CITY OF REDDING
777 Cypress Avenue, Redding, CA 96001
PO BOX 496071, Redding, CA 96049-6071
cityofredding.org

Public Works
Engineering Division
530.225.4170
530.245.7024

NOTICE OF INTENT TO ADOPT A MITIGATED NEGATIVE DECLARATION

The City of Redding (City) is proposing the Airport Road Improvements Project Phase 2 in the City of Redding, Shasta County, California. The purpose of the project is to improve travel safety along the Airport Road corridor by providing paved shoulders for cyclists and pedestrians and turn lanes for motorists.

The project would provide two 12-foot wide travel lanes with 8-foot paved shoulders including 3-feet of shoulder backing. A north bound left turn pocket would be constructed at Billy Jean Lane and the southbound right turn pockets at Preserve Boulevard and Argyle Road would be lengthened. Work will include road widening, earthwork, culvert extension, drainage modification, vegetation removal, utility relocation, paving, guardrail replacement, sign installation, and striping. The majority of work would occur within City and County right-of-ways; however, temporary use permits to enter and construct on adjacent private lands may be needed to conform driveways, relocate utilities, or modify drainage. Construction is anticipated to take one season and will be completed in the summer of 2025. The proposed project area includes an approximately 0.75-mile-long segment of Airport Road from 190 feet south of Billy Jean Lane north to Hartnell Avenue. The project sites are located in the Redding Quadrangle at Township 31N, Range 4W, Sections 10 and 15. The approximate center of the study area is located at latitude 40.552938º, longitude -122.302732º (North American Datum 27).

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

All interested persons are invited to comment in writing on the draft Mitigated Negative Declaration to the Public Works Department prior to the end of the public review period. **The comment period begins October 25, 2024 and ends November 25, 2024.** The City Council will consider adopting the Mitigated Negative Declaration at 6 p.m., Tuesday, November 25, 2024, in the City Council Chambers located at 777 Cypress Avenue, Redding, California. Subsequent notification will be made for all public hearings scheduled for consideration of the environmental document and project approval. Adoption of the Mitigated Negative Declaration will conclude the environmental review of the project.

The Initial Study, associated documents, and the draft Mitigated Negative Declaration are available for public review from 8 a.m. to 5 p.m. weekdays at the Public Works Department, 777 Cypress Avenue, Redding, CA 96001 (telephone 530-225-4170). The documents can also be viewed online at https://www.cityofredding.gov/government/departments/public_works/environmental_management/index.php. For more information, please contact Tiffany Lightle, Associate Environmental Specialist, at the above address and phone number.

Dated: October 24, 2024
Attachments: Project Location Map

Tiffany Lightle
Associate Environmental Specialist

MITIGATED NEGATIVE DECLARATION

AIRPORT ROAD IMPROVEMENTS PROJECT PHASE 2
(STATE CLEARINGHOUSE NO. 2024-XXXX)

SUBJECT

Airport Road Improvements Project

PROJECT DESCRIPTION

The City of Redding (City) is proposing the Airport Road Improvements Project in the City of Redding, Shasta County, California. The purpose of the project is to improve travel safety along the Airport Road corridor by providing paved shoulders for cyclists and pedestrians and turn lanes for motorists. The project would require road widening, earthwork, culvert extension, drainage modification, vegetation removal, utility relocation, paving, guardrail replacement, sign installation, and striping.

The project would provide two 12-foot wide travel lanes with 8-foot paved shoulders including 3-feet of shoulder backing. A north bound left turn pocket would be constructed at Billy Jean Lane and the southbound right turn pockets at Preserve Boulevard and Argyle Road would be lengthened. The road widening would be intermittent (based on current widths) and vary from 0–15 feet. Widening would alternate between the east and west sides of the road, and in some locations the road would be widened along both sides. Drainage in the area consists primarily of roadside ditches, with only a few culverts. Relocation of existing ditches would be included with the project. Approximately 125 feet north of Billy Jean Lane an existing One 30-inch diameter and 77-foot long reinforced concrete culvert will be extended 8-feet to the west, and 6-foot concrete flared end sections will be added to the inlet and the outlet. Utility relocation may include fire hydrants and utility poles with their associated electrical, cable, and telephone lines. This work would require a vertical disturbance ranging from 2–8 feet. The majority of work would occur within City and County right-of-ways; however, temporary use permits to enter and construct on adjacent private lands may be needed to conform driveways, relocate utilities, or modify drainage. Permanent right-of-way acquisition would not be required.

ENVIRONMENTAL SETTING

Airport Road in the project area is bordered by a mix of commercial, industrial, residential, retail, and undeveloped properties. Airport Road in the project area is bordered by a mix of commercial, industrial, residential, retail, and undeveloped properties.

FINDINGS AND DETERMINATION

The City of Redding conducted an Initial Study (attached) that determined that the proposed project could have significant environmental effects on biological resources. Implementation of specific mitigation measures identified below will avoid or mitigate the potentially significant environmental effects identified, and the preparation of an environmental impact report will not be required. If there are

substantial changes that alter the character or impacts of the proposed project, another environmental impact determination will be necessary.

Prior to approval of the project, the lead agency may conclude, at a public hearing, that certain mitigation measures identified in the Mitigated Negative Declaration are infeasible or undesirable. In accordance with California Environmental Quality Act (CEQA) Section 15074.1, the lead agency may delete those mitigation measures and substitute other measures that it determines are equivalent or more effective. The lead agency would adopt written findings that the new measure(s) is(are) equivalent or more effective in mitigating or avoiding potential significant effects and that it would not cause any potentially significant effect on the environment.

1) Based on the whole record (including the Initial Study and any supporting documentation) and the mitigation measures incorporated into the project, the City of Redding has determined that there is no substantial evidence that the project will have a significant effect on the environment.

2) The Mitigated Negative Declaration, with its supporting documentation, reflects the independent judgment and analysis of the lead agency, which is the City of Redding.

DOCUMENTATION

The attached Initial Study documents the reasons to support the above determination.

MITIGATION MEASURES

The following mitigation measures will be incorporated into the project to minimize potential effects on biological resources:

- **MM-1.** All on-site construction personnel shall receive instruction regarding the presence of listed species and the importance of avoiding impacts to these species and their habitat.
- **MM-2.** To compensate for direct impacts on potential habitat for vernal pool tadpole shrimp and vernal pool fairy shrimp, the City will purchase the appropriate mitigation credits from a U.S. Fish and Wildlife (USFWS)-approved mitigation bank or another site to be approved by the USFWS. Permanent impacts will be mitigated at a minimum ratio of 3:1 (three acres preserved for each acre of potential habitat removed). Temporary impacts will be mitigated on-site at a 1:1 ratio.
- **MM-3.** If vegetation removal or construction activities will occur during the nesting season for birds (February 1 through August 31), a qualified biologist shall conduct a preconstruction survey 7 days before construction activities begin. If nesting birds are found, California Department of Fish and Wildlife (CDFW) will be notified and consulted. An appropriate buffer, as determined by CDFW and the qualified biologist, shall be placed around the nest until the young have fledged. If construction activities cease for a period greater than 7 days, additional preconstruction surveys shall be required.

PUBLIC REVIEW DISTRIBUTION

Draft copies or notice of this Mitigated Negative Declaration were distributed to:

- State Clearinghouse
- Shasta County Clerk
- California Department of Fish and Wildlife District 1
- Central Valley Regional Water Quality Control Board
- California Native Plant Society
- Native American Heritage Commission
- State Office of Historic Preservation
- All property owners within 300 feet of the property boundary

PUBLIC REVIEW

(X) Draft document referred for comments October 25, 2024 – November 25, 2024
Date

( ) No comments were received during the public review period.

( ) Comments were received but did not address the draft Mitigated Negative Declaration findings or the accuracy/completeness of the Initial Study. No response is necessary. The letters are attached.

( ) Comments addressing the findings of the draft Mitigated Negative Declaration and/or accuracy or completeness of the Initial Study were received during the public review period. The letters and responses follow (see Attachment D, Response to Comments).

