

# ENVIRONMENTAL INITIAL STUDY

## INITIAL STUDY CHECKLIST References and Documentation

Use Permit Application UP-2016-00219  
Churn Creek MarketPlace

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

07/5/2016

## CITY OF REDDING ENVIRONMENTAL CHECKLIST FORM

1. **Project Title:** Churn Creek MarketPlace, Use Permit UP-2016-00219

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

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

3. **Contact Person and Phone Number:** Zach Bonnin, (530) 245-7112

4. **Project Location:** 4601 Churn Creek Road

5. **Applicant's Name and Address:**  
California Gold Development Corporation  
133 Old Wards Ferry Road  
Sonora, CA 95370

**Representative's Name and Address:**  
California Gold Development Corporation  
Perry Wickens  
2929 N. Power Road, Ste. 101  
Mesa, AZ 85215

6. **General Plan Designation:** Shopping Center "SC"

7. **Zoning:** Shopping Center "SC"

8. **Description of Project:** The 18.8 acre project site consists of the former Kenworth Sales and Service truck yard located at 4601 Churn Creek Road. The proposal consists of the development of a grocery store anchored shopping center on the site. The proposed shopping center consists of a primary grocery store, a secondary large box type retail store, a junior box retail, and strip retail facilities including restaurants, banks, and office buildings. The proposed retail facilities east of Churn Creek Road total approximately 143,225 square feet. The project also includes 6,185 square feet of fast food drive-through restaurants on the west side of Churn Creek Road.

The topography of the site is relatively level, with an elevation range of 512 to 518 feet above mean sea level (MSL) and with a high point in the vicinity of Arizona Street. The majority of the project site was previously cleared for development of the truck yard. The remaining vegetated portions of the site consist of blue oak woodland habitat, consisting of stands of blue oak and interior live oak with grey pine, manzanita, and poison oak. Outside this area, are areas of annual grassland with a variety of grasses and native plants. No sensitive plant species were identified during the pre-Spring survey.

9. **Surrounding Land Uses and Setting:** The project site is bounded by single family residential uses on the north with a mobile home park to the east, existing commercial uses to the south and Interstate 5 to the west. The proposed project will incorporate 25-foot-wide and greater front yard setbacks and 20-foot-wide side and rear-yard building setbacks. Interstate 5 is immediately west with a Chevron service station and ARCO service station at the southerly terminus at South Bonnyview Road.

10. **Other public agencies whose approval is required (e.g., permits, financing approval, or participation agreement):** A permit from Caltrans will be necessary to implement mitigation to modify the Interstate 5 and South Bonnyview Road Interchange.

### ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED:

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

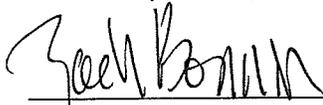
	Aesthetics		Agricultural Resources	X	Air Quality
X	Biological Resources		Cultural Resources		Geology / Soils
	Greenhouse Gas Emissions	X	Hazards & Hazardous Materials		Hydrology / Water Quality
	Land Use / Planning		Mineral Resources	X	Noise
	Population / Housing		Public Services		Recreation
X	Transportation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

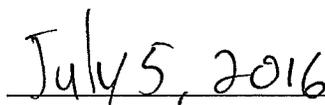
**DETERMINATION: (To be completed by the Lead Agency)**

On the basis of the initial evaluation:

- I find that the proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.
- I find that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because revisions in the project have been made by or agreed to by the project proponent. A MITIGATED NEGATIVE DECLARATION will be prepared.
- I find that the proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.
- I find that the proposed project MAY have a "potentially significant impact" or "potentially significant unless mitigated" impact on the environment, but at least one effect 1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and 2) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets. An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed.
- I find that although the proposed project could have a significant effect on the environment because all potentially significant effects (a) have been analyzed adequately in an earlier EIR or NEGATIVE DECLARATION pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier EIR of NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed upon the proposed project, nothing further is required.

Copies of the Initial Study and related materials and documentation may be obtained at the Planning Division of the Development Services Department, 777 Cypress Avenue, Redding, CA 96001. Contact Zach Bonnin at (530) 245-7112.

  
 \_\_\_\_\_  
 Zach Bonnin, Associate Planner  
 Development Services Department

  
 \_\_\_\_\_  
 July 5, 2016

## EVALUATION OF ENVIRONMENTAL IMPACTS:

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

- Aesthetics
- Agricultural Resources
- Air Quality
- Biological Resources
- Cultural Resources
- Geology and Soils
- Greenhouse Gas Emissions
- Hazards and Hazardous Materials
- Hydrology and Water Quality
- Land Use and Planning
- Mineral Resources
- Noise
- Population and Housing
- Public Services
- Recreation
- Transportation/Circulation
- Utilities and Service Systems

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

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

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

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

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

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

### List of attachments/references:

- A. Biological Resources Study, Northstar Engineering 2016, with updated wetland delineation and site surveys
- B. Biological Survey, Wetland Delineation, by Gallaway Consulting, Inc., April 2008
- C. Site Survey, by Gallaway Consulting, Inc., May 11, 2007
- D. ALCO Consulting, Archeological Survey Report, July 2007
- E. Phase I Environmental Site Assessment for 4601 Churn Creek Road, by Lawrence and Associates, March 7, 2005
- F. Noise Analysis, j.c.brennan & associates, October 2, 2007
- G. Traffic Study, Omni Means, March 2016

## SUMMARY OF MITIGATION MEASURES:

### Biological Resources

1. **Invertebrates** - Elderberry shrubs should be mitigated by transplanting the affected elderberry shrub clusters and purchasing credits at the Stillwater Plains Mitigation Bank or another USFWS-approved mitigation area.
2. **Mammals** - Typical suitable roosting habitats for special-status bats include buildings, bridges, and trees. Although there is a lack of suitable habitat for special status bats, the following recommendations are made to minimize potential effects to bats:

Within 14 days prior to commencement of vegetation or structure removal activities, a preconstruction bat survey shall be conducted by a qualified biologist for the presence of any roosting bats on-site during the appropriate time of day to maximize detectability. Survey methodology may include visual surveys of bats (e.g., observation of bats during foraging period), inspection for suitable habitat or bat signs (e.g., guano). The type of survey will depend on the condition of the potential roosting habitat. If no bat roosts are found, then no further study is required. Any trees that have been identified as potential roosting sites shall be removed between October 1 and February 28. When trees must be removed during the maternity roost season (March 1 to September 30), a qualified biologist shall conduct a preconstruction survey to identify those trees proposed for disturbance that could provide hibernacula or nursery colony roosting habitat for bats. Trees identified as potentially supporting an active nursery roost shall be inspected by a qualified biologist no greater than seven days prior to tree disturbance to determine presence or absence of roosting bats. Trees determined to support active maternity roosts will be left in place until the end of the maternity season (September 30) or until the qualified biologist determines that bats are no longer present.

3. **Migratory Birds** – Impacts to native nesting birds will be avoided by not conducting project activities that involve clearing of vegetation, generation of mechanical noise, or ground disturbance during the typical breeding season (March 1 to September 1). Therefore, vegetation removal or ground disturbance should be conducted between September 1 and February 28 during the non-breeding season. If vegetation removal or ground disturbance occurs during the breeding season (March 1 and September 1) then, within 14 days prior to the commencement of construction activities, a qualified biologist shall conduct a survey for all birds protected by the MBTA and FGC. All on-site nests located within 300 feet of construction areas shall be mapped. Should nesting birds be observed within 300 feet of the construction activities, then appropriate avoidance measures will be implemented including: buffers around active nests will be a minimum of 250 feet, unless a qualified biologist determines that smaller buffers would be sufficient to avoid impacts to nesting birds. Factors to be considered for determining buffer size will include: the presence of natural buffers provided by vegetation or topography or topography; nest height; locations of foraging territory; and baseline levels of noise and human activity. Buffers will be maintained until young have fledged or the nests become inactive.
4. **Aquatic Resources** – An updated Draft Delineation of the WOUS will be prepared and submitted to the U.S. Army Corps of Engineers (USACE) as part of the Nationwide 404 permitting process. It is anticipated that the project proponent will purchase mitigation credits for the 0.144 acres of wetland features and 0.007 acres of other WOUS at a USACE and CDFW approved bank.

### Hazards

5. If areas within the project are found to be contaminated, appropriate action shall be taken to handle and dispose of any contaminated soil and/or suspect materials. All applicable Federal, State, and local laws and regulations shall be followed.
6. The site shall be fully covered by buildings, parking lots, or landscaping, if the project is phased; the undeveloped portions shall be landscaped to maintain a cover of rocks/bark/plants or other landscaping to prevent exposed soils.

### Noise

7. The applicant shall construct a decorative, solid-masonry wall 8-9 feet in height on the north and east property lines adjacent to the residential district. The wall shall be 9 feet in height when adjacent to truck loading bays or docks. The design of the wall shall be submitted to the Planning Division for design review and approval prior to issuance of a building permit. A pedestrian-access opening shall be installed along the east and north boundary of the property. The design of the wall shall be submitted to the Planning Division for design review and approval prior to issuance of a building permit. The project's final landscape plan shall include irrigation and landscape of the area between the wall and the property lines.
8. Delivery-truck movements shall not occur on-site between the hours of 10 p.m. and 6 a.m. Any delivery trucks parked on-site shall

have motors turned off, and refrigerator units on the trucks shall be turned off between the hours of 10 p.m. and 6 a.m.

9. Forklift operations with back-up beepers: pallet loading or unloading; and/or the opening, closing, or other handling of boxes, crates, containers, building materials, or other similar materials shall not occur outdoors between the hours of 10 p.m. and 6 a.m. in order to avoid noise disturbances across residential property lines to the north and east.

**Traffic**

10. Prior to issuance of the first Certificate of Occupancy, the applicant shall be responsible to design and construct improvements at the South Bonnyview Road and Interstate 5 southbound ramps. These improvements include modifying the traffic signal and pavement delineation to accommodate modification to the South Bonnyview Road and Interstate 5 northbound ramps intersection, as described in (11) below.

