters. The project would have no

direct impact on waters. Standard conservation measures BIO-1 through BIO-3 have been incorporated into the project and would limit the potential for indirect impacts to waters. The project's impact would be less than significant.

- d) The proposed project, including the new pathway and associated project features, is not expected to disrupt the habitat connectivity of the open space in proximity to the project area. Although wildlife may avoid the active construction area, the project would not permanently interfere with the movement of native wildlife. The pedestrian and bicyclist safety lighting will be 1.0 lux or less, shielded, and directed only to areas of intended illumination (i.e. the lighting would be shielded and would not be directed toward Boulder Creek or areas off the pathway). Work is not proposed within the Boulder Creek channel and would occur when migratory fish have no potential to be present (MM-1). MM-6 will also be used to ensure impacts on migratory bird species are avoided or minimized by limiting tree removal, requiring pre-construction surveys, and use of protection measures for any potential nests found to occur within the project area. Impacts on wildlife migratory and travel corridors would be less than significant with implementation of MM-1 and MM-6.
- e-f) There is no Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan covering the proposed project area. The City has adopted a Tree Management Ordinance (Chapter 18.45 of the RMC) that promotes the conservation of mature, healthy trees in the design of new development. The ordinance also recognizes that the preservation of trees sometimes conflicts with necessary land-development requirements. There are no conflicts associated with the project that would prevent implementation of the Tree Preservation Ordinance or other resource protection ordinances. The project would have no impact on any habitat conservation plans.

Documentation

- California Department of Fish and Wildlife: California Natural Diversity Database, 2019
- City of Redding General Plan, Natural Resources Element, 2000
- City of Redding Municipal Code, Chapter 18.45, Tree Management Ordinance
- Gallaway Enterprises, Biological Resources Assessment for the Boulder Creek Trail and Bridge Project, 2019
- Gallaway Enterprises, Delineation of Jurisdictional Waters of the United States for the Boulder Creek Trail and Bridge Project, 2019

Mitigation

- **MM BIO-1.** Construction activities on the banks of Boulder Creek shall be limited to a work window of June 1 to October 31, or during a period when the segment of Boulder Creek within the BSA is not flowing.
- **MM BIO-2.** Within 7 days prior to the onset of construction activities, a qualified biologist shall conduct pre-construction surveys for western pond turtle and turtle nests. If these species or their nests are observed during the pre-construction survey, the California Department of Fish and Wildlife (CDFW) will be contacted and work within that area will be

avoided until an appropriate course of action is established. If western pond turtle or their nests are not observed during the pre-construction survey, then construction activities may begin. If construction is delayed or halted for more than 7 days, another pre-construction survey will be conducted.

- **MM BIO-3.** If western pond turtle or turtle nests are encountered during construction and could be harmed by construction activities, work will stop in the area and the City will notify CDFW. Upon authorization from CDFW, a qualified biologist may relocate the individual(s) or nest the shortest distance possible to a location containing habitat outside of the work area.
- **MM BIO-4.** To the extent practicable, removal of large trees with cavities shall occur before bat maternity colonies form (i.e., prior to March 1) or after young are volant (i.e., after August 31).
- **MM BIO-5.** If construction (including the removal of large trees) occurs during the bat non-volant season (March 1 through August 15), a qualified professional shall conduct a pre-construction survey of the study area to locate maternity colonies and identify measures to protect colonies from disturbance. The preconstruction survey will be performed no more than 14 days prior to the implementation of construction activities. If a maternity colony is located within or adjacent to the study area, a disturbance free buffer shall be established by a qualified professional to ensure the colony is protected from project activities.
- **MM BIO-6.** If vegetation removal or construction activities will occur during the nesting season for birds or raptors (February 1 through August 15), a qualified biologist shall conduct a preconstruction survey 7 days before construction activities begin. If nesting birds or raptors are found, CDFW will be notified and consulted. An appropriate buffer, as determined by CDFW and the qualified biologist, will be placed around the nest until the young have fledged. If construction activities cease for a period greater than 7 days, additional preconstruction surveys will be required.

V. CULTURAL RESOURCES: Would the project:	<i>Potentially Significant Impact</i>	<i>Less-Than-Significant with Mitigation Incorporated</i>	<i>Less-Than-Significant Impact</i>	<i>No Impact</i>
a) Cause a substantial adverse change in the significance of a historical resource pursuant to Section 15064.5?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to Section 15064.5?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Disturb any human remains, including those interred outside of formal cemeteries?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Discussion

- a) Archival research, Native American consultation, and archaeological survey are summarized in the Cultural Resource Assessment Report (CRA) prepared for the Northeast Crossing Trail Project (Gallaway Enterprises 2019). No resources were identified within the area of potential effect (APE), and the project would have no impact on historical resources.
- b,c) Archival research conducted for the project’s CRA did not yield records of any documented prehistoric sites in the project area. While the project is not anticipated to affect cultural resources, the following standard practices were incorporated into the project design:
 - **CR-1.** If previously unidentified cultural materials are unearthed during construction, it is the City’s policy that work be halted in that area until a qualified archaeologist can assess the significance of the find. Additional archaeological surveys will be needed if the proposed project undertaking limits are extended beyond the present survey APE limits.
 - **CR-2.** If human remains are discovered during project activities, all activities in the vicinity of the find will be stopped and the Shasta County Sheriff-Coroner’s Office shall be notified. If the coroner determines that the remains may be those of a Native American, the coroner will contact the Native American Heritage Commission (NAHC). Treatment of the remains shall be conducted in accordance with further direction of the County Coroner or the NAHC, as appropriate.

Documentation

- Cultural Resource Assessment Report (CRA) prepared by Gallaway Enterprises, 2019.

Mitigation

None necessary.

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

Discussion

- a) The Northeast Crossing Trail Project is an active transportation project specifically designed to reduce vehicle miles traveled and promote non-motorized commuting in the northeast quadrant of Redding. The new pathway and bridge would support alternate modes of travel such as walking and bicycling. The completed project would encourage a reduction in motor

vehicle use and consumption of fuel, with the goal of reducing energy consumption and carbon emissions. For the proposed project, direct energy use would involve the short-term use of energy for construction activities and the long-term use of electricity for the new pathway lighting. Indirect energy use includes the long-term activities required to maintain the completed project.

