

Final Environmental Impact Report

SCH No. 2017072048

Dignity Health North State Pavilion Project

Use Permit-2017-00001

Parcel Map-2017-00002

General Plan Amendment-2017-00003

Rezone-2017-00004



WEST ELEVATION

SCALE: 1/16"=1'-0"

February 2020



Volume 2
FINAL
ENVIRONMENTAL IMPACT REPORT

**DIGNITY HEALTH REDDING
NORTH STATE PAVILION PROJECT**

Use Permit-2017-00001
Parcel Map-2017-00002
General Plan Amendment-2017-00003
Rezone-2017-00004

SCH NO. 2017072048

Lead Agency:



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EXECUTIVE SUMMARY

The City of Redding (City) is a Lead Agency under the California Environmental Quality Act (CEQA), and is responsible for preparing the Environmental Impact Report (EIR) for the Dignity Health Redding North State Pavilion Project (UP-2017-00001, PM-2017-00002, GPA-2017-00003, RZ-2017-00004) (State Clearinghouse No. 2017072048). This EIR has been prepared in conformance with CEQA (California Public Resources Code [PRC] §21000 et seq.), California CEQA Statutes and Guidelines (California Code of Regulations [CCR], Title 14, §15000 et seq.), and the rules, regulations, and procedures for implementation of CEQA, as adopted by the City.

The Final EIR allows the public and the Lead Agency an opportunity to review revisions to the Draft EIR, the responses to comments, and other components of the EIR, such as the Mitigation and Monitoring Program (MMP), prior to approval of the project. The Final EIR serves as the environmental document to support a decision on the proposed project. The Final EIR is comprised of the following elements:

- Draft EIR
- Draft EIR Technical Appendices
- Mitigation and Monitoring Program
- Comments and Responses

After completing the Final EIR, and before approving the project, the Lead Agency (City of Redding) must make the following three certifications as required by §15090 of the State *CEQA Guidelines*:

- *That the Final EIR has been completed in compliance with CEQA;*
- *That the Final EIR was presented to the decision-making body of the Lead Agency, and the decision making body reviewed and considered the information in the Final EIR prior to approving the project; and*
- *That the Final EIR reflects the Lead Agency's independent judgment and analysis.*

Additionally, pursuant to §15093(b) of the State *CEQA Guidelines*, when a Lead Agency approves a project that would result in significant, unavoidable impacts that are disclosed in the Final EIR, the agency must submit in writing its reasons for supporting the approved actions. This is referred to as the Statement of Overriding Considerations. Based upon the findings of this Final EIR, implementation of the proposed project, as currently proposed, will require the City to adopt a Statement of Overriding Considerations due to significant unavoidable aesthetic, air quality, and short-term noise effects. (See Draft EIR, pp. 8-1 – 8-3.) These certifications and the Findings of Fact are included in a separate Findings document. Both the Final EIR and the Findings have been submitted to the City for consideration prior to taking action on the proposed project.

ES1. PUBLIC REVIEW PROCESS

The Draft EIR for the proposed Dignity Health Redding North State Pavilion project was circulated for review and comment by the public, agencies, and organizations. The Draft EIR was also circulated to State agencies for review through the State Clearinghouse, Office of Planning and Research. The 57-day public review period ran from July 2, 2019 to August 27, 2019. A meeting accepting public testimony on the Draft EIR was held during the public review period on August 13, 2019. The meeting focused on the objectivity and adequacy of the Draft EIR in discussing potential impacts upon the environment, ways in

which adverse effects might be mitigated, and alternatives to the project consistent with the intent of CEQA.

Section 14.0, RESPONSE TO COMMENTS, contains the list of persons, organizations and public agencies commenting on the content and adequacy of the Draft EIR. Additions or modifications to the proposed project and/or mitigation measures will be considered by the City's decision-making body during the public hearing process.

ES2 ERRATA TO THE DRAFT EIR TEXT

This section includes minor edits to the Draft EIR. These modifications result in response to comment received during the Draft EIR public review period. Revisions herein do not result in new significant environmental impacts, and thus do not constitute significant new information. Nor do they alter the conclusions of the environmental analysis. Added or modified text is underlined (example) while deleted text is struck out (~~example~~).

This ERRATA has been prepared in response to Planning Commission and public comments received on the Draft EIR. Additional editorial changes have been initiated by City staff are hereby incorporated. These clarifications and modifications are not considered to result in any new or greater impacts than identified and addressed in the Draft EIR. To avoid redundancy, it should be assumed that additions, modifications, or deletions of text within Sections 5.1 through 5.17 of the Final EIR, where applicable, are reflected in Section 2.0, EXECUTIVE SUMMARY, and Section 9.0, INVENTORY OF MITIGATION MEASURES. Changes are listed by page and where appropriate by paragraph.

The revisions, as noted below, fall within the scope of the original project analysis included in the Draft EIR and do not result in an increase to any identified impacts or produce any new impacts. No new significant environmental impact would result from the changes or from a new mitigation measure proposed to be implemented. Therefore, no significant revisions have been made which would require recirculation of the Draft EIR pursuant to State *CEQA Guidelines* §15088.5 (Recirculation of an EIR Prior to Certification). Consistent with §15088.5(b) of the State *CEQA Guidelines* recirculation of an EIR is not required where changes or new information added to the EIR merely clarifies for amplifies or makes insignificant modifications to an adequate EIR.

SECTION 1.0 – INTRODUCTION AND PURPOSE

No change or revision is necessary to Section 1.0, INTRODUCTION AND PURPOSE.

SECTION 2.0 – EXECUTIVE SUMMARY

Changes or revisions noted throughout this ERRATA result in similar changes to Section 2.0, EXECUTIVE SUMMARY.

SECTION 3.0 – PROJECT DESCRIPTION

No change or revision is necessary to Section 3.0, PROJECT DESCRIPTION.

SECTION 4.0 – BASIS OF CUMULATIVE ANALYSIS

No change or revision is necessary to Section 4.0, BASIS OF CUMULATIVE ANALYSIS.

SECTION 5.0 – DESCRIPTION OF ENVIRONMENTAL SETTING, IMPACTS, AND MITIGATION MEASURES

Section 5.1 – Aesthetics

No change or revision is necessary to Section 5.1, AESTHETICS.

Section 5.2 – Air Quality

No change or revision is necessary to Section 5.2, AIR QUALITY.

Section 5.3 – Biological Resources

Mitigation Measure (MM) 5.3-1a on page 5.3-43 of the Draft EIR has been modified as follows:

MM 5.3-1a: To prevent direct mortality of bats roosting beneath the roof flashing of the small room connecting the two existing onsite buildings, the following measures shall be implemented prior to building demolition:

- A qualified bat biologist (~~one possessing a Memorandum of Understanding with CDFW for work with bats~~) (i.e., one who has logged many hours working with bats, is familiar with the ecology and behavior of the species potentially located onsite, and has field experience in the humane eviction of bats) ~~possessing a Scientific Collection Permit from CDFW for work with bats~~ shall either conduct, or supervise, the humane eviction of bats from the onsite structures. Work may consist of installation of appropriate blockage materials and one-way exits at the roof flashing and wood fascia or partial dismantling of the structure in a controlled fashion to eliminate bat roosting habitat.

Section 5.4 – Cultural Resources

Page 5.4-6 of the Draft EIR has been revised to reflect the following:

The search of the Sacred Lands File by the NAHC did not identify any Native American cultural resources at the proposed project site. ~~The Wintu Tribe of Northern California was designated by the NAHC as the MLD for the project area.~~

Page 5.4-8 of the Draft EIR has been revised to reflect the following:

~~The Wintu Tribe of Northern California was designated by the NAHC as the MLD for the project area.~~ A request for comment letters were sent on September 6, 2016, to Keli Hayward, Wintu Tribe of Northern California; Marilyn Delgado, Chairperson, Nor-Rel-Muk Nation; Caleen Sisk-Franco, Tribal Chair, Winnemem Wintu Tribe; Mickey Gemmill, Chairperson, Pit River Tribe; Tribal Historic Preservation

Office, Pit River Tribe; Jack Potter Jr., Chairperson, Redding Rancheria; and James Hayward Sr., Cultural Resources Program Manager, Redding Rancheria. No responses were received. Refer to Section 5.15, TRIBAL CULTURAL RESOURCES, for a discussion of Tribal consultation conducted pursuant to Assembly Bill (AB) 52.

Section 5.5 – Geology and Soils

No change or revision is necessary to Section 5.5, GEOLOGY AND SOILS.

Section 5.6 – Greenhouse Gases and Climate Change

No change or revision is necessary to Section 5.6, GREENHOUSE GASES AND CLIMATE CHANGE.

Section 5.7 – Hazards and Hazardous Materials

No change or revision is necessary to Section 5.7, HAZARDS AND HAZARDOUS MATERIALS.

Section 5.8 – Hydrology and Water Quality

No change or revision is necessary to Section 5.8, HYDROLOGY AND WATER QUALITY.

Section 5.9 – Land Use and Planning

No change or revision is necessary to Section 5.9, LAND USE AND PLANNING.

Section 5.10 – Noise

No change or revision is necessary to Section 5.10, NOISE.

Section 5.11 – Population and Housing

No change or revision is necessary to Section 5.11, POPULATION AND HOUSING.

Section 5.12 – Public Services

No change or revision is necessary to Section 5.12, PUBLIC SERVICES.

Section 5.13 – Recreation

No change or revision is necessary to Section 5.13, RECREATION, of the Draft EIR.

Section 5.14 – Traffic and Circulation

Page 5.14-34 of the Draft EIR has been revised to reflect the following:

Wilshire Road. Wilshire Drive, between Henderson Road and Bechelli Lane, is under a combination of City and County jurisdiction. Wilshire Drive is signed as a 25 MPH zone ~~does not have a posted speed~~

limit. There are not any sidewalks along this road, with the exception of a very short section near Bechelli Lane. The pavement on Wilshire Drive varies from approximately 22 to 34 feet wide.

Section 5.15 – Tribal Cultural Resources

No change or revision is necessary to Section 5.15, TRIBAL CULTURAL RESOURCES.

Section 5.16 – Utilities and Service Systems

No change or revision is necessary to Section 5.16, UTILITIES AND SERVICE SYSTEMS.

Section 5.17 – Energy Consumption

No change or revision is necessary to Section 5.17, ENERGY CONSUMPTION.

SECTION 6.0 – GROWTH-INDUCING IMPACTS

No change or revision is necessary to Section 6.0, GROWTH-INDUCING IMPACTS.

SECTION 7.0 – ALTERNATIVES TO THE PROPOSED PROJECT

No change or revision is necessary to Section 7.0, ALTERNATIVES TO THE PROPOSED RPROJECT.

SECTION 8.0 – OTHER CEQA CONSIDERATIONS

No change or revision is necessary to Section 8.0, OTHER CEQA CONSIDERATIONS.

SECTION 9.0 – INVENTORY OF MITIGATION MEASURES

Additions, modifications or deletions of text within Section 5.1 through 5.17 noted in this ERRATA result in similar changes in Section 9.0, INVENTORY OF MITIGATION MEASURES.

SECTION 10.0 – EFFECTS FOUND NOT TO BE SIGNIFICANT

No change or revision is necessary to Section 10.0, EFFECTS FOUND NOT TO BE SIGNIFICANT.

SECTION 11.0 – ORGANIZATIONS AND PERSONS CONSULTED

No change or revision is necessary to Section 11.0, ORGANIZATIONS AND PERSONS CONSULTED.

SECTION 12.0 – BIBLIOGRAPHY

No change or revision is necessary to Section 12.0, BIBLIOGRAPHY.

13.0 MITIGATION AND MONITORING PROGRAM

13.1 MITIGATION AND MONITORING PROGRAM CONTENTS

This section contains the proposed Mitigation and Monitoring Program (MMP) for the proposed Dignity Health Redding North State Pavilion Project (UP-2017-00001, PM-2017-00002, GPA-2017-00003, RZ-2017-00004) (State Clearinghouse No. 2017072048). The MMP 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.

13.2 LEGAL BASIS OF AND PURPOSE FOR THE MITIGATION MONITORING PROGRAM

California Public Resources Code §21081.6(a)(1) requires public agencies to adopt mitigation monitoring or reporting programs whenever the agencies adopt CEQA Findings in connection with the approval of projects requiring Environmental Impact Reports (EIRs) and whenever agencies adopt Mitigated Negative Declarations. 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 EIR prepared for the proposed project. It is intended to be used by City staff, participating agencies, the project applicant, project contractors, and mitigation monitoring personnel during implementation of the proposed project. Mitigation is defined by State *CEQA Guidelines* §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.*

13.3 MITIGATION MONITORING TABLE

Table 13-1, DIGNITY HEALTH NORTH STATE PAVILION MITIGATION MONITORING PROGRAM, identifies the mitigation measures proposed for the project. The table has the following columns:

Mitigation Measure/Summary. Lists the mitigation measures identified within the EIR for a specific impact, along with the number for each measure enumerated in the EIR.

Monitor Responsibility. References the City department of any other public agency with which coordination is required to satisfy the identified mitigation measure.

Timing. Identifies at what point in time, review process, or phase the mitigation measures will be completed.

Verification. Spaces to be initialed and dated by the individual designated to verify adherence to a specific mitigation measure.

13.4 NONCOMPLIANCE COMPLAINTS

Any person or agency may file a complaint asserting noncompliance with the mitigation measures associated with the proposed project. The complaint shall be directed to the City in written form, providing specific information on the asserted violation. The City shall conduct an investigation 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.

**Table 13-1
DIGNITY HEALTH NORTH STATE PAVILION MITIGATION MONITORING PROGRAM**

Mitigation Measure	Implementation Phase	Monitoring Phase	Enforcing Agency	Verification of Compliance		
				Initials	Date	Remarks
Section 5.1 – Aesthetics						
MM 5.1-1: Prior to issuance of a grading permit, the project applicant shall submit an updated landscape plan for review and approval by the City of Redding Development Services Department. The updated landscape plan shall incorporate reasonable and feasible landscaping and architectural features that would screen the proposed buildings from public views along the Sacramento River.	Prior to issuance of a grading permit	Plan Check	City of Redding Development Services Department, Planning Division and Building Division			
MM 5.1-2a: Prior to issuance of a grading permit, the project applicant shall submit an updated photometric plan for review and approval by the City of Redding Development Services Department. The updated photometric plan shall be based on final site improvement plans and demonstrate that all exterior illumination is shielded and directed away from adjacent residents and the Henderson Open Space and that lighting does not exceed standards and requirements of RMC §18.40.090, at the property line of the proposed project.	Prior to issuance of a grading permit	Plan Check	City of Redding Development Services Department, Planning Division and Building Division			
MM 5.1-2b: Prior to issuance of an occupancy permit, the project applicant shall provide an “As-built Photometric Verification Study” demonstrating compliance with applicable standards and requirements of the RMC §18.40.090. A permit to occupy shall not be issued if lighting exceeds the standards and requirements of the code. Appropriate changes may include the relocation of light standards, additional shielding and other mechanisms acceptable to the City of Redding Development Services Department.	Prior to issuance of an occupancy permit	Plan Check	City of Redding Development Services Department, Planning Division and Building Division			
Section 5.2 – Air Quality						
MM 5.2-1: Prior to issuance of a grading permit, the project applicant shall submit a grading plan for review and approval by the City of Redding Development Services Department. The following specifications shall be included to reduce short-term air quality impacts attributable to the onsite and offsite construction activities identified in Section 3.0, PROJECT DESCRIPTION, and improvements noted in MM 5.14-1 , MM 5.14-3 , and MM 5.15-4 in Section 5.14, TRAFFIC AND CIRCULATION: <ul style="list-style-type: none"> During all construction activities, all diesel-fueled construction equipment, including but not limited to rubber-tired dozers, graders, scrapers, excavators, asphalt paving equipment, cranes, and tractors, shall be California Air Resources Board (CARB) Tier 4 interim or better as set forth in Section 2423 of Title 13 of the California Code of Regulations, and Part 	Prior to issuance of a grading permit	Plan check and throughout the duration of construction activities	City of Redding Development Services Department, Planning Division; Shasta County AQMD			

Mitigation Measure	Implementation Phase	Monitoring Phase	Enforcing Agency	Verification of Compliance		
				Initials	Date	Remarks
<p>89 of Title 40 of the Code of Federal Regulations.</p> <ul style="list-style-type: none"> • During all construction activities, all architectural coatings applied shall contain a low content of volatile organic compounds (VOC) (i.e., 100 grams/liter) as required by the Green Building Code and as adopted by the City of Redding. • All construction equipment shall be maintained and properly tuned in accordance with manufacturers' specifications. Equipment maintenance records shall be kept onsite and made available upon request by the City of Redding or Shasta County AQMD. • All material excavated, stockpiled, or graded shall be sufficiently watered to prevent fugitive dust from leaving property boundaries and causing a public nuisance or a violation of an ambient air standard. Watering shall occur at least twice daily with complete site coverage, preferably in the mid-morning and after work is completed each day. • All unpaved areas (including unpaved roads) with vehicle traffic shall be watered periodically or have dust palliatives applied for stabilization of dust emissions. • All onsite vehicles shall be limited to a speed of 15 miles per hour on unpaved roads. • All land clearing, grading, earth-moving, or excavation activities on the project site shall be suspended when sustained winds are expected to exceed 20 miles per hour. • All portions of the development site which have been stripped of vegetation by construction activities and left inactive for more than ten days shall be seeded and/or watered until a suitable grass cover is established. • All trucks hauling dirt, sand, soil, or loose material shall be covered or shall maintain at least 2 feet of freeboard (i.e., minimum vertical distance between top of the load and the trailer) in accordance with the requirements of California Vehicle Code Section 23114. This provision will be enforced by local law enforcement agencies. • All material transported offsite shall be either sufficiently watered or securely covered to prevent a public nuisance. • Wheel washers shall be installed where project vehicles and/or equipment enter and/or exit onto paved streets from unpaved roads. Vehicles and/or equipment shall be washed prior to each trip. • Prior to final occupancy, the applicant shall re-establish ground cover on the construction site through seeding and watering. • Off-road construction equipment shall not be left idling for periods longer than 5 minutes when not in use. 						