Copies of the Mitigated Negative Declaration, the Initial Study, documentation materials, and the Mitigation Monitoring Program may be obtained at the Public Works Department, Engineering Division, City of Redding, 777 Cypress Avenue, Redding, CA 96001. Contact: Tiffany Lightle, Associate Environmental Specialist, (530) 225-4171 or tlightle@cityofredding.org.

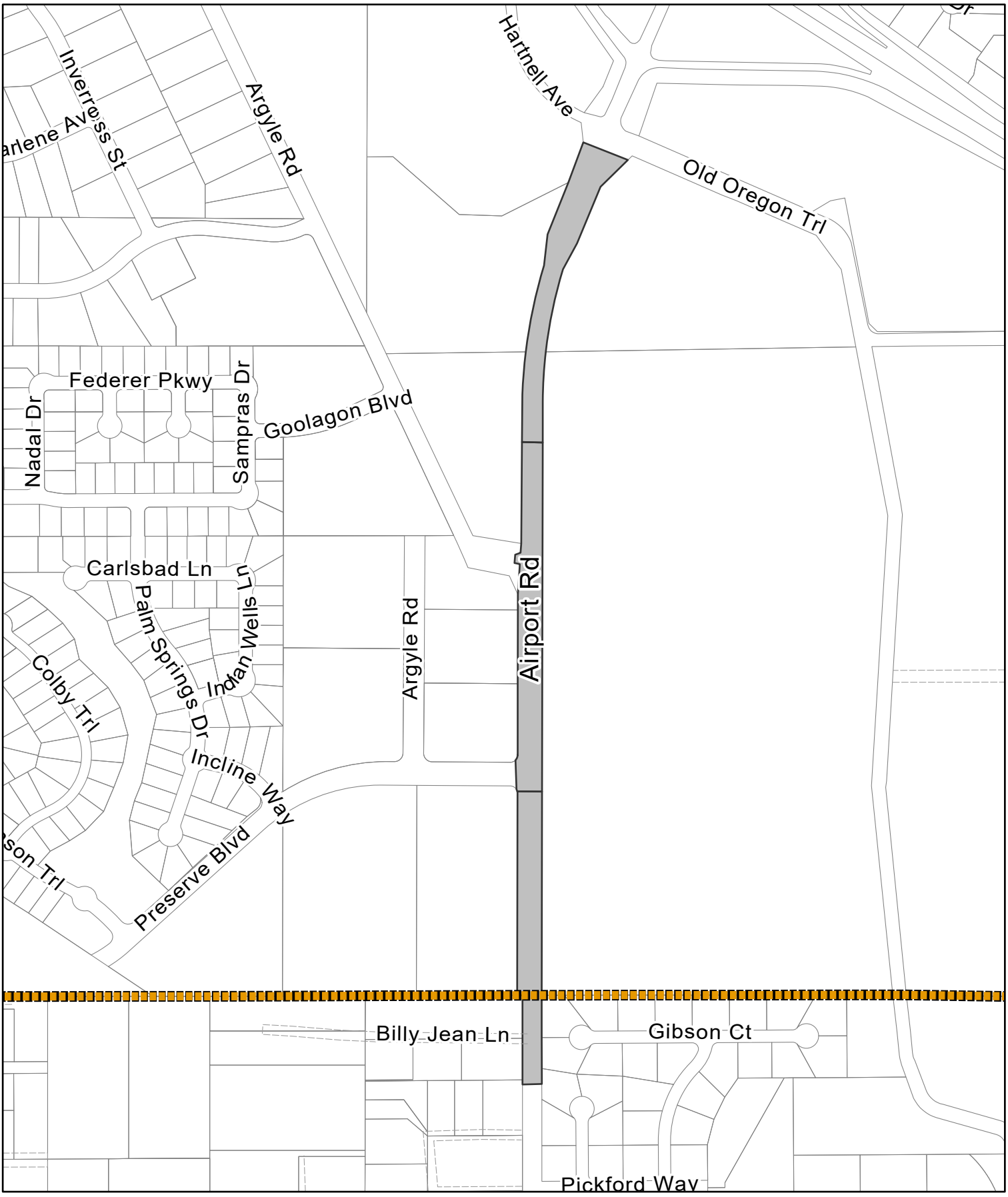
Date of
Draft Report: October 24, 2024 By: Tiffany Lightle
Name/ Title: Tiffany Lightle
Associate Environmental Specialist

Date of
Final Report: _____

Attachments:
A. Project Location Map
B. Initial Study
C. Mitigation Monitoring and Environmental Commitment Program
D. Comments and Response to Comments (if any)

ATTACHMENT A

Project Location Map



N W E S	**GIS DIVISION** INFORMATION TECHNOLOGY DEPARTMENT	**LOCATION MAP**	MTG. DATE:
	DATE PRODUCED: SEPTEMBER 18, 2024	AIRPORT ROAD IMPROVEMENT	ITEM:
	0 200 400 Feet		ATTACHMENT:
	P:\Engineering\ProProjects\AirportRdPhase_LocationMap.aprx		

ATTACHMENT B

Initial Study

CALIFORNIA ENVIRONMENTAL QUALITY ACT

INITIAL STUDY

Airport Road Improvement Project Phase 2



Prepared by:

CITY OF REDDING
Public Works Department
777 Cypress Avenue
Redding, California 96001

October 2024

CITY OF REDDING
ENVIRONMENTAL CHECKLIST FORM

1. **Project Title:** Airport Road Improvement Project Phase 2

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

   CITY OF REDDING
   Public Works Department
   777 Cypress Avenue
   Redding, CA 96001

3. **Contact Person and Phone Number:**

   Tiffany Lightle
   Associate Environmental Specialist
   Phone: (530) 225-4171
   Email: tlightle@cityofredding.org

4. **Project Location:**

The proposed project is in the city of Redding (City) and an unincorporated portion of Shasta County (County), California. The proposed project area includes an approximately 0.75-mile-long segment of Airport Road from 190 feet south of Billy Jean Lane north to Hartnell Avenue. It is shown on the *Enterprise, California* 7.5-minute U.S. Geological Survey (USGS) topographic quadrangle in Township 31N, Range 4W, Sections 10 and 15. The approximate center of the study area is located at latitude 40.552938°, longitude -122.302732° (North American Datum 27) (See Attachment A, Figure 1 – Project Location.)

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

   CITY OF REDDING
   Public Works Department
   777 Cypress Avenue
   Redding, CA 96001

Representative's Name and Address:

Tiffany Lightle
CITY OF REDDING
Public Works Department
777 Cypress Avenue
Redding, CA 96001

6. **General Plan Designation:**

   - City and County right-of-way

7. **Zoning:**

   - City and County right-of-way

8. Description of Project:

The project would span approximately 0.75 mile along Airport Road, from 190 feet south of Billy Jean Lane to Hartnell Avenue. Airport is a two-lane road with shoulder widths that vary from 0-8 feet. The road is bordered by a mix of commercial, industrial, residential retail, and undeveloped properties and has posted traffic speeds of up to 55 miles per hour.

The proposed project is to improve travel safety along the Airport Road corridor by providing paved shoulders for cyclists and pedestrians and turn lanes for motorists. The project would require road widening, earthwork, culvert extension, drainage modification, vegetation removal, utility relocation, paving, guardrail replacement, sign installation, and striping.

The project would provide two 12-foot-wide travel lanes; 8-foot-wide paved shoulders with 3 feet of shoulder backing. A northbound, left-turn pocket at Billy Jean Lane and the existing southbound right-turn pockets at Preserve Boulevard and Argyle Road would be lengthened. The road widening would be intermittent (based on current widths) and vary from 0-15 feet. Widening would alternate between the east and west sides of the road and, in some locations, the road would be widened along both sides. Utility relocation may include fire hydrants and utlity poles with their associated electrical, cable, and telephone lines. This work would require a vertical disturbance ranging from 2-8 feet. Trenching for underground lines would require a depth of 2 feet, fire hydrant relocation would require a depth of 3-4 feet, and utility pole relocation would require a depth of 6-8 feet.

Utility relocation may include fire hydrants and utility poles with their associated electrical, cable, and telephone lines. This work would require a vertical disturbance ranging from 2–8 feet. Trenching for underground lines would require a depth of 2 feet, fire hydrant relocation would require a depth of 3–4 feet, and utility pole relocation would require a depth of 6–8 feet.