Project construction would primarily consume diesel and gasoline through operation of construction equipment, material deliveries, and debris hauling. Construction is estimated to result in a short-term consumption of energy, representing a small demand on local and regional fuel supplies that would be easily accommodated and would be temporary. While construction would result in a short-term increase in energy use, construction design features would help conserve energy. For example, the new pedestrian-scale lighting fixtures would be designed to provide low-level lighting and minimize energy consumption. Specifically, the project would install high efficiency LEDs, which consume about 75 percent less electricity than typical incandescent bulbs (U.S. Department of Energy 2014b). This energy conservation feature is consistent with State and local policies to reduce energy.

The abandoned wastewater treatment facility is a City owned property and staff are required to travel to the site on a weekly basis to ensure the area is protected and maintained. Maintenance of the completed project would also likely require a weekly visit, but would not generate new vehicle trips or increase travel over the existing baseline.

Overall, the project is anticipated to result in an increase in non-motorized travel. The minor increase in electrical energy use (for lighting) would be offset by the decreased use of motor vehicle fuel. The project would not result in an inefficient, wasteful, and unnecessary consumption of energy, and the project's impact on energy would be less than significant.

- b) The project will not conflict with any state or local plans for renewable energy or energy efficiency.

Documentation

- City of Redding General Plan, Air Quality Element, 2000
- California Long-Term Energy Efficiency Strategic Plan, 2011
- Regional Transportation Plan for Shasta County, 2015

Mitigation

None necessary.

VII.GEOLOGY AND SOILS: Would the project:	<i>Potentially Significant Impact</i>	<i>Less-Than-Significant with Mitigation Incorporated</i>	<i>Less-Than-Significant Impact</i>	<i>No Impact</i>
a) Directly or indirectly cause 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? 	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Result in substantial soil erosion or the loss of topsoil?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Discussion

a,d) There are no Alquist-Priolo earthquake faults designated in the Redding area of Shasta County and there are no other documented earthquake faults in the immediate vicinity that pose a significant risk of rupture, ground shaking or otherwise unstable ground conditions. Implementation of the proposed project would not increase the potential for ground shaking to occur.

- b) The proposed project is located within an abandoned wastewater treatment facility, and a Caltrans staging/stockpiling area. Nearly 90 percent of the new pathway will be constructed on existing access roads; however, the project is subject to certain erosion-control requirements and BMPs mandated by existing City regulations which include:
- *City of Redding Grading Ordinance*. This ordinance requires preparation of an erosion and sediment control plan (ESCP) for projects within the City. The erosion and sediment control plan requires preparation and description of any BMPs that will be used during construction and post-construction, if needed.
 - *City of Redding Stormwater Quality Management and Discharge Control Ordinance*. This ordinance requires preparation of an ESCP for projects within the City. The objectives of the ESCP are to identify the sources of sediment and other pollutants that may affect water quality associated with stormwater discharges and to describe and ensure the implementation of BMPs to reduce those sources of sediment and other pollutants in stormwater discharges.

The potential for project implementation to result in substantial soil erosion or the loss of topsoil would be less than significant.

- c) Other types of ground failure such as expansive soils and subsidence (the gradual settling or sinking of an area with little or no horizontal motion) are not considered to pose a significant hazard within the proposed project area. Lateral spreading is defined as lateral earth movement of liquefied soils, or soil riding downslope on a liquefied soil layer toward an unsupported slope face. The project area has alluvial soils and a high groundwater table; therefore, the potential for liquefaction is higher than areas that don't have this combination. However, in order for liquefaction to occur an earthquake of significant magnitude, duration, and proximity to the area would need to occur. Given that there is no Alquist-Priolo, or other documented, earthquake faults designated in the Redding area, the proposed project would not be expected to result in substantial adverse effects from liquefaction or lateral spreading. Less than significant impact.
- e) The proposed project does not involve the use of septic tanks or alternative wastewater disposal.
- f) No unique geologic features, fossil-bearing strata, or paleontological sites are known to exist on the project site.

Documentation

- City of Redding. 2000-2020 General Plan. Health and Safety Element figures 4-1 (Ground Shaking Potential) and 4.2 (Liquefaction Potential)
- City of Redding Grading Ordinance, RMC Chapter 16.12
- City of Redding Standard Specifications, Grading Practices
- Natural Resources Conservation Service. 2018. Web soil survey. Shasta County Area, California. <http://websoilsurvey.nrcs.usda.gov/app/> cited July 30, 2019.

- 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: Would the project:	<i>Potentially Significant Impact</i>	<i>Less-Than-Significant with Mitigation Incorporated</i>	<i>Less-Than-Significant Impact</i>	<i>No Impact</i>
a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Discussion

- a) 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 CO₂. Most CO₂ emissions are generated by petroleum consumption associated with transportation and coal consumption, which is in turn associated with electricity generation. The remaining emissions are predominately the result of natural-gas consumption associated with a variety of uses.

Regarding the proposed project, which is a non-motorized bicycle and pedestrian path, the predominant associated GHG is CO₂ temporarily generated by construction vehicle travel to and from the site. CARB has recommended the use of 10,000 metric tons of carbon dioxide equivalent per year (mtCO₂-e/yr) as the de minimus gas emission threshold in its Climate Change Scoping Plan (approved January 9, 2009, updated May 22, 2014). According to California Air Pollution Control Officers Association's (CAPCOA), the 10,000 mtCO₂-e/yr is 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.

Given the scope and nature of the proposed project compared to that of similar projects, emissions from the project would be significantly below the thresholds put forth by CARB, as well as the City's air-quality thresholds. Therefore, the project would not contribute significantly to GHG emissions in the air basin. Additionally, the City and State's construction standards and BMPs, including AQ-1 through -5 (listed in Section III, Air Quality, above), will be used during construction to further limit any potential contribution to negative impacts from GHG emissions. The project would have no direct or indirect impact on measurable GHGs in the Redding area.

- b) The project would not conflict with any applicable plans, policies, or regulations adopted to reduce GHG emissions. As noted in “a” above, and in Section III, the project is in conformance with the City’s air quality policies and thresholds, and with state guidelines and regulations, and conservation measures and BMPs AQ-1 through AQ-5 listed in Section III Air Quality. The proposed project would have no impact on any applicable plans, policies, or regulations related to GHG emissions.