Mitigation Measure	Implementation Phase	Monitoring Phase	Enforcing Agency	Verification of Compliance		
				Initials	Date	Remarks
Section 5.3 – Biological Resources						
<p>MM 5.3-1a: To prevent direct mortality of bats roosting beneath the roof flashing of the small room connecting the two existing onsite buildings, the following measures shall be implemented prior to building demolition:</p> <ul style="list-style-type: none"> A qualified bat biologist (one possessing a Memorandum of Understanding with CDFW for work with bats) (i.e., one who has logged many hours working with bats, is familiar with the ecology and behavior of the species potentially located onsite, and has field experience in the humane eviction of bats) possessing a Scientific Collection Permit from CDFW for work with bats shall either conduct, or supervise, the humane eviction of bats from the onsite structures. Work may consist of installation of appropriate blockage materials and one-way exits at the roof flashing and wood fascia or partial dismantling of the structure in a controlled fashion to eliminate bat roosting habitat. Humane bat eviction shall only be conducted within seasonal periods of bat activity during which specific temperature and precipitation criteria are met. Eviction may be conducted between about March 15th (or after evening temperatures rise above 45°F) and April 30th, or between August 15th and about October 1st (or before evening temperatures fall below 45°F); no eviction work shall be conducted if more than ½-inch of rainfall has occurred within the preceding 24 hours. 	Prior to onsite building demolition	During demolition activities	City of Redding Development Services Department, Planning Division			
<p>MM 5.3-1b: To avoid the take of colonial bats potentially roosting onsite, removal of Tree B-1 and B-2 as identified on EIR Figure 5.3-2, IDENTIFIED BAT ROOSTING HABITATS, shall be conducted utilizing the following two-step tree removal process during specified seasonal periods:</p> <ul style="list-style-type: none"> Removal of bat habitat trees shall be conducted over two consecutive days. All work shall be conducted or supervised by a qualified bat biologist. On the first day, non-habitat features of the trees (e.g., branches without cavities, crevices, or exfoliating bark) shall be removed with chainsaws and be chipped onsite to create high levels of noise and vibration. On the following day, the trees shall be removed from the site. Two-step removal shall only be conducted within seasonal periods of bat activity during which specific temperature and precipitation criteria are met. Tree removal may be conducted between about March 15th (or after evening temperatures rise above 45°F) and April 30th, or between August 15th and about October 1st (or before evening temperatures fall below 45°F); no eviction work shall be conducted if more than ½-inch of rainfall has occurred within the proceeding 24 hours. 	Prior to any ground disturbance activities	Prior to construction during referenced timeframes noted in MM 5.3-1b	City of Redding Development Services Department, Planning Division			

Mitigation Measure	Implementation Phase	Monitoring Phase	Enforcing Agency	Verification of Compliance		
				Initials	Date	Remarks
<p>MM 5.3-1c: Removal of trees with a diameter at breast height (dbh) of 10 inches or greater shall only be conducted within seasonal periods of bat activity during which specific temperature and precipitation criteria are met. Removal of such trees may be conducted between about March 15th (or after evening temperatures rise above 45°F) and April 30th or between August 15th and about October 1st (or before evening temperatures fall below 45°F); no eviction work shall be conducted if more than ½-inch of rainfall has occurred within the preceding 24 hours.</p> <p>One to two days prior to removal of trees with a dbh of 10 inches or greater, smaller trees and shrubs shall be removed using chainsaws to create noise and vibration disturbance. Additionally, the cuttings shall be chipped onsite to further increase noise and vibration levels. Subsequently, trees larger than 10 inches dbh shall be removed, beginning with smaller trees first.</p>	Prior to any ground disturbance activities	Prior to construction during referenced timeframes noted in MM 5.3-1c	City of Redding Development Services Department, Planning Division			
<p>MM 5.3-1d: Prior to the initiation of vegetation removal and project construction, the project applicant shall retain a biologist to conduct a pre-construction survey to confirm presence/absence of the western pond turtle onsite. The survey shall be conducted by a qualified biologist (one deemed acceptable by CDFW staff) and shall consist of at least one survey of the project site conducted a maximum of one week prior to the start of vegetation removal. If earth-disturbing construction activities are not initiated immediately following vegetation removal, then a second survey for western pond turtles shall be conducted a maximum of one week prior to the start of earth-disturbing construction activities. If a western pond turtle is found, the biologist shall move it to a safe location within similar habitat. If a western pond turtle nest is found, the biologist shall flag the site and determine if project activities can avoid affecting the nest. If the nest cannot be avoided, it will be excavated and re-buried at a suitable location outside of the active construction zone by a qualified biologist.</p>	Prior to the initiation of vegetation removal or construction	Minimum one week prior to any ground disturbance	City of Redding Development Services Department, Planning Division			
<p>MM 5.3-1e: To the extent feasible, vegetation removal and initiation of intensive site construction activities should occur before January 1st or after August 31st to avoid impacts on nesting bald eagles and migratory birds. If vegetation removal or initiation/re-initiation of intensive site construction occurs during the nesting season, a nesting survey shall be conducted by a qualified biologist (one deemed acceptable by CDFW staff) to identify active nests in and adjacent to the work area. The survey shall be conducted no more than one week prior to the beginning of the onsite activity. If nesting birds are found, the nest shall not be disturbed until after the young have fledged. Further, to prevent nest abandonment and mortality of chicks and eggs, no vegetation removal or construction activities shall occur within 500 feet of an active nest (or no closer than 660 feet from an active bald eagle nest), unless a smaller buffer distance is approved by a qualified biologist.</p>	Prior to the initiation of vegetation removal or construction	Throughout the duration of construction activities during timeframes noted in MM 5.3-1e	City of Redding Development Services Department, Planning Division			

Mitigation Measure	Implementation Phase	Monitoring Phase	Enforcing Agency	Verification of Compliance		
				Initials	Date	Remarks
<p>MM 5.3-1f: Grading plans prepared by the project applicant shall note the following construction specifications designed to avoid the introduction and spread of weeds:</p> <ul style="list-style-type: none"> Using only certified weed-free erosion control materials, mulch, and seed. Precluding the use of rice straw in riparian areas. Limiting any import or export of fill material to material known to be weed free. Requiring the construction contractor to thoroughly wash all equipment at a commercial wash facility prior to entering the County. If the equipment has most recently been used within the County, cleaning is not required. Requiring the construction contractor to thoroughly wash all equipment at a commercial wash facility immediately upon termination of its use at the project site. The project contractor shall continuously comply with the above stated measures throughout the duration of onsite and offsite construction activities. 	Prior to issuance of a grading permit	Plan check and throughout the duration of construction activities	City of Redding Development Services Department, Planning Division and Building Division			
<p>MM 5.3-1g: Prior to the issuance of a building permit, the project applicant shall provide written evidence from a licensed architect that the proposed onsite buildings have been designed with features that serve to minimize bird strikes, such as those described in the San Francisco Planning Department’s <i>Standards for Bird Safe Buildings</i> (e.g., bird friendly glazing selections, building and fenestration strategies, and/or lighting methods). To ensure compliance, this measure shall be completed to the satisfaction of the City of Redding Development Services Director.</p>	Prior to the issuance of a building permit	Plan Check	City of Redding Development Services Department, Planning Division and Building Division			
<p>MM 5.3-2a: Direct impacts to riparian habitat and work under the riparian canopy shall be minimized to the extent feasible. Grading plans prepared by the project applicant shall note the following construction specifications designed to avoid to minimize the loss of riparian habitat as well as indirect effects on riparian habitat include the following:</p> <ul style="list-style-type: none"> Erect construction fencing along the outer edges of the construction zone as delineated on EIR Figure 5.3-3, TEMPORARY CONSTRUCTION FENCING LOCATIONS, to prevent accidental entry into riparian habitat and/or under riparian canopy. The fencing shall be regularly inspected and maintained throughout the duration of construction, and shall be removed upon completion of construction. Where work must occur under the canopy of riparian vegetation planned for retention, the lower branches of the trees shall be pruned (not broken) as needed to allow access under the canopy. 	Prior to and during site preparation and construction activities	Plan check and throughout the duration of construction activities	City of Redding Development Services Department, Planning Division			

Mitigation Measure	Implementation Phase	Monitoring Phase	Enforcing Agency	Verification of Compliance		
				Initials	Date	Remarks
<ul style="list-style-type: none"> Stockpile equipment and materials outside of riparian canopy, in designated staging areas. 						
<p>MM 5.3-2b: Prior to the issuance of a grading permit the project applicant shall submit to the City of Redding Development Services Director a planting plan and implementation schedule that addresses the following riparian habitat mitigation:</p> <ul style="list-style-type: none"> 20 Fremont cottonwood trees and one valley oak replaced at no less than a 3:1 ratio for a total of 63 trees. Planting should occur as close to the project site as possible and be in close proximity to the Sacramento River or to a large perennial stream. A vegetation planting and management plan shall be prepared that identifies the planting area size and location, mitigation site protections (e.g., conservation easement or deed restrictions), planting objectives in terms of acreage or number of plants by species, planting and maintenance methods, success criteria, duration of monitoring, corrective actions to be taken if success criteria are not met, and reporting requirements. The plan shall be reviewed and approved by the City of Redding and the applicant shall be responsible for ensuring that the planting plan is fully implemented; or Purchase riparian habitat credits at the Stillwater Plains Mitigation Bank at a 3:1 ratio. 	Prior to the issuance of a grading permit	Plan Check	City of Redding Development Services Department, Planning Division			
Section 5.4 – Cultural Resources						
<p>MM 5.4-1a: In the event that cultural resources including paleontological resources are inadvertently discovered during the project activities, work shall be halted in that area within 100 feet (30 meters) of the find until a qualified archaeologist (36 CFR Part 61) can assess the significance of the find (i.e., whether it includes any historical resources, unique archaeological resources, tribal cultural resources, or unique paleontological resources). Construction activities could continue in other areas. If the discovery proves to include historical resources, unique archaeological resources, and/or unique paleontological resources, additional work, such as data recovery excavation, may be warranted and would be discussed in consultation with Dignity Health or their authorized representative, the City, or any other relevant regulatory agency. This stipulation does not apply to those cultural resources evaluated and determined not Historical Resources/Historic Properties.</p>	During grading and construction activities	During grading and construction activities	City of Redding Development Services Department, Planning Division			
<p>MM 5.4-1b: Should any previously unevaluated prehistoric artifacts, midden soils, human remains, etc. be encountered, the project applicant shall notify the Native American community, specifically, the Wintu Tribe.</p>	During grading and construction activities	During grading and construction activities	City of Redding Development Services Department, Planning Division			

Mitigation Measure	Implementation Phase	Monitoring Phase	Enforcing Agency	Verification of Compliance		
				Initials	Date	Remarks
<p>MM 5.4-1c: Prior to the issuance of a grading permit and/or action that would permit project site disturbance (whichever occurs first), the project applicant shall provide written evidence to the City of Redding Development Services Department that the project applicant has retained a tribal (Wintu) monitor to be present during construction, specifically during initial ground disturbance, in the instance that any prehistoric artifacts, midden soils, or human remains are encountered.</p>	During grading and construction activities	During grading and construction activities	City of Redding Development Services Department, Planning Division			
<p>MM 5.4-1d: If human remains are discovered during development of the project, as per State law, all activity within 50 feet of the discovery shall cease immediately, the Contractor shall immediately notify the Shasta County Coroner’s Office, and a qualified archaeologist and Native American monitor shall be contacted. Should the Coroner determine the human remains to be Native American, the Native American Heritage Commission shall be contacted pursuant to Public Resources Code §5097.98. Public Resources Code §5097.98(c) specifically states: “The descendants may, with the permission of the owner of the land, or his or her authorized representative, inspect the site of the discovery of the Native American human remains and may recommend to the owner or the person responsible for the excavation work means for treatment or disposition, with appropriate dignity, of the human remains and any associated grave goods.”</p>	During grading and construction activities	During grading and construction activities	City of Redding Development Services Department, Planning Division			
<p>MM 5.4-1e: In the event that the project plan changes to include areas not surveyed, additional archaeological reconnaissance may be required.</p>	During grading and construction activities	During grading and construction activities	City of Redding Development Services Department, Planning Division			
Section 5.6 – Greenhouse Gases						
<p>MM 5.6-1: Dignity Health shall prepare and implement a Greenhouse Gas Reduction Plan (GGRP) that contains specific design features and actions to be implemented by the project prior to year 2035, and quantify the emission reductions associated with those features and actions. The GGRP shall demonstrate achievement of a project emissions inventory that is less than the 2035 threshold of 1.7 metric tons of carbon dioxide equivalent (CO₂e) per service population by year 2035. The emissions inventory must be prepared using model(s) and methodology accepted by the Shasta County Air Quality Management District. The GGRP shall be submitted to the City for approval prior to the issuance of grading permits. The GGRP may be updated after City approval to account for emission reductions associated with new regulations, as applicable. Any updates to the GGRP must be submitted to the City for approval. Specific measures may include (but are not limited to):</p> <ul style="list-style-type: none"> • Implement a voluntary trip reduction program for all employees. • Implement a voluntary ride sharing program for all employees. 	Prior to the issuance of a grading permit	Plan check and building inspections	City of Redding Development Services Department, Planning Division; Building Division			

Mitigation Measure	Implementation Phase	Monitoring Phase	Enforcing Agency	Verification of Compliance		
				Initials	Date	Remarks
<ul style="list-style-type: none"> • Provide a Commute Trip Reduction subsidy for employees consistent with California Air Pollution Control Officer’s Association’s Greenhouse Gas Measure TRT-4 (CAPCOA 2010). • Utilize high pressure sodium cutoff lights in outdoor lighted areas. • Use Energy Star energy efficient fans and refrigerators. • Utilize 100 percent renewable energy through a community choice aggregate (CCA), buy into 100 percent renewable from the local energy utility, or onsite generation, or a combination thereof. • Generate at least 15 percent of the project’s energy demand through onsite renewable energy. • Use 100 percent electric lawnmowers and leafblowers. • Purchase verifiable greenhouse gas offsets. <p>The bullet points listed above are provided as a guide and can be substituted with other measures when shown to achieve the same result of reducing annual emissions to less than 1.7 MT CO₂e per service population by year 2035.</p>						
Section 5.7 – Hazards and Hazardous Materials						
<p>MM 5.7-1: Prior to the issuance of a demolition or grading permit (whichever occurs first), the project applicant shall complete to the satisfaction of the City of Redding Development Services Department asbestos sampling and analysis to determine the presence of Asbestos Containing Materials (ACM) in existing construction building materials left onsite or within existing buildings. Existing construction materials are considered concrete, mortar, roofing materials, drywall and other known building materials that may contain asbestos.</p> <p>Work shall be overseen by a Certified Asbestos Consultant, or other appropriately trained and certified professional licensed by the California Contractors State Licensing Board. Materials collected and sampled shall be tested by a laboratory certified by the State Water Resources Control Board, Environmental Laboratory Accreditation Program (ELAP). If wastes are discovered containing 1 percent or greater levels of ACM, an asbestos abatement program shall be prepared by a qualified professional to guide the removal and disposal of the ACM.</p> <p>Asbestos waste shall be handled as a hazardous waste in accordance with CCR, Title 22, §66262.11(b)(2) and disposed of at an appropriately licensed landfill site approved for hazardous waste by the California Water Resources Control Board. Hazardous asbestos waste shall be transported by a registered hazardous waste transporter and accompanied by a uniform hazardous waste manifest. Final documentation and reporting shall be provided to the City of Redding Development Services Department.</p>	Prior to issuance of a demolition or grading permit	During building demolition activities	City of Redding Development Services Department, Planning Division and Building Division			

Mitigation Measure	Implementation Phase	Monitoring Phase	Enforcing Agency	Verification of Compliance		
				Initials	Date	Remarks
Section 5.8 – Hydrology and Water Quality						
<p>MM 5.8-1a: Prior to any ground-disturbing activities begin, the contractor shall apply for and maintain coverage under the General Construction Storm Water Permit. The contractor shall prepare and implement a SWPPP, including an erosion control plan that includes erosion control measures and construction waste containment measures to ensure that waters of the United States and the State are protected during and after project construction. The SWPPP shall include site design measures to minimize offsite stormwater runoff that might otherwise affect surrounding habitats. The Central Valley RWQCB will review and monitor the effectiveness of the SWPPP through mandatory reporting by the City and the contractor as required.</p> <p>The SWPPP shall be prepared with the following objectives: (a) identify all pollutant sources, including sources of sediment, that may affect the quality of stormwater discharges from the construction of the project; (b) identify BMPs that effectively reduce or eliminate pollutants in stormwater discharges and authorized non-stormwater discharges from the site during construction to the Best Available Technology/Best Control Technology standard; (c) provide calculations and design details as well as BMP controls for site run-on that are complete and correct; (d) identify project discharge points and receiving waters; and (e) provide stabilization BMPs to reduce or eliminate pollutants following construction.</p> <p>The contractor shall implement the SWPPP, including all BMPs, and perform inspections of all BMPs during construction. Potential SWPPP BMPs could include, but would not be limited to the following:</p> <ul style="list-style-type: none"> • Preserve existing vegetation where possible; • Surface roughening of final grades to prevent erosion, decrease run-off, increase infiltration, and aid in vegetation establishment; • Riparian buffers or filter strips along the perimeter of the disturbed area to intercept pollutants prior to offsite discharge; • Placing fiber rolls around onsite drain inlets to prevent sediment and construction-related debris from entering inlets; • Placing fiber rolls along down-gradient disturbed areas of the site to reduce runoff flow velocities and prevent sediment from leaving the site; • Placing silt fences down-gradient of disturbed areas to slow down runoff and retain sediment; • Stabilizing the construction entrance to reduce the tracking of mud and dirt onto public roads by construction vehicles; • Staging excavated and stored construction materials and soil stockpiles in stable areas and covering materials to prevent erosion; and • Stabilizing temporary construction entrances to limit 	Prior to ground disturbing activities	Plan check and throughout duration of construction activities	City of Redding Development Services Department, Planning Division and Building Division			

Mitigation Measure	Implementation Phase	Monitoring Phase	Enforcing Agency	Verification of Compliance		
				Initials	Date	Remarks
transport/introduction of invasive species and control fugitive dust emissions.						
MM 5.8-1b: Prior to issuance of a grading permit, the project applicant shall submit a final post construction stormwater management plan to the City concurrent with site improvement plans. The report shall be prepared by a Registered Civil Engineer and shall, at a minimum, include: A written text addressing existing conditions, the effects of the proposed improvements, all appropriate calculations, watershed maps, changes in flows and patterns, and proposed on- and offsite improvements and drainage easements to accommodate flows from this project. The report shall identify water quality protection features and methods to be used during construction, as well as long-term post-construction water quality measures.	Prior to issuance of a grading permit	Plan check and throughout duration of construction activities	City of Redding Development Services Department, Planning Division and Building Division			
Section 5.10 – Noise						
MM 5.10-1a: In addition to permitted hours of operation, project grading and construction plans shall note the following noise control measures to be implemented by the project contractor throughout the duration of onsite and offsite construction activities. The plans shall be subject to the review and concurrence of the City of Redding Development Services Department:	Prior to issuance of a grading permit and/or approval of construction plans	Plan check and throughout duration of construction activities	City of Redding Development Services Department, Planning Division			
<ul style="list-style-type: none"> Fixed construction equipment such as compressors and generators shall be placed the greatest possible distance from sensitive receptors, but no closer than 200 feet from existing residences. 						
MM 5.10-1b: In addition to permitted hours of operation, project grading and construction plans shall note the following with regards to construction vehicle traffic. The plans shall be subject to the review and concurrence of the City of Redding Development Services Department and implemented by the project contractor throughout the duration of onsite and offsite construction activities:	Prior to issuance of a grading permit and/or approval of construction plans	Plan check and throughout duration of construction activities	City of Redding Development Services Department, Planning Division and Building Division			
<ul style="list-style-type: none"> During all project-related construction activities, construction vehicle parking, material delivery trucks, and heavy trucks used for soil or materials hauling shall be required to avoid local residential streets, including but not limited to, Parkview Avenue and Wilshire Drive. 						
MM 5.10-2a: Prior to issuance of a building permit, the project applicant shall provide to the satisfaction of the City of Redding Development Services Department, either an acoustical analysis that demonstrates that operational noise levels from the use of emergency generators do not exceed 75 dBA Leq, or manufacturer's data that demonstrates that the emergency generators do not exceed 75 dBA Leq, as measured at a distance of 23 feet from the generator.	Prior to issuance of a building permit	Plan Check	City of Redding Development Services Department, Planning Division and Building Division			

Mitigation Measure	Implementation Phase	Monitoring Phase	Enforcing Agency	Verification of Compliance		
				Initials	Date	Remarks
MM 5.10-2b: As a condition of project approval, all onsite generators shall be exercised during daytime hours only; weekdays between 7:00 AM and 10:00 PM.	Condition of Approval	Plan Check	City of Redding Development Services Department, Planning Division and Building Division			
MM 5.10-2c: Prior to issuance of an occupancy permit, the City of Redding Development Services Department shall verify through final plan check that all HVAC equipment are roof-mounted and screened by parapets or other acceptable mechanical screening.	Prior to the issuance of an occupancy permit	Plan Check	City of Redding Development Services Department, Planning Division and Building Division			
Section 5.14 – Traffic and Circulation						
MM 5.14-1: Prior to prior to Certificate of Occupancy for the first building the following improvements shall be completed by the project applicant to the satisfaction of the City of Redding Public Works Department: <i>Hartnell Avenue & Cypress Avenue (Intersection #10).</i> Construct a southbound left turn pocket; construct a southbound thru/right lane; and convert intersection to an eight phase traffic signal.	Prior to occupancy	During Construction	City of Redding Public Works Department, Traffic Division			
MM 5.14-2: Prior to commencement of any construction activities, the project applicant shall submit a Traffic Management Plan (TMP) to the City of Redding Public Works Department. The TMP shall address temporary safety and traffic concerns along Henderson Road (South), Parkview Avenue (Open Space Access), Henderson Road (North), Parkview Avenue (South) and along the site's northern interface with Cypress Avenue and eastern interface with Hartnell Avenue. At a minimum, the TMP shall include plans clearly denoting any proposed lane closures, proposed vehicle/bicyclist/pedestrian rerouting plans, and a traffic signage plan to ensure adequate circulation during the short-term construction process. The TMP shall be subject to review and approval by the City of Redding City Engineer. In addition, if temporary road or lane closures are determined necessary, notification shall be provided to the Redding Fire Department and Police Department.	Prior to commencement of construction activities	During Construction	City of Redding Public Works Department, Traffic Division			
MM 5.14-3: <i>Hartnell Avenue & Cobblestone Shopping Center (Main Driveway) (Intersection #8).</i> Prior to prior to Certificate of Occupancy for the first building the project applicant shall implement one of the following options to the satisfaction of the City of Redding Public Works Department: <ul style="list-style-type: none"> Restripe southbound left turn lane to a two-way left turn lane. Restripe eastbound left/thru/right to a left/thru and right turn pocket. 	Prior to occupancy	During Construction	City of Redding Public Works Department, Traffic Division			
MM 5.14-4: <i>Hartnell Avenue & Cypress Avenue (Intersection #10).</i> Prior to prior to Certificate of Occupancy for the first building project applicant shall pay the pro-rated cost share representing 33% of the cost of constructing the following	Prior to occupancy	Plan Check	City of Redding Public Works Department, Traffic			

DIGNITY HEALTH REDDING

NORTH STATE PAVILION PROJECT

UP-2017-00001, PM-2017-00002, GPA-2017-00003, RZ-2017-00004

SCH NO. 2017072048

Mitigation Measure	Implementation Phase	Monitoring Phase	Enforcing Agency	Verification of Compliance		
				Initials	Date	Remarks
intersection improvements: Construct dual left turn pockets for the westbound approach; and expand southbound Hartnell Avenue to accommodate dual left turns from Cypress Avenue. The fee shall be established based on an engineer's cost estimate of the improvements prepared by the project applicant and approved by the City of Redding Public Works Department.			Division			

14.0 COMMENTS AND RESPONSES

14.1 INTRODUCTION AND PURPOSE

As defined by §15050 of the California Environmental Quality Act (CEQA) Guidelines, the City of Redding is serving as “Lead Agency” for preparation of the Environmental Impact Report (EIR) for the Dignity Health Redding North State Pavilion Project (UP-2017-00001, PM-2017-00002, GPA-2017-00003, RZ-2017-00004) (State Clearinghouse No. 2017072048) (proposed project). The City of Redding’s responses to comments on the Dignity Health Redding North State Pavilion Draft EIR represent a good-faith, reasoned effort to address the environmental issues identified by the comments. As discussed in §15088(a) of the State *CEQA Guidelines*, the Lead Agency is not required to respond to all comments on the Draft EIR, but only to those comments that *raise significant environmental issues*.