Drainage in the area consists primarily of roadside ditches, with only a few culverts. Relocation of the ditches would require a maximum vertical depth of 2 feet. Approximately 125 feet north of Billy Jean Lane, an existing 30-inch diameter and 77-foot long reinforced concrete culvert will be extended 8-feet to the west, and 6-foot concrete flared end sections will be added to the inlet and the outlet.

The majority of work would occur within City and County right-of-ways; however, temporary use permits to enter and construct on adjacent private lands may be needed to conform driveways, relocate utilities, or modify drainage. Permanent right-of-way acquisition would not be required. The proposed project design is shown on Attachment A, Figure 2 – Project Design Features. Staging areas will occur within city right-of-way, and one-way traffic control will be required. Construction material will be disposed of at the City of Redding Transfer Station or at the City landfill, where appropriate. An encroachment permit from Shasta County will be required on portions of right-of-way work. A Temporary Permission to Enter and Construct may be required for turn-around access on private property, if necessary.

9. Surrounding Land Uses and Setting:

Airport Road in the project area is bordered by a mix of commercial, industrial, residential, retail, and undeveloped properties.

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

- U.S. Army Corps of Engineers (Sacramento District)
- United States Fish and Wildlife Service
- California Regional Water Quality Control Board (Central Valley Region 5–Redding)
- California Department of Fish and Wildlife (Region 1)

11. Have California Native American tribes traditionally and culturally affiliated with the project area requested consultation pursuant to Public Resources Code section 21080.3.1? If so, is there a plan for consultation that includes, for example, the determination of significance of impacts to tribal cultural resources, procedures regarding confidentiality, etc.?

Consultation letters were sent to the Redding Rancheria and the Wintu Tribe of Northern California on October 24, 2019, to invite their participation in the project development process and to request their assistance in the identification of sites of religious and cultural significance or the identification of historic properties that may be affected by the proposed project.

ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED

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

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

DETERMINATION (TO BE COMPLETED BY THE LEAD AGENCY)

Based on the initial evaluation:

☐ I find that the proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.

☒ I find that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because revisions in the project have been made by or agreed to by the project proponent. A MITIGATED NEGATIVE DECLARATION will be prepared.

☐ I find that the proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.

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

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

Copies of the Initial Study and related materials and documentation may be obtained at the Engineering Division of the Public Works Department, 777 Cypress Avenue, Redding, California, 96001. Contact Tiffany Lightle at (530) 225-4171 or tlightle@cityofredding.org.

Amber Kelley 10-24-2024

Amber Kelley
Environmental Compliance Manager
Public Works – Engineering

Date

EVALUATION OF ENVIRONMENTAL IMPACTS

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

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

The environmental analysis in this section is patterned after the Initial Study Checklist recommended by the State's *California Environmental Quality Act (CEQA) Statute and 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 analyze the development's impacts more fully and to identify mitigation.

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

- **No Impact.** The development will not have any measurable environmental impact on the environment.

- **Less-Than-Significant Impact.** The development will have the potential for impacting the environment, although this impact will be below established thresholds that are significant.

- **Potentially Significant Impact Unless Mitigation Incorporated.** The development will have the potential to generate impacts which may be considered as a significant effect on the environment, although mitigation measures or changes to the development's physical or operational characteristics can reduce these impacts to levels that are less than significant.

- **Potentially Significant Impact.** The development will have impacts which are considered significant, and additional analysis is required to identify mitigation measures that could reduce these impacts to less-than-significant levels.

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

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

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

LIST OF ATTACHMENTS/APPENDICES

Attachment A:

Figure 1 – Project Location
Figure 2 – Project Design Features

Appendix A: Biological Resources Assessment, Stantec Consulting Services, Inc. January 2021*
Appendix B: Delineation of Potential Waters of the United States, Stantec Consulting Services, Inc. August 2019*
Appendix C: Biological Assessment, Stantec Consulting Services, Inc. January 2021*
Appendix D: Confidential Cultural Resources Investigation, Stantec Consulting Services, Inc. December 2019*
Appendix E: Botanical Survey Report, Stantec Consulting Services, Inc. May 2020*

*Appendices are on file in the Public Works, Engineering Division

I. **AESTHETICS:** Except as provided in Public Resources Code Section 21099, would the project:	*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) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?	☐	☐	☐	☒
c) Substantially degrade the existing visual character or quality of public views of the site and its surroundings? (Public views are those that are experience from publicly accessible vantage point). If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?	☐	☐	☐	☒
d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	☐	☐	☐	☒

Discussion

a) The project does include scenic vistas and the proposed project would have no impacts on the overall scenic quality of the area.

b) The project site is not located adjacent to and would have no impact on a state-designated scenic highway.

c) The project would be compatible with the existing visual character of the road corridor and its surroundings.

d) The project would not create a new source of substantial light or glare and would not impact day or nighttime views in the area.

Documentation

- City of Redding General Plan, Natural Resources Element, 2024
- City of Redding Zoning Ordinance, Chapter 18.40.090
- California Department of Transportation (Caltrans), 2024. California Scenic Highways. Accessed February 2024. https://dot.ca.gov/programs/design/lap-landscape-architecture-andcommunity-livability/lap-liv-i-scenic-highways.

Mitigation

None necessary.

II. AGRICULTURE AND FORESTRY RESOURCES: In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural, Land Evaluation and Site Assessment Mode (1997) prepared by the California Dept. of Conservation as an optional model to use in assessing impacts on agriculture and farmland. In determining whether impacts to forest resources, including effects, lead agencies may refer to information compiled by the California Department of Forestry and Fire Protection regarding the state's inventory of forest land, including the Forest and Range Assessment Project and the Forest Legacy Assessment project; and forest carbon measurement methodology provided bin Forest Protocols adopted by the California Air Resources Board. Would the project:	*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?	☐	☐	☐	☒
b) Conflict with existing zoning for agricultural use, or a Williamson Act Contract?	☐	☐	☐	☒
c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?	☐	☐	☐	☒
d) Result in the loss of forest land or conversion of forest land to non-forest use?	☐	☐	☐	☒
e) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?	☐	☐	☐	☒

Discussion

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

Documentation

- City of Redding General Plan, Natural Resources Element, 2024
- City of Redding GIS Parcel and Zoning Map Viewer, https://gispub.cityofredding.org/reddingmap/
- California Department of Conservation (CDC), Farmland Mapping and Monitoring Program (FMMP) of the California Important Farmland Finder. Accessed February 2024. https://www.conservation.ca.gov/dlrp/fmmp/Pages/Shasta.aspx.

- California Department of Conservation (CDC), Farmland Mapping and Monitoring Program (FMMP) of the California Important Farmland Finder. Accessed February 2024. https://maps.conservation.ca.gov/dlrp/ciff/.

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?	☐	☐	☒	☐
b) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard?	☐	☐	☒	☐
c) Expose sensitive receptors to substantial pollutant concentrations?	☐	☐	☒	☐
d) Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?	☐	☐	☐	☒

Discussion

a-c) The proposed project would improve an existing road and would not add lanes for additional capacity. The completed project would not result in a significant increased use of motor vehicles. The far northern Sacramento Valley, which includes Shasta County, currently exceeds the state's ambient standards for ozone (smog). Consequently, these pollutants are the focus of local air quality policy, especially when related to land use and transportation planning. Even with the application of measures to reduce emissions for individual projects, cumulative impacts are unavoidable when ozone 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 to incrementally contribute to the problem. The Environmental Impact Report for the City's General Plan acknowledged this dilemma; and as a result, the City Council has adopted Findings and a Statement of Overriding Considerations for impacts on air quality resulting from growth supported under the General Plan. City standards (implemented through the Grading Ordinance and Uniform Building Code) require implementing conservation measures and best management practices (BMPs) to contribute to achieving the City's goal of at least a 20 percent reduction in emissions or the best reduction otherwise feasible. Air quality (AQ)-1 through AQ-5 includes standard construction measures that will be used during construction to limit emissions of dust and inhalable coarse particulate matter that is 10 microns or less (PM_{10}).