Documentation

- City of Redding General Plan, 2000
- URBEMIS (2007,v 9.2.4) Air Quality Computer Model Redding General Plan Air Quality Element, 2000
- CAPCOA website, 2010
- California Office of the Attorney General, The California Environmental Quality Act Addressing Global Warming Impacts at the Local Agency Level, updated January 6, 2010
- Shasta Air Quality Management District, https://www.co.shasta.ca.us/index/drm_index/eq_index.aspx. Accessed July 19, 2019.

Mitigation

None necessary.

IX. HAZARDS AND HAZARDOUS MATERIALS: Would the project:	<i>Potentially Significant Impact</i>	<i>Less-Than-Significant with Mitigation Incorporated</i>	<i>Less-Than-Significant Impact</i>	<i>No Impact</i>
a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

IX. HAZARDS AND HAZARDOUS MATERIALS: Would the project:	<i>Potentially Significant Impact</i>	<i>Less-Than-Significant with Mitigation Incorporated</i>	<i>Less-Than-Significant Impact</i>	<i>No Impact</i>
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 or excessive noise for people residing or working in the project area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
g) Expose people or structures, either directly or indirectly, to a significant risk of loss, injury, or death involving wildland fires?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Discussion

a,b,c,d) The nature and scope of the proposed project (non-motorized bicycle and pedestrian path) would not present a significant risk related to hazardous materials or emissions. The project site is located adjacent to and within one-quarter mile of Bethel Christian School, a Pre K through 8th grade school; however, the site is not on any lists of properties known to contain hazardous materials. Construction activities pose a slight risk for solvent or fuel spills or leaks. In compliance with the City of Redding Stormwater Quality and Discharge Control Ordinance an erosion and sediment control plan (ESCP) is required when obtaining a grading permit. Compliance under the ordinance would require use of the following standard conservation measures and BMPs to avoid or minimize the potential for accidental release of hazardous materials from spills or fuel leaks during project construction:

HAZ-1. Hazardous materials, including fuels, oils, cement, and solvents will be stored and contained in an area protected from direct runoff and away from areas where they could enter waters of the United States.

HAZ-2. Construction equipment will be inspected daily for leaks. Leaking fluids will be contained upon detection and equipment repairs will be made as soon as practicable or the leaking equipment will be moved off site.

HAZ-3. Secondary containment such as drip pans or absorbent materials shall be used to catch spills or leaks when removing or changing fluids. Secondary containment will be used for storage of all hazardous materials.

HAZ-4. Spill containment and clean-up materials shall be kept on site at all times for use in the event of an accidental spills.

HAZ-5. Absorbent materials shall be used on small spills rather than hosing down or burying the spill. The absorbent material shall be promptly removed and properly disposed. The potential for project construction and operation to create a hazard to the public or the environment through the accidental spill or pollutants would be less than significant.

- e) The project is not located within an airport land use plan or within two miles of a public airport and would not result in a significant safety hazard for people residing or working in the project area. There would be no impact on public safety.
- f) The project does not involve a use or activity that could interfere with emergency response or emergency evacuation plans for the area.
- g) While the project is located within a mapped very high fire severity zone, the path alignment is primarily within open disturbed areas containing low growing grasses and along existing utility access roads. Operation and use of the non-motorized path would not significantly increase the risk of wildfire; however, standard specifications require construction equipment to be equipped with spark arrestors to prevent the emission of flammable debris from engines, and water trucks are required to be on-site during earth disturbing activities. The potential to expose people or structures, either directly or indirectly, to a significant risk of loss, injury, or death involving wildland fires is less than significant.

Documentation

- City of Redding General Plan, Health and Safety Element, 2000
- California Environmental Protection Agency, Cortese List, 2019
- California Department of Toxic Substances Control, Envirostor, 2019
- Caltrans, California Manual on Uniform Traffic Control Devices Standards, 2017
- Shasta County Airport Land Use Commission, Comprehensive Land Use Plan Map, 1981.
- CalFire Fire Hazard Severity Zone Maps, Shasta County, 2008

Mitigation

None necessary.

X. HYDROLOGY AND WATER QUALITY: Would the project:	<i>Potentially Significant Impact</i>	<i>Less-Than-Significant with Mitigation Incorporated</i>	<i>Less-Than-Significant Impact</i>	<i>No Impact</i>
a) Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

X. HYDROLOGY AND WATER QUALITY: Would the project:	<i>Potentially Significant Impact</i>	<i>Less-Than-Significant with Mitigation Incorporated</i>	<i>Less-Than-Significant Impact</i>	<i>No Impact</i>
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:	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
i) result in substantial erosion or siltation on- or off-site;	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
ii) substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or offsite;	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
iv) impede or redirect flood flows?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Discussion

- a) The project would not involve any discharges of waste material into ground or surface waters. Construction and operation of the project would not violate any water quality standards or waste discharge requirements established by the Central Valley Regional Water Quality Control Board (RWQCB) in its Basin Plan for the Sacramento River and San Joaquin River Basins. Water pollution BMPs are required and were incorporated into the project. The City’s construction standards require that all projects prepare an erosion and sediment control plan (ESCP) prior to construction to address water pollution control. The ESCP will ensure that water quality standards are not substantially affected by the project during construction. In addition to the ESCP and conservation measures HAZ-1 through HAZ-5 (listed in Section IX above), the following conservation measures have been incorporated into the project.
 - **WQ-1.** All construction work and stockpiling of materials will be confined to the project disturbance area.

- **WQ-2.** Temporary stockpiling of excavated or imported material shall be placed in upland areas.
- **WQ-3.** Excess soil shall be used onsite or disposed of at a regional landfill or other appropriate facility.

The proposed project would have a less-than-significant impact on water quality.

- b-e) The proposed project would use City water service for domestic uses, construction uses, and fire protection. The proposed project would not impact groundwater supplies and is not located in a tsunami or seiche zone. The project would not conflict with a water quality control plan or groundwater management plan.