The Final EIR presents the environmental information and analyses that have been prepared for the proposed project, including comments received addressing the adequacy of the Draft EIR, and responses to those comments. In addition to the responses to comments, clarifications, corrections, or minor revisions have been made to the Draft EIR. This document and the Mitigation and Monitoring Program (MMP) will be used by the Planning Commission and City Council in the decision-making process for the proposed project.

14.2 ENVIRONMENTAL REVIEW PROCESS

Dignity Health submitted applications for project entitlements to the City in early 2017. In July 2017 the City circulated an Initial Study/Mitigated Negative Declaration (IS/MND) to responsible State agencies and other interested parties for review and comment. After a public hearing on August 22, 2017, the Planning Commission continued the meeting indefinitely to allow staff and applicant time to review comments received in response to the IS/MND. In an effort to address issues raised, in early November 2017 Dignity Health announced their intention to work with the City to prepare an EIR.

The City initiated the EIR process with the preparation and circulation of a Notice of Preparation / Initial Study (SCH No. 2017072048) for a 30-day public review period beginning on June 8, 2018 and ending on July 9, 2018. The City hosted an agency scoping meeting at 1:30 p.m. on June 26, 2018 in the Caldwell Park Conference Room at City Hall. The meeting was held with the specific intent of affording interested public agencies a forum in which to orally present input directly to the Lead Agency, to assist in further refining the intended scope and focus of the EIR as described in the NOP and Initial Study. The City’s scoping process culminated with a noticed Planning Commission scoping presentation and hearing item at the regularly scheduled Planning Commission Meeting at 4:00 p.m. on June 26, 2018.

The *Dignity Health Redding North State Pavilion Project Public Scoping Report* (Scoping Report) dated July 2018, includes the NOP and Initial Study and documents the issues and concerns expressed by members of the public, government agencies, and organizations during the 30-day NOP comment period. Four (4) comment letters were received, as were six (6) verbal comments presented at the Planning Commission, and used in preparation of the Draft EIR. Comments received during the scoping process are part of the public record as documented in the Scoping Report (Appendix 15.1 of the Draft EIR).

The Draft EIR for the proposed Dignity Health Redding North State Pavilion Draft was circulated for public review beginning on July 2, 2019 and ending on August 27, 2019. The Draft EIR was available for 57 days which exceeds CEQA's minimum 45-day public review requirement. A noticed City Planning Commission meeting was held on August 13, 2019, during the public review period where commissioner and public comments were accepted. Interested parties had the opportunity to present suggested additions or modifications to the Draft EIR at a Planning Commission meeting held on August 13, 2019. Three (3) individuals gave statements during the August 13, 2019 Planning Commission hearing on the Draft EIR. Six (6) written comments (i.e., comment letters and email correspondence) were received on the Draft EIR.

Section 15088 of the State *CEQA Guidelines* requires that the Lead Agency evaluate comments on environmental issues received from persons and agencies that reviewed the Draft EIR and prepare a written response addressing each of the comments received. The response to comments is contained in this section. These comments and responses, together with the Draft EIR and changes to its text, together comprise the Final EIR. Any additional City recommendations or requirements during the certification will make up the final components of the Final EIR. The following is an excerpt from the State *CEQA Guidelines* §15132:

“The Final EIR shall consist of:

- (a) The Draft EIR or a version of the draft.*
- (b) Comments and recommendations received on the Draft EIR either verbatim or in summary.*
- (c) A list of persons, organizations and public agencies commenting on the Draft EIR.*
- (d) The responses of the Lead Agency to significant environmental points raised in the review and consultation process.*
- (e) Any other information added by the Lead Agency.”*

14.3 COMMENTS RECEIVED

A list of agencies, organizations, and interested persons who have commented on the content and adequacy of the Draft EIR is provided below. A copy of each numbered comment letter and a lettered response to each comment is provided in Section 14.4, RESPONSES TO COMMENTS.

COMMENT LETTERS & CORRESPONDENCE

State Agencies

- Letter 1 Governor's Office of Planning and Research – August 27, 2019
- Letter 2 Central Valley Flood Protection Board – July 19, 2019
- Letter 3 Native American Heritage Commission – August 5, 2019
- Letter 4 California Department of Fish and Wildlife – August 23, 2019

Commenting Persons

- Letter 5 City of Redding Planning Commissioner Michele Goedert – August 19, 2019 Email Correspondence
- Letter 6 Stream and Greenways Alliance – August 26, 2019 Email Correspondence
- Letter 7 Shasta Environmental Alliance – August 27, 2019

14.4 RESPONSES TO COMMENTS

Written comments received on the Draft EIR during the public review period are addressed in their entirety in this section. Each comment has been assigned a reference code. The responses to reference code comments follow each letter. A response is provided for each comment raising significant environmental issues, as received by the City during the Draft EIR public review period. Where appropriate, the commenter may be referenced back to prior responses.

STATE AGENCIES

Letter 1 – Governor’s Office of Planning and Research (August 27, 2019)



Gavin Newsom
Governor

STATE OF CALIFORNIA
Governor’s Office of Planning and Research
State Clearinghouse and Planning Unit



Kate Gordon
Director

August 27, 2019

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



Subject: Dignity Health North State Pavilion Project
SCH#: 2017072048

Dear Lily Toy:

The State Clearinghouse submitted the above named EIR to selected state agencies for review. The review period closed on 8/26/2019, and the comments from the responding agency (ies) is (are) available on the CEQA database for your retrieval and use. If this comment package is not in order, please notify the State Clearinghouse immediately. Please refer to the project’s ten-digit State Clearinghouse number in future correspondence so that we may respond promptly.

Please note that Section 21104(c) of the California Public Resources Code states that:

“A responsible or other public agency shall only make substantive comments regarding those activities involved in a project which are within an area of expertise of the agency or which are required to be carried out or approved by the agency. Those comments shall be supported by specific documentation.”

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Check the CEQA database for submitted comments for use in preparing your final environmental document: <https://ceqanet.opr.ca.gov/2017072048/3> . Should you need more information or clarification of the comments, we recommend that you contact the commenting agency directly.

This letter acknowledges that you have complied with the State Clearinghouse review requirements for draft environmental documents, pursuant to the California Environmental Quality Act. Please contact the State Clearinghouse at (916) 445-0613 if you have any questions regarding the environmental review process.

Sincerely,

Scott Morgan
Director, State Clearinghouse

cc: Resources Agency

1400 TENTH STREET P.O. BOX 3044 SACRAMENTO, CALIFORNIA 95812-3044
TEL 1-916-445-0613 state.clearinghouse@opr.ca.gov www.opr.ca.gov

Response to Letter 1 – Governor’s Office of Planning and Research

Response 1: The participation of the State Clearinghouse (SCH) in the public review of this document is appreciated. The commenter states that the Governor’s Office of Planning and Research (OPR) State Clearinghouse distributed the Draft EIR for selected agencies to review, in accordance with the requirements of the California Environmental Quality Act (CEQA). Comment letters were received from the Central Valley Flood Protection Board (CVFPB) (July 19, 2019); Native American Heritage Commission (NAHC) (August 5, 2019); and California Department of Fish and Wildlife (CDFW) (August 23, 2019).

Responses to the CVFPB (Letter 2) are provided in **Response 2**; responses to the NAHC (Letter 3) are provided in **Response 3**; and responses to the CDFW letter (Letter 4) are provided in **Response 4**. All comments received from State agencies, and responses thereto, will be provided to the City of Redding Planning Commission and City Council for consideration.

Letter 2 – Native American Heritage Commission (August 5, 2019)

08.05.2019

NATIVE HERITAGE COMMISSION (GAIL TOTTARICH)
called & indicated that MLDs are
* designated for specific projects not area.
Once resources are found

GAIL said she will not send anything
writing.

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south of Cypress Avenue, including the project area. Due to the limitations of the previous emergency data recovery effort, however, the horizontal and vertical extent of the site remained unclear.

The objectives of the field investigation were to define the vertical and horizontal extent of any intact archaeological deposits of CA-SHA-214 within the proposed project area, to characterize the nature of such deposits (e.g., physical integrity and richness), and to recover artifacts and other data with which to address identified research issues and facilitate NRHP and CRHR eligibility recommendations.

Findings

The Phase II testing determined that the portion of CA-SHA-214 within the project area south of Cypress Avenue does not contribute to any potential eligibility of the portion of the site north of the project area for listing in the NRHP or CRHR under any significance criteria.

The Phase II study also uncovered additional remnants of a former concrete plant, previously recorded in a portion of the southern extent of the project area and found it not eligible for NRHP or CRHR listing, affirming the field survey assessment by Shaw in 2016. The boundaries of the Henderson Concrete Plant archaeological site have been redrawn as a result of the Phase II study and the site record updated. No further work or protection was recommended for the NRHP- and CRHR-ineligible structural remains of the Henderson Concrete Plant site.

NATIVE AMERICAN CONSULTATION

A request for a Sacred Lands Search and a Native American contact list was sent to the NAHC on June 13, 2016. The NAHC responded on June 15, 2016, noting that their records did not indicate the presence of sacred lands in the project vicinity.

The Wintu Tribe of Northern California was designated by the NAHC as the MLD for the project area. A request for comment letters were sent on September 6, 2016, to Keli Hayward, Wintu Tribe of Northern California; Marilyn Delgado, Chairperson, Nor-Rel-Muk Nation; Caleen Sisk-Franco, Tribal Chair, Winnemem Wintu Tribe; Mickey Gemmill, Chairperson, Pit River Tribe; Tribal Historic Preservation Office, Pit River Tribe; Jack Potter Jr., Chairperson, Redding Rancheria; and James Hayward Sr., Cultural Resources Program Manager, Redding Rancheria. No responses were received. Refer to Section 5.15, TRIBAL CULTURAL RESOURCES, for a discussion of Tribal consultation conducted pursuant to Assembly Bill (AB) 52.

5.4.3 REGULATORY SETTING

The following is a description of federal, State, and local environmental laws and policies that are relevant to the California Environmental Quality Act (CEQA) review process.

FEDERAL

National Register of Historic Places

The NRHP is the official list of sites deemed worthy of preservation due to their importance to American history, architecture, archeology, or culture. The National Historic Preservation Act (NHPA) of 1966 authorizes the list.

Response to Letter 2 – Native American Heritage Commission

Response 2: The participation of the Native American Heritage Commission (NAHC) in the public review of this document is appreciated. The NAHC provided clarification that Most Likely Descendants (MDLs) are identified for specific projects rather than “areas” as noted in the Draft EIR. Draft EIR page 5.4-6 and page 5.4-8 in Section 5.4, CULTURAL RESOURCES, have been revised to reflect NAHC’s comment. Refer to Section ES2, ERRATATO THE DRAFT EIR TEXT. No further response is necessary.

Letter 3 – Central Valley Flood Protection Board (July 19, 2019)

STATE OF CALIFORNIA – CALIFORNIA NATURAL RESOURCES AGENCY
CENTRAL VALLEY FLOOD PROTECTION BOARD
3310 El Camino Ave., Ste. 170
SACRAMENTO, CA 95821
(916) 574-0609 FAX: (916) 574-0682

GAVIN NEWSOM, GOVERNOR



July 19, 2019

Ms. Lily Toy
City of Redding Development Services Department
777 Cypress Avenue
Redding, California 96001



Subject: Dignity Health North State Pavilion Project, Draft Environmental Impact Report,
SCH No.: 2017072048

Location: Shasta County

Dear Ms. Toy,

Central Valley Flood Protection Board (Board) staff has reviewed the subject document and provides the following comments:

The proposed project is within the Sacramento River, a regulated stream under Board jurisdiction, and may require a Board permit prior to construction.

The Board's jurisdiction covers the entire Central Valley including all tributaries and distributaries of the Sacramento and San Joaquin Rivers, and the Tulare and Buena Vista basins south of the San Joaquin River.

Under authorities granted by California Water Code and Public Resources Code statutes, the Board enforces its Title 23, California Code of Regulations (Title 23) for the construction, maintenance, and protection of adopted plans of flood control, including the federal-State facilities of the State Plan of Flood Control, regulated streams, and designated floodways.

Pursuant to Title 23, Section 6 a Board permit is required prior to working within the Board's jurisdiction for the placement, construction, reconstruction, removal, or abandonment of any landscaping, culvert, bridge, conduit, fence, projection, fill, embankment, building, structure, obstruction, encroachment, excavation, the planting, or removal of vegetation, and any repair or maintenance that involves cutting into the levee.

Permits may also be required to bring existing works that predate permitting into compliance with Title 23, or where it is necessary to establish the conditions normally imposed by permitting. The circumstances include those where responsibility for the works has not been clearly established or ownership and use have been revised.

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Ms. Lily Toy
July 19, 2019
Page 2 of 2

Other federal (including U.S. Army Corps of Engineers Section 10 and 404 regulatory permits), State and local agency permits may be required and are the applicant's responsibility to obtain.

Board permit applications and Title 23 regulations are available on our website at <http://www.cvfpb.ca.gov/>. Maps of the Board's jurisdiction are also available from the California Department of Water Resources website at <http://gis.bam.water.ca.gov/bam/>.

Encroachment permit applications received on or after July 1, 2019 are subject to fees, additional information is available on the Board's website at <http://cvfpb.ca.gov/fees-2019/>.

Please contact James Herota at (916) 574-0651, or via email at James.Herota@CVFlood.ca.gov if you have any questions.

Sincerely,



Andrea Buckley
Environmental Services and Land Management Branch Chief

cc: Office of Planning and Research
P.O. Box 3044, Room 113
Sacramento, CA 95812-3044

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Cont.

Response to Letter 3 – Central Valley Flood Protection Board

Response 3: The participation of the Central Valley Flood Protection Board (CVFPB) in the public review of this document is appreciated. The CVFPB identifies the project site as being under its jurisdiction which includes all tributaries and distributaries of the Sacramento and San Joaquin Rivers, and the Tulare and Buena Vista basins south of the San Joaquin River. As a result, the CVFPB suggests that a permit may be required prior to commencing activities within CVFPB's jurisdiction. Such activities include the placement, construction, reconstruction, removal, or abandonment of any landscaping, culvert, bridge, conduit, fence, projection, fill, embankment, building, structure, obstruction, encroachment, excavation, the planting, or removal of vegetation, and any repair or maintenance that involves cutting into a levee.

As documented in Section 5.8, HYDROLOGY AND WATER QUALITY, of the Draft EIR (page 5.8-3), the Federal Emergency Management Agency (FEMA) floodway mapping for the project site is incorrect; a Letter of Map Revision (LOMR) was previously submitted to FEMA requesting a map correction. Based on the calculations to support the LOMR, the floodway, which is the portion of the river that conveys the high flows and high velocity of flood waters, is located greater than 200 feet from the westerly project boundary. As a result, project construction would have no effect on the floodway.

It is important to note that the final LOMR was approved by FEMA on November 27, 2019. Generally, the LOMR shifted the floodplain limit by variable amounts adjacent to the site, from about approximately 40 feet to approximately 150 feet to the west. The floodway was also shifted by varying amounts, from approximately 200 feet west at the north end to over 500 feet west on the south end. For reference, an illustration depicting both limits is attached to this response.

As noted on the illustration, the CVFPB's jurisdiction differs from the FEMA mapped floodplain. Although a CVFPB permit does not appear to be required at this time, City staff, in coordination with the applicant, will coordinate with the CVFPB during final design to assess the actual need for a permit.

No change to the Draft EIR is required.

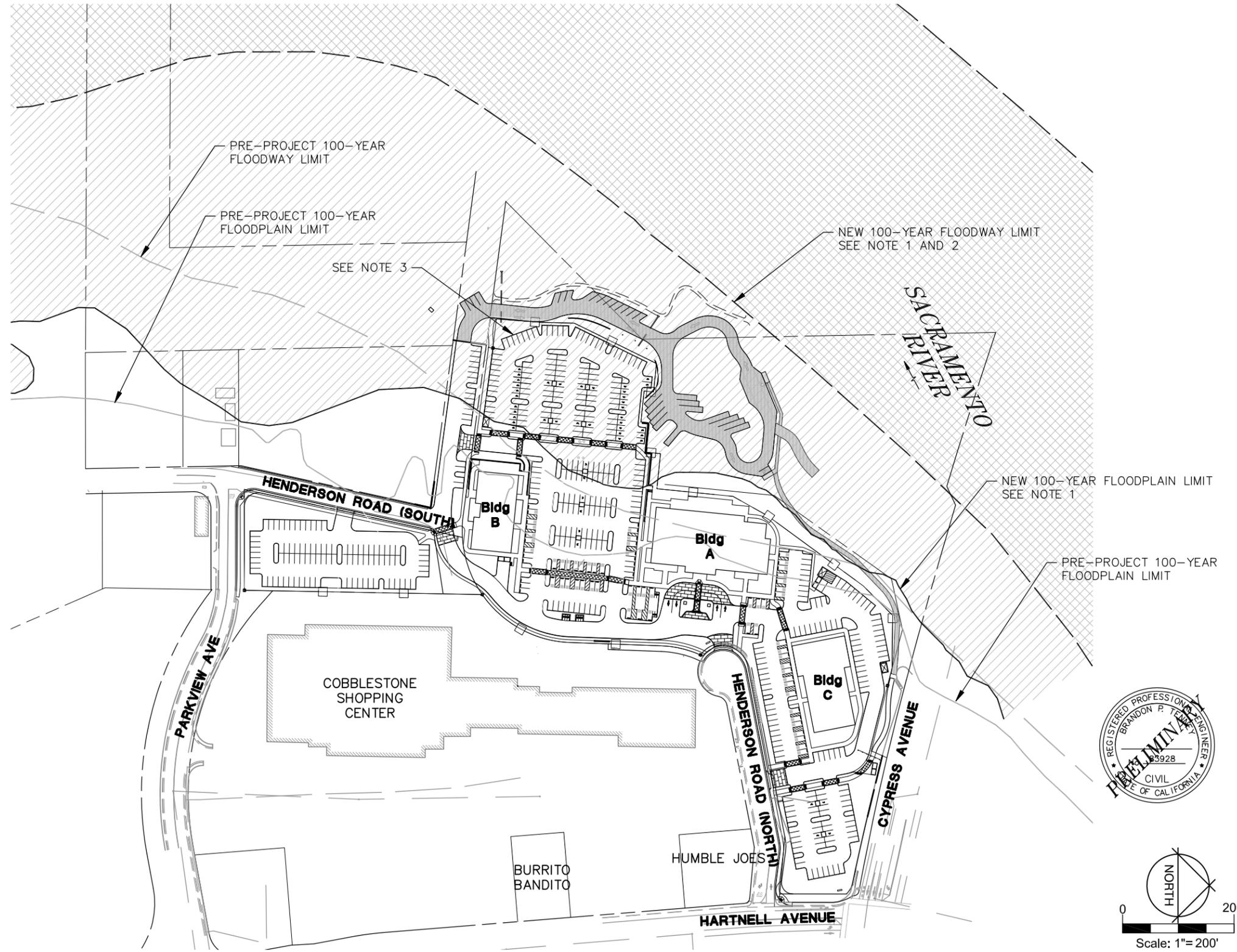
CVFPB JURISDICTION EXHIBIT

NOTES

1. PER FINAL LETTER OF MAP REVISION (LOMR) BY FEMA, DATED 11/27/19.
2. FEMA JURISDICTION INCLUDES THE FLOODWAY AREAS COVERED BY THE CENTRAL VALLEY FLOOD PROTECTION BOARD JURISDICTION.
3. A CONDITIONAL LETTER OF MAP REVISION (CLOMR-F) BASED ON THE PROPOSED PROJECT WILL BE PROCESSED THROUGH FEMA TO REMOVE THE PORTION OF THE PROJECT FROM THE FLOODPLAIN.