11. Prior to issuance of the first Certificate of Occupancy, the applicant shall be responsible to design and construct improvements at the South Bonnyview Road and Interstate 5 northbound ramps. These improvements include modifying the traffic signal and pavement delineation to add a second eastbound left-turn lane.

12. Prior to issuance of the first Certificate of Occupancy, the applicant shall be responsible to design and construct improvements at the South Bonnyview and I-5 northbound on ramp. These improvements include modifying the northbound on ramp to accommodate the improvement identified in (11) above. The associated improvements may include ramp lengthening or an acceleration lane to accommodate the increased flow of traffic merging onto the freeway from the dual left turn lanes. The final design shall be approved by Caltrans.

13. Prior to issuance of the first Certificate of Occupancy, the applicant shall be responsible to design and construct improvements at the South Bonnyview Road and Churn Creek Road intersection. These improvements include modifying the traffic signal to provide a southbound right-turn permitted signal phase that will operate concurrent with the eastbound Churn Creek Road left turn signal phase (i.e., a southbound right turn overlap phase).

14. Prior to issuance of the first Certificate of Occupancy, the applicant shall be responsible to design and construct a traffic signal at the Churn Creek Road and Southern Full-Access Project Driveway.

15. Prior to issuance of each Certificate of Occupancy, the applicant shall be responsible to pay a fair share of the improvements required at the Churn Creek Road and Alrose Lane intersection. The applicant will be required to pay into a newly formed City of Redding account 19 percent of the cost of the required improvements. The amount paid at the time of issuance of each individual Certificate of Occupancy will be the proportionate share of the amount of building square footage of requested Certificate of Occupancy to the total approved by the project (i.e.,  $\text{Cost of Improvements} * 19 \text{ percent} / \text{total project square footage} = \text{price per square foot} * \text{square footage of requested Certificate of Occupancy}$ ). The improvements include adding an eastbound left turn lane and widening the eastbound approach to accommodate a through lane and through right-turn lane.

16. Prior to issuance of each Certificate of Occupancy, the applicant shall be responsible to pay a fair share of the improvements required at the Churn Creek Road and Hartmeyer intersection. The applicant will be required to pay into a newly formed City of Redding account 26 percent of the cost of the required improvements. The amount paid at the time of issuance of each individual Certificate of Occupancy will be the proportionate share of the amount of building square footage of requested Certificate of Occupancy to the total approved by the project. (i.e.,  $\text{Cost of Improvements} * 26 \text{ percent} / \text{total project square footage} = \text{price per square foot} * \text{square footage of requested Certificate of Occupancy}$ ) These improvements include reconstructing the intersection to accommodate northbound lefts by providing a protected merge lane and a northbound right-turn pocket.

I. <u>AESTHETICS</u> : <i>Would the project:</i>	Potentially Significant Impact	Less-Than-Significant With Mitigation Incorporated	Less-Than-Significant Impact	No Impact
a) Have a substantial adverse effect on a scenic vista?				<b>X</b>
b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a State scenic				<b>X</b>

I. <b>AESTHETICS:</b> <i>Would the project:</i>	Potentially Significant Impact	Less-Than-Significant With Mitigation Incorporated	Less-Than-Significant Impact	No Impact
highway?				
c) Substantially degrade the existing visual character or quality of the site and its surroundings?			X	
d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?			X	

**Discussion:**

- a) The site has been previously developed as a large truck sales and service yard. The proposed project must comply with the height standards of the City's Zoning Ordinance, would be consistent in height with homes in adjacent neighborhoods, and would not obstruct any documented scenic vistas. The proposed development would not represent a significant change to the overall scenic quality of the area.
- b) The project site is not located adjacent to a State-designated scenic highway.
- c) The site has been previously developed as a large truck sales and service yard. The City's planning staff has reviewed the proposed site design and has found it to be in conformance with City Zoning Code and Commercial Design Guidelines. The proposed commercial center will be in conformance with the General Plan, Zoning Code, and Commercial Design Guidelines and does not represent a significant adverse visual impact.
- d) Increased night lighting will be produced from the development of the proposed project as a result of building and parking lot lighting. As part of the project review process, site lighting is reviewed for aesthetic concerns as well as on-site conflicts and off-site glare. The project is located next to sensitive receptors (e.g., residential), and the lighting design will be similar to that already in use on the site, with shielded lights. In addition, the project has been conditioned to ensure that all exterior light is directed on-site to reduce overspill and glare and to ensure that light and glare impacts upon the adjacent residential properties and roadways are reduced to less-than-significant levels.

**Documentation:**

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

**Mitigation:**

None necessary.

II. <b>AGRICULTURE RESOURCES:</b> <i>In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural, Land Evaluation and Site Assessment Mode (1997) prepared by the California Dept. of Conservation as an optional model to use in assessing impacts on agriculture and farmland. Would the project:</i>	Potentially Significant Impact	Less-Than-Significant With Mitigation Incorporated	Less-Than-Significant Impact	No Impact
a) Convert Prime Farmland, Unique Farmland, or Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?				X
b) Conflict with existing zoning for agricultural use, or a Williamson Act Contract?				X
c) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland to non-agricultural use?				X

**Discussion:**

- a-c) The project site has previously been developed as a large truck sales and service yard and has not been historically used for

agricultural purposes, nor does it possess soils that are prime for agricultural production. The site is not located within an area of Prime Farmland as identified by the California Department of Conservation's Important Farmland Series Mapping and Monitoring Program. The Soil Survey prepared by the Soil Conservation Service identifies the Red Bluff classification that exists on the developable portion of this subdivision site as a Class III capability [Capability Unit IIIe-9(17)]. This classification identifies soils that have severe limitations that reduce the choice of plants and require special conservation practices; soils that are typically used as pasture or range; and soils that are low in fertility with a high risk of erosion. This soil classification and past use of the property do not represent prime suitability for agricultural use; therefore, development of the property would not result in a significant impact to agricultural resources.

**Documentation:**

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

**Mitigation:**

None necessary.

III. AIR QUALITY: Where available, the significance criteria established by the applicable air quality management or air pollution control district may be relied upon to make the following determinations. Would the project:	Potentially Significant Impact	Less-Than-Significant With Mitigation Incorporated	Less-Than-Significant Impact	No Impact
a) Conflict with or obstruct implementation of the applicable air quality plan?				X
b) Violate any air quality standard or contribute substantially to an existing or projected air quality violation?				X
c) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable Federal or State ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)?			X	
d) Expose sensitive receptors to substantial pollutant concentrations?			X	
e) Create objectionable odors affecting a substantial number of people?				X

**Discussion:**

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

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

<b>Level "A"</b>	<b>Level "B"</b>
25 pounds per day of NOx	137 pounds per day of NOx
25 pounds per day of ROG	137 pounds per day of ROG
80 pounds per day of PM <sub>10</sub>	137 pounds per day of PM <sub>10</sub>

If a project has unmitigated emissions less than the Level "A" threshold, then it is viewed as a minor project (from an air quality perspective) and only application of Standard Mitigation Measures (SMMs) is required to try to achieve at least a 20 percent reduction in emissions, or the best reduction feasible otherwise. Land uses that generate unmitigated emissions above Level "A" require application of appropriate Best Available Mitigation Measures (BAMMs), in addition to the SMMs, in order to achieve a net emission reduction of 20 percent or more. If, after applying SMMs and BAMMs, a use still exceeds the Level "B" threshold, then a minimum of 25 percent of the unmitigated emissions exceeding 137 pounds per day must be offset by reducing emissions from existing sources of pollution; otherwise, an Environmental Impact Report is required.

Under policy of the Air Quality Element, a project has the potential to impact air quality primarily in two ways: (1) the project would generate vehicle trip emissions (with NOx, ROG, and PM<sub>10</sub>) that contribute cumulatively to local and regional air quality conditions; and (2) fugitive dust (particulate/PM<sub>10</sub>) emissions are possible during construction activities. As a residential development, a project does not have the potential to generate significant emission concentrations of other pollutants subject to state and federal ambient air quality standards.

In order to calculate the unmitigated emissions for the key pollutants noted above, the current URBEMIS air quality computer model was used as prescribed in the Air Quality Element. The results were as follows:

	ROG	NOx	PM <sub>10</sub>
Total Emissions (lbs./day)	80	134	135

The results indicate that the project could generate emissions of key pollutants that are above the Level "A" threshold, yet below Level "B." Hence, application of SMM and BMM are required in order to achieve a net emission reduction objective of 20 percent or more in accordance with General Plan policy, these credits will also be applied in order to address the projects potential effect on greenhouse gas emissions and global warming. SMM applicable to the project address primarily short-term impacts related to construction and are noted below. Six BMM emission credit categories have been determined as feasible and applicable to the project as follows:

1. Compact Urban Emission Credit (CUEC). The project is located within the CUEC core area and is therefore eligible for a 15.5 percent emission mitigation credit. No project-specific mitigation measure is required for this credit since it applies due to the project's location.
2. Public Transit Credits. The existing RABA service provides headways of 60 minutes or less at this location. The emission mitigation credit for this item is 2.5 percent.
3. Traffic Flow Improvements. The project benefits from recently installed improvements by the project sponsor to Churn Creek Road and South Bonnyview Road that help improve traffic flow and safety conditions just south of the site. The emission mitigation credit for access to and use of these improvements is 2 percent.
4. Minimum Parking. The project is providing off-street parking spaces near the minimum number required. The emission mitigation credit for this item is 0.5 percent.
5. Pedestrian Access. The project includes pedestrian access corridors that connect all buildings on the site to each other and to Churn Creek Road, Arizona Street, and Mighty Oak Lane. The emission mitigation credit for this item is 0.5 percent.
6. Provisions for Bike Racks. The Zoning Code (Section 18.62.135) requires that the project provide bike rack facilities for employees and customers at a ratio of 1 bicycle parking stand for each 25 auto spaces provided. The emission mitigation credit for this item is 1.0 percent.