The proposed project is located adjacent to Boulder Creek some improvements would be located within the 100-year floodplain as mapped by Federal Emergency Management Agency (FEMA) and the City-wide Master Storm Drain Study (Montgomery Watson); therefore, a Design Hydraulic Study (Pacific Hydrologic, February 2020) was prepared to evaluate potential impacts to the regulatory 100-year floodplain. The floodplain extends out from the Boulder Creek channel and across a portion of the City and Caltrans owned properties. Proposed improvements within the floodplain include the pathway, the new bridge, a drinking fountain, and new light standards. All features were analyzed and it was determined that construction of the project is not expected to produce an increase in the water surface elevations of the most probable 100-year flood event. A Use Permit is required for any new encroachment within the 100-year floodplain of Boulder Creek.

Although construction activities could temporarily alter the existing drainage patterns in the project area, these activities would not result in substantial erosion, surface runoff, flooding on or off site, or otherwise substantially degrade water quality. The minor increase in impervious surfaces resulting from the bridge and light standards would not create run-off that would exceed the capacity of existing or planned stormwater drainage systems. The proposed improvements are located in areas that are surrounded by pervious vegetated surfaces that allow infiltration and natural stormwater treatment. The project would have a less than significant impact on drainage patterns in the project area.

Documentation

- City of Redding 2000-2020 General Plan. Health and Safety Element 2000.
- City of Redding Storm Drain Master Plan, Montgomery-Watson Engineers 1993.
- Federal Emergency Management Agency (FEMA), Floodplain regulations, FIRM Map 06089C1539G, March 17, 2011.
- Central Valley RWQCB, The Water Quality Control Plan (Basin Plan) for the California Regional Water Quality Control Board Central Valley Region, 4th edition, Revised July 2016.
- Design Hydraulic Study, Pacific Hydrologic Incorporated, February 2020.
- Mitigation

None necessary.

XI. LAND USE AND PLANNING: Would the project:	<i>Potentially Significant Impact</i>	<i>Less-Than-Significant with Mitigation Incorporated</i>	<i>Less-Than-Significant Impact</i>	<i>No Impact</i>
a) Physically divide an established community?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Discussion

- a) The project does not have the potential to physically divide an established community. The project will connect, through non-motorized activities and trails, the northeast quadrant of the City with the Hilltop Drive and Dana Drive commercial shopping area and beyond to the Sundial Bridge/Turtle Bay area and Downtown through the Dana to Downtown Trail.
- b) The project site has General Plan designation of “Park” and a zoning designation of “PF” Public Facilities District. The project is compatible with the applicable policies and regulations of the City’s General Plan and Zoning Ordinance. The proposed project would not conflict with any land use plan, policy, or regulation.

Documentation

- City of Redding General Plan, Community Development Element, 2000
- City of Redding General Plan, Natural Resources Element, 2000

Mitigation

None necessary.

XII. MINERAL RESOURCES: Would the project:	<i>Potentially Significant Impact</i>	<i>Less-Than-Significant with Mitigation Incorporated</i>	<i>Less-Than-Significant Impact</i>	<i>No Impact</i>
a) Result in the loss of availability of a known mineral resource classified MRZ-2 by the State Geologist that would be of value to the region and the residents of the state?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Discussion

a,b) The project area is not identified in the General Plan as having any known mineral-resource value or as being located within any critical mineral resource overlay area. No impact would occur.

Documentation

- City of Redding General Plan, Natural Resources Element, 2000
- California Geological Survey, Aggregate Sustainability in California prepared by J. Clinkenbeard, 2012

Mitigation

None necessary.

XIII. NOISE: Would the project:	<i>Potentially Significant Impact</i>	<i>Less-Than-Significant with Mitigation Incorporated</i>	<i>Less-Than-Significant Impact</i>	<i>No Impact</i>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Generation of excessive groundborne vibration or groundborne noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Discussion

a-c) The project area is located within existing City and Caltrans owned property. Sources of ambient noise in the project area come from I-5, State Route 299, and a residential neighborhood. Recreational uses of the new trail would be limited to non-motorized activities consistent with the existing trail system in which it would be connected. The proposed project would not generate increases in ambient noise levels.

During construction, 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. Noise generated by temporary construction

activities and permanent operation of the proposed project would be similar to existing conditions. Potentially sensitive receptors such as nearby residences, businesses, and recreationists would not be subject to excessive ground-borne vibration or noise levels. No permanent or long-term noise impacts would occur because of the project. Temporary construction noise impacts would be less than significant.

The project area is not within the vicinity of a private airstrip. Area residents and businesses are not exposed to noise generated by airport operations; therefore, implementation of the proposed project would have no cumulative noise impact on residents or businesses near the project area.

Documentation

- City of Redding General Plan, Noise Element, 2000
- City of Redding General Plan, Transportation Element, 2000
- City of Redding Zoning Ordinance Redding Municipal Code, Section 18.40.100
- Shasta County Airport Land Use Commission, Comprehensive Land Use Plan Map, 1981

Mitigation

None necessary.

XIV. POPULATION AND HOUSING: Would the project:	<i>Potentially Significant Impact</i>	<i>Less-Than-Significant with Mitigation Incorporated</i>	<i>Less-Than-Significant Impact</i>	<i>No Impact</i>
a) Induce substantial unplanned 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)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Discussion

a-b) The proposed project is intended to increase use of non-motorized transportation alternatives (walking and cycling) and would not induce population growth within the City of Redding area. The trail improvement project would not generate vehicle trips or create roadways. The project would occur within City and Caltrans property and there would be no displacement of persons or housing. The project would have no impact on population and housing.

Documentation

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

Mitigation

None necessary.

XV. PUBLIC SERVICES: 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</i>	<i>Less-Than-Significant with Mitigation Incorporated</i>	<i>Less-Than-Significant Impact</i>	<i>No Impact</i>
a) Fire Protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Police Protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Schools?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Parks?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Other public facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Discussion

a-e) The proposed project would not cause substantial adverse physical impacts on government facilities or negatively affect public services. Emergency services, including fire and police, would not be impacted during construction. Similarly, access to schools, parks, and other public facilities would not be affected. The project would not create the need to alter or create new facilities of any type. The proposed project would have no temporary or permanent impact on public services or government facilities.

Documentation

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

Mitigation

None necessary.