LEGEND

-  CITY PROJECT (HENDERSON OPEN SPACE)
-  FEMA JURISDICTION (EXTENT OF FLOODPLAIN AREA)
-  CENTRAL VALLEY FLOOD PROTECTION BOARD JURISDICTION (EXTENT OF FLOODWAY AREA)
-  NEW 100-YEAR FLOODPLAIN LIMIT
-  NEW 100-YEAR FLOODWAY LIMIT



12/12/2019 4:46 PM J:\PRJ\1966\1966EX042.DWG

DIGNITY HEALTH: NORTH STATE PAVILION

REDDING, CA

ATTACHMENT 1



330 Hartnell Avenue, Suite B
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GHD Inc.
 December 12, 2019
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Letter 4 – California Department of Fish and Wildlife (August 23, 2019)



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

GAVIN NEWSOM, Governor
CHARLTON H. BONHAM, Director



August 23, 2019

Lily Toy, Planning Manager
 City of Redding
 Development Services
 777 Cypress Avenue
 Redding, CA 96001

Subject: Review of the Draft Environmental Impact Report for the Dignity Health North State Pavilion Project, State Clearinghouse Number 2017072048, City of Redding, Shasta County

Dear Ms. Toy:

The California Department of Fish and Wildlife (Department) has reviewed the Draft Environmental Impact Report (DEIR) dated June 2019, for the above-referenced project (Project). As a trustee for the State’s fish and wildlife resources, the Department has jurisdiction over the conservation, protection, and management of fish, wildlife, native plants and their habitat. As a responsible agency, the Department administers the California Endangered Species Act (CESA) and other provisions of the Fish and Game Code that conserve the State’s fish and wildlife public trust resources. The Department offers the following comments and recommendations on this Project in our role as a trustee and responsible agency pursuant to the California Environmental Quality Act (CEQA), California Public Resources Code section 21000 et seq.

Project Description

The Project as described in the DEIR states Dignity Health Mercy Medical Center Redding (Dignity) is proposing the development of the North State Pavilion Project in a campus like setting whereby the buildings are compatible with each other from a site planning and architectural design perspective. The proposed Project includes three buildings totaling approximately 129,600 square feet with associated parking, landscaping and infrastructure on the 10.55-acre Project site. Construction of the proposed Project is anticipated to begin by spring 2020 with build-out anticipated over a four-year period.

The Project is currently proposed to be developed in two phases. Phase 1 of the Project includes demolition and removal of an existing 7,500 square-foot building and approximately 64,000 square feet of pavement. Phase 1 also includes mass grading of the entire 10.55-acre Project site, and construction of Building ‘A’, interior roads and 338 parking spaces. Phase 1 construction would commence in 2020 and be complete by 2022. It is anticipated that Phase 1 construction would occur for 2 years. Phase 2 construction is assumed to commence in 2022, after completion of Phase 1. Phase 2 would include construction of Buildings ‘B’ and ‘C’ and the remaining 211 parking spaces. It is anticipated that Phase 2 construction would occur for 2 years. Overall, 549 parking spaces are proposed, including Americans with Disabilities Act (ADA) and van accessible, compact, and motorcycle spaces. Bicycle racks will also be provided. For Phase 1, 338 parking spaces are proposed.

4a

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The use permit request is to allow for the development of the Project and for a portion of the parking lot to encroach into the Federal Emergency Management Agency (FEMA) regulated 100-year floodplain of the Sacramento River. The parcel map request is to allow the merging of all the parcels into one. The general plan amendment request is a request to amend the general plan from the existing designations of "General Office," "General Commercial," and "Greenway" to "Public Facilities." Lastly, the rezoning request is to amend the existing zoning from "GO" General Office and "GC" General Commercial to "PF" Public Facilities.

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Project implementation would result in the redevelopment of approximately 8.8 acres of existing urban habitat. In addition, approximately 0.4 acres of Sacramento River riparian habitat will be removed from the westernmost extension of the project site.

Comments and Recommendations

The Department previously commented on this Project on January 26 and August 21, 2017, and on July 3, 2018.

The Department reviewed the DEIR as well as the attached appendices and has the following comments and recommendations as they pertain to biological resources.

4b

Great Valley Cottonwood Riparian Forest - Riparian Vegetation Community

The Department's primary Project concern is the impact resulting from the removal of 0.4 acres of Sacramento River floodplain and riparian vegetation, which consists predominantly of Great Valley Cottonwood Riparian Forest. Although the DEIR maintains this is a very small loss of habitat, the Department disagrees due the incremental effects of cumulative impacts in the vicinity of the Project site as well as the greater Sacramento River corridor within the City of Redding.

Between this Project, the adjacent Henderson-Parkview Open Space Restoration, Trail & Kayak Access project, which has already been approved by the City of Redding and is being implemented, and recent vegetation management activities undertaken by the City of Redding for fuel reduction and transient camp abatement, additional riparian habitat is being permanently lost, remaining habitat will be fragmented, and increased human use of the site will further degrade the existing riparian habitat. The environmental documentation for both the Dignity Project and kayak launch project describe the riparian vegetation as "low quality" and disturbed by a high level of human activity. Although this habitat has experienced past impacts, the Sacramento River still accesses this portion of the floodplain, and this area contains the right soils, species and elevations for this area to be enhanced and restored. Portions of the Project site were inundated by the Sacramento River as recently as 2017, and Department staff have noted a resurgence of vegetation in the depositional sediments left behind by the high flows.

4c

Over 95 percent of the State's riparian habitat has been lost, meaning any additional loss could be considered cumulatively significant. The DEIR states this fact but concludes that since this Project would only impact a small portion of what riparian vegetation is remaining, and the proposal to mitigate by planting native trees in an area nearby and within the parking lot, it will have a less than significant impact. The DEIR states the impacts will be mitigated to less than significant with the incorporation of Mitigation Measure 5.3-2b which states that a planting plan and implementation schedule addressing riparian habitat mitigation will be

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submitted prior to the issuance of a grading permit. The Department requested that this plan be provided for review in future environmental documents in our January 26, 2017 comment letter, but this coordination has not occurred. The Department highly recommends that the planting plan for this Project be circulated for public review in the Final Environmental Impact Report (FEIR) and not be deferred until a future date. Due to the lack of a planting plan for public review, the Department cannot adequately determine if the impacts to this highly sensitive vegetation community will be less than significant and it does not appear that the DEIR's conclusion that the impacts will be less than significant are supported by evidence.

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Planting Plan

Page 5.3-36 of the DEIR states the following:

Under current project plans, trees with a dbh ≥6-inch that would be removed from the urban habitat consist of 14 valley oaks, nine Fremont cottonwoods, five interior live oaks, five trees of heaven, one Chinese pistache, one California sycamore, one mulberry, and one grey pine. Trees to be retained in the urban habitat consist of eight Fremont cottonwoods, four valley oaks, four black willows, two trees of heaven, one Japanese privet, and one California sycamore.

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The Department recommends removing the five tree of heaven and one Chinese pistache and treating them with herbicide, or another appropriate treatment method, to prevent regrowth. These species are invasive and if not removed could adversely affect the remaining native habitat. The City of Redding and a number of community groups have an active invasive plant species management program which targets tree of heaven and Chinese pistache, as well as many other invasive species, for removal and eradication of these species from the Project site would support these community efforts.

Additionally, the DEIR states 20 Fremont cottonwoods will be removed (page 5.3-48) but then the next page states 29 Fremont cottonwoods will be removed. One of these numbers should be updated to reflect the correct number of trees to be removed. The Department recommends that the City review the tree study and provide an updated number and species of each tree being removed in the FEIR. In the Dignity Tree Report Survey, dated September 24, 2018, 15 (fifteen) candidate trees were identified. Twelve of the 15 trees (80 percent) are proposed to be removed. The Department recommends the Project applicant redesign the parking lots to either incorporate these trees into the design or to avoid removal of the trees altogether. The Department also requests that the FEIR describe why the parking lot area cannot accommodate a multi-level parking lot as an alternative to encroaching into the Sacramento River floodplain. This may help to eliminate the need to remove candidate trees and develop the floodplain.

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Mitigation Measures

Mitigation Measure 5.3.1a

Mitigation Measure 5.3.1a states a qualified bat biologist with a Memorandum of Understanding with the Department will conduct the bat work. A Memorandum of Understanding is only needed for endangered species. In this instance, there are no threatened or endangered bat species potentially present on the Project, so a Scientific Collection Permit is required in order to implement this measure. A qualified bat biologist is

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one that has logged many hours working with bats, is familiar with the ecology and behavior of the potential species located onsite, and has field experience in the humane eviction of bats. The Department is aware that preparing mitigation measures for bat species can be difficult; in large part to the fact that different bat species have different needs, some are here during the maternity season, some only during the winter. Because of the difficult nature of having a one size fits all mitigation measure, the Department strongly recommends a qualified bat biologist, approved by the Department, conduct the initial acoustic studies to determine which species are present onsite, determine when they are present onsite, and develop a plan specific to those species. The timing of humane eviction is difficult, again because methods are species dependent. The two-step tree removal process is recommended by the Department, but the timing will vary depending on which species is present. The Department appreciates the mitigation measures developed by the Project applicant but recommends further refinement of timing.

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4h

Mitigation Measure 5.3.1f

Mitigation Measure 5.3.1f suggests *“using only certified weed-free erosion control materials, mulch, and seed.”* The Department requests the opportunity to review and comment on the proposed seed mix prior to use especially since this area is so close to a native riparian area.

4i

Mitigation Measure 5.3.2b

Mitigation 5.3.2b states: *Prior to the issuance of a grading permit the project applicant shall submit to the City of Redding Development Services Director a planting plan and implementation schedule that addresses the following riparian habitat mitigation:*

- *20 Fremont cottonwood trees and one valley oak replaced at no less than a 3:1 ratio for a total of 63 trees. Planting should occur as close to the project site as possible and be in close proximity to the Sacramento River or to a large perennial stream. A vegetation planting and management plan shall be prepared that identifies the planting area size and location, mitigation site protections (e.g., conservation easement or deed restrictions), planting objectives in terms of acreage or number of plant by species, planting and maintenance methods, success criteria, duration of monitoring, corrective actions to be taken if success criteria are not met, and reporting requirements. The plan shall be reviewed and approved by the City of Redding and the applicant shall be responsible for ensuring that the planting plan is fully implemented; or*
- *Purchase riparian habitat credits at the Stillwater Plains Mitigation Bank at a 3:1 ratio*

4j

The Department would like to review and provide comments on the mitigation plan. Mitigation Measure 5.3.2b should be rewritten in the first bullet to read, *“The plan shall be reviewed and approved by the City of Redding, California Department of Fish and Wildlife and the applicant shall be responsible for ensuring that the planting plan is fully implemented.”*

As of the writing of this comment letter, Stillwater Plains Mitigation Bank does not have Fremont cottonwood riparian forest available for mitigation credit. Mitigating at Stillwater Plains Mitigation Bank would require a much higher out of kind mitigation ratio versus mitigating onsite or adjacent to the Project, which would fulfill the ecological function of providing shading or introducing coarse woody debris into streams for listed salmonids. If other parcels with conservation value or enhancement opportunities are found to be for sale along the

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Sacramento River, those may qualify as mitigation for this Project. If the Project proposes to purchase another parcel in close proximity for purposes of mitigation, the parcel should be placed in a conservation easement and preserved from development in perpetuity.

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Listed Salmonid Species – Critical Habitat

Chinook Salmon (*Oncorhynchus tshawytscha*), including fall-run and late fall-run (California Species of Special Concern) and CESA listed winter-run and spring-run are all known to occur in the Sacramento River adjacent to the Project site. Winter-run Chinook Salmon is listed as State endangered and spring-run Chinook Salmon is listed as State threatened. For CEQA purposes, whether there is a federal nexus or not, impacts to critical habitat must be avoided and minimized. By developing the floodplain and removing riparian trees such as Fremont cottonwoods or valley oaks, the Project will affect large woody debris supply and recruitment and otherwise adversely affect critical habitat. This impact should be mitigated at a minimum of 3:1 based on area.

4l

Lighting and Noise

On page 5.3.40, the DEIR discusses “Operational Noise.” The Noise Study for Dignity dated March 20, 2019, analyzes the noise levels for the HVAC systems occurring on the roofs of each building as well as one of the three generators located at each building. The study used three noise measurement sites; two sites in the northern portion of the Project on the east side, and one in the southern portion of the site on the west side of the Project. No measurement sites occurred on the side of the riparian habitat. Of the three generator sites proposed, only one is discussed in the noise study: the southern generator on the outside of Building B, the farthest from the riparian area. The data from this study was then presumably used (no citations) to come to the conclusion that, “birds are more resistant to acoustic overexposure than are humans and other mammals, and are able to recover from acoustic overexposure, and some birds may change their calls to compensate for increased noise levels.” The Department strongly recommends that this conclusion be cited with peer review studies and that it is defined as to exactly which bird species they are referring to. Further, the 110 bird species observed over a 14-month period in Henderson Open Space area, based on data from ebird.org, should be attached as an appendix to the biological report. The Department cannot determine if mitigation is or is not warranted based on this study and the conclusions presented in the DEIR.

4m

Landscaping Plan

Figure 3-11b lists the plant species proposed for the Project. The landscaping trees are intended to serve as mitigation for the removal of native candidate trees, but this is insufficient as mitigation as trees in high-use areas generally do not serve to meet the same habitat values as trees planted in open space areas. The Department appreciates the use of locally native species in urban landscaping; however, our previous comments addressing the landscape plan have not been incorporated into the DEIR. The Department’s comments requested that Chinese pistache and eastern redbud be removed from the landscaping list, but these species are still listed. Chinese pistache is now invading the State’s wildlands and its use should be avoided; additionally, native western redbud should be used in place of eastern redbud. Four species of oaks are known to occur on the Project site, yet the landscape architect has chosen to use three non-native varieties and only one native. The Department

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recommends finding native trees that fill the same niche as the proposed non-native varieties. Because the site is currently an oak woodland, native oaks would be the preferred choice. The plant list uses native cultivars which could easily be switched to native species. The Department recommends the landscape plant palette be revised to include native plant species known locally from the area and not nativars (cultivars of native plants). Nativars do not have the same function in the landscape as native plants. Native species are adapted to local soils and climate conditions, are often the preferred food source for specific insects, native birds and mammals. Natives also promote genetic diversity thereby promoting conservation of species and their habitats. Nativars are typically less adapted to the local climate, are generally sterile, and much less beneficial to wildlife.

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Lake and Streambed Alteration Agreement

The Project will encroach into the Sacramento River floodplain. For any activity that will divert or obstruct the natural flow, or change the bed, channel, or bank (which includes associated riparian resources) of a river or stream, or use material from a streambed, the Department will require a Lake and Streambed Alteration (LSA) Notification, pursuant to section 1600 et seq. of the Fish and Game Code, from the applicant. Issuance of an LSA Agreement is subject to CEQA. The Department, as a responsible agency under CEQA, will consider the CEQA document for the project. The CEQA document should fully identify the potential impacts to the stream or riparian resources and provide adequate avoidance, mitigation, monitoring and reporting commitments for completion of the agreement. To obtain information about the LSA notification process, please access our website at <https://www.wildlife.ca.gov/Conservation/LSA> or to request a notification package, contact the LSA Program at (530) 225-2367.

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If you have any questions, please contact Amy Henderson, Senior Environmental Scientist (Specialist), at (530) 225-2779, or by e-mail at Amy.Henderson@wildlife.ca.gov.

Sincerely,



for **Curt Babcock**
 Habitat Conservation Program Manager

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Response to Letter 4 – California Department of Fish and Wildlife

Response 4a: The participation of the California Department of Fish and Wildlife (CDFW) in the public review of this document is appreciated. The CDFW provides introductory remarks to the letter, including a summary of the proposed project. No response is necessary.

Response 4b: CDFW raises concerns regarding the impact resulting from removal of 0.4 acres of Sacramento River floodplain and riparian vegetation. While the 0.4-acre Great Valley Cottonwood riparian forest habitat is described as low quality, CDFW states that it has the potential to be enhanced and restored and asserts that impacts on riparian habitat are cumulatively significant, contrary to the conclusion in the Draft EIR.

As documented in the Biological Study Report (refer to Appendix 15.3, BIOLOGICAL RESOURCES DOCUMENTATION, of the Draft EIR), the project site has supported intensive industrial uses dating back decades. Aerial photograph review showed that the site was essentially barren in 1943 and supported a lumber mill and gravel plant in the mid-1950s; remnants of the past uses are still present on the site today. Given that historical and baseline environmental conditions have not included substantial riparian habitat values or large woody debris supply/recruitment, the loss of such potential benefits associated with the riparian vegetation is not considered as a significant impact when compared to historical and baseline conditions. Under CEQA Guidelines section 15125(a) and CEQA case law, the City is required to assess project impacts against existing baseline conditions, as opposed to potential future conditions in which restored areas might have greater ecological value than they have today.

With regard to the cumulative loss of riparian habitat, the Draft EIR acknowledged the proposed project's incremental contribution to riparian habitat loss as cumulatively considerable (page 5.3-54 of the Draft EIR) in the absence of mitigation. As noted in the Draft EIR, riparian habitat is protected by Section 1600 of the Fish and Game Code and Section 404 of the CWA in addition to City *General Plan* goals and policies aimed to minimize or avoid impacts to riparian areas. Cumulative projects along the Sacramento River corridor within the City are required to comply with federal, State, and local regulations (FESA, CESA, CWA, and the City's *General Plan* goals and policies) and would be subject to individual reviews under CEQA. Similar to that of the proposed project, cumulative projects that impact riparian habitat would also be expected to have mitigation measures that would reduce potential impacts on riparian resources through avoidance or mitigation and, therefore, not contribute to a significant cumulative impact.

Measures to avoid, minimize and offset adverse effects on riparian habitat are provided in Mitigation Measure 5.3-1f, Mitigation Measure 5.3-2a, and Mitigation Measure 5.3-2b (refer to Section 5.3, BIOLOGICAL RESOURCES, of the Draft EIR. With implementation of these measures, cumulative impacts on riparian habitat would be *less than significant* and the proposed project's incremental effects would be *less than cumulatively considerable*. Refer to **Response 4c**, below, for additional details regarding Mitigation Measure 5.3-2b.