Based on these six BMM categories, the project is eligible for a net emission reduction credit of 22 percent, which is consistent with General Plan policy. The project's potential cumulative impact to air quality and greenhouse gas emissions is therefore determined to be less than significant with incorporation of the applicable SMM identified below. SMMs applicable to this project address primarily short-term impacts related to construction. Application of the Standard Mitigation Measures and the application of Best Available Mitigation Measures for NOx emissions as outlined below would reduce the project's potential air quality impacts to a level less than significant.

1. Nontoxic soil stabilizers shall be applied according to manufacturer's specification to all inactive construction areas (previously graded areas inactive for ten days or more).
2. All grading operations shall be suspended when winds (as instantaneous gusts) exceed 20 miles per hour.
3. Temporary traffic control shall be provided as appropriate during all phases of construction to improve traffic flow (e.g., flag

- person).
4. Construction activities that could affect traffic flow shall be scheduled in off-peak hours.
  5. Active construction areas, haul roads, etc., shall be watered at least twice daily or more as needed to limit dust.
  6. Exposed stockpiles of soil and other backfill material shall either be covered, watered, or have soil binders added to inhibit dust and wind erosion.
  7. All trucks hauling soil and other loose material shall be covered or should maintain at least two feet of freeboard (i.e., minimum vertical distance between top of the load and the trailer) in accordance with the requirements of CVC Section 23114. This provision is enforced by local law enforcement agencies.
  8. All public roadways used by the project contractor shall be maintained free from dust, dirt, and debris caused by construction activities. Streets shall be swept at the end of the day if visible soil materials are carried onto adjacent public paved roads. Wheel washers shall be used where vehicles enter and exit unpaved roads onto paved roads, or trucks and any equipment shall be washed off leaving the site with each trip.
  9. Alternatives to open burning of cleared vegetative material on the project site shall be used unless otherwise deemed infeasible by the City Planning Division. Suitable alternatives include, but are not limited to, on-site chipping and mulching and/or hauling to a biomass fuel site.

Using URBEMIS and comparing the results to City, State, Nation and Global CO2 outputs City staff concluded that this project would contribute a near zero increase in Greenhouse Gases when compared to the cumulative impacts to global warming; therefore, there is no potential for significant impacts. The City of Redding has not set a threshold to determine a significant effect, but after analysis of the project level and cumulative level potential for impacts to Greenhouse Gas emissions, has determined that the project would not result in a potentially significant effect on greenhouse gasses and global warming.

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

**Documentation:**

Shasta County APCD Air Quality Maintenance Plan and Implementing Measures  
 City of Redding General Plan, Air Quality Element  
 City of Redding General Plan Final Environmental Impact Report, 2000, SCH #1998072103, Chapter 8.6, Air Quality,  
 CEQA Findings of Fact and Statement of Overriding Considerations for the City of Redding General Plan Final Environmental Impact Report, as adopted by the Redding City Council on October 3, 2000, by Resolution 2000-166  
 City of Redding General Plan Background Report, Chapter 9.7, Natural Resources and Air Quality  
 URBEMIS (2007, v 9.2.4) Air Quality Computer Model Results dated March 2, 2016

**Mitigation:**

None necessary.

IV. <b>BIOLOGICAL RESOURCES:</b> <i>Would the project:</i>	Potentially Significant Impact	Less-Than-Significant With Mitigation Incorporated	Less-Than-Significant Impact	No Impact
a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special-status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?		X		
b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?		X		
c) Have a substantial adverse effect on Federally protected wetlands as		X		

IV. <b>BIOLOGICAL RESOURCES:</b> <i>Would the project:</i>	Potentially Significant Impact	Less-Than-Significant With Mitigation Incorporated	Less-Than-Significant Impact	No Impact
defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?				
d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?		X		
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?		X		
f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community, Conservation Plan, or other approved local, regional, or State habitat conservation plan?			X	

**Discussion:**

a-d) The approximately 18.8-acre project site is situated on the corner of South Bonnyview Road and Interstate 5. Churn Creek Road bisects the southwest corner of the site, while Hillmonte Drive currently provides access through the site. The eastern and northwestern areas of the site are currently undeveloped with commercial and residential development making up the remainder of the site. The site was previously used as a Kenworth Truck sales and repair facility and was developed with numerous buildings and parking areas. The undeveloped areas are comprised mostly of blue oak and annual grassland habitat communities. Updates to past biological reports were prepared by Northstar Engineering, dated 2016. The level of urbanization in the project area makes the presence of sensitive wildlife species highly unlikely. In addition, pest and weed control activities in urbanized areas limits prey species and seed sources for sensitive birds and small mammals. Because of these urbanized conditions, very few protected vegetation or wildlife species have the potential to occur in the project area. Protected species likely to occur in the project area would be limited primarily to trees protected under the City's tree management ordinance and nesting birds protected under the federal Migratory Bird Treaty Act.

Northstar Engineering was hired by the applicant to review previous biological and wetland studies and update the studies and complete new surveys. The previous studies were prepared in April 2008 by Gallaway Consulting, Inc., which included, biological surveys, wetland delineation and a site survey that was conducted on May 11, 2007, to determine the presence of sensitive biological resources and to determine if these resources would be impacted by the proposed project. At that time, protocol-level surveys were conducted during the appropriate flowering window for rare plants by a qualified biologist and no special-status plant species were detected. Furthermore, no federal or state endangered, threatened, or species of special concern were observed in the survey area. The study contains the following determinations:

**Wildlife and Migratory Species.** Northstar reviewed the previous studies and conducted new surveys in 2015/2016 and determined the following;

**Sensitive Natural Communities** - Several sensitive natural communities were identified by the CNDDDB as occurring in the vicinity including Great Valley Cottonwood Riparian Forest, Great Valley Willow Scrub, Great Valley Mixed Riparian Forest, and Great Valley Oak Riparian Forest. The 2015 field visits confirmed that these sensitive natural communities do not occur within the project survey area, which is comprised predominately of blue oak woodland.

**Special Status Species** - The CNDDDB, USFWS, and CNPS lists identified numerous species of plants, invertebrates, reptiles, amphibians, fish, mammals, and birds that occur within the Enterprise USGS 7.5' quad and all surrounding quads, and thus could potentially occur on the project site. The 2015 field surveys determined that there is no suitable habitat for listed species (refer to discussion below regarding VELB); therefore, there is no or low potential for special-status species to occur in the survey area.

**Invertebrates** - The 2015 field survey confirmed that two of the four elderberry shrub clusters are still present within the project site (EO1 and EO2), refer to Appendix D. The loss of shrubs EO3 and EO4 may be the result of drought conditions as well as vegetation removal for fire suppression along the eastern property boundary and construction of the City of Redding's Churn Creek

Road Realignment Project in 2008, respectively. The 2007 protocol level surveys and examination of the shrubs showed no evidence of exit holes; thus, it was determined that the special-status VELB species did not occur within the survey area. Additionally, the shrubs are isolated from suitable riparian habitat along the Sacramento River, limiting the dispersal potential for VELB. Lastly, the current biological survey of EO1 and EO2 confirmed that there is no evidence of exit holes, and thus the presence of VELB is not likely to occur within the project site. Therefore, no take of the VELB species is expected to occur as a result of the proposed project.

**Mammals** - No special-status mammals, including bats, occur within the survey area due to the lack of suitable habitat (Attachment A, Table 1). CDFW has expressed concern regarding the protection of bat species within the region. According to the 2015 CNDDDB, there are nine known occurrences (7 total bat species) within 10 miles of the project area boundary; all of which are more than 5 miles from the project area. Of the 7 species located within the region, Townsend's big-eared bat (*Corynorhinus townsendii*), is the only one with a state listing as Candidate Threatened; however, known occurrences are located more than 8 miles from the project area.

**Migratory Birds** - All of the special-status bird species identified as potentially occurring in the survey area have no probability to occur due to the lack of suitable habitat (Attachment A, Table 1). However, all of the bird species observed within the project site are protected by the Migratory Bird Treaty Act (Act) (16 USC §703) and the California Fish and Game Code (FGC, Sections 3503, 3503.5, and 3513), which prohibit the killing of birds or the destruction of their occupied nests.

The site could contain trees that provide suitable nesting habitat for raptors or migratory birds during the Spring to early Summer nesting season. Raptors and other migrating birds are protected by the Act. Clearing, grading, or other land disturbance associated with development of the project could affect these species during the nesting season, generally between February 15 and July 31. Due to City of Redding policies to protect large tracts of lands for open space preservation, parks and recreation, slopes over 20 percent, and the restrictions of development in floodplains, the City has suitable nesting habitat for migratory birds. In addition the City of Redding is surrounded by low density development in relatively rural counties, providing large tracts of suitable nesting habitat. The project site is not prime nesting habitat because it is already negatively affected by development in the immediate area and is in an area of infill development within the City. As a result, the project would not cause a significant adverse effect to raptors or other migrating bird populations. The Act decrees that all migratory birds and their parts (including eggs, nests and feathers) are fully protected. Migratory birds include geese, ducks, shorebirds, raptors, songbirds, wading birds, seabirds, and passerine birds (such as warblers, flycatchers, and swallows). The Act implements various treaties and conventions between the U.S., Canada, Japan, Mexico and the former Soviet Union for the protection of migratory birds. Under the Act, taking, killing or possessing migratory birds is unlawful. Unless permitted by regulations, the Act provides that it is unlawful to pursue, hunt, take, capture or kill; attempt to take, capture or kill; possess, offer to or sell, barter, purchase, deliver or cause to be shipped, exported, imported, transported, carried or received any migratory bird, part, nest, egg or product, manufactured or not. The Act makes it unlawful to: ship, transport or carry from one state, territory or district to another, or through a foreign country, any bird, part, nest or egg that was captured, killed, taken, shipped, transported or carried contrary to the laws from where it was obtained; import from Canada any bird, part, nest or egg obtained contrary to the laws of the province from which it was obtained.

b and c) **Riparian Habitat and Wetlands** The General Plan identifies four riparian and wetland habitat types as potentially sensitive and requiring special consideration. These include: riparian, vernal pools, aquatic, and wetlands. Most special-status species common to the area are associated with these habitat types.