XVI. RECREATION: Would the project:	<i>Potentially Significant Impact</i>	<i>Less-Than-Significant with Mitigation Incorporated</i>	<i>Less-Than-Significant Impact</i>	<i>No Impact</i>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Discussion

a,b) The proposed project would provide a non-motorized trail connection that may be used for both commuting and recreational purposes. Because of the generally low impact of recreation, new and existing facilities are not anticipated to deteriorate at an accelerated rate; rather, the new facilities would further disperse use and alleviate the potential for overuse of any one part of the City’s recreational facilities. The proposed project would have a less than significant impact on recreational facilities in Redding.

Documentation

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

Mitigation

None necessary.

XVII. TRANSPORTATION: Would the project:	<i>Potentially Significant Impact</i>	<i>Less-Than-Significant with Mitigation Incorporated</i>	<i>Less-Than-Significant Impact</i>	<i>No Impact</i>
a) Conflict with a program plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

XVII. TRANSPORTATION: Would the project:	<i>Potentially Significant Impact</i>	<i>Less-Than-Significant with Mitigation Incorporated</i>	<i>Less-Than-Significant Impact</i>	<i>No Impact</i>
c) Substantially increase hazards to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Result in inadequate emergency access?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Discussion

a-d) The project will not conflict with a program, plan, ordinance, or policy addressing the circulation system. The project does not propose roadway expansion, will not increase roadway hazards or incompatible uses, and will have no impact on emergency access. The project will not conflict with CEQA guidelines section 15064.3(b). The project will have no impact on negative transportation as the new trail connection may reduce vehicle miles traveled by providing non-motorized connectivity.

Documentation

- City of Redding General Plan, Transportation Element, 2000
- City of Redding Traffic Impact Analysis Guidelines, 2009
- City of Redding Parks, Trails, and Open Space Master Plan, 2018

Mitigation

None necessary.

XVIII. TRIBAL CULTURAL RESOURCES: 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</i>	<i>Less-Than-Significant with Mitigation Incorporated</i>	<i>Less-Than-Significant Impact</i>	<i>No Impact</i>
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	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

XVIII. TRIBAL CULTURAL RESOURCES: 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</i>	<i>Less-Than-Significant with Mitigation Incorporated</i>	<i>Less-Than-Significant Impact</i>	<i>No Impact</i>
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, the lead agency shall consider the significance of the resource to a California Native American tribe.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Discussion

a,b) In accordance with Assembly Bill 52 (AB 52), the City consulted with the NAHC and local Native American groups and individuals pursuant to Section 21080.3 of CEQA. This consultation included contacting the local Native American individuals identified by the NAHC via letters sent on September 16, 2019, and conducting follow-up phone calls. No tribal cultural resources were identified within the project area and the proposed project would therefore, not cause a substantial adverse change in the significance of any known tribal cultural resources.

Documentation

- Cultural Resources Inventory and Evaluation Report, Gallaway Enterprises, August 2019

Mitigation

None necessary.

XIX. UTILITIES AND SERVICE SYSTEMS: Would the project:	<i>Potentially Significant Impact</i>	<i>Less-Than-Significant with Mitigation Incorporated</i>	<i>Less-Than-Significant Impact</i>	<i>No Impact</i>
a) Require or result in the relocation or construction of new or expanded water, wastewater treatment or storm water drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

XIX. UTILITIES AND SERVICE SYSTEMS: Would the project:	<i>Potentially Significant Impact</i>	<i>Less-Than-Significant with Mitigation Incorporated</i>	<i>Less-Than-Significant Impact</i>	<i>No Impact</i>
b) Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Comply with federal, state, and local management and reduction statutes and regulations related to solid waste?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Discussion

a-e) The proposed project is a non-motorized trail project that will include lighting and a drinking fountain. The existing utility infrastructure within the abandoned wastewater treatment facility would be used for the improvements (water and electricity). The improvements would not require new or expanded facilities and would not exceed the available capacity. Sufficient water supplies are available to serve the project. Construction and operation of the project would not generate excess solid waste, impair reduction goals, and would comply with statutes and regulations related to solid waste. The project would have no impact on utilities and service systems.

Documentation

- City of Redding General Plan, Public Facilities Elements, 2000
- Calrecycle Facility Operations, West Central Landfill, 2018

Mitigation

None necessary.

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

Discussion

- a) While the project is located within a mapped very high fire severity zone, it would not impair an emergency response plan or emergency evacuation plan. Conversely, the pathway could be used as a non-motorized emergency evacuation route for residents in the neighborhood southwest of the project.
- b) The project is located on existing access roads within a relatively flat area and would not exacerbate wildfire risks or expose project occupants to pollutant concentrations.
- c) The project would not require the installation or maintenance of associated infrastructure that could exacerbate wildfire risks.
- d) The project would not expose people or structures to downstream flooding or landslides.

Documentation

- CalFire, Fire Hazard Severity Zone Maps, Shasta County, 2008

Mitigation

None necessary.

XXI. MANDATORY FINDINGS OF SIGNIFICANCE: Would the project:	<i>Potentially Significant Impact</i>	<i>Less-Than-Significant with Mitigation Incorporated</i>	<i>Less-Than-Significant Impact</i>	<i>No Impact</i>
a) Does the project have the potential to substantially 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, substantially 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?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
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)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Does the project have potential environmental effects which may cause substantial adverse effects on human beings, either directly or indirectly?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Discussion

- a) The proposed project would have minimal potential to degrade the quality of the environment, affect wildlife populations or their habitats, or reduce the number or restrict the range of rare or endangered plant and animal species. Although special-status wildlife species, including migratory birds and bats, may be impacted by implementation of the proposed project, standard conservation measures and BMPs, as well as mitigation measures, will be used to avoid adverse impacts on these species. Implementation of the proposed project would not eliminate examples of history or prehistory.
- b) As described in Section III, the proposed project could temporarily contribute to region-wide cumulative air quality impacts. However, these impacts would be considered less than significant and under policy of the City’s General Plan and application of standard BMPs would eliminate the potential for air quality impacts during project implementation. The project’s potential cumulative impacts would be less than significant.
- c) As discussed in this document, the proposed project does not include any activities that cannot be mitigated to a less-than-significant level or that could otherwise cause substantial adverse impacts on human beings, either directly or indirectly.

Documentation

- See all sections above.