No change to the Draft EIR is necessary.

Response 4c: CDFW requests that the riparian planting plan referenced in Mitigation Measure 5.3-2b be provided in the Final EIR in order to assess the significance of impacts to the riparian community.

It is important to note that the project applicant and the City of Redding are currently considering an agreement under which the City would assume responsibility for preparation and implementation of the planting and management plan required by Mitigation Measure 5.3-2b. A substantive benefit of this arrangement is that the City would be able to concurrently provide mitigation for both the Dignity Health project and the recently approved Henderson and Parkview Open Space Restoration Trail and Kayak Access Project. As part of the Henderson/Parkview project, the City of Redding is proposing to plant four acres of California native plants, including a one-acre pollinator garden at the Parkview Open Space, and to plant riparian species along the river's edge to enhance shading of aquatic habitat.

As currently envisioned, riparian habitat planting to offset impacts of the proposed project at a minimum ratio of 3:1 in compliance with Mitigation Measure 5.3-2b would occur on City-owned lands along the Sacramento River. The preferred site for the riparian planting is on disturbed lands adjacent to the project site and Henderson Open Space; however, at the discretion of the City, other City-owned lands along the Sacramento River could be used as alternative planting sites.

In addition to providing the planting site, other City responsibilities would include development of a planting and management plan that addresses the planting area size and location, mitigation site protections (e.g., conservation easement or deed restrictions), planting objectives in terms of acreage or number of plants by species, planting and maintenance methods, success criteria, duration of monitoring, corrective actions to be taken if success criteria are not met, and reporting requirements. Further, the City would be responsible for maintenance of the planting until the success criteria are met, which could include provision of irrigation, fencing, plant replacement, including labor and materials, and invasive species removal. The City would also be responsible for annual monitoring and reporting. Although Mitigation Measure 5.3-2b requires replanting at a ratio of no less than 3:1, the City anticipates planting more than the minimum required 60 Fremont cottonwoods and three valley oaks; by overplanting, the City would help ensure that the minimum required number of trees becomes successfully established.

In summary, adoption and implementation of Mitigation Measure 5.3-2b, which incorporates performance criteria for the riparian habitat planting and management plan, will ensure that the impacts of the proposed project on the riparian community are *less than significant*.

No change to the Draft EIR is necessary.

Response 4d: CDFW recommends removing non-native invasive tree species (tree-of-heaven and Chinese pistache) and treating them with herbicide or other appropriate treatment method to prevent regrowth.

As noted on Figure 3-12, PROPOSED TREE REMOVAL PLAN, of the Draft EIR (page 3-42), project plans call for removal of five trees-of-heaven, one Chinese pistache, and one mulberry. These trees are in the planned development footprint of the parking lot. Given the anticipated extent of subsurface disturbance combined with the planned asphalt overlay, herbicide treatment is not expected to be necessary.

It should be noted that two additional trees-of-heaven and one Japanese privet were originally anticipated to remain onsite. Although not expressly requested by CDFW, the project proponent proposes to remove these non-native trees and provide follow-up treatment to prevent regrowth; this action would further support the objective of eliminating invasive plant species from the project site.

No change to the Draft EIR is necessary.

Response 4e: CDFW requests that the correct number of trees to be removed should be stated on page 5.3-48 of the Draft EIR.

As stated on page 5.3-36 of the Draft EIR, nine cottonwoods will be removed from urban habitat and 20 cottonwoods will be removed from riparian habitat, as stated on page 5.3-45. A total of 29 cottonwoods will be removed with implementation of the proposed project.

No change to the Draft EIR is necessary.

Response 4f: CDFW notes that the tree survey report identifies 15 candidate trees, 12 of which are proposed to be removed, and recommends a redesign of the project to avoid removal of these trees and development in the floodplain through the use of a multi-level parking structure.

During preliminary design efforts, the applicant considered onsite parking lot variations, including the concept of constructing a multi-level parking structure at two different locations that would eliminate development in the floodplain and allow retention of additional candidate trees (refer to the attached figure depicting the location of the two parking structure alternatives). Under both alternative parking structure designs, the following would occur:

- A four-level parking structure would be constructed to provide approximately 250 spaces. This would be sufficient to replace the 183 spaces that would be eliminated from the floodplain, as well as the 65 (Alternative 1) or 53 (Alternative 2) surface spaces that would be eliminated in the parking structure location.
- The top deck of the parking structure would be 30 to 35 feet above the surrounding parking areas and would have ±20-foot tall parking light poles on the top deck. The uppermost parking light fixtures would be 50 to 55 feet above the surrounding parking areas.

- The concentration of parking into a multi-level structure would change the site circulation, including possibly shifting a portion of the traffic load from Henderson Road (North) to Henderson Road (South) and Parkview Avenue. This effect would be more pronounced with Alternative 2.
- Approximately 1.4 acres of floodplain previously slated for surface parking spaces would instead remain undeveloped.
- Four candidate trees previously slated for removal would be retained on the project site.

As currently proposed, heights of the proposed buildings would be 64 to 72 feet (Building 'A'), 52 to 58 feet (Building 'B'), and 36 to 44 feet (Building 'C'). The multi-level parking structure would be of similar height to Building 'C', but would have light standards extending up to the elevations of Building 'B.' Impacts that would be reduced by construction of a multi-level parking structure at either two parking structure locations would include loss of floodplain, loss of riparian habitat, and loss of candidate trees.

The Alternative 1 parking structure concept provides for a four-level 250 space structure generally located between Building 'A' and Building 'B', adjacent to the open space and riparian area between the site and the Henderson and Parkview Open Space Restoration Trail and Kayak Access Project. As discussed in **Response 4b**, the loss of floodplain benefits as a result of the proposed project is not considered as a significant impact when compared to historical and baseline conditions. The loss of riparian habitat and candidate trees as a result of the proposed project would be offset (mitigated to less than significant levels) through implementation of the proposed landscaping plan and offsite riparian habitat planting. In contrast, construction of a multi-level parking structure under Alternative 1 would compound the *significant and unavoidable* impacts of the proposed project related to aesthetics given the structure's proximity to the Sacramento River. In addition, a parking structure at this location would also increase the potential for light spillage into the adjoining riparian areas, which would contribute to adverse biological effects. Thus, although the Alternative 1 parking structure would contribute to the worsening of the significant aesthetic impact of the proposed project, the structure is not necessary to avoid any significant biological impacts. Thus, nothing in CEQA, which is concerned primarily with reducing or avoiding significant environmental effects, favors the construction of the Alternative 1 parking structure under the circumstances in which the project is being proposed.

The Alternative 2 parking structure concept provides for a four-level 250 space structure generally located at the intersection of Parkview Avenue and Henderson Road. Alternative 2 was considered given its general lack of visibility from the Sacramento River; however, this location presents challenges related to land use compatibility and construction impacts.

From the perspective of compatibility, compared to the at-grade surface parking proposed at this location, a multi-level parking structure would be highly visible from residential uses to the southwest along Henderson Road and result in an increased aesthetic impact for users of the Henderson Open Space area to the west. Additionally,

the parking structure with parking light fixtures between 50 and 55 feet above ground surface would increase the potential for light spillage into residents located approximately 100 feet to the southwest. In addition, the concentration of parking into a multi-level parking structure would change the site circulation, including possibly shifting a portion of the traffic load from Henderson Road (North) to Henderson Road (South) and Parkview Avenue resulting in greater traffic along Parkview Avenue and potentially resulting in an increased amount of cut-through traffic along Wilshire Drive.

As detailed on page 5.10-24 of the Draft EIR, short-term construction noise is expected to be approximately 66 dBA at the nearest residences along Henderson Road during construction activities, which is approximately 17 dBA Leq higher than the measured existing noise levels (49 dBA Leq). As noted in the Draft EIR, construction activities would exceed the exterior noise level standards contained in the City's Noise Ordinance at the nearest residence. The Draft EIR determined that although maximum noise levels due to construction activities would be consistent with those which were measured at the nearest residences, the hourly Leq noise levels would be considerably higher than existing background noise levels (Draft EIR page 5.10-24). As a result, the Draft EIR concluded that short-term construction noise represents a *significant and unavoidable* impact.

Construction of a multi-level parking structure at this location would require significantly more construction time and the use different heavy equipment when compared to that of an at-grade parking lot. Equipment can include but not be limited to, pile drivers, auger rigs, and loaded material trucks, which can increase both noise and vibration levels experienced within the area, including the above noted residences along Henderson Road. As a result, construction of a multi-level parking structure at this location would exacerbate the project's *significant and unavoidable* construction noise impact. Thus, although the Alternative 2 parking structure would contribute to the worsening of the significant aesthetic and temporary noise impacts of the proposed project, the structure is not necessary to avoid any significant biological impacts. Thus, nothing in CEQA, which is concerned primarily with reducing or avoiding significant environmental effects, favors the construction of the Alternative 1 parking structure under the circumstances in which the project is being proposed.

Both alternative parking structure locations discussed above are not considered viable options to eliminate the minor encroachment into the floodplain. As noted, the Alternative 1 parking structure location would contribute to and exacerbate a *significant and unavoidable* adverse project impact with regards to aesthetics. The Alternative 2 parking structure location is considered incompatible with adjacent residences and would also contribute to and exacerbate a *significant and unavoidable* impact related to construction noise. While surface parking would contribute to impacts that are *less than significant* or can be readily mitigated, use of surface parking is the preferred option to meet the minimum parking requirement of 548 spaces.

No change to the Draft EIR is necessary.

Response 4g: CDFW requests that the bat biologist required in Mitigation Measure 5.3-1a holds, at minimum, a Scientific Collection Permit.

Mitigation Measure 5.3-1a (page 5.3-43 of the Draft EIR) shall be modified as follows to define “qualified bat biologist” and to reflect the recent change requiring a Scientific Collection Permit rather than a Memorandum of Understanding (refer to Section ES2, ERRATA TO THE DRAFT EIR TEXT, of the Final EIR).

MM 5.3-1a: To prevent direct mortality of bats roosting beneath the roof flashing of the small room connecting the two existing onsite buildings, the following measures shall be implemented prior to building demolition:

- A qualified bat biologist (~~one possessing a Memorandum of Understanding with CDFW for work with bats~~) (i.e., one who has logged many hours working with bats, is familiar with the ecology and behavior of the species potentially located onsite, and has field experience in the humane eviction of bats) possessing a Scientific Collection Permit from CDFW for work with bats shall either conduct, or supervise, the humane eviction of bats from the onsite structures. Work may consist of installation of appropriate blockage materials and one-way exits at the roof flashing and wood fascia or partial dismantling of the structure in a controlled fashion to eliminate bat roosting habitat.

Response 4h: CDFW recommends that a qualified bat biologist approved by CDFW conduct acoustic studies to determine which bat species are present onsite and then refine the mitigation measures regarding humane eviction and two-step removal of trees; the timing for these measures should reflect which species of bats are present on the site.

According to the bat biologist who conducted the onsite study (and who is acknowledged by CDFW as an expert, and has provided bat-biology training to CDFW staff), an acoustic survey is not warranted because it may lead to false negatives, and, whether or not different bat species are detected acoustically, the humane eviction process is identical, and the timing for each region is identical, regardless of the bat species that may be present.

The date ranges for humane eviction of bats and removal of bat-habitat trees provided in Mitigation Measure 5.3-1b and Mitigation Measure 5.3-1c are appropriate for all of the species that would be roosting in either the buildings or trees. The proposed date ranges protect all non-volant young during the maternity season, all non-volant adults and juveniles during winter months, as well as species with early parturition and those with late parturition. No additional bat studies or changes in the mitigation measures are warranted.

Response 4i: Related to Mitigation Measure 5.3-1f, CDFW requests the opportunity to review and comment on the proposed seed mix prior to use.

As the CEQA Lead Agency, the City of Redding is responsible for final review and approval of the certified weed-free erosion control materials, mulch, and seed. Although the City may request comments from CDFW regarding the appropriateness of erosion control materials, mulch, and seed that may be recommended by the applicant, final approval authority rests with the City.

No change to the Draft EIR is necessary.

Response 4j: CDFW requests the following revision to Mitigation Measure 5.3-2b: *“The plan shall be reviewed and approved by the City of Redding and California Department of Fish and Wildlife, and the applicant shall be responsible for ensuring that the planting plan is fully implemented.”*

As the CEQA Lead Agency, the City of Redding is responsible for final review and approval of the riparian habitat planting plan and implementation schedule; specifically the plan must be reviewed and approved by the City of Redding Development Services Department. Nonetheless, the City may request comments from CDFW regarding the appropriateness of the proposed planting plan and implementation schedule. As explained in more detail below in the response to Comment 4O, the City does not believe that a Lake and Streambed Alteration Agreement (LSAA) requiring CDFW approval is required for the project, as it does not propose to “substantially divert or obstruct the natural flow of, or substantially change or use any material from the bed, channel, or bank of, any river, stream, or lake, or deposit or dispose of debris, waste, or other material containing crumbled, flaked, or ground pavement where it may pass into any river, stream, or lake[.]” (See Fish & G. Code, § 1602.)

No change to the Draft EIR is necessary.

Response 4k: CDFW noted that the Stillwater Plains Mitigation Bank does not currently offer Fremont cottonwood riparian forest mitigation credits so a much higher out-of-kind mitigation ratio would be needed at the bank. CDFW further suggests that mitigation on or adjacent to the project site would provide shading and introduction of coarse woody debris into streams bearing listed salmonids. If an offsite parcel is purchased for mitigation, CDFW recommends that it should be placed in a conservation easement and preserved from development in perpetuity.

The preferred approach to offset the loss of riparian vegetation is to plant riparian habitat on the adjoining Henderson Open Space parcel or on other lands owned and managed by the City of Redding and abutting the Sacramento River. As discussed in the **Response 4c** above, Dignity Health and the City of Redding are currently considering an agreement under which the City would assume responsibility for preparation and implementation of the planting and management plan. Only as a last resort would the riparian mitigation be achieved through purchase of credits from a qualified mitigation bank. If riparian habitat credits are not available at the Stillwater Mitigation Bank, equally effective mitigation could be achieved through the purchase of in-kind credits at another mitigation bank serving the project area. If such credits are not available, in-kind credits could be purchased at a more distant mitigation bank or out-of-kind mitigation could be purchased from a bank providing service to the project area; if either of these options were employed, a higher mitigation ratio would be warranted. As CEQA Lead Agency, it would be the responsibility of the City of Redding to ensure that any mitigation bank credit purchase meets or exceeds the mitigation objective, which is a minimum replacement ratio of 3:1 for a total of at least 63 trees.

Response 4l: CDFW states that Sacramento River supports four runs of sensitive salmon (Species of Concern, Endangered, and Threatened) and impacts to critical habitat for these fish must be avoided and minimized. CDFW further notes that the project will adversely affect critical fish habitat by developing the floodplain, removing riparian trees, and affecting large woody debris supply and recruitment. CDFW recommends mitigating this impact at a minimum 3:1 ratio based on area.

As a legal matter, CEQA does not specifically require mitigation for “critical habitat” identified under the Endangered Species Act, as CEQA focuses on the environmental attributes of land rather than any legal designation attached to it. (See *Banning Ranch Conservancy v. City of Newport Beach* (2012) 211 Cal.App.4th 1209, 1232-1233.) Here, the City has assessed the existing biological attributes of the subject property, and has formulated mitigation measures based on those attributes. The City has determined that, although the project will adversely affect riparian vegetation on the project site, thereby triggering a need for mitigation, these impacts on land will not translate into adverse effects on the aquatic environment within the nearby Sacramento River.

As discussed in the Draft EIR and Biological Study Report, the project site, including that portion within the Sacramento River floodplain, has been highly disturbed in the past and currently supports only a minimal amount of riparian habitat. Under the proposed project, 20 Fremont cottonwoods and one valley oak would be removed from the existing riparian habitat.

As described in the Draft EIR (page 3-43), the FEMA floodway mapping for the project site is incorrect; a Letter of Map Revision (LOMR) was previously submitted to FEMA requesting map correction. Based on the calculations to support the LOMR, the floodway, which is the portion of the river that conveys the high flows and high velocity of flood waters, is located greater than 200 feet from the westerly project boundary. As a result, project construction would have no effect on the floodway. Waters within the floodplain near the westerly edge of the site would have low depths and low velocities.

In consideration of the above, loss of the onsite riparian vegetation is unlikely to significantly affect large woody debris supply and recruitment for the Sacramento River. Given the minimal number of large riparian trees present, downed trees are not expected on a routine basis (i.e., the site offers minimal potential for woody debris supply under current conditions). Additionally, due to the low depths and velocities of floodwaters expected on the site during a 100-year flood event, it is very unlikely that large woody debris could be transported 200 feet or more to the active floodway, where it could be of benefit to salmonids. Smaller storms, less than the 100-year event, are even less likely to transport large woody debris away from the project site. The extensive riparian development between the project site and the floodway further reduces the potential for large woody debris from the project site to migrate into the Sacramento River floodway.

The loss of riparian habitat would be mitigated as called for under Mitigation Measure 5.3-2a and Mitigation Measure 5.3-2b, and indirect effects on salmonid habitat would be avoided and minimized through implementation of best management practices for erosion control and spill prevention. With implementation of these measures, the net

effect of project development on critical habitat for salmonids would be *less than significant*.

No change to the Draft EIR is necessary.

Response 4m: CDFW notes that the Draft EIR states that “birds are more resistant to acoustic overexposure than are humans and other mammals, and are able to recover from acoustic overexposure, and some birds may change their calls to compensate for increased noise levels.” CDFW request that the documentation supporting this conclusion be cited and the bird species identified. CDFW further requests that the eBird list of bird species identified in the Henderson Open Space Area should be attached as an appendix to the biological report.

Source documentation for the stated conclusions is identified in the references section of the Biological Study Report (refer to Appendix 15.3, BIOLOGICAL RESOURCES DOCUMENTATION, of the Draft EIR):

- Dooling, Robert J. and Arthur N. Popper. 2007. The Effects of Highway Noise on Birds. <http://www.dot.ca.gov/hq/env/bio/files/caltrans_birds_10-7-2007b.pdf>.
- U.S. Department of Transportation. Federal Highway Administration. Noise. <www.fhwa.dot.gov/environment/noise/noise_effect_on_wildlife/effects/wild04.cfm>.

The finding that birds are resistant to acoustic overexposure is applicable to all bird species because birds are able to regenerate the sensory cells of the inner ear, allowing them to recover from noise overexposure, while mammals cannot regenerate these cells (Dooling and Popper, 2007).

Although there are substantial species differences in the way that birds respond to noise and how readily they may acclimate or habituate to various disturbances, a number of species of birds have been shown to raise the level of their vocal output by as much as 10 dB in the presence of moderate background noise. At least some birds use repetitive calls to increase the efficiency of signal transmission, while other birds are capable of making short term alterations in the spectrum of their vocalizations (i.e., change the pitch of their calls). It is well known that birds can adjust the timing of their vocalizations to avoid competition for acoustic space with other species or to coincide with low noise periods to prevent auditory masking. Birds (both sender and receiver) can also counteract the effect of background noise on acoustic communication by changing their location (e.g., move to a higher perch to increase audibility of calls). These and other strategies used by birds to compensate for increased noise levels are reviewed by Dooling and Popper (ibid.), who provide both generalizations and species-specific references.

An eBird list of bird species observed at Henderson Open Space (October 2016-September 2019) is provided as an attachment to this response. No change to the Draft EIR is necessary.

Response 4n: CDFW asserts that the landscape plan is intended to serve as biological mitigation for the loss of native trees, and recommends revisions to the landscaping plan to eliminate Chinese pistache, incorporate the use of native western redbud instead of eastern redbud, use native oaks instead of non-native varieties, and replace native cultivars with locally native species.