- **AQ-1.** Nontoxic soil stabilizers shall be applied according to manufacturer's specification to all inactive construction areas.

- **AQ-2.** All grading operations shall be suspended when winds (as instantaneous gusts) exceed 20 miles per hour.

- **AQ-3.** All stockpiles, access roads, and disturbed or exposed areas shall be watered, as necessary, to prevent airborne dust.

- **AQ-4.** Pursuant to the California Vehicle Code (Section 23114(e)(4)), all trucks hauling soil and other loose material to and from the construction site shall be covered or shall maintain at least 6 inches of freeboard (i.e., minimum vertical distance between top of load and the trailer).

- **AQ-5.** All public roadways used by the project contractor shall be maintained free from dust, dirt, and debris caused by construction activities. Streets shall be swept at the end of the day if visible soil materials are carried onto adjacent public paved roads.

Project construction equipment would generate limited temporary emissions of Reactive Organic Gases and oxides of nitrogen, which are ozone precursors, and PM_{10}. The road improvements would involve one season of construction in the year 2022 or 2023. The project's contribution to air pollutants would be negligible since it would not increase traffic but would involve temporary construction activities. The project's cumulative contribution to criteria pollutants in a non-attainment area would be less than significant.

Potential impacts on neighboring homes and businesses (sensitive receptors) due to construction-related fugitive dust would be temporary, localized, and minor. With implementation of AQ-1 through AQ-5, impacts would be less than significant. There are no other sensitive receptors (e.g., hospitals, schools) in the immediate project vicinity.

d) The project would not create emissions that could generate objectionable odors affecting a substantial number of people.

Documentation

- Sacramento Valley Air Quality Engineering and Enforcement Professionals, Northern Sacramento Valley Planning Area 2018 Triennial Air Quality Attainment Plan.
- City of Redding General Plan, Air Quality Element, 2024
- 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 March 26, 2024, by Resolution 2022050300.
- California Air Resources Board (CARB). 2021. Area designations maps/state and national. http://www.arb.ca.gov/desig/adm/adm.htm (accessed September 9, 2021)

Mitigation

None necessary.

IV. BIOLOGICAL RESOURCES: Would the project:	*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?	☐	☒	☐	☐
b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local of regional plans, policies, regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?	☐	☐	☐	☒
c) Have a substantial adverse effect on state or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	☐	☒	☐	☐
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?	☐	☐	☐	☒
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	☐	☐	☐	☒

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

Discussion

a) A Biological Resources Assessment Report (Stantec, January 2021) was prepared to assess the impacts of the proposed project on biological resources in the project area and vicinity. Studies included a database review, species list review, a habitat assessment survey, a protocol-level botanical survey, a delineation of potential waters of the U.S., and a biological assessment (BA) for vernal pool branchiopods. Impact assessment is categorized by plant species and wildlife species as follows:

Special-Status Plant Species

Based on desktop research and a habitat assessment, the following special-status plant species have the potential to occur in or adjacent to the project area:

- Henderson's bent grass (*Agrostis hendersonii*)
- Big-scale balsamroot (*Balsamorhiza macrolepis*)
- Bristly sedge (*Carex comosa*)
- Silky cryptantha (*Cryptantha crinita*)
- Boggs lake hedge hyssop (*Gratiola heterosepala*)
- Red Bluff dwarf rush (*Juncus leiospermus* var. *leiospermus*)
- Ahart's paronychia (*Paronychia ahartii*)
- Legenere (*Legenere limosa*)
- Slender Orcutt Grass (*Orcuttia tenuis*)

No special-status plants were found in the project area during the botanical survey conducted on May 6, 2020 and updated on June 6, 2024. The botanical survey was conducted during the correct identification period for the special-status plant species with potential to occur in the project area. Therefore, implementation of the proposed project would not adversely affect special-status plant species, and no mitigation is required.

Special-Status Wildlife Species

The following federal and state listed wildlife species have the potential to occur in or adjacent to the project area:

- Vernal pool fairy shrimp (*Branchinecta lynchi*) – federally listed as threatened
- Vernal pool tadpole shrimp (*Lepidurus packardi*) – federally listed as endangered

Vernal pool fairy shrimp and vernal pool tadpole shrimp. These two vernal pool branchiopod species are found in vernal pool or seasonal wetland features. The species hatch, mature to adulthood, and reproduce while the aquatic features contain water, then branchiopod cysts remain dormant in the soil once the features dry up.

A BA was prepared for vernal pool fairy shrimp and vernal pool tadpole shrimp, and the findings conclude that the project *may affect, and is not likely to adversely affect* the two vernal pool branchiopod species. The BA described habitat that could support listed vernal pool branchiopods in the project area, potential impacts from project implementation, avoidance and minimization measures to minimize impacts, and compensatory mitigation for unavoidable impacts. The proposed project is not within designated or proposed critical habitat for vernal pool fairy shrimp or vernal pool tadpole shrimp. As the federal lead agency for the project, the U.S. Army Corps of Engineers will review the BA and will initiate Section 7 consultation with the U.S. Fish and Wildlife Service.

The project was designed to avoid direct impacts on suitable habitat for listed branchiopod species to the extent practicable. However, widening of the roadway and construction of a new asphalt-concrete dike along the west road shoulder near Argyle Road would result in <0.001 acre of permanent impacts and 0.002 acre of temporary impacts on seasonal wetlands that are considered suitable habitat for the species.

Potential impacts on vernal pool fairy shrimp and vernal pool tadpole shrimp would be reduced to a less-than-significant level with the implementation of Mitigation Measures MM-1 and MM-2.

In addition, standard conservation measures and BMPs HAZ-1 through HAZ-5, WQ-1 through WQ-3, and BIO-1 through BIO-3 are incorporated into all projects that require earthwork and work near streams and aquatic resources.

- **BIO-1.** As required by the City of Redding Stormwater Quality Management and Discharge Control Ordinance, an erosion and sediment control plan (ESCP) or will be prepared to address BMPs that will be used to prevent erosion and sediment loss. The ESCP must also address dust control, spill control, pollution control, waste management, equipment maintenance and fueling, and materials storage within the project site.

- **BIO-2.** Appropriate erosion and sediment control measures (e.g; silt fences, straw wattles) shall be in place prior to the onset of construction activities near jurisdictional waters and in project areas where there is a potential for surface runoff to drain into jurisdictional waters. The measures shall be monitored and maintained until construction activities have ceased.

- **BIO-3.** High visibility fencing, flagging, or markers will be installed along the edges of the work zone near avoided waters and riparian areas. In addition, equipment entry and exit points; and staging, storage, and stockpile areas must be clearly marked prior to the entry of mechanized equipment or vehicles into the construction area.

Migratory Birds and Raptors. Construction activities would occur during the avian breeding season (generally February through August, depending on the species) and could disturb

nesting birds in or adjacent to the project area. Construction-related disturbance could result in the incidental loss of fertile eggs or nestlings or result in nest abandonment, which could affect local or regional populations of resident and migratory birds. Impacts on nesting birds could result from any of the following:

- tree and shrub removal to accommodate the new road shoulder and turn lanes
- ground disturbing activities (e.g., grubbing and grading could affect ground-nesting birds)
- noise or visual disturbance from construction activities

Foraging birds and individuals present in or adjacent to the project area outside of the avian breeding season would not be adversely impacted by construction activities due to their mobility and the availability of comparable or higher quality habitats outside of the project area.

MM-3 will be used to help ensure that impacts on migratory birds and raptors would be less than significant.

b) The biological resource assessment and botanical survey showed that no riparian habitat or other sensitive natural communities are present in the project area. Therefore, no impacts on sensitive natural communities would occur.

c) Stantec Consulting Services Inc. conducted a delineation of waters of the United States within the project area on August 15 and 16, 2019. Approximately 0.050 acre of waters of the United States occur within the proposed project area, including 0.004 acre of seasonal wetland, 0.009 acre of fresh emergent wetland, 0.013 acre (323 linear feet) of intermittent stream, and 0.024 acre (590 linear feet) of non-vegetated ditch.