Mitigation

- **MM BIO-1.** Construction activities on the banks of Boulder Creek shall be limited to a work window of June 1 to October 31 or during a period when the segment of Boulder Creek within the BSA is not flowing.
- **MM BIO-2.** Within 7 days prior to the onset of construction activities, a qualified biologist shall conduct pre-construction surveys for western pond turtle and turtle nests. If these species or their nests are observed during the pre-construction survey, the California Department of Fish and Wildlife (CDFW) will be contacted and work within that area will be avoided until an appropriate course of action is established. If western pond turtle or their nests are not observed during the pre-construction survey, then construction activities may begin. If construction is delayed or halted for more than 7 days, another pre-construction survey will be conducted.
- **MM BIO-3.** If western pond turtle or turtle nests are encountered during construction and could be harmed by construction activities, work will stop in the area and the City will notify CDFW. Upon authorization from CDFW, a qualified biologist may relocate the individual(s) or nest the shortest distance possible to a location containing habitat outside of the work area.
- **MM BIO-4.** To the extent practicable, removal of large trees with cavities shall occur before bat maternity colonies form (i.e., prior to March 1) or after young are volant (i.e., after August 15).
- **MM BIO-5.** If construction (including the removal of large trees) occurs during the bat non-volant season (March 1 through August 15), a qualified professional shall conduct a pre-construction survey of the study area to locate maternity colonies and identify measures to protect colonies from disturbance. The preconstruction survey will be performed no more than 14 days prior to the implementation of construction activities. If a maternity colony is located within or adjacent to the study area, a disturbance free buffer shall be established by a qualified professional to ensure the colony is protected from project activities.
- **MM BIO-6.** If vegetation removal or construction activities will occur during the nesting season for birds or raptors (typically February 1 through August 31), a qualified biologist shall conduct a preconstruction survey 7 days before construction activities begin. If nesting birds or raptors are found, CDFW will be notified and consulted. An appropriate buffer, as determined by CDFW and the qualified biologist, will be placed around the nest until the young have fledged. If construction activities cease for a period greater than 7 days, additional preconstruction surveys will be required.

ATTACHMENT A

Figure 1 - Location Map

Figure 2 - Project Location Map/Biological Survey Area

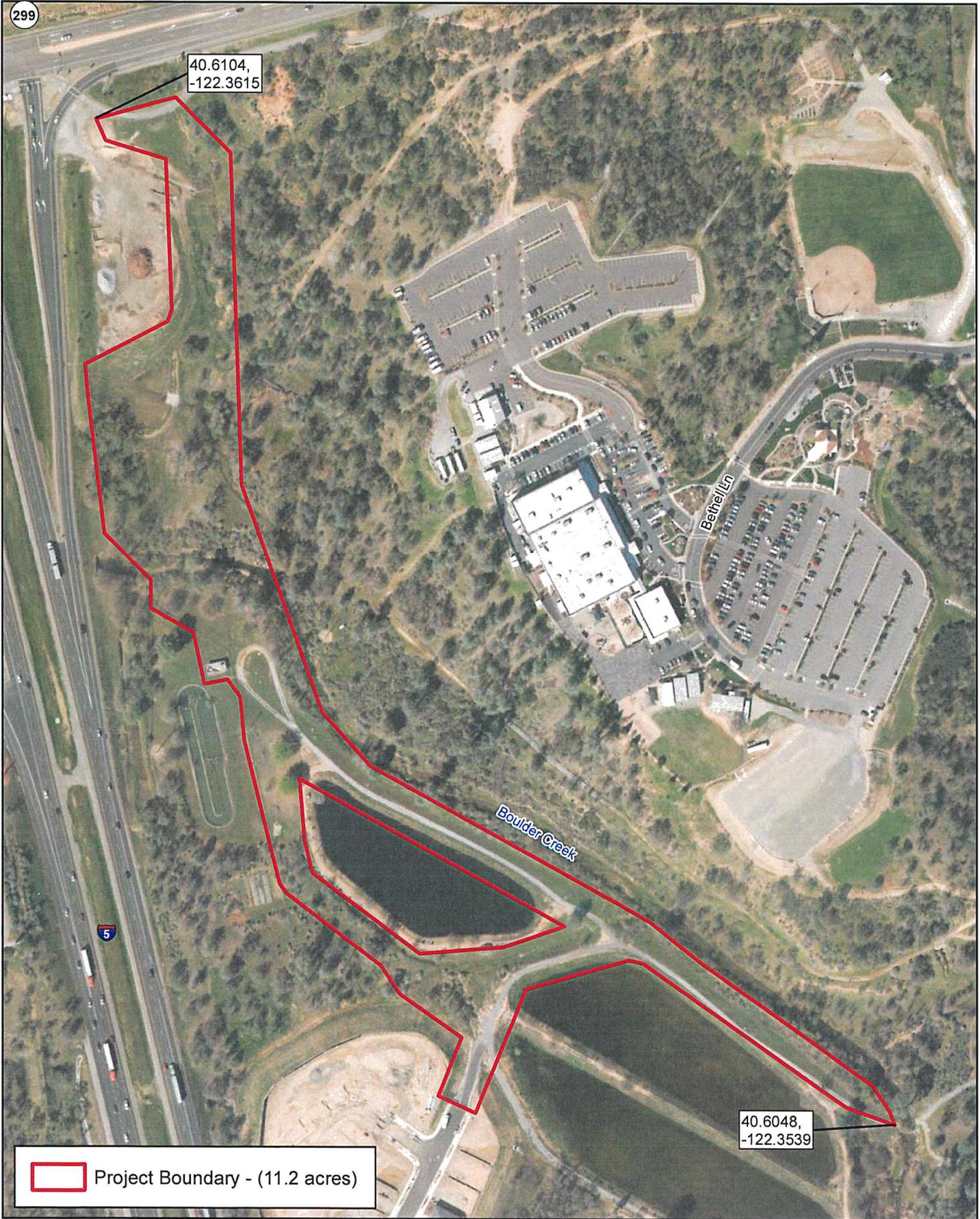
Figure 3 – Project Site Plan Exhibit



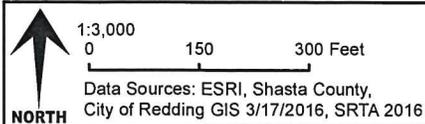
901 COLLEGE VIEW DR

500 DAVIS RIDGE RD

	<p>GIS DIVISION INFORMATION TECHNOLOGY DEPARTMENT</p>	<p>LOCATION MAP</p> <p>UP-2020-00350 CITY OF REDDING</p> <p>901 COLLEGE VIEW DRIVE / 500 DAVIS RIDGE ROAD AP# 116-180-006 / 117-070-028</p>	<p>MTG. DATE:</p>
	<p>DATE PRODUCED: MARCH 10, 2020</p> <p>0 200 400 Feet</p>		<p>ITEM:</p> <p>ATTACHMENT:</p>