CDFW is incorrect that the landscaping plan is intended to function as CEQA mitigation for the biological loss of native trees. Rather, biological mitigation for native tree loss is found in Mitigation Measure 5.3-2b, which requires replanting at a rate of at least 3:1 (see response to comment 4c above.) The landscaping plan is intended to function as mitigation for *aesthetic* effects (see Draft EIR, p. 5.1-19), but not for biological effects. The overall intent of the landscape planting plan is to transition the project planting from an “urban landscape” area near the Hartnell Avenue and Cypress Avenue intersection to a “riparian landscape” area near the Henderson Open Space. Use of native species will focus on the parking area adjacent to the river, the parking area off of Henderson Road (South), the parking area between Buildings ‘A’ and ‘B’ and along the western boundary of the project. Locally native species will be used where possible. However, native plant cultivars (nativars) may be used where availability of natives is an issue or true native plants cannot meet the desired design intent.

The parking area adjacent to Hartnell Avenue, the parking and landscape areas around Building ‘C’, the landscaping along Henderson Road (North), and the landscaping in front of Building ‘A’ all relate to the more developed, commercial landscaping along Hartnell Avenue. The landscaping in these areas will use non-native plants that have an “urban” feel.

Given CDFW’s concerns regarding Chinese pistache, the Chinese pistache trees shown in the landscaping plan will be replaced with native oaks. However, eastern redbuds will remain in the planting plan as shown, within the “urban landscape” near Hartnell Avenue. With respect to oaks, CDFW comments that four species of oaks are known to occur on the project site, yet the landscape architect has chosen to use three non-native varieties and only one native. This is incorrect. Two species of native oaks are known to occur on the project site. The landscaping plan calls for use of three native oaks and no non-native oaks.

No change to the Draft EIR is necessary.

Response 4o: CDFW asserts that the project will encroach into the Sacramento River floodplain and states that activities that divert or obstruct the natural flow, or change the bed, channel or bank (including riparian resources) of a river or stream, or use material from a streambed are subject to a Lake and Streambed Alteration Agreement (LSA Agreement). CDFW recommends that the CEQA document identify potential impacts to the stream or riparian resources and provide adequate avoidance, mitigation, and monitoring and reporting commitments for completion of the LSA Agreement.

The City notes and acknowledges that Fish and Game Code section 1602 requires an entity to notify CDFW prior to commencing an activity that may do one or more of the following: (1) substantially divert or obstruct the natural flow of any river, stream or

lake; (2) substantially change or use any material from the bed, channel or bank of any river, stream, or lake; or (3) deposit or dispose of debris, waste or other material containing crumbled, flaked, or ground pavement where it may pass into any river, stream or lake. Section 1603 then requires that, after such notification, CDFW “shall determine whether the activity may substantially adversely affect an existing fish and wildlife resource.” If CDFW determines that the activity may have that effect, the entity is required to obtain an LSA Agreement from CDFW that includes measures to protect those resources.

As stated above, CDFW states that the project will encroach into the Sacramento River floodplain and implies that a Lake and Streambed Alteration (LSAA) Notification and Agreement will be necessary, pursuant to Fish and Game Code section 1600 et seq. As described in the Draft EIR (page 3-43) and in the response to Comment 4l above, the FEMA floodway mapping for the project site is incorrect; a Letter of Map Revision (LOMR) was previously submitted to FEMA requesting map correction. Based on the calculations to support the LOMR, the floodway, which is the portion of the river that conveys the high flows and high velocity of flood waters, is located greater than 200 feet from the westerly project boundary. As a result, project construction would have no effect on the floodway.

Thus, to the extent that CDFW’s assertion of jurisdiction might be premised on the notion that the project would adversely affect the Sacramento River floodway, such a premise would be in error, as no such effect will occur. Even if the project did affect the floodway, however, this fact, by itself, would not be enough to trigger CDFW jurisdiction. The same is true, moreover, with respect to the fact that, at present, the parts of the project site slated for construction are located within the 100-year flood plain (as opposed to the floodway). The City is not aware of any authority that supports CDFW’s expansive view of its potential jurisdictional extent under Section 1600 to the floodplain beyond the bed, channel or bank of a river. Indeed, the plain language of section 1602 sets forth the limits of CDFW’s jurisdiction in this context, and that statute is focused entirely on the bed, channels, and banks of waterways. “It is a settled principle in California law that ‘[w]hen statutory language is thus clear and unambiguous there is no need for construction, and courts should not indulge in it.’” (*In re Lance W.* (1985) 37 Cal.3d 873, 886.) “In engaging in statutory interpretation we are to accord words their usual, ordinary, and common sense meaning based on the language the Legislature used and the evident purpose for which the statute was adopted.” (*In re Rojas* (1979) 23 Cal.3d 152, 155.) The common meaning of the words “bed, channels, and banks” does not describe entire floodplains extending far beyond actual waterways. Notably, case law interpreting section 1602 and its predecessor statutes (which used extremely similar language) makes clear that the statute is primarily intended to protect fish rather than any terrestrial resources. (See *Siskiyou Count Farm Bureau v. Department of Fish and Wildlife* (2015) 237 Cal.App.4th 411, 425-427.) Nothing in the law suggests that the Legislature intends to give CDFW plenary authority to regulate all development within all floodplains or in any and all areas in which riparian vegetation might be present, even in areas well beyond any bed, channel, or bank of a waterway. Nonetheless, it is the responsibility of the project proponent, not the City, to determine if CDFW notification is necessary prior to project implementation and to obtain any permits and agreements that may be required.

The City believes the EIR and supporting technical analysis adequately identify potential impacts to the stream and riparian resources and provide adequate avoidance, mitigation, and monitoring and reporting commitments.

No change to the Draft EIR is necessary.

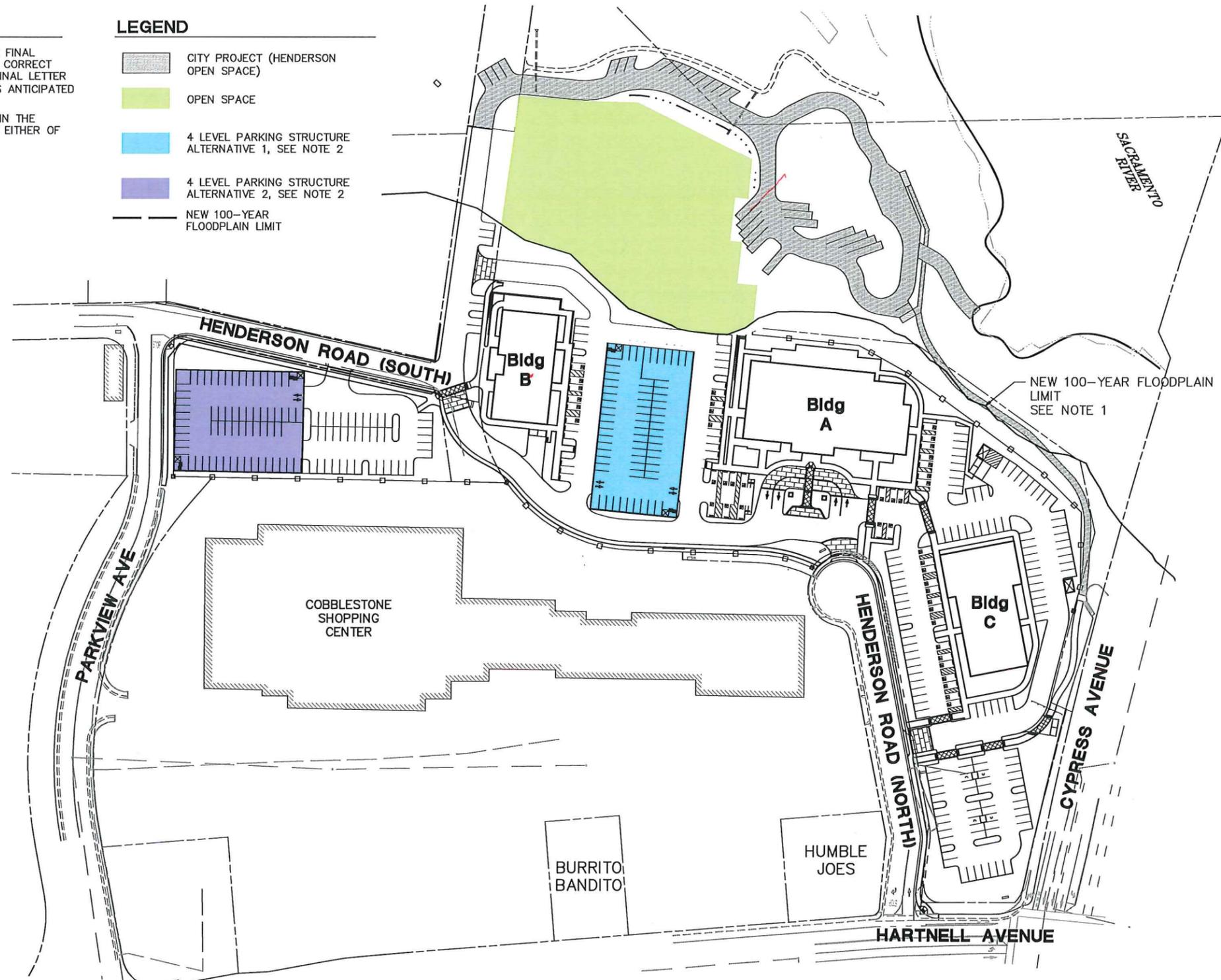
PARKING STRUCTURE ALTERNATIVES

NOTES

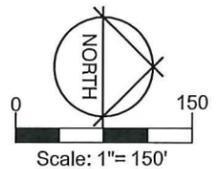
1. PACIFIC HYDROLOGIC INC. (PHI) IS IN THE FINAL STAGES OF COORDINATION WITH FEMA TO CORRECT 100-YEAR FLOODPLAIN LIMITS AND THE FINAL LETTER OF MAP REVISION (LOMR-F) APPROVAL IS ANTICIPATED BY THE END OF OCTOBER 2019.
2. THE PARKING LOST FROM THE AREA WITHIN THE FLOODPLAIN COULD BE ACCOMMODATED BY EITHER OF THE ALTERNATIVES SHOWN.

LEGEND

-  CITY PROJECT (HENDERSON OPEN SPACE)
-  OPEN SPACE
-  4 LEVEL PARKING STRUCTURE ALTERNATIVE 1, SEE NOTE 2
-  4 LEVEL PARKING STRUCTURE ALTERNATIVE 2, SEE NOTE 2
-  NEW 100-YEAR FLOODPLAIN LIMIT



10/7/2019 9:07 AM J:\PRJ\1966\1966EX041.DWG



DIGNITY HEALTH: NORTH STATE PAVILION

REDDING, CA

ATTACHMENT 1

GHD 330 Hartnell Avenue, Suite B
Redding, CA 96002 USA
T 1 530 242 1700 W www.ghd.com

GHD Inc.
October 07, 2019
1966EX041.dwg

Henderson Open Space

Shasta County, California, US

Date Range: October 2016 – September 2019

142 Species; 57 Checklists

Last Seen; First Seen; High Counts

	Species Name	Count	Date
1	Canada Goose	10	1 Sep 2019
2	Wood Duck	2	1 Sep 2019
3	Common Merganser	3	1 Sep 2019
4	Spotted Sandpiper	1	1 Sep 2019
5	Double-crested Cormorant	3	1 Sep 2019
6	Great Blue Heron	1	1 Sep 2019
7	Green Heron	1	1 Sep 2019
8	Black-crowned Night-Heron	1	1 Sep 2019
9	Belted Kingfisher	1	1 Sep 2019
10	Nuttall's Woodpecker	1	1 Sep 2019
11	Willow Flycatcher	2	1 Sep 2019
12	Black Phoebe	3	1 Sep 2019
13	Oak Titmouse	1	1 Sep 2019
14	California Towhee	1	1 Sep 2019
15	Common Yellowthroat	2	1 Sep 2019
16	Yellow Warbler	3	1 Sep 2019
17	Wilson's Warbler	1	1 Sep 2019
18	Western Tanager	1	1 Sep 2019
19	Common Nighthawk	1	26 Aug 2019
20	Mallard	8	21 May 2019
21	Wild Turkey	3	21 May 2019
22	Rock Pigeon	7	21 May 2019
23	Eurasian Collared-Dove	2	21 May 2019
24	Mourning Dove	2	21 May 2019
25	Black-chinned Hummingbird	1	21 May 2019
26	Anna's Hummingbird	3	21 May 2019
27	Killdeer	2	21 May 2019
28	Great Egret	2	21 May 2019
29	Turkey Vulture	2	21 May 2019
30	Osprey	2	21 May 2019
31	Red-shouldered Hawk	2	21 May 2019
32	Acorn Woodpecker	5	21 May 2019
33	Downy Woodpecker	2	21 May 2019
34	Northern Flicker	2	21 May 2019

35	Western Wood-Pewee	7	21 May 2019
36	Pacific-slope Flycatcher	1	21 May 2019
37	California Scrub-Jay	4	21 May 2019
38	Yellow-billed Magpie	2	21 May 2019
39	Northern Rough-winged Swallow	6	21 May 2019
40	Tree Swallow	50	21 May 2019
41	Cliff Swallow	2	21 May 2019
42	Bushtit	4	21 May 2019
43	White-breasted Nuthatch	4	21 May 2019
44	House Wren	1	21 May 2019
45	Bewick's Wren	3	21 May 2019
46	European Starling	9	21 May 2019
47	Swainson's Thrush	2	21 May 2019
48	American Robin	4	21 May 2019
49	Cedar Waxwing	17	21 May 2019
50	House Sparrow	2	21 May 2019
51	House Finch	2	21 May 2019
52	Lesser Goldfinch	4	21 May 2019
53	Song Sparrow	2	21 May 2019
54	Spotted Towhee	3	21 May 2019
55	Bullock's Oriole	2	21 May 2019
56	Orange-crowned Warbler	1	21 May 2019
57	Yellow-rumped Warbler	1	21 May 2019
58	Black-headed Grosbeak	2	21 May 2019
59	California Quail	2	17 May 2019
60	American Crow	1	17 May 2019
	swallow sp.	3	17 May 2019
61	Northern Mockingbird	1	17 May 2019
62	Bufflehead	2	8 Apr 2019
63	Pied-billed Grebe	1	8 Apr 2019
64	American Coot	3	8 Apr 2019
65	Long-billed Curlew	1	8 Apr 2019
66	Bald Eagle	1	8 Apr 2019
67	Ruby-crowned Kinglet	1	8 Apr 2019
68	Hermit Thrush	2	8 Apr 2019
69	Dark-eyed Junco	8	8 Apr 2019
70	White-crowned Sparrow	15	8 Apr 2019
71	Golden-crowned Sparrow	1	8 Apr 2019
	hawk sp.	1	2 Feb 2019
72	Western Bluebird	1	2 Feb 2019
73	Mute Swan	2	11 Jan 2019
74	Gadwall	4	11 Jan 2019
75	Ring-necked Duck	8	11 Jan 2019
76	Common Goldeneye	12	11 Jan 2019

77	Hooded Merganser	3	11 Jan 2019
78	Ring-billed Gull	7	11 Jan 2019
79	Herring Gull	1	11 Jan 2019
	gull sp.	X	11 Jan 2019
80	Snowy Egret	1	11 Jan 2019
81	Sharp-shinned Hawk	1	11 Jan 2019
82	Red-tailed Hawk	1	11 Jan 2019
83	Purple Finch	1	11 Jan 2019
84	White-throated Sparrow	1	11 Jan 2019
85	Lincoln's Sparrow	1	11 Jan 2019
86	Northern Shoveler	3	25 Nov 2018
87	Northern Pintail	1	25 Nov 2018
88	Varied Thrush	1	25 Nov 2018
89	American Pipit	3	25 Nov 2018
90	Greater White-fronted Goose	3	21 Nov 2018
91	Red-breasted Sapsucker	1	21 Nov 2018
92	Golden-crowned Kinglet	2	21 Nov 2018
93	Green-winged Teal	3	25 Oct 2018
94	Ruddy Duck	1	25 Oct 2018
95	Merlin	1	25 Oct 2018
96	Hutton's Vireo	2	25 Oct 2018
97	Western Meadowlark	1	25 Oct 2018
98	Brewer's Blackbird	2	25 Oct 2018
99	Black-throated Gray Warbler	1	25 Oct 2018
100	Rufous Hummingbird	1	14 Aug 2018
101	American Goldfinch	1	14 Aug 2018
102	Nashville Warbler	1	14 Aug 2018
103	MacGillivray's Warbler	1	14 Aug 2018
104	Cooper's Hawk	1	12 Aug 2018
105	American Kestrel	1	12 Aug 2018
106	Western Kingbird	2	12 Aug 2018
107	Hooded Oriole	1	12 Aug 2018
108	Lazuli Bunting	1	12 Aug 2018
109	Red-breasted Merganser	1	16 Jul 2018
110	Ash-throated Flycatcher	2	15 May 2018
111	Great-tailed Grackle	3	15 May 2018
112	Lesser Scaup	6	14 Jan 2018
113	California Gull	3	14 Jan 2018
114	Pine Siskin	4	14 Jan 2018
115	Townsend's Warbler	1	14 Jan 2018
116	Tundra Swan	140	12 Jan 2018
117	Cackling Goose	64	27 Dec 2017
	Common x Barrow's Goldeneye (hybrid)	1	27 Dec 2017
118	Hammond's Flycatcher	1	27 Dec 2017

119	Common Raven	3	27 Dec 2017
120	Brown Creeper	1	27 Dec 2017
121	Pacific Wren	2	27 Dec 2017
122	Fox Sparrow	11	27 Dec 2017
123	Peregrine Falcon	2	12 Dec 2017
124	Barn Owl	1	30 Nov 2017
125	Greater Yellowlegs	1	23 Nov 2017
126	Golden Eagle	1	22 Nov 2017
127	Great Horned Owl	1	3 Nov 2017
128	Band-tailed Pigeon	1	9 Oct 2017
129	Evening Grosbeak	1	30 Sep 2017
130	Violet-green Swallow	10	23 Sep 2017
131	Hairy Woodpecker	1	30 Apr 2017
132	Steller's Jay	5	8 Apr 2017
133	Wilson's Snipe	1	13 Jan 2017
134	American Wigeon	5	5 Jan 2017
135	Barrow's Goldeneye	2	5 Jan 2017
136	Snow Goose	39	10 Dec 2016
137	Redhead	3	10 Dec 2016
138	Greater Scaup	1	10 Dec 2016
139	Western Grebe	1	12 Nov 2016
140	Eared Grebe	2	5 Nov 2016
141	Horned Grebe	1	27 Oct 2016
	duck sp.	1	13 Oct 2016
142	Savannah Sparrow	1	10 Oct 2016

INTERESTED INDIVIDUALS

Letter 5 – City of Redding Planning Commissioner Michele Goedert (August 19, 2019)

From: [Michele Goedert](#)
To: [Toy, Lily](#)
Subject: Dignity Health EIR
Date: Monday, August 19, 2019 4:11:58 PM

Hi, Lily. I just wanted to take a second to reiterate my comments at last week's PC meeting. I saw you, Larry and Erica writing quickly so thought you might appreciate it.

1. Landscaping: Require review and approval by the Community Services Department to ensure that tree and plant selections are compatible and coordinate with City's open space restoration plan. Everything should blend together to help mitigate the significant aesthetic impacts. | 5a
2. Pedestrian connectivity: Provide pedestrian paths from buildings directly to City trails so that walkers and cyclists do not have to navigate through busy parking lots. | 5b
3. Pedestrian connectivity: So as not to slow open space trail project, require property line adjustment to facilitate trail connection to pedestrian stairway at Cypress Avenue. | 5c
4. North Henderson Road: Will closure of Raley's Shopping Center driveway at this location affect the economic viability of that center? Does it affect the center's ingress/egress requirements? Have the center's owners been advised? Is it the intent that North Henderson Road will be available for the sole enjoyment of the project? If so, will the applicant take ownership and assume maintenance responsibility? | 5d

Best regards,

Michele Goedert
530.243.6968

From: [Michele Goedert](#)
To: [Toy, Lily](#)
Subject: Re: Dignity Health EIR
Date: Monday, August 19, 2019 9:26:43 PM

Oops, one more:

5. In regard to the EIR statement that the project will provide an economic benefit to the community, how many of the 180 post construction jobs are positions filled by new employees versus those positions filled by current employees that may be relocated to the campus?