**Aquatic Resources** - The 2015 field survey included an updated Draft Delineation of the Waters of the United States (WOUS), as the construction of Churn Creek Road in 2008 created changes to the aquatic resources on-site. A total of 0.15 acres of potentially jurisdictional and 0.012 acres of non-jurisdictional features were identified within the project area and are presented on a draft delineation map (Appendix F). The 0.15 acres of jurisdictional features are comprised of ephemeral seasonal swales, ephemeral drainage ditches, and a non-persistent emergent seasonal wetland. The 0.012 acres of non-jurisdictional features are made up of three culverts that were installed as part of the Churn Creek Road Realignment Project.

The 0.15 acres of potentially jurisdictional features will be directly and permanently impacted as a result of the proposed project. Impacts to aquatic resources will be mitigated by purchasing credits at a U.S. Fish and Wildlife Service (USFWS) approved mitigation bank.

The studies were updated to address the recent status of the elderberry shrubs onsite. The results found that the proposed project

will have direct impacts to two elderberry shrub stands that occur within the project area, which is potentially suitable habitat for the valley elderberry longhorn beetle (VELB) (*Desmocerus californicus dimorphus*). A total of 20 stems ranging from 1-inch to 3-inches in diameter at ground level were identified in the southeastern portion of the project area. The elderberry shrub stands are located in upland habitat and are isolated from suitable riparian habitat along the Sacramento River by Interstate 5. The lack of suitable riparian habitat within the project area, the distance of the project area from suitable riparian habitat, along with the absence of positive indicators for the presence of VELB (i.e. exit holes on elderberry stems) imply that the VELB is unlikely to occur within the project area, and no take of the federally listed species is likely to occur as a result of the proposed project. However, in order to comply with the mitigation requirements outlined in the Conservation Guidelines for the Valley Elderberry Longhorn Beetle (USFWS 1999), the project proponent will pay to transplant the two elderberry shrub stands and purchase approximately four units of in-kind VELB habitat offsite at Stillwater Plains Mitigation Bank or another USFWS approved mitigation area.

As noted under Section III, Geology and Soils, and Section IV, Hydrology and Water Quality, a portion of the project site is tributary to the Sacramento River. The Sacramento River hosts four special-status fish species: Winter-run chinook salmon (Federal endangered), Central Valley steelhead (Federal threatened), Central Valley Spring-run chinook salmon (Federal threatened and State endangered), and Central Valley Fall/late Fall-run chinook salmon (Federal candidate). As discussed previously under Sections III and IV, conditions are included in the project to minimize potential sediment and soil-erosion impacts resulting from construction in the drainage that could affect the Sacramento River and the fishery.

The City has not established its own mitigation standards for replacement of wetlands impacted by development and, instead, relies on criteria recognized by state and federal resource agencies. Federal and state policies promote a no net loss of wetland resources. This can be accomplished in a number of ways, but a common approach is the purchase by the developer of mitigation credits at an established wetland mitigation bank. Impacts to the RBDR, as is a concern of the DFW, can also be mitigated in a similar way, since the plant is associated with wetlands. Based on these factors, mitigation measures are established below to ensure that, prior to issuance of a City grading permit, the necessary wetland mitigation credits are secured, and sufficient mitigation is performed in accordance with the ACOE and DFW permitting requirements. A mitigation measure is also included that restricts any construction activity in or near the creek to the time of year when the creek channel is dry.

- e) The natural oak woodland on-site provides attractive habitat for nesting and migratory birds. While many trees located within the open space associated with the project will be preserved, there is the potential that raptors and migratory birds could be impacted by tree removal and other major land-clearing activity necessary to construct the subdivision. To minimize impacts from construction, mitigation is provided below to encourage mass tree removal and other land-clearing work to be conducted outside the main nesting period of April 1 to July 31, and requiring a nest survey and appropriate nest-avoidance measures, if any work must occur during the nesting season.

Tree cover on the site ranges from dense pockets of live oak and blue oak with a moderate canopy to more sparse tree cover over other areas, which are dominated by annual grasses and brush species such as manzanita and ceanothus. While the planned avoidance of open space associated with the project will result in a greenbelt with the retention of numerous trees, the project's grading and utility demands make it unfeasible to save most trees in the main subdivision development area in a meaningful way.

The City has adopted a Tree Management Ordinance (Chapter 18.45 of the RMC) that promotes the conservation of mature, healthy trees in the design of new development. The ordinance also recognizes that the preservation of trees will sometimes conflict with necessary land-development requirements. The *City's General Plan EIR* further acknowledges that preservation of native trees will sometimes conflict with normal land development and that implementation of the *General Plan* will ultimately set aside over 7,000 acres of open space, much of which contains oak habitat. But efforts must still be made to retain existing trees if reasonably possible, and to sufficiently plant new trees in the context of the new development. A tree survey is required to identify natural trees and tree groups most suitable for preservation or "candidate trees/groups." Where all identified candidate trees/groups cannot be preserved, the set-aside of a natural area or areas within a project site that is particularly suitable for the planting, retention, and/or natural regeneration of trees is considered to be a desirable means of accomplishing the goals of the ordinance.

An Arborist Report was prepared in April 2008. Tree stands within the project site are composed primarily of live oak, blue oak, and gray pine. The stands are generally small, densely growing trees that compete for sunlight and nutrients. The understory of manzanita and poison oak is patchy on-site with large areas devoid of understory vegetation due to continued thinning practices. At the time of the 2007 survey, two areas onsite contained dense understory vegetation presenting a fire hazard in those areas of the site. The average oak tree was 11 inches in diameter at breast height (dbh) within the survey area. The average health of inventoried trees was 2 on a 1 to 5 scale. Redding Zoning Ordinance 18.45.030 states that no tree, regardless of species, that exceeds 6 inches

dbh on any developed or undeveloped property in the city shall be destroyed, killed, removed until a tree removal permit is obtained.

In addition to tree retention efforts, the developer is also obligated to replant suitable new trees at the time development of the commercial parking lots. The Tree Management Ordinance identifies minimum planting criteria associated with new parking lots. Thus, with retention of trees in the proposed private open space easements and the planting of new trees as a standard condition of development, the project is consistent with the intent of the Tree Management Ordinance.

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

**Documentation:**

Biological Resources Study, Northstar Engineering 2016; with updated wetland delineation and site surveys  
Biological survey; Wetland Delineation; by Gallaway Consulting, Inc., April 2008  
Site survey that was conducted on May 11, 2007 by Gallaway Consulting, Inc.,  
California Department of Fish and Wildlife: Natural Diversity Data Base  
*City of Redding General Plan*, Natural Resources Element, 2000  
*City of Redding Municipal Code*, Chapter 18.45, Tree Management Ordinance  
*City of Redding General Plan Environmental Impact Report*, 2000, SCH #1998072103

**Mitigation:**

1. **Invertebrates** - Elderberry shrubs shall be mitigated by transplanting the affected elderberry shrub clusters and purchasing credits at the Stillwater Plains Mitigation Bank or another USFWS-approved mitigation area.

2. **Mammals** - Typical suitable roosting habitats for special-status bats include buildings, bridges, and trees. Although there is a lack of suitable habitat for special status bats, the following recommendations are made to minimize potential effects to bats: Within 14 days prior to commencement of vegetation or structure removal activities, a preconstruction bat survey shall be conducted by a qualified biologist for the presence of any roosting bats on-site during the appropriate time of day to maximize detectability. Survey methodology may include visual surveys of bats (e.g., observation of bats during foraging period), inspection for suitable habitat or bat signs (e.g., guano). The type of survey will depend on the condition of the potential roosting habitat. If no bat roosts are found, then no further study is required. Any trees that have been identified as potential roosting sites shall be removed between October 1 and February 28. When trees must be removed during the maternity roost season (March 1 to September 30), a qualified biologist shall conduct a preconstruction survey to identify those trees proposed for disturbance that could provide hibernacula or nursery colony roosting habitat for bats. Trees identified as potentially supporting an active nursery roost shall be inspected by a qualified biologist no greater than 7 days prior to tree disturbance to determine presence or absence of roosting bats. Trees determined to support active maternity roosts will be left in place until the end of the maternity season (September 30) or until the qualified biologist determines that bats are no longer present.

3. **Migratory Birds** – Impacts to native nesting birds shall be avoided by not conducting project activities that involve clearing of vegetation, generation of mechanical noise, or ground disturbance during the typical breeding season (March 1 to September 1). Therefore, vegetation removal or ground disturbance should be conducted between September 1 and February 28 during the non-breeding season. If vegetation removal or ground disturbance occurs during the breeding season (between March 1 and September 1), then within 14 days prior to the commencement of construction activities, a qualified biologist shall conduct a survey for all birds protected by the MBTA and FGC. All on-site nests located within 300 feet of construction areas shall be mapped. Should nesting birds be observed within 300 feet of construction areas, then appropriate avoidance measures will be implemented, including minimum 250-foot buffers around active nests, unless a qualified biologist determines that smaller buffers would be sufficient to avoid impacts to nesting birds. Factors to be considered for determining buffer size will include: the presence of natural buffers provided by vegetation or topography; nest height; locations of foraging territory; and baseline levels of noise and human activity. Buffers shall be maintained until the young have fledged or the nests become inactive.

4. **Aquatic Resources** – An updated Draft Delineation of the WOUS will be prepared and submitted to the U.S. Army Corps of Engineers (USACE) as part of the Nationwide 404 permitting process. It is anticipated that the project proponent will purchase mitigation credits for the 0.144 acres of wetland features and 0.007 acres of other WOUS at a USACE and CDFW approved bank.

<b>V. CULTURAL RESOURCES:</b> <i>Would the project:</i>	<b>Potentially Significant Impact</b>	<b>Less-Than-Significant With Mitigation Incorporated</b>	<b>Less-Than-Significant Impact</b>	<b>No Impact</b>
a) Cause a substantial adverse change in the significance of a historical resource pursuant to Section 15064.5?				X
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to Section 15064.5?				X
c) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?				X
d) Disturb any human remains, including those interred outside of formal cemeteries?				X

**Discussion**

a, b, c, d) Based upon the archaeological reports and records searches performed for adjoining properties, it has been determined that the project site is not in an area of archaeological or cultural sensitivity. ALCO Consulting prepared an Archeological Survey Report dated July, 2007 that looked at the previously completed surveys in the area and expanded on them to complete the survey for this project. In January, 2016 an additional study was completed by Sean Michael Jensen, M.A. with similar results. The archeologist contacted the Native American Heritage Commission and obtained the list of Native American individuals/organizations who may have knowledge of cultural resources in the area, and mailed all of them letters identifying the project and inviting comments. To date no comments have been received.