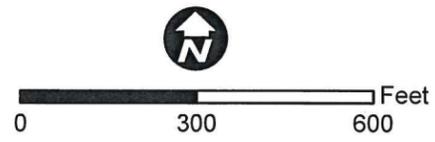
 Project Boundary - (11.2 acres)



Boulder Creek Trail and Bridge Project
Project Location
Figure 2



- | | | | |
|--|---------------------------------|--|-----------------------------|
| | Proposed Class 1 Multi-use Path | | Parcels |
| | Proposed Class 2 Bikeway | | Restorative Native Planting |
| | Proposed Class 3 Bikeway | | Vegetation Removal |
| | Existing Class 1 Multi-use Path | | Public Access Trailhead |
| | Proposed Bridge | | Solar Light |



Site Plan

NEXT Project - Phase One



Print Date: April 9, 2018

P:\CommunityServices\MapDocuments\NEXT Project Phase1_DetailMap_11x17.mxd

MITIGATION MONITORING AND ENVIRONMENTAL COMMITMENT PROGRAM

USE PERMIT APPLICATION UP-2020-00350 NORTHEAST CROSSING TRAIL PROJECT

MITIGATION MONITORING PROGRAM CONTENTS

This document is the Mitigation Monitoring and Environmental Commitment Program (MMP/ECP) for the Northeast Crossing Trail Project (Project). The MMP/ECP includes a brief discussion of the legal basis for, and the purpose of, the program, discussion, and direction regarding complaints about noncompliance, a key to understanding the monitoring matrix, and the monitoring matrix itself.

LEGAL BASIS OF AND PURPOSE FOR THE MITIGATION MONITORING PROGRAM

California Public Resources Code Section 21081.6 requires public agencies to adopt mitigation monitoring or reporting programs whenever certifying an environmental impact report (EIR) or a mitigated negative declaration (MND). This requirement facilitates implementation of all mitigation measures adopted through the California Environmental Quality Act (CEQA) process.

The MMP contained herein is intended to satisfy the requirements of CEQA as they relate to the Initial Study/Mitigated Negative Declaration prepared for the project. It is intended to be used by City of Redding (City) staff, participating agencies, project contractors, and mitigation monitoring personnel during implementation of the project.

- Mitigation is defined by CEQA Guidelines Section 15370 as a measure that does any of the following:
- Avoids impacts altogether by not taking a certain action or parts of an action.
- Minimizes impacts by limiting the degree or magnitude of the action and its implementation.
- Rectifies impacts by repairing, rehabilitating, or restoring the impacted environment.
- Reduces or eliminates impacts over time by preservation and maintenance operations during the life of the project.
- Compensates for impacts by replacing or providing substitute resources or environments.

The intent of the MMP is to ensure the effective implementation and enforcement of adopted mitigation measures and permit conditions. The MMP will provide for monitoring of construction activities as necessary, on-site identification and resolution of environmental problems, and proper reporting to City staff.

In addition to meeting the CEQA MMP requirements, this document incorporates environmental commitments, standard practices, conservation measures, and best management practices (BMPs). The environmental commitments may be part of the project design, standard contract specifications, City of Redding requirements, or conservation measures. These commitments are part of the project, but do not constitute mitigation under CEQA as they have not been incorporated to reduce a potentially significant impact.

MITIGATION MONITORING/ENVIRONMENTAL COMMITMENT TABLE

The MMP/ECP Table identifies the mitigation measures and commitments proposed for the project. The tables have the following columns:

- **Mitigation Measure:** Lists the mitigation measures identified within the Initial Study for a specific potentially significant impact, along with the number for each measure as enumerated in the Initial Study.
- **Environmental Commitment:** Lists the commitments identified within the Project that are not related to a potentially significant CEQA impact, but further ensure environmental resource protection.
- **Timing:** Identifies at what point in time, review process, or phase the mitigation measure will be completed.
- **Agency/Department Consultation:** References the City department or any other public agency with which coordination is required to satisfy the identified mitigation measure.
- **Verification:** Spaces to be initialed and dated by the individual designated to verify adherence to a specific mitigation measures.

NONCOMPLIANCE COMPLAINTS

Any person or agency may file a complaint asserting noncompliance with the mitigation measures and commitments associated with the project. The complaint shall be directed to the City in written form, providing specific information on the asserted violation. The City shall investigate and determine the validity of the complaint. If noncompliance with a mitigation measure has occurred, the City shall take appropriate action to remedy any violation. The complainant shall receive written confirmation indicating the results of the investigation or the final action corresponding to the particular noncompliance issue.

**MITIGATION MONITORING AND ENVIRONMENTAL COMMITMENT TABLE
FOR NORTHEAST TRAIL CROSSING PROJECT
MITIGATION MONITORING PROGRAM**

ENVIRONMENTAL COMMITMENTS

The following environmental commitments will be incorporated into the project to further protect environmental and biological resources:

Best Management Practices (BMPs)	Timing/ Implementation	Enforcement/ Monitoring	Verification (Date and Initials)
Air Quality (AQ)			
AQ-1. Nontoxic soil stabilizers shall be applied according to manufacturer's specification to all inactive construction areas.	Construction	Construction Management	
AQ-2. All grading operations shall be suspended when winds (as instantaneous gusts) exceed 20 miles per hour.	Construction	Construction Management	
AQ-3. Water all stockpiles, access roads, and disturbed or exposed areas, as necessary, to prevent airborne dust.	Construction	Construction Management	
AQ-4. Pursuant to the California Vehicle Code (Section 23114(e)(4)) (California Legislative Information 2016), all trucks hauling soil and other loose material to and from the construction site shall be covered or shall maintain at least 6 inches of freeboard (i.e., minimum vertical distance between top of load and the trailer).	Construction	Construction Management	
AQ-5. All public roadways used by the project contractor shall be maintained free from dust, dirt, and debris caused by construction activities. Streets shall be swept at the end of the day if visible soil materials are carried onto adjacent public paved roads.	Construction	Construction Management	