To accommodate the project, approximately 0.001 acre of seasonal wetland, 0.004 acre of fresh emergent wetland, and 0.001 acre of intermittent stream would be permanently impacted. Additionally, approximately 0.024 acre of non-vegetated ditch would be relocated to accommodate the new width of the roadway. Indirect impacts could occur due to erosion and sedimentation, accidental fuel leaks, and spills.

In addition, standard conservation measures HAZ-1 through HAZ-5 (Section IX, Hazards and Hazardous Materials) and BIO-1 through BIO-3 (above) will be used during construction to help ensure that potential project related impacts on jurisdictional waters would be minimized or avoided to the maximum extent practicable.

Prior to construction regulatory permits will be obtained from the U.S Army Corps of Engineers (Section 404 permit), the California Department of Fish and Game (Section 1600 Lake and Streambed Alteration Agreement), and the Central Valley Regional Water Quality Control Board (Section 401 Water Quality Certification).

d) The proposed project is not expected to disrupt habitat connectivity within the project area. Although wildlife may avoid the active construction area, the project would not permanently interfere with the movement of native wildlife. The project does not contain waterways that

support migratory fish. Impacts on wildlife migratory and travel corridors would be less than significant.

e-f) There are no habitat conservation, natural community conservation, or other approved local, regional, or state habitat conservation plans covering the proposed project area. The City has adopted a Tree Management Ordinance (Chapter 18.45 of the Redding Municipal Code [RMC]) that promotes the conservation of mature, healthy trees in the design of new development. The ordinance also recognizes that the preservation of trees sometimes conflicts with necessary land-development requirements. There are no conflicts associated with the project that would prevent implementation of the Tree Preservation Ordinance or other resource protection ordinances. The project would have no impact on any habitat conservation plans.

Documentation

- California Department of Fish and Wildlife: California Natural Diversity Database, 2019
- City of Redding General Plan, Natural Resources Element, 2024
- City of Redding Municipal Code, Chapter 18.45, Tree Management Ordinance
- Stantec Consulting Services Inc. Biological Resources Assessment, 2021
- Stantec Consulting Services Inc. Biological Assessment, 2021
- Stantec Consulting Services Inc. Delineation of Potential Waters of the U.S., 2019
- Stantec Consulting Services Inc. Botanical Survey Report, 2020
- Stantec Consulting Services Inc. Botanical Survey Report, 2024

Mitigation

- **MM-1.** All on-site construction personnel shall receive instruction regarding the presence of listed species and the importance of avoiding impacts to these species and their habitat.

- **MM-2.** To compensate for direct impacts on potential habitat for vernal pool tadpole shrimp and vernal pool fairy shrimp, the City will purchase the appropriate mitigation credits from a U.S. Fish and Wildlife (USFWS)-approved mitigation bank or another site to be approved by the USFWS. Permanent impacts will be mitigated at a minimum ratio of 3:1 (three acres preserved for each acre of potential habitat removed). Temporary impacts will be mitigated on-site at a 1:1 ratio.

- **MM-3.** If vegetation removal or construction activities will occur during the nesting season for birds (February 1 through August 31), a qualified biologist shall conduct a preconstruction survey 7 days before construction activities begin. If nesting birds are found, California Department of Fish and Wildlife (CDFW) will be notified and consulted. An appropriate buffer, as determined by CDFW and the qualified biologist, shall be placed around the nest until the young have fledged. If construction activities cease for a period greater than 7 days, additional preconstruction surveys shall be required.

V. **CULTURAL RESOURCES:** Would the project:	*Potentially Significant Impact*	*Less-Than-Significant with Mitigation Incorporated*	*Less-Than-Significant Impact*	*No Impact*
a) Cause a substantial adverse change in the significance of a historical resource pursuant to Section 15064.5?	☐	☐	☐	☒
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to Section 15064.5?	☐	☐	☐	☒
c) Disturb any human remains, including those interred outside of formal cemeteries?	☐	☐	☐	☒

Discussion

a) The archival research, Native American consultation, and archaeological survey are summarized in the Cultural Resource Investigation Report (CRI) prepared for the project. No resources were identified within the area of potential effect, and the project would have no impact on historical resources.

b, c) Archival research conducted for the project's CRI did not yield records of any documented prehistoric sites in the project area. While the project is not anticipated to affect cultural resources, the following standard practices are incorporated into all projects:

- **CR-1.** If previously unidentified cultural materials are unearthed during construction, it is the City's policy that work be halted in that area until a qualified archaeologist can assess the significance of the find. Additional archaeological surveys shall be needed if the proposed project undertaking limits are extended beyond the present survey limits.

- **CR-2.** If human remains are discovered during project activities, all activities in the vicinity of the find shall be stopped and the Shasta County Sheriff-Coroner's Office shall be notified. If the coroner determines that the remains may be those of a Native American, the coroner will contact the Native American Heritage Commission (NAHC). Treatment of the remains shall be conducted in accordance with further direction of the County Coroner or the NAHC, as appropriate.

Documentation

- Stantec Consulting Services Inc., Cultural Resources Investigation, 2019

Mitigation

None required.

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

Discussion

a, b) The project would improve an existing roadway. The project would not permanently alter energy use as it would not increase the number of vehicle travel lanes or increase carbon emissions; therefore, direct energy use would involve the short-term use of energy for construction activities.

Project construction would primarily consume diesel and gasoline through operation of construction equipment, material deliveries, and debris hauling. Construction is estimated to result in a short-term consumption of energy, representing a small demand on local and regional fuel supplies that would be easily accommodated and would be temporary.

The project includes shoulder widening and striping for a bike lane, which may increase bicycle usage. If the bicycle usage replaces vehicle usage and is not merely recreational, the project would decrease energy usage over time.

The project would not result in increased fuel consumption, and the minor energy use needed for construction may be offset by the reduced number of vehicle trips. The project would not result in an inefficient, wasteful, and unnecessary consumption of energy, and the project's impact on energy would be less than significant.

Documentation

- City of Redding General Plan, Air Quality Element, 2024
- California Long-Term Energy Efficiency Strategic Plan, 2011
- Regional Transportation Plan for Shasta County, 2018

Mitigation

None necessary.

VII. GEOLOGY AND SOILS: Would the project:	*Potentially Significant Impact*	*Less-Than-Significant with Mitigation Incorporated*	*Less-Than-Significant Impact*	*No Impact*
a) Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving: i) Rupture of a known earthquake, fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publications 42. ii) Strong seismic ground shaking? iii) Seismic-related ground failure, including liquefaction? iv) Landslides?	☐	☐	☐	☒
b) Result in substantial soil erosion or the loss of topsoil?	☐	☐	☒	☐
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?	☐	☐	☐	☒
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?	☐	☐	☐	☒
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?	☐	☐	☐	☒
f) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	☐	☐	☐	☒

Discussion

a, c, d) There are no Alquist-Priolo earthquake faults designated in the Redding area of Shasta County; and there are no other documented earthquake faults in the immediate vicinity that pose a significant risk of rupture, ground shaking or otherwise unstable ground conditions. The closest active fault is over 30 miles away from Redding; however, the Health and Safety Element of the *General Plan* states that the Redding area has experienced numerous earthquake events in the past.

Implementation of the proposed project would not increase the potential for ground shaking to occur. Ground shaking activities, such as earthquakes, would have a negligible effect on the road improvements. According to the *General Plan,* landslides could occur in the westernmost portion of the city of Redding; however, this is outside of the proposed project area and would not pose a significant hazard. Other types of ground failure, such as expansive soils and subsidence (the gradual settling or sinking of an area with little or no horizontal motion), are not considered to pose a significant hazard within the proposed project area.

Soil liquefaction occurs when ground shaking from an earthquake causes a sediment layer saturated with groundwater to lose strength and take on the characteristics of a fluid, thus becoming similar to quicksand. Factors determining the liquefaction potential are soil type, the level and duration of seismic ground motions, the type and consistency of soils, and the depth to groundwater. Loose sands and peat deposits, along with recent Holocene age deposits, are more susceptible to liquefaction, while older deposits of clayey silts, silty clays, and clays deposited in freshwater environments are generally stable under the influence of seismic ground shaking. The project site consists of well-drained, gravely-loam soils which have a low potential for liquefaction or ground failure to occur. The proposed project would not be expected to substantially result in adverse effects from liquefaction, and key design features would help ensure the pathways and associated project features are constructed to provide structure stability.