5e

Michele

> On Aug 19, 2019, at 5:33 PM, Toy, Lily <ltoy@cityofredding.org> wrote:
 >
 > Michele-
 >
 > Thank you. I appreciate you and the follow up. This is very helpful.
 >
 > Best-
 >
 > Lily
 >
 > Lily Toy, CFM
 > Planning Manager
 > ltoy@cityofredding.org
 > (530) 245-7231
 >
 > We're listening...
 >
 >
 > City of Redding
 > Development Services Department
 > Planning Division
 > 777 Cypress Avenue
 > Redding, CA 96001
 > https://linkprotect.cudasvc.com/url? a=https%3a%2f%2fwww.cityofredding.org&c=E_1_aYvzLqjhmwkngghWaFLIfIP2G1aCEQA_ax1X4DsE027uUIgIH3HIwG-kkFEou7GBitfhK6VHEIAv0HHn7Mj_T8czF5PJL9JSvTdkSBog9e-ETzjHaCEA,,&typo=1
 >
 > -----Original Message-----
 > From: Michele Goedert [<mailto:michgo@mac.com>]
 > Sent: Monday, August 19, 2019 4:12 PM
 > To: Toy, Lily
 > Subject: Dignity Health EIR
 >
 > Hi, Lily. I just wanted to take a second to reiterate my comments at last week's PC meeting. I saw you, Larry and Erica writing quickly so thought you might appreciate it.
 >
 > 1. Landscaping: Require review and approval by the Community Services Department to ensure that tree and plant selections are compatible and coordinate with City's open space restoration plan. Everything should blend together to help mitigate the significant aesthetic impacts.
 >
 > 2. Pedestrian connectivity: Provide pedestrian paths from buildings directly to City trails so that walkers and cyclists do not have to navigate through busy parking lots.
 >
 > 3. Pedestrian connectivity: So as not to slow open space trail project, require property line adjustment to facilitate trail connection to pedestrian stairway at Cypress Avenue.
 >
 > 4. North Henderson Road: Will closure of Raley's Shopping Center driveway at this location affect the economic viability of that center? Does it affect the center's ingress/egress requirements? Have the center's owners been advised? Is it the intent that North Henderson Road will be available for the sole enjoyment of the project? If so, will the applicant take ownership and assume maintenance responsibility?
 >

Response to Letter 5 – City of Redding Planning Commissioner Michele Goedert

City staff appreciates the participation of Commissioner Goedert in the review of the Draft EIR for the proposed project. Commissioner Goedert provided verbal comments at the August 13, 2019 Planning Commission hearing on the Draft EIR. A written summary of Commissioner Goedert's comments were submitted on August 19, 2019 and are reflected in Letter 5, above. The following responses address both verbal and written comments provided by Commissioner Goedert.

Response 5a: The comment focuses on landscaping review and approval by the Development Services Department to ensure that tree and plant selections are compatible and that landscaping should be coordinated with the City's open space restoration plan to assist in the mitigation of significant aesthetic impacts.

As the CEQA Lead Agency, the City of Redding is responsible for final review and approval of the landscaping plan, including the riparian habitat planting plan and implementation schedule (refer to Mitigation Measure 5.3-2b in Section 5.3, BIOLOGICAL RESOURCES). Appropriate City review will occur to ensure the landscaping and the riparian planting plan blends well between the "urban" area and the open space area. The landscaping onsite has been designed to be compatible with adjacent offsite areas and will be coordinated with the offsite riparian planting to blend seamlessly between the two areas. The overall goal of the Mitigation Measure 5.3-2b is to screen the proposed buildings from public view. No change to the Draft EIR is necessary.

Response 5b: The comment recommends providing pedestrian paths from buildings directly to City trails so that pedestrians and cyclists do not have to navigate through busy parking lots. While this comment does not raise a specific environmental concern or issue with the Draft EIR, staff offers the following response relative to pedestrian connectivity.

As described in Section 3.0, PROJECT DESCRIPTION, of the Draft EIR (page 3-24), pathways are proposed throughout the project site linking buildings and parking areas to each other and providing access to the various streets, including access to the Cypress Avenue bridge and the Henderson Open Space. Pedestrian paths will connect through the site and to the City trail systems with final connection points determined through final design. Connections from Building 'B' and Building 'C' will be as direct as feasible, given the offsets from the City trails.

To provide a direct trail connection from Building 'A' to the City's trail west of the site, an approximate 150-foot trail would be required creating a trail grade in excess of 15%, which is significantly above the allowable ADA grade of 5%. A shorter trail alignment would require even a steeper grade down to the City's trail. Therefore, a direct connection behind Building 'A' is not feasible from an accessibility standpoint.

In addition to the above noted grade limitations, providing a direct connection from Building 'A' to the City's trail system would also increase potential security risks as the trail alignment would occur behind the building, out of the normal view from parking and drive-aisles where security personnel would be patrolling. This would also present increased security risks due to the unimpeded access between the back of Building 'A' and the City's trail.

The applicant will continue to review internal pedestrian circulation and work with staff during the design review process to limit the amount of non-vehicular activity within the parking lots to the best extent feasible. No change to the Draft EIR is necessary.

Response 5c: The comment recommends a property line adjustment to facilitate trail connection to the pedestrian stairway at Cypress Avenue. While this comment does not raise a specific environmental concern or issue with the Draft EIR, staff offers the following response relative to this requested connection.

It should be noted that a property line adjustment was completed on January 10, 2017 to increase the City's open space area west of the proposed project and near the Cypress Avenue bridge, and to accommodate a trail from Cypress Avenue to the Henderson Open Space and the Sacramento River through the project site (refer to page 3-11 of the Draft EIR). As necessary, the project applicant will continue to work collaboratively with the City to support the construction of the trail system and to coordinate a property line adjustment should one be required in the future. No change to the Draft EIR is necessary.

Response 5d: The comment raises several questions regarding the post-project condition of North Henderson Road, including the impact to the economic viability of the Raley's Shopping Center, ingress/egress impacts at the shopping center driveway, notification of the proposed modified access to property owners, and maintenance responsibilities. While this comment does not raise a specific environmental concern or issue with the Draft EIR, staff offers the following response.

At this time, there is no planned closure for any driveways into or out of the adjacent Raley's shopping center (also referred to as the Cobblestone Shopping Center). It is our assumption that this comment relates to the public road access to Henderson Road from Hartnell Avenue, in relation to constructing controls for right-in right-out at this location. This intersection is currently striped to allow a right-out only. There are no controls prohibiting the left turn onto this street; however, the project would require installation of curb that would prevent left turns in as well as out of the street. Currently, with the existing traffic volumes at this location, there are very few left turns into and out of this public street. The existing traffic volumes all but eliminate the current option to turn left into, or left out of this road. This change will have little effect on how this intersection operates in the existing condition.

Similar to all other commercial, retail, and residential properties within the project vicinity, the owner of the Cobblestone Shopping Center has received all required public notices throughout the development review process that began in 2017. This includes prior project noticing during the City's July 2017 initial environmental review of the proposed project; noticing for the June 2018 Notice of Preparation (NOP) (circulated between June 8, 2018 and July 9, 2018); notification of the June 26, 2018 Planning Commission scoping meeting; the Draft EIR notice of availability (circulated between July 2, 2019 and August 27, 2019); and the August 13, 2019 noticed Planning Commission hearing on the Draft EIR.

It is important to note that during the June 2018 NOP period the City received a letter of support from a representative of the Cobblestone Shopping Center's owner. This letter is attached following this response and is also included in the *Dignity Health Redding North State Pavilion Project Scoping Report* (July 2018) in Appendix 15.1, PUBLIC SCOPING REPORT, of the Draft EIR. No further correspondence has been received from the owner of the Cobblestone Shopping Center.

North Henderson Road will remain a public street and businesses within the Cobblestone Shopping Center will continue to have access via this public street. In addition, the Cobblestone Shopping Center will retain the existing three driveways to Hartnell Avenue as well as the existing single driveway to Parkview Avenue (south).

No change to the Draft EIR is necessary.

Response 5e: The comment requests clarification regarding how many of the 180 permanent employment positions will be filled by new employees versus positions that could be filled by current employees that would be relocated to this campus. While this comment does not raise a specific environmental concern or issue with the Draft EIR, staff offers the following response.

The actual employment split (new employees versus existing local Dignity employees relocating to this campus) cannot be accurately quantified at this time; however, the Draft EIR conservatively assumes, for impact assessment purposes, that all 180 permanent employees would reflect "new labor" and relocate from outside the local area. This assumption was utilized in the Draft EIR in an effort to provide a reasonable worst case evaluation of environmental impacts.

It is important to note that the proposed project represents an expansion of local healthcare services to the community and not a wholesale consolidation of services to a single wellness center where there would be little or no net increase in employment. While some consolidation may occur to minimize duplicative administrative functions, Dignity Health plans to maintain most of their local facilities, thereby increasing new employment opportunities to the local labor force.

It should be also noted, of the nine project objectives cited for the proposed project, project objective O8 speaks specifically to Dignity Health's aspiration to create new local employment opportunities. As noted on page 2-8 of the Draft EIR, project objective O8 reflects the project's desire to "*Create new employment opportunities that contribute to improving the local economy while providing much needed physical and mental health and related educational services.*" To that end, Dignity Health anticipates that the existing local labor force will play a key role in filling many of these new onsite positions.

No change to the Draft EIR is necessary.

From: [Karin Knorr](#)
To: [Hellman, Paul](#); [Toy, Lily](#)
Subject: Letter of Support from Ethan Conrad
Date: Wednesday, June 27, 2018 12:35:57 PM
Attachments: [image002.png](#)
[Dignity Health \(3\).doc](#)

Dear Mr. Hellman and Ms Toy,

Please find attached the letter of support for the Dignity Health project from Ethan Conrad, the owner of the Cobblestone Shopping Center, directly to the east of the project. Ethan is really disappointed to hear that the project has been delayed so long as we feel this is a catalyst to leasing out our Raley's space.

Thank you,

Karin Knorr, CSM, CPM®

Knorr Management, Inc.

1401 1/2 Solano St.

Corning, CA. 96021

Tel 530-824-6458

Fax 530-824-4035

Cell 916-825-2746

www.knorrmanagement.com



ETHAN CONRAD

PROPERTIES INC.

June 25, 2018

City of Redding
Development Services
777 Cypress Ave.
Redding, CA. 96001
Via Email: phellman@ci.redding.ca.us

**Re: Dignity Health Development
Redding, CA**

Ladies and Gentlemen,

We would like to express our support in seeing the Dignity Health project proceed without further delay. As you may know, the Cobblestone Shopping Center recently underwent a major remodel and revitalization. Part of our incentive to buy this shopping center was its proximity to the new Dignity Health building and the positive traffic to be created. We believe that these two projects, side by side, constitute a major improvement in this part of Redding, not only with job creation but with cleaning up a blighted and problem area.

Since we have remodeled the Cobblestone Shopping Center we have seen crime and homeless loitering decrease at the center, simply because we are not allowing it. We continue to see loitering and criminal activity on the Dignity Health site, which will change when they finish construction and take control of the property. This is a hotbed issue that needs immediate resolution. The existence of viable and thriving businesses, with proper security, will deter the illegal camps and will no longer allow hiding places for criminal activity.

Dignity will create a solid destination building and assist with the rejuvenation of the Hartnell area, benefitting all supporting businesses. The number of employees and customers at the site will attract a new grocery anchor at our center, furthering job growth and increasing tax revenue in our city. It is vitally important for Redding that the infrastructure around Hartnell remains strong and the addition of Dignity Health and our future anchor promises to achieve that goal.

We fully support Dignity Health to become part of the Cobblestone Community and ask for your commitment in helping to expedite this project. It will be a positive impact on the lives of the community and the business surrounding it.

Sincerely,



Ethan Conrad
CEO

Letter 6 – Stream and Greenways Alliance (August 26, 2019)

From: [Mike Jones](#)
To: [Toy, Lily](#)
Subject: Comments on the Initial Study / Mitigated Negative Declaration for the Dignity Health North State Pavilion Project (UP-2017-00001, PM-2017-00002, GPA-2017-00003, RZ-2017-00004)
Date: Monday, August 26, 2019 3:26:54 PM

Ms. Lily Toy,
 Senior Planner Planning Division of the Development Services Department
 City of Redding 777 Cypress Avenue Redding,
 CA 96001
 Email: ltoy@ci.redding.ca.us

The Stream And Greenways Alliance is a local and regional group of citizens and Agency employees with a special and particular interest in the preservation of natural values of the Sacramento River and the flora and fauna associated with the river and urban streams.

6a

We find important omissions and errors which must be addressed before recommending approval to, and subsequently by, the City of Redding Planning Commission. The greatest of our concerns are associated with the Parking Area and fall into three categories: **Alternative Project Analysis, General Plan Amendment, and Toxic Waste Dump/Soils/Stormwater Conveyance.**

The "rule of reason" dictates that the most reasonable, most feasible, and most environmentally friendly alternative..."**Multi-Story Parking Garage Alternative**" located between Building "A" and building "B" be considered, analyzed, and compared. A parking garage would reduce environmental impacts in the parking area to zero.

6b

The addition of an application for rezoning which requires a **General Plan Amendment** should require a separate CEQA Scoping document at the least, as the new zoning request would allow structures other than "Parking Lot". All project documents describe a parking lot, but approval of this application would allow future structures of unknown impacts.

6c

The land area described as a parking lot would be constructed directly upon a toxic waste dump. No trees or landscape shrubbery can grow in a high Ph 12 soil. Leachate from stormwater filtration basins could contain pollutants such as chromium which must not be dumped into a planned Side Channel or into the Sacramento River where endangered species Chinook Salmon and Central Valley Steelhead spawn.

6d

Proposed mitigation for impacts to riparian vegetation (Biological Resources Mitigation Measure #2) improperly defers mitigation plans for impacts upon mature trees to a future time and lacks evidence that mitigation measures, as offered, are feasible or desirable. Planting of Fremont Cottonwood at the rate of 3:1, as a proposed mitigation, would require over an acre and a quarter of riverside land near the project site. The applicant does not have access to any such land area. A Mitigation Monitoring Plan is required (21086.6 Resources Code).

6e

Mitigation measures must be included in the EIR and must not depend upon future

permitting by City Staff.

(More to Come)

Mike Jones, President
Stream and Greenways Alliance
mjonesrdg@gmail.com
CC: Officers and members

6e
Cont.

Response to Letter 6 – Stream and Greenways Alliance

Response 6a: The participation of the Stream And Greenways Alliance (SAGA) in the public review of this document is appreciated. The SAGA provides introductory remarks to the letter. No response is necessary.

Response 6b: The commenter suggests that the most reasonable, most feasible, and most environmentally feasible alternative would be a “Multi-level Parking Garage Alternative” between Building ‘A’ and Building ‘B.’ The commenter suggest that an onsite parking garage in this location would reduce environmental impacts in the parking area to zero.

During preliminary design efforts, the applicant considered onsite parking lot variations, including the concept of constructing a multi-level parking structure at two different locations (refer to figure provided above under Response to Letter 4 – California Department of Fish and Wildlife). The multi-structure concept would allow for a four-level parking structure providing approximately 250 spaces. A structure of this size would be sufficient to replace the 183 spaces that would be eliminated from the floodplain, as well as the 65 (Alternative 1) or 53 (Alternative 2) surface spaces that would be eliminated in the parking structure location.

As currently proposed, heights of the proposed buildings would be 64 to 72 feet (Building ‘A’), 52 to 58 feet (Building ‘B’), and 36 to 44 feet (Building ‘C’). The multi-level parking structure would be of similar height to Building ‘C’, but would have light standards extending up to the elevations of Building ‘B.’ As noted in Section 5.1, AESTHETICS, of the Draft EIR, implementation of the proposed project would result in a *significant and unavoidable* impact to the character and quality along the Sacramento River. Construction of a multi-level parking structure would compound, not reduce, this *significant and unavoidable* impact, contrary to CEQA policies favoring the mitigation or avoidance of significant environmental effects where feasible. Additionally, particularly for Alternative 1, the parking structure would increase the potential for light spillage into the adjoining riparian areas, which would contribute to adverse biological effects when compared to that of the proposed project. As a result, implementation of a multi-level parking structure as suggested by the commenter would not minimize or reduce the significant effects of the proposed project and is therefore not considered as viable project alternative.

The commenter is also referred to the City’s response to Letter 4 - California Department of Fish and Wildlife (specifically **Response 4c**). No further response is necessary and no change to the Draft EIR is required.

Response 6c: The commenter states that “the addition of an application for rezoning which requires a general plan amendment should require a separate CEQA scoping document at the least, as the new zoning request would allow structures other than Parking Lot.”

We assume that the commenter is suggesting that a new parking structure would require a new review under CEQA as a revised project. Under that scenario, the commenter would be correct in that the addition of a new parking structure not previously considered onsite would rise to the level of new significant information that would require a formal assessment under CEQA. However, as noted above under

Response 6b, construction of a multi-level parking structure is not considered as viable project alternative and is not being pursued by the City at this time.

No change to the Draft EIR is necessary.

Response 6d: The commenter states that the proposed parking lot would be construction upon a toxic waste dump and that soils onsite maintain a high pH of 12. In addition, the commenter further purports that leachate from onsite stormwater filtration basins could contain pollutants such as chromium which cannot be discharged into planned facilities or the Sacramento River.

Regarding to the assertion that the site is located on at “toxic waste dump” and that soils contain high pH levels, the commenter does not provide substantial evidence supporting this claim. The question raised by the commenter is unsupported by facts and speculative in nature, and such discussions are specifically discouraged pursuant to State *CEQA Guidelines* Section 15145. It should also be noted that an effect is not considered significant in the absence of substantial evidence; therefore, comments should be accompanied by factual support. Section 15204(c) of the State *CEQA Guidelines* further states: “Reviewers should explain the basis for their comments, and should submit data or references offering, facts, reasonable assumptions based on facts, or expert opinion supported by facts in support of comments. Pursuant to Section 15064 an effect shall not be considered significant in the absence of substantial evidence.” Here, the commenter has clearly not provided such supporting evidence. Notwithstanding the lack of evidence supporting the commenter’s assertion, staff offers the following response.

Based on information reviewed during the course of this evaluation it was determined that the project site is not included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 (DTSC, 2019). In addition, the potential for hazardous materials to be present onsite was determined based on the findings of the *Phase I Environmental Site Assessment, Henderson Road*, prepared by ENPLAN (February 2015 and February 2017). These reports are included in Appendix 15.6, PHASE I ENVIRONMENTAL SITE ASSESSMENT, of the Draft EIR and summarized in Section 5.7, HAZARDS AND HAZARDOUS MATERIALS, of the Draft EIR.

As discussed in Section 5.7 of the Draft EIR, investigations conducted onsite determined that historical underground fueling systems, including underground storage tanks (UST) and fuel piping, were previously located at various onsite locations and have since have been removed and closed with no further action required by the lead regulatory agency (refer to page 5.7-27 of the Draft EIR). As noted on page 5.7-28 of the Draft EIR, the February 2017 Phase I Environmental Site Assessment (ESA) concluded that no further environmental investigation of the parcels is warranted (refer to Appendix 15.6, PHASE I ENVIRONMENTAL SITE ASSESSMENT). Based on the above information and information presented in Section 5.7, HAZARDS AND HAZARDOUS MATERIALS, of the Draft EIR, no change to the Draft EIR is necessary.

The commenter is also referred to the *Geotechnical Report Mercy Wellness Center* that is included as Appendix 15.4, GEOTECHNICAL REPORT, of the Draft EIR. As noted on page 12 of the report, two near surface soil samples were collected onsite and chemistry results found a pH range between 7.0 and 7.6. A soil pH range of 6.6 to 7.3 is considered to be neutral while a pH range of 7.4 to 7.8 is considered slightly alkaline. The soil pH usually increases when the total alkalinity increases. According to the project's landscape architect, a soil pH of >8.0 could potentially impact native plant species. The onsite soil profile was reviewed and considered during the development of the proposed landscape palette to ensure successful vegetation establishment. No change to the landscape plan or Draft EIR is necessary.