This report details the results of an archaeological inventory survey of approximately 27 acres of land located adjacent to the east side of Interstate 5, the south side of Arizona Street, and north of Churn Creek Road. The proposed project would involve commercial development, which could entail construction of new buildings, access roads, parking areas, buried utilities and landscaping.

Existing records at the Northeast Information Center document that portions of the project site had been subjected to previous archaeological investigation. According to the Information Center's records, no prehistoric or historic-era sites have been documented within, or immediately adjacent to, the project site. As well, the present effort included an intensive-level pedestrian survey. No historic properties were identified during the present survey.

Consultation with the Native American Heritage Commission produced negative results regarding the presence of sacred lands within or adjacent to the project site. All of the Native American representatives on the NAHC contact list were requested to supply any information they might have concerning prehistoric sites or traditional use areas within, adjacent to, or near the project area. To date, no responses have been received. Since no prehistoric sites were discovered to be present within or adjacent to the project site during either the records search or pedestrian survey, extended consultation was not undertaken.

Based on the absence of significant historical resources/unique archaeological resources/historic properties within the project site, archaeological clearance is recommended for the project/undertaking as presently proposed, although the following general provisions are considered appropriate:

1. Consultation in the event of inadvertent discovery of human remains: In the event that human remains are inadvertently encountered during trenching or other ground-disturbing activity or at any time subsequently, State law shall be followed, which includes but is not limited to immediately contacting the County Coroner's office upon any discovery of human remains.
2. Consultation in the event of inadvertent discovery of cultural material: The present evaluation and recommendations are based on the findings of an inventory-level surface survey only. There is always the possibility that important unidentified cultural materials could be encountered on or below the surface during the course of future development activities. This possibility is particularly relevant considering the constraints generally to archaeological field survey, and particularly where past ground disturbance activities (e.g., road grading, residential construction, etc.) have partially obscured historic ground surface visibility, as in the present case. In the event of an inadvertent discovery of previously unidentified cultural material, archaeological consultation should be sought immediately.

- c. No unique geologic features, fossil-bearing strata, or paleontological sites are known to exist on the project site.

**Documentation:**

ALCO Consulting Archeological Survey Report dated July, 2007  
 City of Redding General Plan Background Report, 1998  
 City of Redding General Plan Final Environmental Impact Report, 2000, SCH #1998072103  
 ALCO Consulting, Archaeological Records Search, Bonnyview Retail Site, dated July 2007.

**Mitigation:**

None necessary.

VI. GEOLOGY AND SOILS: <i>Would the project:</i>	Potentially Significant Impact	Less-Than-Significant With Mitigation Incorporated	Less-Than-Significant Impact	No Impact
a) Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving: <ul style="list-style-type: none"> <li>i) Rupture of a known earthquake, fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publications 42.</li> <li>ii) Strong seismic ground shaking?</li> <li>iii) Seismic-related ground failure, including liquefaction?</li> <li>iv) Landslides?</li> </ul>				x
b) Result in substantial soil erosion or the loss of topsoil?				x
c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse?				x
d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property?				x
e) Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of waste water?				x

**Discussion:**

a, c, d) There are no Alquist-Priolo Earthquake Faults designated in the Redding area of Shasta County. There are no other documented earthquake faults in the vicinity that pose a significant risk, and the site is located in an area designated in the Health and Safety Element of the General Plan as having a low ground-shaking potential. The project is not located on or near any documented landslide hazard areas, and there is no evidence of ground slippage or subsidence occurring naturally on the site. The type of soils and underlying geology is identified as having no potential for liquefaction. No portion of the site falls within the 100-year floodplain of the Sacramento River or any creek. The project will not expose people or structures to potential substantial adverse effects involving seismic shaking, ground failure or landslides. The project site is located in Redding, which is in Shasta County. The project site lies within Seismic Zone 3, which represents an area of moderate seismic risk. No active faults transverse the site. The project site is considered to have low seismic activity relative to other areas in California with respect to faulting, ground shaking, seismically related ground failure and liquefaction. Woodward-Clyde (1995) indicates that the risk of liquefaction at the site is low. Based on the shallow bedrock conditions, generally high fines content, and lack of shallow groundwater, the subsurface materials present at this site are not susceptible to liquefaction. Therefore, no impact would occur in association with rupture of a known earthquake fault or seismic-related ground failure.

Landslides typically occur where soils on steep slopes become saturated or where natural or manmade conditions have taken away supporting structures and vegetation. The existing and proposed slopes are not steep enough to present a hazard during development or upon completion of the project. Therefore, impacts associated with landslides are considered less than significant.

b. Grading activities will result in the disruption, displacement, compaction and overcovering of soils associated with site preparation (grading and trenching for utilities). There are no notable topographic features on the site. Grading activities for the project will be balanced, and limited to the project site.

The proposed development plan includes a comprehensive grading scheme that is conceivable and can be managed without significant impacts to the environment through implementation of measures imposed as a matter of course on projects of this size and nature by the responsible City, State and Federal regulatory agencies. These requirements include:

- ▶ City of Redding Grading Ordinance. This ordinance requires the application of "Best Management Practices" (BMPs) in accordance with the City Erosion and Sediment Control Standards Design Manual (Redding Municipal Code Section 16.12.060, Subsections C, D, E). In practice, specific erosion-control measures are determined upon review of the final subdivision grading plan and are tailored to project-specific grading impacts.
- ▶ California Regional Water Quality Control Board "Construction Activity Storm Water Permit." This permit somewhat overlaps the City's Grading Ordinance provision by applying State standards for erosion-control measures during construction of the project.
- ▶ California Regional Water Quality Control Board "Project Storm Water Pollution Prevention Plan (SWPPP)." This plan emphasizes stormwater best management practices and is required as part of the Construction Activity Storm Water Permit. The objectives of the SWPPP are to identify the sources of sediment and other pollutants that affect the quality of stormwater discharges and to describe and ensure the implementation of practices to reduce sediment and other pollutants in stormwater discharges.

e. The project will be connected to City sewer and does not involve the use of septic tanks or alternative wastewater disposal.

**Documentation:**

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

**Mitigation:**

None necessary.

VII. GREENHOUSE GAS EMISSIONS: <i>Would the project:</i>	Potentially Significant Impact	Less-Than-Significant With Mitigation Incorporated	Less-Than-Significant Impact	No Impact
a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?			X	
b) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?			X	

**Discussion:**

a) In 2005, the Governor of California signed Executive Order S-3-05, establishing that it is the State of California's goal to reduce statewide greenhouse gas (GHG) emission levels. Subsequently, in 2006, the California State Legislature adopted Assembly Bill AS 32, the

California Global Warming Solutions Act. In part, AB 32 requires the California Air Resources Board to develop and adopt regulations to achieve a reduction in the State's GHG emissions to year 1990 levels by year 2020.

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

As the Lead Agency, the City has opted to utilize a quantitative non-zero project-specific threshold using a methodology recommended by the California Air Pollution Officers (CAPCOA) and accepted by the California Air Resources Board. According to CAPCOA's *Threshold 2.3, CARB Reporting Threshold*, 10,000 metric tons of carbon-dioxide equivalents per year (mtCO<sub>2</sub>eq/yr) is recommended as a quantitative non-zero threshold. According to the CAPCOA, this threshold would be equivalent to 550 dwelling units, 400,000 square feet of office use, 120,000 square feet of retail, or 70,000 square feet of supermarket use. This approach is estimated to capture over half the future residential and commercial development projects and is designed to support the goals of AB 32 and not hinder it.

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

- **Carbon Dioxide (CO<sub>2</sub>):** Emitted primarily through the burning of fossil fuels. Other sources include the burning of solid waste and wood and/or wood products and cement manufacturing.
- **Methane (CH<sub>4</sub>):** Emissions occur during the production and transport of fuels, such as coal and natural gas. Additional emissions are generated by livestock and agricultural land uses, as well as the decomposition of solid waste.
- **Nitrous Oxide (N<sub>2</sub>O):** The principal emitters include agricultural and industrial land uses and fossil fuel and waste combustion.
- **Fluorinated Gases:** These can be emitted during some industrial activities. Also, many of these gases are substitutes for ozone-depleting substances, such as CFC's, which have been used historically as refrigerants. Collectively, these gases are often referred to as "high global-warming potential" gases.

The primary generators of GHG emissions in the United States are electricity generation and transportation. The EPA estimates that nearly 85 percent of the nation's GHG emissions are comprised of carbon dioxide (CO<sub>2</sub>). The majority of CO<sub>2</sub> is generated by petroleum consumption associated with transportation and coal consumption associated with electricity generation. The remaining emissions are predominately the result of natural-gas consumption associated with a variety of uses.

With regard to the project, the predominant associated GHG is CO<sub>2</sub> generated by motor-vehicle travel to and from the site. To a substantially lesser degree, the project will result in CH<sub>4</sub> emissions associated with use of electric power generated by the Redding Electric Utility (REU), though it should be noted that REU distributes power from a variety of sources, including hydroelectric, wind, and natural gas.

According to the California Air Pollution Control Officers Association's (CAPCOA) publication, *CEQA and Climate Change*, published in January 2008, there is currently not a single computer model that is capable of estimating all of a project's direct and indirect GHG emissions. However, the Urban Emissions Model (URBEMIS) is likely the most consistently used model to estimate a project's direct GHG emissions. URBEMIS is designed to model emissions associated with development of urban land uses. URBEMIS attempts to summarize criteria air pollutants and CO<sub>2</sub> emissions that would occur during operation of new development. URBEMIS was developed and is approved for statewide use by CARB. One of the shortfalls of URBEMIS is that the model does not contain emission factors for GHGs other than CO<sub>2</sub> except for methane (CH<sub>4</sub>) from mobile sources, which is converted to CO<sub>2</sub>. This may not be a major problem since CO<sub>2</sub> is the most important GHG from land development projects.