No impact is anticipated on the proposed project due to ground shaking, liquefaction, landslides, unstable soils, or expansive soils.

b) The proposed project alignment is along an existing road corridor. The project is subject to certain erosion-control requirements such as the City of Redding Grading Ordinance and the City of Redding Stormwater Quality Management and Discharge Control Ordinance (BIO-1 and BIO-2 in Section IV).

With implementation of standard conservation measures and BMPs, the potential for project implementation to result in substantial soil erosion or the loss of topsoil would be less than significant.

e) The proposed project does not involve the use of septic tanks or alternative wastewater disposal. No impact has been identified.

f) The proposed project area does not contain unique paleontological sites or unique geologic features. No impact has been identified.

Documentation

- City of Redding General Plan, Health and Safety Element, 2024
- City of Redding Grading Ordinance, RMC Chapter 16.12
- City of Redding Standard Specifications, Grading Practices
- Natural Resources Conservation Service, 2021, Custom Soil Resource Report for Shasta County Area, California

Mitigation

None necessary.

VIII. GREENHOUSE GAS EMISSIONS: Would the project:	*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?	☐	☐	☐	☒
b) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	☐	☐	☐	☒

Discussion

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

- *Carbon Dioxide (CO2):* Emitted primarily through the burning of fossil fuels. Other sources include the burning of solid waste and wood and/or wood products and cement manufacturing.

- *Methane (CH4):* Emissions occur during the production and transport of fuels, such as coal and natural gas. Additional emissions are generated by livestock and agricultural land uses, as well as the decomposition of solid waste.

- *Fluorinated Gases:* These can be emitted during some industrial activities. Also, many of these gases are substitutes for ozone-depleting substances, such as chlorofluorocarbons (CFCs), which have been used historically as refrigerants. Collectively, these gases are often referred to as "high global-warming potential" gases/

The primary generators of greenhouse gas (GHG) emissions in the United States are electricity generation and transportation. The Environmental Protection Agency estimates that 80 percent of the nation's GHG emissions are comprised of carbon dioxide (CO_2). Most CO_2 emissions are generated from burning fossil fuels for electricity, heat, and transportation.

The predominant GHG associated with the proposed project is CO_2 that is temporarily generated by construction equipment and vehicle travel to and from the site. California's Air Resources Board (CARB's) Mandatory Reporting of GHG Emissions requires facilities and entities with more than 10,000 metric tons of carbon dioxide equivalent ($MTCO_2e$) of combustion and process emissions, all facilities belonging to certain industries, and all electric power entities to submit an annual GHG emissions data report directly to CARB. According to the California Air Pollution Control Officers Association, the 10,000 $MTCO_2e$ /year is equivalent to 550 dwelling units, 400,000 square feet of office use, 120,000 square feet of

retail, or 70,000 square feet of supermarket use. Given the scope and nature of the proposed project compared to that of similar projects, emissions from the project would be significantly below the thresholds put forth by CARB, as well as the City's air-quality thresholds. Therefore, the project would not contribute significantly to GHG emissions in the air basin. Additionally, the City's and State's construction standards and BMPs, including AQ-1 through AQ-5 (listed in Section III, Air Quality, above), will be used during construction to further limit potential contribution to negative impacts from GHG emissions. The project would have no direct or indirect impact on measurable GHGs in the Redding area.

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

Documentation

- City of Redding General Plan, Air Quality Element, 2024
- California Air Resources Board (CARB). 2017. Current California GHG Emission Inventory Data. Available at: Current California GHG Emission Inventory Data| California Air Resources Board. Accessed 2021.

Mitigation

None necessary.

IX. HAZARDS AND HAZARDOUS MATERIALS: Would the project:	*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?	☐	☐	☒	☐
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?	☐	☐	☒	☐
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	☐	☐	☐	☒

IX. HAZARDS AND HAZARDOUS MATERIALS: Would the project:	*Potentially Significant Impact*	*Less-Than-Significant with Mitigation Incorporated*	*Less-Than-Significant Impact*	*No Impact*
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?	☐	☐	☐	☒
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard or excessive noise for people residing or working in the project area?	☐	☐	☐	☒
f) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	☐	☐	☒	☐
g) Expose people or structures, either directly or indirectly, to a significant risk of loss, injury, or death involving wildland fires.	☐	☐	☒	☐

Discussion

a, b) The nature and scope of the proposed project would not present a significant risk related to hazardous materials or emissions. Construction activities pose a slight risk for solvent or fuel spills or leaks. To comply with the City of Redding's Stormwater Quality and Discharge Control Ordinance, an erosion and sediment control plan is required when obtaining a grading permit. Compliance under the ordinance would require use of the following standard conservation measures and BMPs to avoid or minimize the potential for accidental release of hazardous materials from spills or fuel leaks during project construction:

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

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

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

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

- **HAZ-5.** Absorbent materials shall be used on small spills rather than hosing down or burying the spill. The absorbent material shall be promptly removed and properly disposed.

The potential for project construction and operation to create a hazard to the public or the environment through the accidental spill or pollutants would be less than significant.

c) There are no existing or currently proposed schools within 0.25 mile of the project area. There would be no impact on schools.

d) The project area is not on any lists of properties known to contain hazardous materials and would not create a hazard to the public or environment.

e) The Redding Municipal Airport is located approximately 2.3 miles from the project. The proposed project would not result in a safety hazard for people residing or working in the project area. There would be no impact on public safety.

f) Although temporary short duration disruptions to normal traffic operations would occur during construction, the impact would be less than significant. Temporary traffic control and lane reduction will be used during construction. Temporary signage would be used to alert motorists and non-motorized travelers to any decreased speeds, uneven pavement, etc., throughout the project alignment in accordance with the California Manual on Uniform Traffic Control Devices standards. Controlled through-traffic would be allowed to pass during construction. Operation of the completed project would have no impact on traffic operations. The project would have a less-than-significant impact on emergency response and evacuation plans during project construction. The project does not involve a use or activity that could interfere with emergency response or emergency evacuation plans for the area.

g) The proposed project is in a very high fire hazard severity zone. The use of construction equipment in and around vegetated areas increases the potential for wildfire ignition; however, standard specifications require internal combustion engines to be equipped with an operational spark arrester or the engine must be equipped for the prevention of fire. The potential for wildfire ignition would be less than significant.

Documentation

- City of Redding General Plan, Health and Safety Element, 2024
- California State Water Resources Control Board. 2021. Geotracker available at: http://geotracker.waterboards.ca.gov/.
- California Department of Toxic Substances Control. 2021. Envirostor- Hazardous Waste and Substances Site List (Cortese) available at: https://www.envirostor.dtsc.ca.gov/
- City of Redding Storm Water Mangement Program available at: https://www.cityofredding.gov/government/departments/public_works/environmental_management/storm_water_management/index.php
- Caltrans, California Manual on Uniform Traffic Control Devices Standards, 2021
- Shasta County Airport Land Use Commission, Comprehensive Land Use Plan Map, 1981
- California Fire Hazard Severity Zone Viewer, 2021

Mitigation

None necessary.

X. HYDROLOGY AND WATER QUALITY: Would the project:	*Potentially Significant Impact*	*Less-Than-Significant with Mitigation Incorporated*	*Less-Than-Significant Impact*	*No Impact*
a) Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or groundwater quality?	☐	☐	☒	☐
b) Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impeded sustainable groundwater management of the basin?	☐	☐	☐	☒
c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would:	☐	☐	☒	☐
i) result in substantial erosion or siltation on- or off-site;	☐	☐	☒	☐
ii) substantially increase the rate or amount of surface runoff in a manner which would result in flooding on-or offsite;	☐	☐	☐	☒
iii) create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff; or	☐	☐	☐	☒
iv) impede or redirect flood flows?	☐	☐	☐	☒
d) In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?	☐	☐	☐	☒
e) Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?	☐	☐	☐	☒

Discussion

a) The project would not involve any discharge of waste material into ground or surface waters. Construction and operation of the project would not violate any water quality standards or waste discharge requirements established by the Central Valley Regional Water Quality

Control Board (RWQCB) in its Basin Plan for the Sacramento River and San Joaquin River Basins. Water pollution BMPs were incorporated into the project and are required. The City's construction standards require that all projects prepare an erosion and sediment control plan (ESCP) prior to construction to address water pollution control. The ESCP will help ensure that water quality standards are not substantially affected by the project during construction. In addition to the ESCP and conservation measures HAZ-1 though HAZ-5, the following conservations measures have been incorporated into the project.