Best Management Practices (BMPs)	Timing/ Implementation	Enforcement/ Monitoring	Verification (Date and Initials)
Biological Resources (BIO)			
BIO-1. A Stormwater Pollution Prevention Plan (SWPPP), as required by the City of Redding Stormwater Quality Management and Discharge Control Ordinance, will be prepared to address BMPs that will be used to prevent erosion and sediment loss within the project site. BMPs such as silt fence, mulching and seeding, and straw wattles will be placed where needed to prevent sediment from leaving the site during and after construction.	Preconstruction/ Construction	City/ Construction Management	
BIO-2. High visibility fencing, flagging, or markers will be installed along the edges of the work zone near avoided waters of the United States and avoided riparian areas	Preconstruction/ Construction	City/ Construction Management	
BIO-3. Appropriate sediment control measures (e.g., silt fences, straw wattles) shall be in place prior to the onset of construction activities near waters of the United States and in project areas where there is a potential for surface runoff to drain into waters of the United States. Sediment control measures shall be monitored and maintained until construction activities have ceased.	Preconstruction/ Construction	City/ Construction Management	
Cultural Resources (CR)			
CR-1. If previously unidentified cultural materials are unearthed during construction, it is City policy that work be halted in that area until a qualified archaeologist can assess the significance of the find.	Construction	City/ Construction Management	
CR-2. If human remains are discovered during project activities, all activities near the find will be stopped and the Shasta County Sheriff-Coroner's Office shall be notified. If the coroner determines that the remains may be those of a Native American, the coroner will contact the Native American Heritage Commission (NAHC). Treatment of the remains shall be conducted in accordance with further direction of the County Coroner or the NAHC, as appropriate.	Construction	City/ NAHC/ County Coroner	
HAZARDS AND HAZARDOUS MATERIALS (HAZ)			
HAZ-1. Hazardous materials, including fuels, oils, cement, and solvents will be stored and contained in an area protected from direct runoff and away from areas where they could enter waters of the United States.	Construction	City/ Construction Management	

Best Management Practices (BMPs)	Timing/ Implementation	Enforcement/ Monitoring	Verification (Date and Initials)
HAZ-2. Construction equipment will be inspected daily for leaks. Leaking fluids will be contained upon detection and equipment repairs will be made as soon as practicable or the leaking equipment will be moved off-site.	Construction	City/ Construction Management	
HAZ-3. Secondary containment such as drip pans or absorbent materials shall be used to catch spills or leaks when removing or changing fluids. Secondary containment will be used for storage of all hazardous materials.	Construction	City/ Construction Management	
HAZ-4. Spill containment and clean-up materials shall be kept on site at all times for use in the event of accidental spills.	Construction	City/ Construction Management	
HAZ-5. Absorbent materials shall be used on small spills rather than hosing down or burying the spill. The absorbent material shall be promptly removed and properly disposed.	Construction	City/ Construction Management	
HYDROLOGY AND WATER QUALITY (WQ)			
WQ-1. All construction work and stockpiling of materials will be confined to the project disturbance area.	Construction	City/ Construction Management	
WQ-2. Temporary stockpiling of excavated or imported material shall be placed in upland areas.	Construction	City/ Construction Management	
WQ-3. Excess soil shall be used onsite or disposed of at a regional landfill or other appropriate facility.	Construction	City/ Construction Management	

CEQA MITIGATION MEASURES

Resource-specific mitigation measures will be used during project implementation include:

Mitigation Measure (MM)	Timing/ Implementation	Enforcement/ Monitoring	Verification (Date and Initials)
BIOLOGICAL RESOURCES (BIO)			
MM BIO-1. Construction activities on the banks of Boulder Creek shall be limited to a work window of June 1 to October 31, or during a period when the segment of Boulder Creek within the BSA is not flowing.	Preconstruction/ Construction	City/ Construction Management	
MM BIO-2. Within 7 days prior to the onset of construction activities, a qualified biologist shall conduct pre-construction surveys for western pond turtle and turtle nests. If these species or their nests are observed during the pre-construction survey, the California Department of Fish and Wildlife (CDFW) will be contacted and work within that area will be avoided until an appropriate course of action is established. If western pond turtle or their nests are not observed during the pre-construction survey, then construction activities may begin. If construction is delayed or halted for more than 7 days, another pre-construction survey will be conducted.	Preconstruction/ Construction	City/ Construction Management	
MM BIO-3. If western pond turtle or turtle nests are encountered during construction and could be harmed by construction activities, work will stop in the area and the City will notify CDFW. Upon authorization from CDFW, a qualified biologist may relocate the individual(s) or nest the shortest distance possible to a location containing habitat outside of the work area.	Preconstruction/ Construction	City/ Construction Management	
MM BIO-4. To the extent practicable, removal of large trees with cavities shall occur before bat maternity colonies form (i.e., prior to March 1) or after young are volant (i.e., after August 15).			

Mitigation Measure (MM)	Timing/ Implementation	Enforcement/ Monitoring	Verification (Date and Initials)
<p>MM BIO-5. If construction (including the removal of large trees) occurs during the bat non-volant season (March 1 through August 15), a qualified professional shall conduct a pre-construction survey of the BSA to locate maternity colonies and identify measures to protect colonies from disturbance. The pre-construction survey will be performed no more than 14 days prior to the implementation of construction activities (including staging and equipment access). If a maternity colony is located within or adjacent to the BSA, a disturbance-free buffer shall be established by a qualified professional to ensure the colony is adequately protected from project activities.</p>	<p>Preconstruction/ Construction</p>	<p>City/ Construction Management</p>	
<p>MM-6. If vegetation removal or construction activities will occur during the nesting season for birds or raptors (typically February 1 through August 31), a qualified biologist shall conduct a pre-construction survey 7 days before construction activities begin. If nesting birds or raptors are found, CDFW will be notified and consulted. An appropriate buffer, as determined by CDFW and the qualified biologist, will be placed around the nest until the young have fledged. If construction activities cease for a period greater than 7 days, additional preconstruction surveys will be required.</p>	<p>Preconstruction/ Construction</p>	<p>City/ Construction Management</p>	