The emissions from the project as indicated by the URBEMIS model are significantly below the City of Redding's air quality thresholds, as well as GHG emissions thresholds put forth by CARB. Therefore, the project will not contribute significantly to GHG emissions in the air basin. No mitigation measures are proposed. However, in an effort to reduce any potential contribution to negative effects from GHG emissions, the project incorporates elements that serve to reduce vehicle-miles traveled, the main project contributor of GHG emissions, and implements the State Attorney General's recommended measures to reduce GHG emissions.

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

<sup>1</sup> CPCOA website, July 19, 2010

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

**Documentation:**

*City of Redding General Plan, 2000*  
 URBEMIS (2007, v 9.2.4) Air Quality Computer Model

**Mitigation:**

None necessary.

VIII. <u>HAZARDS AND HAZARDOUS MATERIALS</u> : <i>Would the project:</i>	Potentially Significant Impact	Less-Than-Significant With Mitigation Incorporated	Less-Than-Significant Impact	No Impact
a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?				x
b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?				x
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?				x
d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?				x
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?				x
f) For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?				x
g) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?				x
h) Expose people or structures to a significant risk of loss, injury, or death involving wildland fires, including where wildlands are adjacent to urbanized areas, or where residences are intermixed with wildlands?				x

**Discussion:**

a, b, c, g) The Churn Creek MarketPlace retail project does not include adding storage and/or use of toxic and/or flammable materials at the project site. The project does not include gasoline sales. This project is located within an area currently receiving City emergency services. The project will cause a less-than-significant impact to the City’s Emergency Response or Management Plans. In addition,

conditions have been applied to the project requiring compliance with all local, State, and Federal requirements for the handling and/or storage of hazardous materials. As such, potential impacts associated with hazardous materials are expected to be less than significant.

d) The former truck sales and service yard had a shop drainage field serving the facility. The Phase I Environmental Site Assessment for 4601 Churn Creek Road, completed by Lawrence and Associates dated March 7, 2005, identified contamination of on-site surface soils by relatively low levels of total recoverable petroleum hydrocarbons (TRPH). Also noted was contamination of on-site soils at the shop drain field by TRPH and acetone. Additional testing was completed to identify the nature and extent of contamination. In the event additional contamination is encountered within the project site, the mitigation measure identified below shall be adhered to.

The report also found low levels of naturally occurring arsenic on the site. There is an existing deed restriction recorded by Shasta County Environmental Health on the property to restrict future uses on exposed soils. The existing deed restriction will be lifted on the site once the property has been properly mitigated and native soils will either be paved over or landscaped to prevent native soils to be disturbed. The City of Redding grading and construction standards will mitigate the site during construction and long term the site will be mitigated by being developed upon. If the site is ever redeveloped and major soil disturbance is anticipated, clearance will be required by the Shasta County Environmental Health Department.

e, f) The project is not located within an airport land use plan area, no airports are located within two miles of the project site, and the project site is not located within the vicinity of a private airstrip. No significant impacts are anticipated in relation to safety hazards.

h) The property is surrounded by urban uses, and thus there are no wildland fire issues.

**Documentation:**

*Phase I Environmental Site Assessment for 4601 Churn Creek Road, completed by Lawrence and Associates dated March 7, 2005*  
*City of Redding General Plan, Health and Safety Element, 2000*

**Mitigation:**

- 1) If areas within the project are found to be contaminated, appropriate action shall be taken to handle and dispose of any contaminated soil and/or suspect materials. All applicable Federal, State, and local laws and regulations shall be followed.
- 2) The site shall be fully covered by either buildings, parking lots, or landscaping, if the project is phased the undeveloped portions shall be landscaped to maintain a cover of rocks/bark/plants or other landscaping to prevent exposed soils.

IX. <u>HYDROLOGY AND WATER QUALITY</u> : <i>Would the project:</i>	Potentially Significant Impact	Less-Than-Significant With Mitigation Incorporated	Less-Than-Significant Impact	No Impact
a) Violate any water quality standards or waste discharge requirements?				x
b) Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a new deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?				x
c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on- or off-site?				x
d) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or offsite?				x
e) Create or contribute runoff water which would exceed the capacity of				x

IX. <u>HYDROLOGY AND WATER QUALITY</u> : <i>Would the project:</i>	Potentially Significant Impact	Less-Than-Significant With Mitigation Incorporated	Less-Than-Significant Impact	No Impact
existing or planned storm water drainage systems or provide substantial additional sources of polluted runoff?				
f) Otherwise substantially degrade water quality?				x
g) Place housing within 100-year flood hazard area as mapped on a Federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?				x
h) Place within a 100-year flood hazard area structures which would impede or redirect flood flows?				x
i) Expose people or structures to a significant risk of loss, injury, or death involving flooding, including flooding as a result of the failure of a levee or dam?				x
j) Inundation by seiche, tsunami, or mudflow?				x

**Discussion:**

a) Since the project would be served by City sanitary sewer service, the project would not involve any permitted discharges of waste material into ground or surface waters.

b) The project would utilize City water service for domestic uses and fire protection. The proposed project would not impact groundwater supplies.

c, d, e and f) Pursuant to City Council Policy 1806 and General Plan Policy HS2H, prior to development, the project is required to obtain approval for stormwater peak flows to the specifications of the Engineering Division. Such measures address impacts from the 10-, 25-, and 100-year-storm events and assure peak flows are maintained so as not to exceed pre-development levels at all locations downstream of the project. However, with development of the site, there is the risk that construction activities and post-construction run-off could contribute pollutants, silt and sediment into nearby drainage courses and ultimately into the Sacramento River. Application of the run-off and erosion control requirements identified in Section III above would ensure impacts are less than significant. These measures, in addition to the proposed construction of storm-drain improvements, filtration strips, sedimentation/detention basins and water-velocity attenuation devices at the drainage outlets will reduce the potential impacts to a level less than significant.

f) The final improvement plans for the project must incorporate specific design measures intended to limit pollutant discharges in stormwater from urban improvements as established under the State’s National Pollutant Elimination System (NPDES) general permit, which the City is obligated to follow in accordance with State Water Quality Control Order No. 2003-0005-DWQ. Feasible Best Management Practices (BMPs) would be incorporated in the final design of the project’s storm-drain system, as approved by the City Engineer, based on the BMPs listed in the latest edition of the California Storm Water Quality Association, Storm Water Best Management Practices Handbook.

g, h, i) The property is not located within any agency or otherwise-documented flood-hazard boundary.

j) The threat of a tsunami is not applicable to inland, central valley communities such as Redding. Seiches could potentially be generated in either Shasta or Whiskeytown Lakes during an earthquake. However, neither lake has been identified in the Health and Safety Element of the General Plan as having any risk to the City under such circumstances. There is no documented threat of mudflows affecting the project site.

**Documentation:**

*City of Redding General Plan Background Report, Chapter 10, Health and Safety Element, 1998*

Federal Emergency Management Agency Floodplain regulations, FIRM map 06089C1545G, dated March 17, 2011

City of Redding Storm Drain Master Plan, Montgomery-Watson Engineers 1993

**Mitigation:**

None necessary.

<b>X. LAND USE AND PLANNING:</b> <i>Would the project:</i>	<b>Potentially Significant Impact</b>	<b>Less-Than-Significant With Mitigation Incorporated</b>	<b>Less-Than-Significant Impact</b>	<b>No Impact</b>
a) Physically divide an established community?			x	
b) Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?			x	
c) Conflict with any applicable habitat conservation plan or natural community conservation plan?			x	

**Discussion:**

- a) The project does not have the potential to physically divide an established community.
- b) The project is compatible with the applicable policies and regulations of the City General Plan and Zoning Ordinance and is not in conflict with any other Plan adopted by a jurisdictional agency for the purpose of avoiding or mitigating an environmental effect.
- c) There is no habitat conservation or natural community conservation plans that are applicable to the site.

**Documentation:**

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

**Mitigation:**

None necessary.

<b>XI. MINERAL RESOURCES:</b> <i>Would the project:</i>	<b>Potentially Significant Impact</b>	<b>Less-Than-Significant With Mitigation Incorporated</b>	<b>Less-Than-Significant Impact</b>	<b>No Impact</b>
a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the State?				x
b) Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local General Plan, specific plan or other land use plan?				x

**Discussion:**

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

**Documentation:**

*City of Redding General Plan, Natural Resources Element, 2000*

**Mitigation:**

None necessary.

<b>XII. NOISE:</b> <i>Would the project result in:</i>	<b>Potentially Significant Impact</b>	<b>Less-Than-Significant With Mitigation Incorporated</b>	<b>Less-Than-Significant Impact</b>	<b>No Impact</b>
a) Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?		x		
b) Exposure of persons to or generation of excessive ground-borne vibration or ground-borne noise levels?		x		
c) A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?		x		
d) A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?		x		
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?				x
f) For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?				x

**Discussion:**

a) A noise analysis was prepared for a similar previous project on the project site by j.c.brennan & associates., in October 2, 2007, analyzing existing and expected noise levels associated with proposed mechanical equipment (condenser and compressors), truck traffic patterns, and loading dock activity. The report evaluates methods for noise reduction to comply with the City’s Noise Ordinance and General Plan. The City’s Noise Ordinance (Schedule 18.40.100-A) establishes acceptable exterior noise standards for nuisance noise at a residential property line of 45 dB (hourly Leq) from 10 PM to 7 AM and 55 dB from 7 AM to 10 PM. The noise study completed was for a similar project and so the project mitigations were modified from this previous study to accommodate the current proposed project.

The noise analysis identified the maximum truck noise produced during truck passage around the building as being attenuated to below 55 dBA by an 8 to 9-foot-high perimeter masonry wall. No truck deliveries are to take place between 10 PM and 7 AM (nighttime hours), and truck deliveries are to be less than one delivery per daytime business hour, as a worst-case scenario.