- **WQ-1.** All construction work and stockpiling of materials shall be confined to the project disturbance area.
- **WQ-2.** Temporary stockpiling of excavated or imported material shall be placed in upland areas.
- **WQ-3.** Excess soil shall be used onsite or disposed of at a regional landfill or other appropriate facility.

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

b-e) The proposed project would use City water service for construction and fire protection. The proposed project would not impact groundwater supplies and is not located in a tsunami or seiche zone. The project would not conflict with a water quality control plan or groundwater management plan. The project is not located within any agency or otherwise-documented flood-hazard boundary. Although construction activities could temporarily alter the existing drainage patterns in the project area, these activities would not result in substantial erosion, surface runoff, flooding on- or off-site, or substantially degrade water quality. The project involves a new impervious surface (widened asphalt shoulders), but it would not create run-off that would exceed the capacity of existing or planned stormwater drainage systems. The project would require realigning one roadside ditch; however, drainage patterns after construction would be consistent with pre-project conditions. The project would have a less-than-significant impact on drainage patterns in the project area.

Documentation

- City of Redding 2024-2045 General Plan, Health and Safety Element figures 4-1 (Ground Shaking Potential) and 4.2 (Liquefication Potential).
- Federal Emergency Management Agency (FEMA), Floodplain regulations, Floodplain Atlas Map P11, July 5, 2024.

Mitigation

None necessary.

XI. LAND USE AND PLANNING: Would the project:	*Potentially Significant Impact*	*Less-Than-Significant with Mitigation Incorporated*	*Less-Than-Significant Impact*	*No Impact*
a) Physically divide an established community?	☐	☐	☐	☒
b) Cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?	☐	☐	☐	☒

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's General Plan and Zoning Ordinance and would not conflict with any other land use plan, policy, or regulation.

Documentation

- City of Redding. 2024-2045 General Plan, Community Development and Design Element
- City of Redding. 2024-2045 General Plan General Plan, Natural Resources Element

Mitigation

None necessary.

XII. MINERAL RESOURCES: Would the project:	*Potentially Significant Impact*	*Less-Than-Significant with Mitigation Incorporated*	*Less-Than-Significant Impact*	*No Impact*
a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the State?	☐	☐	☐	☒
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?	☐	☐	☐	☒

Discussion

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

Documentation

- City of Redding General Plan, Natural Resources Element, 2024
- California Geological Survey, Aggregate Sustainability in California, 2018

Mitigation

None necessary.

XIII. NOISE: Would the project:	*Potentially Significant Impact*	*Less-Than-Significant with Mitigation Incorporated*	*Less-Than-Significant Impact*	*No Impact*
a) Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	☐	☐	☒	☐
b) Generation of excessive groundborne vibration or groundborne noise levels?	☐	☐	☐	☒
c) 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?	☐	☐	☐	☒

Discussion

a) The project area is located in the right of way of an existing road, both within and just outside City boundaries. Existing ambient noise and vibration includes vehicles accessing roadway, as well as standard noises associated with commercial businesses and some residential living. When the project is constructed, Airport Road would have the same number of travel lanes and would not generate more traffic. No permanent or long-term noise impacts would occur because of the proposed project. Noise impacts would be less than significant.

During construction, the City's Grading Ordinance would limit grading-permit-authorized activities to between the hours of 7:00 a.m. and 7:00 p.m., Monday through Saturday. No operations are allowed on Sunday. Noise generated by temporary construction activities may be slightly louder than existing conditions. No permanent or long-term noise impacts would occur because of the project. Temporary construction noise impacts would be less than significant.

b) Potentially sensitive receptors such as nearby residences and businesses would not be subject to excessive ground-borne vibration or noise levels.

c) The Redding Municipal Airport is approximately 2.3 miles from the proposed project. Implementation of the proposed project would have no cumulative noise impact on residences near the project area.

Documentation

- City of Redding General Plan, Noise Element, 2024
- City of Redding General Plan, Transportation Element, 2024
- City of Redding Zoning Ordinance Redding Municipal Code, Section 18.40.100
- Redding Municipal Airport. 2004. Redding Municipal Airport Master Plan. https://www.cityofredding.org/home/showdocument?id=865
- City of Redding Grading Ordinance, RMC Chapter 16.12

Mitigation

None necessary.

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

Discussion

a, b) The proposed project is intended to improve an existing roadway; it would not increase vehicle capacity or induce population growth in the City of Redding area. Because the proposed project would occur within the City's or County's right of way, there would be no displacement of persons or housing due of project construction.

Documentation

- City of Redding General Plan, Housing Element, 2020-2028

Mitigation

None necessary.

XV. PUBLIC SERVICES: Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:	*Potentially Significant Impact*	*Less-Than-Significant with Mitigation Incorporated*	*Less-Than-Significant Impact*	*No Impact*
a) Fire Protection?	☐	☐	☐	☒
b) Police Protection?	☐	☐	☐	☒
c) Schools?	☐	☐	☐	☒
d) Parks?	☐	☐	☐	☒
e) Other public facilities?	☐	☐	☐	☒

Discussion

a-e) The proposed project would not require new governmental facilities or changes to governmental facilities to maintain acceptable service ratios or other performance objectives. The project would have no impact on public services.

Documentation

- City of Redding General Plan, Public Facilities and Services Element, 2024

Mitigation

None necessary.

XVI. RECREATION: Would the project:	*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?	☐	☐	☐	☒
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?	☐	☐	☐	☒

Discussion

a, b) The proposed project would not increase the use of existing parks or other recreational facilities. The proposed project does not include recreational facilities or require the construction or expansion of recreational facilities. The project would have no impact on recreation.

Documentation

- City of Redding General Plan, Recreation Element, 2024
- City of Redding General Plan, Public Facilities and Services Element, 2024

Mitigation

None necessary.

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

Discussion

a, b, c) The proposed project would not conflict with transportation plans, ordinances, or policies. Since the proposed project would not increase vehicle miles, it is consistent with CEQA Guidelines section 15064.3, subdivision (b). The proposed project would not change intersections or add sharp curves.

d) One lane of traffic will be maintained during construction, which would allow emergency response access. The proposed project would have a less than significant impact.

Documentation

- City of Redding General Plan, Transportation Element, 2024.
- City of Redding Parks, Trails, and Open Space Master Plan, 2018.

- California Office of Planning and Research (OPR). 2018. Technical Advisory on Evaluation Transportation Impacts in CEQA. http://opr.ca.gov/docs/20190122 743_Technical_Advisory.pdf.

Mitigation

None necessary.

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

Discussion

a, b) In accordance with Assembly Bill 52 (AB 52), the City consulted with the NAHC and local Native American groups and individuals pursuant to Section 21080.3 of CEQA. This consultation included contacting the local Native American individuals identified by the NAHC via letters sent on October 24, 2019, and conducting follow-up phone calls. No tribal cultural resources were identified within the project area. Therefore, the project would not cause a substantial adverse change in the significance of any known tribal cultural resources.

Documentation

- Stantec Consulting Services Inc., December 4, 2019. Cultural Resources Investigation, Report for Airport Road Improvement Phase II Project.

Mitigation

None necessary.