In an effort to ensure pH values in landscape areas are less than 8.0 the City will require the applicant, as a condition of project approval, to perform soil pH tests specifically within planter areas prior to planting. If necessary, appropriate soil amendment practices shall be employed to reduce soil pH levels that are reported greater than 8.0. Soils amendments can include, but not be limited to, aluminum sulfate, sulfur-coated urea, and iron sulfate.¹ Actual soil amendments, if necessary, shall be determined by a licensed landscape architect.

With regards to stormwater quality impacts affecting adjacent riparian areas, including the Sacramento River, implementation of the proposed project is not anticipated to negatively impact adjacent habitats or hydrologic regimes since the site design incorporated required measures and devices designed to minimize pollutants, debris and sediments. A *Draft Post Construction Stormwater Management Plan* was prepared to identify post construction BMPs to satisfy compliance with MS4 regulations. Storm water management techniques include, but are not limited to, the construction of flow-through planters and bio-retention areas within drainage management areas throughout the project site as illustrated in Figure 3-14, STORMWATER CONTROL PLAN, in Section 3.0, PROJECT DESCRIPTION, of the Draft EIR. As a result, the pollutants are contained within the bio-retention soil only and not within any of the drainage systems. As noted in the Draft EIR, impacts would be *less than significant* in this regard.

All storm drain facilities are proposed to be designed and constructed consistent with the intent of applicable City of Redding Construction Standards, the City of Redding Stormwater Quality Improvement Plan SWQIP, and the City of Redding MS4 General Permit from the RWQCB. These plans and standards incorporate strategies to minimize the storm water pollution. No change to the Draft EIR is necessary.

Response 6e: The commenter suggests that Mitigation Measure 5.3-2b in Section 5.3, BIOLOGICAL RESOURCES, improperly defers mitigation to the future and the measure, as offered, is not feasible.

It is important to note that it is adequate to recognize a significant effect (in this case the project's impact to riparian habitat), adopt a measure that commits the lead agency to mitigate to impact, and describe the specific performance criteria for the mitigation. (See, e.g., *California Native Plant Society v. Rancho Cordova City Council* (2009) 172

¹ Grower Experts.com. April 19, 2019. *How to Lower Soil pH Fast: What to Add and Why*. [Online]: https://www.growerexperts.com/how-to-lower-ph-in-soil-fast/#Iron_sulfate_to_lower_soil_pH. Accessed February 6, 2020.

Cal.App.4th 603, 620-625 [upholding mitigation measure requiring off-site wetlands restoration based on inclusion of performance standard in measure].) The adoption and commitment to mitigate riparian impacts are defined in Mitigation Measure 5.3-2b and is accompanied by performance criteria to achieve lessening of the significant effect. These include riparian habitat planting and management plan that would result in the planting Fremont cottonwood and oak trees at a 3:1 ratio in close proximity to the Sacramento River, or the purchase of riparian habitat mitigation credits at the Stillwater Plains Mitigation Bank at a 3:1 ratio or other regional mitigation bank at a higher ratio as discussed above in **Response 4k**.

Since circulation of the Draft EIR, the project applicant (Dignity Health) and the City of Redding have evaluated opportunities to maximize riparian mitigation activities associated with the City's Henderson Open Space access facility and are currently considering an agreement under which the City would assume responsibility for preparation and implementation of the planting and management plan required by Mitigation Measure 5.3-2b, which sets forth a minimum replanting scenario of 3:1 for any option pursued. Only as a last resort would the riparian mitigation be achieved through purchase of credits from a qualified mitigation bank. If riparian habitat credits are not available at the Stillwater Mitigation Bank, equally effective mitigation could be achieved through the purchase of in-kind credits at another mitigation bank serving the project area. If such credits are not available, in-kind credits could be purchased at a more distant mitigation bank or out-of-kind mitigation could be purchased from a bank providing service to the project area; if either of these options were employed, a higher mitigation ratio (i.e., even higher than 3:1) would be warranted. As CEQA Lead Agency, it would be the responsibility of the City of Redding to ensure that any mitigation bank credit purchase meets or exceeds the mitigation objective.

The City has therefore demonstrated that this measure is reasonably expected to be feasible and effective. The commenter is also referred to the City's response to Letter 4 - California Department of Fish and Wildlife (specifically **Responses 4b, 4c and 4k**). No change to the Draft EIR is necessary.

Letter 7 – Shasta Environmental Alliance (August 27, 2019)



August 27, 2019

Lily Toy, Planning Manager
Redding Planning Department
777 Cypress Avenue
Redding, CA 96001

Re: Dignity Health North State Pavilion Project

Dear Ms. Toy,

The Shasta Environmental Alliance is a California non-profit(501(c)(3) corporation founded in 2017 and supported by individuals and 17 environmental, conservation and outdoor organizations in the greater Shasta County area. Our mission is to protect and preserve the flora, fauna, air and water of the Upper Sacramento River Watershed through advocacy and education.

7a

Our organization is not opposed to the Dignity Health Project, which is generally a good use of land that is underutilized and would be a benefit to the City of Redding. However, we do see some issues that do need to be addressed in the Draft EIR, specifically under Aesthetics, Biological and Hydrology.

Aesthetics.

A four story 72-foot-tall building near the river will have a significant detrimental effect on the aesthetics of the view from boaters in the River, from the west side of the River and from the Cypress Street Bridge. However, since our original comments on this project, the required planting of Fremont cottonwood tree at the site will mitigate some of the degradation of the aesthetics as these trees can grow to be 100 feet tall.

7b

The large parking lot proposed in the Sacramento River floodplain will have a significant detrimental affect on the aesthetics of the area where it encroaches on the Henderson Open Space. This cannot be mitigated even if shrubs and trees were planted around the periphery of the site. Due to the high alkaline content of the soil from years of Portland cement and concrete dumping on the proposed parking lot site, it is unlikely that many trees or shrubs would grow in that area and the degradation of the aesthetics of the Henderson Open Space cannot be mitigated with the parking lot in the proposed placement. Mitigation could be achieved if a two or three story parking lot were built at Parkview Avenue and Henderson Road, designated drainage area X-1 and P-1 and P-2. The applicant could also seek additional parking by acquisition of property on the northeast corner of Parkview Avenue and Henderson Road.

7c

7d

Hydrology and Water Quality.

The parking lot should not be built in any part of the 100-year flood plain or river floodway. The riparian area of the river is an important part of the food web of the river as well as providing habitat for migrating and year-round birds, fish and other animals. The leaves, brush, fallen trees and other organic matter that is washed into the river during flooding provide an important source of food to river organism from bacteria to fungi and up the food chain to salmon and trout. Studies by California Department of Fish and Game have found that floodplains are very important habitat for juvenile salmon and steelhead trout.

The DEIR is speculating that FEMA will change its floodplain designation based on a study by Pacific Hydrological Inc. and submitted to FEMA 2 ½ years ago. Furthermore, Pacific Hydrological asserts that by raising the parking lot level by fill it will exclude it from the floodplain and not be harmful to the hydrology of the project site. Attached is a photo of the parking lot site taken earlier this year during a storm event. It shows significant water flow over the proposed parking lot, which would be diverted back into the main floodway and interrupt the natural flow of the river. The photo is looking west towards the edge of the parking lot near the power lines. Higher water flows would divert more water and/or flow over the parking lot and bringing pollutants into the River.

7e

A parking lot in the floodplain of the Sacramento River is detrimental to the health of the River and will set a precedent for continued encroachment of other developments into the important floodplain as well as change the hydrology of adjacent sites.

As noted under *Aesthetics* above, the Project should consider purchasing additional parking sites in lots near the project or construct a multilevel parking structure in drainage area X-1 and not place any part of the Project in the floodplain especially in the parking lot.

Cautionary Note:

A recent approval by the Redding Planning Commission on the advice of the Redding Planning Department for a Dollar General Store at the corner of Highway 273 and Cedars Road in July 2018 brings reason for caution when approving developments in a flood zone. This development was approved despite almost the entire parcel being in the 100-year floodplain of Olney Creek, actually one foot below the floodplain. The parcel had previously flooded in the early 1980's (personal observation) and extended onto Cedars Road. During a heavy rain in early 2019, the entire parking lot area of the parcel flooded and a few homes on the south side of Olney Creek were also flooded. This makes at least two times in 40 years that flooding has occurred in the 100-year floodplain. There is an approved 65 home subdivision upstream of this proposed subdivision. This shows that even FEMA 100-year floodplains could become higher than delineated as future projects are approved and during extreme storm events.

7f

Biological.

Floodplains are important to the riverine ecosystem. They can provide feeding and hiding places for endangered winter run salmon as well as other migrating runs of salmon and steelhead trout. Even if short term, waters from the floodplain can flush nutrients into the river adding to the food web. This includes, plants, leaves, stems, tree trunks and other organic detritus. While the parking lot proposed for the floodplain is proposed to be raised in elevation from fill, this will disrupt the hydrology of the river. From the attached photo there is a small flock of Canada Geese that are using the floodwaters in the floodplain.

7g

Allowing a parking lot in the floodplain of the Sacramento River will make a precedent for future developments to allow for perhaps worse encroachments into the floodplain. Each exception made for encroachment into the floodplain whether by raising the parking lot structure with fill or allowing flooding of the parking lot will add incremental degradation of the Sacramento River ecosystem. Each encroachment into the floodplain will be cumulative and for this reason, the parking lot should be moved outside the floodplain and not be done through fill raising the parking lot elevation.

Aside from the parking lot in the floodplain, we see this project as generally beneficial to the City of Redding

Respectfully submitted,



David Ledger, President
Shasta Environmental Alliance
dledger@sbcglobal.net

Attachment: 2019 flooding at proposed project parking lot.

7g
Cont.



Response to Letter 7 – Shasta Environmental Alliance

Response 7a: The participation of Shasta Environmental Alliance in the public review of this document is appreciated. The commenter provides introductory remarks to the letter. No response is necessary and no change to the Draft EIR is required.

Response 7b: The commenter reaffirms the Draft EIR's significance determination associated with aesthetic impacts from the perspective of river users. The commenter also agrees that the planting of Fremont cottonwood trees at the site will mitigate some of the aesthetic impacts. No further response is necessary and no change to the Draft EIR is required.

Response 7c: The commenter raises concerns regarding the proposed parking lot proposed within the Sacramento River floodplain. The commenter is further concerned with the high alkaline content of onsite soils failing to allow tree and shrub growth thereby causing a degradation of the aesthetics of the Henderson Open Space.

With regards to the aesthetic impact of the proposed parking lot the on the adjacent Henderson Open Space, it is important to note that the proposed parking area would be constructed at-grade and adjacent to the parking area associated with the Henderson and Parkview Open Space Restoration Trail and Kayak Access Project (refer to Figure 3-6a of the Draft EIR on page 3-18).

As depicted on Figure 5.1-4 of the Draft EIR (page 5.1-7), recreational users of the Sacramento River would have views of Buildings 'A' and 'C' under the proposed condition. However, the proposed at-grade parking lot would not be visible from the Sacramento River. While recreational users of the Henderson Open Space may have limited views of the parking area, the project includes parking lot and perimeter landscaping as noted as noted on Draft EIR figures 3-11a through 3-11g. The project's proposed perimeter landscaping around the parking lot would consist of Valley oaks, Blue oaks, Interior Live oaks, and California Sycamore. These trees grow up to 60 to 100 feet, 40 feet, and 60 feet tall respectively and would serve to minimize the aesthetic impact of the parking lot adjacent to the Henderson Open Space.

With regards to the commenter's assertion that the site contains high alkaline soils thereby inhibiting the success of landscape plantings, the commenter is referred to **Response 6d**, above. As noted in the response, the chemical analysis of onsite soils found a pH range between 7.0 and 7.6. A soil pH range of 6.6 to 7.3 is considered to be neutral while a pH range of 7.4 to 7.8 is considered slightly alkaline. The soil pH usually increases when the total alkalinity increases. According to the project's landscape architect, a soil pH of >8.0 could potentially impact native plant species. The onsite soil profile was reviewed and considered during the development of the proposed landscape palette to ensure successful vegetation establishment. The existing pH would not result in poor establishment of proposed landscape vegetation.

It is also important to note that the City is responsible for final review and approval of both the project's landscape plan, pursuant to Mitigation Measure 5.1-1 (refer to Section 5.1, AESTHETICS), and the project's riparian habitat planting plan, pursuant to

Mitigation Measure 5.3-2b (refer to Section 5.3, BIOLOGICAL RESOURCES, of the Draft EIR). As a result, appropriate City review will occur to ensure the landscaping and the riparian planting plan transitions well between the project's parking lot and the Henderson Open Space area.

As noted above, the project's landscape plan has been designed to be compatible with onsite soil chemistry and adjacent offsite areas and will be coordinated with the offsite riparian planting to blend seamlessly between the two areas. As a result, the proposed parking lot as designed would not result substantial aesthetic impacts to the Henderson Open Space area.

No change to the Draft EIR is necessary.

Response 7d: The commenter suggests that construction of a multi-level parking structure at the Parkview Avenue and Henderson Road intersection would mitigate the negative aesthetic impact of the proposed project based on the assumption that tree and shrub planting success cannot be achieved onsite due to the assumed high alkaline content of onsite soils.

With regards to the alkaline content of onsite soils the commenter is referred to **Response 7c**, above.

During preliminary design efforts, the applicant considered onsite parking lot variations, including the concept of constructing a multi-level parking structure at two alternative locations. The Alternative 2 parking structure location, which includes the area suggested by the commenter, was considered for four-story 250 space parking structure generally located at the intersection of Parkview Avenue and Henderson Road. Refer to the City's response to Letter 4, specifically **Response 4f**.

No change to the Draft EIR is necessary.

Response 7e: The commenter states that the project lot should not be built in any part of the 100-foot flood plain or river floodway since the riparian area of the river is an important part of the food web of the river and provides habitat for migrating and year-round birds, fish and other animals. The commenter further states that placing the parking lot with the floodplain established by FEMA will be harmful to the hydrology of the site and provided a photo of the proposed parking area during a storm event.

As discussed in the Draft EIR, the project site, including that portion within the Sacramento River floodplain, has been highly disturbed in the past and currently supports only a minimal amount of riparian habitat. Given that historical and baseline environmental conditions have not included substantial riparian habitat values or large woody debris supply/recruitment, the loss of such potential benefits is not considered as a significant impact when compared to historical and baseline conditions. Under the proposed project, 20 Fremont cottonwoods and one valley oak would be removed from the existing riparian habitat.

The loss of riparian habitat would be mitigated as called for under Mitigation Measure 5.3-2a and 5.3-2b, and indirect effects on salmonid habitat would be avoided and minimized through implementation of best management practices for erosion control and spill prevention (refer to Section 5.3, BIOLOGICAL RESOURCES, of the Draft EIR). With implementation of these measures, the net effect of project development on critical habitat for salmonids would be *less than significant*.

As documented in Section 5.8, HYDROLOGY AND WATER QUALITY, of the Draft EIR (page 5.8-3), the FEMA floodway mapping for the project site is incorrect; a Letter of Map Revision (LOMR) was previously submitted to FEMA requesting map correction. Based on the calculations to support the LOMR, the floodway, which is the portion of the river that conveys the high flows and high velocity of flood waters, is located greater than 200 feet from the westerly project boundary. As a result, project construction would have no effect on the floodway. Waters within the floodplain near the westerly edge of the site would have low depths and low velocities.

It is important to note that the final LOMR was approved by FEMA on November 27, 2019. Generally, the LOMR shifted the floodplain limit by variable amounts adjacent to the site, from about approximately 40 feet to approximately 150 feet to the west. The floodway was also shifted by varying amounts, from approximately 200 feet west at the north end to over 500 feet west on the south end. For reference, an illustration depicting both limits is attached to the City's response to the Central Valley Flood Plain Board (CVFPB) (refer to **Response 3**, above).

As noted, an approximate 1.4-acre portion of the site, generally the westerly parking lot area between Building 'A' and Building 'B' is still considered within the 100 year floodplain, but will be addressed with submittal of a Conditional Letter of Map Revision based on fill (CLOMR-F). Prior to development onsite, this final floodplain certification must be completed showing that the minor project encroachment will not affect the level of the river at any point upstream or downstream of the project. These calculations have been completed as noted in the Draft EIR, and the encroachment of the project into the flood fringe will not raise the river level 0.01 feet. Without the river level raising due to the project encroachments into the flood fringe, the floodway (section of the floodplain that carries the majority of the flows) will not be impacted.

The commenter's description of the provided photograph states "*It shows significant water flow over the proposed parking lot, which would be diverted back into the main floodway and interrupt the natural flow of the river*"; however, this statement is unverifiable as it cannot be reasonably determined where the parking lot might be built in relation to the photograph, nor can the depth and flow velocities be determined through review of this photograph. It should be noted that the area presented in the photograph and the entire floodplain area within the project limits is within the portion of the floodplain known as the flood fringe. Flows within the flood fringe are significantly slower and less voluminous than flows within the floodway. The commenter's assertion here is speculative in nature.

In consideration of the above, loss of the onsite riparian vegetation is unlikely to significantly affect large woody debris supply and recruitment for the Sacramento River. Given the minimal number of large riparian trees present, downed trees are not expected on a routine basis (i.e., the site offers minimal potential for woody debris supply under current conditions). Additionally, due to the low depths and velocities of floodwaters expected on the site during a 100-year flood event, it is very unlikely that large woody debris could be transported 200 feet or more to the active floodway, where it could be of benefit to salmonids. Smaller storms, less than the 100-year event, are even less likely to transport large woody debris away from the project site. The extensive riparian development between the project site and the floodway further reduces the potential for large woody debris from the project site to migrate into the Sacramento River floodway.

No further response is necessary and no change to the Draft EIR is required.

Response 7f: The commenter provides a “cautionary note” regarding other approved projects and their respective impact to the 100-year floodplain.

This comment appears to have been included as a contextual backdrop to the floodplain issues raised throughout Letter 7. The commenter is referred to **Response 7f** and **Response 7g**, below, for a detailed discussion of the proposed project’s potential to impact the 100-year floodplain established by the Federal Emergency Management Agency (FEMA) on both a project and cumulative level.

This comment does not present new significant information or require new analysis beyond that completed for the Draft EIR. The comment, however, is noted for the record and will be provided to the City of Redding Planning Commission and City Council for further consideration as part of the deliberative process.

No further response is necessary and no change to the Draft EIR is required.

Response 7g: The commenter reiterates the beneficial attributes of a riverine ecosystem and references the submitted photograph noted above under **Response 7f**. The commenter further summarizes concerns associated with placing the proposed parking lot within the floodplain, including potential cumulative floodplain impacts.

The commenter is referred to **Response 7f**, above regarding staff’s response to concerns over impacts to the riparian and riverine ecosystems. With regards to cumulative floodplain impacts, as noted under Impact 5.8-38 on page 5.8-37 of the Draft EIR, City Council Policy 1806 requires new projects within the City to prevent increases in stormwater runoff as a result of project construction and/or appropriate mitigation measures to lessen flooding elsewhere in the drainage basin. This “no rise” policy requires that new development not encroach within the 100-year floodplain or that the project applicant demonstrate that the new encroachment will not increase the water surface elevation during the most probable 100-year flood. Therefore, since the project would not result in an increase in the surface elevation of the Sacramento River, the project’s incremental contribution to this impact is not cumulatively considerable.

Cumulative projects located within the jurisdiction of the City would be required to adhere to City Council Policy 1806 and therefore avoid impacts within the 100-year floodplain. Other jurisdictions in the region strictly regulate development in 100-year flood zones. For example, cumulative projects located within unincorporated Shasta County would be subject to Shasta County *General Plan* Policy FL-a, which regulates new development in floodplains through zoning restrictions addressing land use type, density, and siting of structures; Policy FL-c, which encourages flood control measures to favor channel diversions or limited floodplain designs that avoid alteration of creeks and their immediate environs; and Policy FL-h, which requires the impacts of new development on the floodplain or other downstream areas due to increased runoff from development be mitigated.

Implementation of local regulations and requirements would ensure that potential cumulative impacts related to impeding or redirecting flows within the 100-year floodplain remain *less than significant*. Therefore, the proposed would not combine with past, present, or reasonably foreseeable future projects related to impeding or redirecting flows within the 100-year floodplain. Impacts would be cumulatively *less than significant*.

No further response is necessary and no change to the Draft EIR is required.

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