Mitigation measures have been incorporated into the proposed project to mitigate potential noise impacts to adjacent residential uses. These include an 8 to 9-foot-high perimeter masonry wall adjacent to the residential uses and rubberized gaskets (truck seals) at the loading bays.

The proposed project would also comply with the City of Redding Noise Ordinance and General Plan Noise Element policies regulating construction noise, truck noise, and mechanical equipment noise by way of conditions incorporated into the project regulating hours of operation for truck deliveries, exterior loading and unloading activity, parking lot cleaning, and trash compactor operation. These operations would be prohibited between the hours of 10 PM and 6 AM.

b) Groundborne vibrations (should they occur) are not expected to create an impact. The proposed construction, in association with the project (e.g., earthwork), could expose persons to ground vibrations; however, these activities are temporary in nature (being associated with construction of the facility) and are not anticipated to result in unusual nor excessive groundborne vibration or noise levels.

c) Construction activities would have a less than significant impact on the permanent ambient noise level. Uses on the proposed project site, as well as neighboring uses, may experience short-term increases in noise levels during construction. However, these minor increases are associated with construction activities and would only occur for a short period of time. The project would be subject to the

City of Redding Noise Ordinance, restricting construction hours within 500 feet of a residential district to the following hours:

- ▶ May 15 through September 15: prohibited between the weekday hours of 7 PM and 6 AM and weekends and holidays between 8 PM and 9 AM.
- ▶ September 16 through May 14: prohibited between the weekday hours of 7 PM and 7 AM and weekends and holidays between 8 PM and 9 AM.

d) As stated under item (a) above, all operations associated with the facility will be required to comply with the provisions of the City of Redding Noise Ordinance and the General Plan Noise Element. Compliance with the provisions of these documents will reduce potential noise impacts to less-than-significant levels.

e) No impact would occur relative to exposing people to excessive airport-related noise levels.

f) The proposed project site is not located within an airport land use plan area, nor is it located within two miles of an airport or within the vicinity of a private airstrip. No housing is proposed as part of the project.

g) In 1998, the City of Redding prepared, and the City Council adopted, a Bikeway Plan in compliance with the California Bicycle Transportation Act and in order to be eligible for funding for bikeway improvements.

**Documentation:**

- j.c.brennan & associates., Noise Analysis in October 2, 2007*
- City of Redding General Plan, Noise Element, 2000*
- City of Redding Grading Ordinance Redding Municipal Code, Section 16.12.120*
- City of Redding General Plan, Transportation Element, 2000*
- City of Redding Zoning Ordinance Redding Municipal Code, Section 18.40.100*
- City of Redding Municipal Airport Area Plan*

**Mitigation:**

In order to reduce levels of noise associated with truck traffic, and loading operations, on the north and east sides of the store, the following measures are incorporated into the project as conditions of approval. These measures would reduce potential noise impacts to a level less than significant.

1. The applicant shall construct a decorative, solid-masonry wall 8 to 9 feet in height on the north and east property lines adjacent to the residential district. The wall shall be 9 feet in height when adjacent to truck loading bays or docks. The wall shall include a pedestrian-access opening shall be installed along the east and north boundary of the property. The design of the wall shall be submitted to the Planning Division for design review and approval prior to issuance of a building permit. The project's final landscape plan shall include irrigation and landscape of the area between the wall and the property lines.
2. Delivery-truck movements shall not occur on-site between the hours of 10 p.m. and 6 a.m. Any delivery trucks parked on-site shall have motors turned off and refrigerator units on the trucks shall be turned off between the hours of 10 p.m. and 6 a.m.
3. Forklift operations with back-up beepers: pallet loading or unloading; and/or the opening, closing, or other handling of boxes, crates, containers, building materials, or other similar materials shall not occur outdoors between the hours of 10 p.m. and 6 a.m. in order to avoid noise disturbances across residential property lines to the north and east.

<b>XIII. POPULATION AND HOUSING:</b> <i>Would the project:</i>	<b>Potentially Significant Impact</b>	<b>Less-Than-Significant With Mitigation Incorporated</b>	<b>Less-Than-Significant Impact</b>	<b>No Impact</b>
a) Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?			x	
b) Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?			x	

c) Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?			x	
---	--	--	---	--

**Discussion:**

a, b, c) The project would not induce unplanned population growth and does not propose the extension of any new roads or utilities not anticipated by the *General Plan*. The project does not displace substantial numbers of people or substantial numbers of existing housing. The project will be providing commercial shopping for existing residences and future residences in the area anticipated in the City of Redding General Plan.

**Documentation:**

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

**Mitigation:**

None necessary.

<b>XIV. PUBLIC SERVICES:</b> <i>Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:</i>	<b>Potentially Significant Impact</b>	<b>Less-Than-Significant With Mitigation Incorporated</b>	<b>Less-Than-Significant Impact</b>	<b>No Impact</b>
Fire Protection?			x	
Police Protection?			x	
Schools?				x
Parks?				x
Other public facilities?				x

**Discussion:**

*Fire and Police Protection:*

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

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

*Schools:*

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

*Parks:*

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

*Other public facilities:*

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

**Documentation:**

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

**Mitigation:**

None necessary.

XV. <b>RECREATION:</b>	Potentially Significant Impact	Less-Than-Significant With Mitigation Incorporated	Less-Than-Significant Impact	No Impact
a) Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?				x
b) Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?				x

**Discussion:**

a-b) The project will not cause a physical deterioration of an existing recreation facility or cause an adverse physical impact associated with a new recreation facility.

*Shopping Center Use Permit*

There are no neighborhood or regional parks in the vicinity of this shopping center. Recreational development fees are collected by the City at the time of issuance of a building permit to offset any impacts to regional park facilities and to raise funds to provide for new recreational facilities.

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

**Documentation:**

*City of Redding General Plan, Natural Resources Element, 2000*  
*City of Redding General Plan, Recreation Element, 2000*  
*City of Redding General Plan, Public Facilities Element, 2000*

**Mitigation:**

None necessary.

XVI. <b>TRANSPORTATION/TRAFFIC:</b> <i>Would the project:</i>	Potentially Significant Impact	Less-Than-Significant With Mitigation Incorporated	Less-Than-Significant Impact	No Impact
a) Cause an increase in traffic which is substantial in relation to the existing traffic load and capacity of the street system (i.e., result in a substantial increase in either the number of vehicle trips, the volume-to-capacity ratio on roads, or congestion at intersections)?		x		
b) Exceed, either individually or cumulatively, a level of service standard established by the County congestion management agency for designated roads or highway?		x		

XVI. <u>TRANSPORTATION/TRAFFIC</u> : <i>Would the project:</i>	Potentially Significant Impact	Less-Than-Significant With Mitigation Incorporated	Less-Than-Significant Impact	No Impact
c) Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?				X
d) Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?		X		
e) Result in inadequate emergency access?			X	
f) Result in inadequate parking capacity?			X	
g) Conflict with adopted policies, plans or programs supporting alternative transportation (e.g. bus turnouts, bicycle racks)?			X	

**Discussion:**

a, d) Access to the subdivision would be derived from Churn Creek Road. The Transportation Element of the General Plan establishes acceptable peak-hour “Level of Service” (LOS) criteria for roadways and intersections for use in transportation planning and project review. The LOS methodology is an established way of ranking the degree of traffic-flow efficiency and congestion. For most of the City, LOS “C” or “acceptable delay” is identified as the maximum allowable threshold before a more congested and potentially significant traffic condition occurs. For state highway interchange connections with local streets, a maximum LOS “D” or “tolerable delay” is established. Shasta County intersections allow for a LOS “E.” A thorough explanation of LOS methodology is provided in the Transportation Element and the Transportation and Circulation Section of the General Plan Environmental Impact Report (EIR).

To help assess potential LOS and traffic-movement impacts, a traffic study was prepared by Omni-Means, March 2016. The study analyzed project impacts during both AM and PM peak hour for both existing conditions and cumulative (year 2030) conditions. Impacts were analyzed at 17 critical intersections These include:

Intersections Studied

1. South Bonnyview Road & Bechelli Lane
2. South Bonnyview Road & I-5 SB Ramps
3. South Bonnyview Road & I-5 NB Ramps
4. South Bonnyview Road & Churn Creek Road
5. Churn Creek Road & Alrose Lane
6. Churn Creek Road & Hartmeyer Lane
7. Churn Creek Road & Huntington Drive
8. Churn Creek Road & Victor Ave
9. Churn Creek Road & Rancho Road
10. Rancho Road & Alta Mesa Drive
11. Rancho Road & Shasta View Drive
12. Rancho Road and Airport Road
13. Churn Creek Road & Arizona Street
14. Churn Creek Road & Hartnell Avenue
15. Churn Creek Road & Loma Vista Drive
16. Churn Creek Road & Northern Full-Access Driveway (Project Only)
17. Churn Creek Road & Southern Full-Access Driveway

In addition the following Caltrans facilities on Interstate 5 were studied.

1. I-5 Northbound Off Ramp at S Bonnyview Road

2. I-5 Northbound On Ramp at S Bonnyview Road
3. I-5 Southbound Off Ramp at S Bonnyview Road
4. I-5 Southbound on Ramp at S Bonnyview Road

The project's traffic analysis identified that the project would cause significant impacts in the short term at the following listed intersections unless appropriate mitigation measures are applied. The description of the proposed mitigations is listed in the mitigation measures below. These mitigations will be required to be completed prior to an issuance of a Certificate of Occupancy for the project.

- 1) South Bonnyview Road / I-5 Southbound Ramps. Modify traffic signal to accommodate modification to the South Bonnyview Road / I-5 Northbound ramps intersection, as described in (b) below.
- 2) South Bonnyview Road / I-5 Northbound Ramps. Modify the traffic signal and pavement delineation to add a second eastbound left-turn lane.
- 3) I-5 Northbound Ramp. Modify the ramp to accommodate the improvement identified in (b) above. The associated improvements may include ramp lengthening or an acceleration lane to accommodate the increased flow of traffic merging onto the freeway from the dual left turn. The final design will be approved by Caltrans.
- 4) South Bonnyview Road / Churn Creek Road. Modify the traffic signal to provide a southbound right-turn permitted signal phase that will operate concurrent with the eastbound Churn Creek Road left turn signal phase (a.k.a. Provide a southbound right turn overlap phase).
- 5) Churn Creek Road / Southern Full-Access Project Driveway. Install a traffic signal.

b) The project's cumulative circulation impacts require a fair share contribution towards improvements that will be needed at a point in the future. To address the project's need to mitigate its share of the cumulative traffic impacts on the City's traffic circulation network, the developer is required by the City or Redding Municipal Code (Ordinance 16.20 - Section 16.20.040) to pay Citywide Transportation Development Impact Fees. The Citywide Transportation Development Impact Fee (TIF) is intended to generate funds for communitywide traffic improvements. The list of projects to be implemented with these funds is updated on an ongoing basis. The priority of a project to be funded is also updated on an ongoing basis through the City's Capitol Improvement Plan (CIP). The CIP program covers a five year period and identifies those projects that are most needed and provides a schedule for funding. It is anticipated that the improvements that will be needed to address the cumulative traffic impacts identified with the project's traffic impact analysis will be prioritized in the future and funded by the TIF fees when necessary.

The payment of TIF fees will address a few intersections that are covered under the fee program those intersections include:

- 1) Intersection 8 Churn Creek Road and Victor Lane – The project will have a cumulative impact on the intersection, the intersection is planned to have a roundabout that will address future traffic concerns in this area. The cost for the roundabout was covered in the TIF program so the payment of TIF fees will address this impact. The projects fair share of improvements on this intersection is 18 percent.
- 2) Intersection 9 Churn Creek Road and Rancho Road – The project will have a cumulative impact on the intersection, the intersection is planned to have a roundabout that will address future traffic concerns in this area. The cost for the roundabout was covered in the TIF program so the payment of TIF fees will address this impact. The projects fair share of improvements on this intersection is 15 percent.

The cumulative impacts not covered under a fee program such as the City of Redding TIF program will be paid into an account to hold the funds until private or public development in the future address the future deficiency and the fees can be used to help fund that project. The applicant will be required to pay the cumulative fees commiserate with the square footage of the buildings permits submitted at the time (ie;  $\text{Cost of Improvements} * 19 \text{ percent} / \text{total project square footage} = \text{price per square foot submitted} * \text{square footage submitted}$ )

- 1) Intersection 5 Churn Creek Road and Alrose Lane – The applicant will be required to pay into a newly formed City of Redding account 19 percent of the required improvements. The improvements include a new traffic signal and a eastbound left turn lane and eastbound approach to accommodate a through lane and through right.
- 2) Intersection 6 – Churn Creek Road & Hartmeyer - The applicant will be required to pay into a newly formed City of Redding account 26 percent of the required improvements. These improvements include reconstructing the intersection to

accommodate northbound lefts, and a northbound right turn pocket. These improvements may include eliminating westbound left turn movements, depending upon a new design for the bridge over Churn Creek.

Mitigation is provided below to address these issues. The project's potential cumulative contribution to traffic impacts citywide is mitigated by payment of the City's traffic impact fee in accordance with Chapter 16.20 of the Redding Municipal Code, which is collected at the time of issuance of a building permit for each new residence.

c) The project site is located outside the Approach Zones for both the Redding Municipal Airport and Benton Airpark; therefore, there is no potential to interfere with airport operations. No impacts are anticipated in this regard.

e) Access to the site is provided by way of Churn Creek Road. The Redding Fire Marshal has deemed this to be adequate access for fire protection.

f) The project is in compliance with the City's Off-Street Parking Ordinance, there are more than adequate number of parking spaces available onsite.

g) In 1998, the City of Redding prepared, and the City Council adopted, a Bikeway Plan in compliance with the California Bicycle Transportation Act and in order to be eligible for funding for bikeway improvements.

**Documentation:**

*City of Redding General Plan, Transportation Element, 2000*  
*City of Redding General Plan Environmental Impact Report, 2000, SCH #1998072103*  
*City of Redding Parks, Trails, and Open Space Master Plan, 2002*  
*City of Redding Traffic Impact Fee Program*  
*City of Redding Bikeway Action Plan 2010–2015*  
*Redding Area Bus Authority System Map and Route Guide, October 2000*  
*Omni Means Traffic Study, March 2016*

**Mitigation:**

1. Prior to issuance of the first Certificate of Occupancy the applicant shall be responsible to design and construct improvements at the South Bonnyview Road and I-5 southbound ramps. These improvements include modifying the traffic signal and pavement delineation to accommodate modification to the South Bonnyview Road and I-5 northbound ramps intersection, as described in (2) below.
2. Prior to issuance of the first Certificate of Occupancy the applicant shall be responsible to design and construct improvements at the South Bonnyview Road and I-5 northbound ramps. These improvements include; modifying the traffic signal and pavement delineation to add a second eastbound left-turn lane.
3. Prior to issuance of the first Certificate of Occupancy the applicant shall be responsible to design and construct improvements at the South Bonnyview and I-5 northbound on ramp. These improvements include; modifying Northbound on ramp to accommodate the improvement identified in (2) above. The associated improvements may include ramp lengthening or an acceleration lane to accommodate the increased flow of traffic merging onto the freeway from the dual left turn lanes. The final design will be approved by Caltrans.
4. Prior to issuance of the first Certificate of Occupancy the applicant shall be responsible to design and construct improvements at the South Bonnyview Road and Churn Creek Road intersection. Modify the traffic signal to provide a southbound right-turn permitted signal phase that will operate concurrent with the eastbound Churn Creek Road left turn signal phase (a.k.a. Provide a southbound right turn overlap phase)
5. Prior to issuance of a Certificate of Occupancy the applicant shall be responsible to design and construct improvements at the Churn Creek Road and Southern Full-Access Project Driveway. Install a traffic signal.
6. Prior to issuance of each Certificate of Occupancy the applicant shall be responsible to pay a fair share of the projects improvements

required at the Churn Creek Road and Alrose Lane intersection. The applicant will be required to pay into a newly formed City of Redding account 19 percent of the required improvements. The amount paid at the time of issuance of each individual Certificate of Occupancy will be the proportionate share of the amount of building square footage of requested Certificate of Occupancy to the total approved by the project. (ie; Cost of Improvements \* 19percent/total project square footage = price per square foot \* square footage of requested Certificate of Occupancy)

The improvements include adding an eastbound left turn lane and widening the eastbound approach to accommodate a through lane and through right lane.

7. Prior to issuance of each Certificate of Occupancy the applicant shall be responsible to pay a fair share of the projects improvements required at the Churn Creek Road and Hartmeyer intersection. The applicant will be required to pay into a newly formed City of Redding account 26 percent of the required improvements. The amount paid at the time of issuance of each individual Certificate of Occupancy will be the proportionate share of the amount of building square footage of requested Certificate of Occupancy to the total approved by the project. (ie; Cost of Improvements \* 26 percent/total project square footage = price per square foot \* square footage of requested Certificate of Occupancy)

These improvements include reconstructing the intersection to accommodate northbound lefts by providing a protected merge lane, and a northbound right turn pocket.

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

**Discussion:**

a) Adequate services are available to the project; therefore, impacts to utilities are considered to be less than significant. Water and sewer services will be provided by the City of Redding. All services are available to or are existing on the site. The developer will be responsible for relocating an existing sanitary sewer service outside the proposed building pads. Storm water will be collected and detained on-site and transferred via an underground conveyance system to the City's storm-drain system. The developer will be

responsible to provide additional detention facilities to accommodate the expanded building and parking areas. The City of Redding Solid Waste Division will collect solid waste. The proposed project will provide the required trash enclosures/pallet enclosures and trash compactor units as shown on the site plan. Pacific Gas & Electric will provide natural gas service and the City of Redding will provide electrical services. The developer will be responsible to coordinate the relocation of existing gas, electric, and telephone lines around the proposed building pads. This type and intensity of land use activity does not generate wastewater demands that would exceed treatment requirements of the Regional Water Quality Control Board.

- b) The proposed development does not generate the need for the construction of new water or wastewater treatment facilities.
- c) As discussed under Section IV, Hydrology and Water Quality, stormwater runoff collected from the project would be detained on-site and then discharged into existing storm water system.
- d) Potable water is available from the City to serve the project, with adequate pressure for domestic use and flows for fire suppression. The demands of the project can be accommodated within the City’s existing water allotments.
- e) The project will utilize the City’s sanitary sewer system to dispose of wastewater. Adequate sewer capacity is available in the City’s existing system.
- f, g) The City provides solid waste disposal service, which the shopping center development would utilize. Adequate capacity is available to serve the needs of the project without need of special accommodation. The City regulates and operates programs that promote the proper disposal of toxic and hazardous materials from households, including those created by the project.

**Documentation:**

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

**Mitigation:**

None necessary.

XVIII. <u>MANDATORY FINDINGS OF SIGNIFICANCE:</u>	Potentially Significant Impact	Less-Than-Significant With Mitigation Incorporated	Less-Than-Significant Impact	No Impact
a) Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below the self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?		X		
b) Does the project have impacts that are individually limited, but cumulatively considerable? (“Cumulatively considerable” means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?		X		
c) Does the project have potential environmental effects which may cause substantial adverse effects on human beings, either directly or indirectly?		X		

**Discussion:**

Based on the analysis undertaken as part of this Initial Study, the following findings can be made:

- 
- a) The project has the potential to degrade wildlife habitat in general due to erosion and sedimentation resulting from grading and construction of project infrastructure. However, the project conditions as identified under *Hydrology/Water Quality* have been established to reduce potential impacts to a level less than significant.
  - b) As discussed in Item III, the project will contribute to regionwide cumulative air quality impacts. However, under policy of the *General Plan*, application of Standard Mitigation Measures (SMMs) and Best Available Mitigation Measures (BAMMS) will reduce potential impacts from this project to a level less than significant.
  - c) As discussed herein, the project does not have characteristics which could cause substantial adverse effects on human beings, either directly or indirectly.

**Documentation:**

**Mitigation:**

None necessary.