XIX. UTILITIES AND SERVICE SYSTEMS: Would the project:	*Potentially Significant Impact*	*Less-Than-Significant with Mitigation Incorporated*	*Less-Than-Significant Impact*	*No Impact*
a) Require or result in the relocation or construction of new or expanded water, wastewater treatment or storm water drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?	☐	☐	☒	☐
b) Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years?	☐	☐	☐	☒
c) Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?	☐	☐	☐	☒
d) Generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?	☐	☐	☐	☒
e) Comply with federal, state, and local management and reduction statutes and regulations related to solid waste?	☐	☐	☐	☒

Discussion

a) Utility relocation may include fire hydrants and utility poles with their associated electrical, cable, and telephone lines; however, it would not require new or expanded facilities and would not exceed available capacity. The proposed project would also require relocating one roadside ditch to accommodate road widening. Stormwater drainage would be similar to pre-project conditions, and impacts would be less than significant.

b-e) Sufficient water supplies are available to construct the project, and there would be no impact on water supplies. The road widening project would have no impact on wastewater treatment systems. Construction and operation of the project would not generate excess solid waste, impair reduction goals, and would comply with statues and regulations related to solid waste. The project would have no impact on solid waste.

Documentation

- City of Redding General Plan, Public Facilities and Services Element, 2024.

Mitigation

None necessary.

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

Discussion

a) The proposed project is in a very high fire hazard severity zone. One lane of traffic will be maintained during construction, which would allow emergency response access or emergency evacuation. The project would not substantially impair an emergency response plan or an emergency evacuation plan. The project would have a less-than-significant impact.

b) The project is located on an existing roadway within a relatively flat area and would not exacerbate wildfire risks or expose project occupants to pollutant concentrations.

c) The project would not require the installation or maintenance of associated infrastructure that could exacerbate wildfire risks.

d) The project would not expose people or structures to downstream flooding or landslides.

Documentation

- California Fire Hazard Severity Zone Viewer, 2021
- City of Redding. 2045 General Plan. Health and Safety Element.

Mitigation

None necessary.

XXI. MANDATORY FINDINGS OF SIGNIFICANCE: Would the project:	*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?	☐	☒	☐	☐
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)?	☐	☐	☒	☐
c) Does the project have potential environmental effects which may cause substantial adverse effects on human beings, either directly or indirectly?	☐	☐	☐	☒

Discussion

a) The proposed project would have minimal potential to degrade the quality of the environment, affect wildlife populations or their habitats, or reduce the number or restrict the range of rare or endangered plant and animal species. Although special-status wildlife species, including vernal pool branchiopods and migratory birds, may be impacted by implementation of the proposed project, standard conservation measures and BMPs, as well as mitigation measures, will be used to avoid adverse impacts on these species. Implementation of the proposed project would not eliminate examples of history or prehistory. The project's impacts would be less than significant with mitigation incorporated.

b) As described in Section III, the proposed project could temporarily contribute to region-wide cumulative air quality impacts. However, these impacts would be considered less than significant and under the policy of the City's General Plan; and application of standard BMPs would eliminate the potential for air quality impacts during project implementation. The project's potential cumulative impacts would be less than significant.

c) As discussed in this document, the proposed project does not include any activities that cannot be mitigated to a less-than-significant level or that could otherwise cause substantial adverse impacts on human beings, either directly or indirectly.

Documentation

See all sections above.

Mitigation

- **MM-1.** All on-site construction personnel shall receive instruction regarding the presence of listed species and the importance of avoiding impacts to these species and their habitat.

- **MM-2.** To compensate for direct impacts on potential habitat for vernal pool tadpole shrimp and vernal pool fairy shrimp, the City will purchase the appropriate mitigation credits from a U.S. Fish and Wildlife (USFWS)-approved mitigation bank or another site to be approved by the USFWS. Permanent impacts will be mitigated at a minimum ratio of 3:1 (three acres preserved for each acre of potential habitat removed). Temporary impacts will be mitigated on-site at a 1:1 ratio.

- **MM-3.** If vegetation removal or construction activities will occur during the nesting season for birds (February 1 through August 31), a qualified biologist shall conduct a preconstruction survey 7 days before construction activities begin. If nesting birds are found, California Department of Fish and Wildlife (CDFW) shall be notified and consulted. An appropriate buffer, as determined by CDFW and the qualified biologist, shall be placed around the nest until the young have fledged. If construction activities cease for a period greater than 7 days, additional preconstruction surveys shall be required.

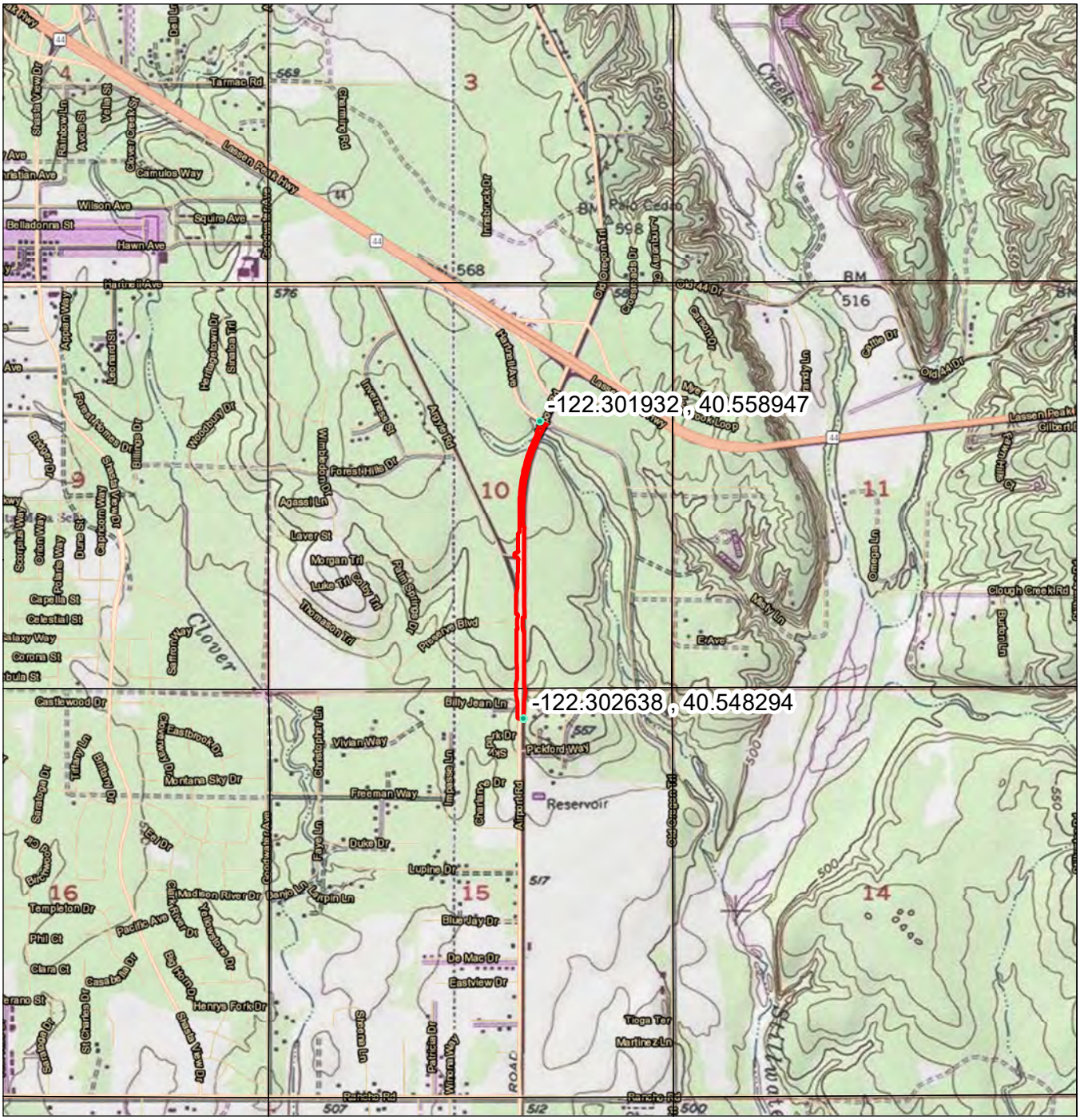
ATTACHMENT A

Figure 1 –Project Location

Figure 2 – Project Design Features

R 04W

T 31N



Notes
1. Coordinate System: NAD 1983 StatePlane California I FIPS 0401 Feet
2. Base map: ESRI USA Topo Maps web mapping service, 2018-01-19
3. Public Land Survey: T 31N, R 04W, Sec. 10, 15
4. USGS 7.5 Quad: Enterprise

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Project Location
Shasta County, California

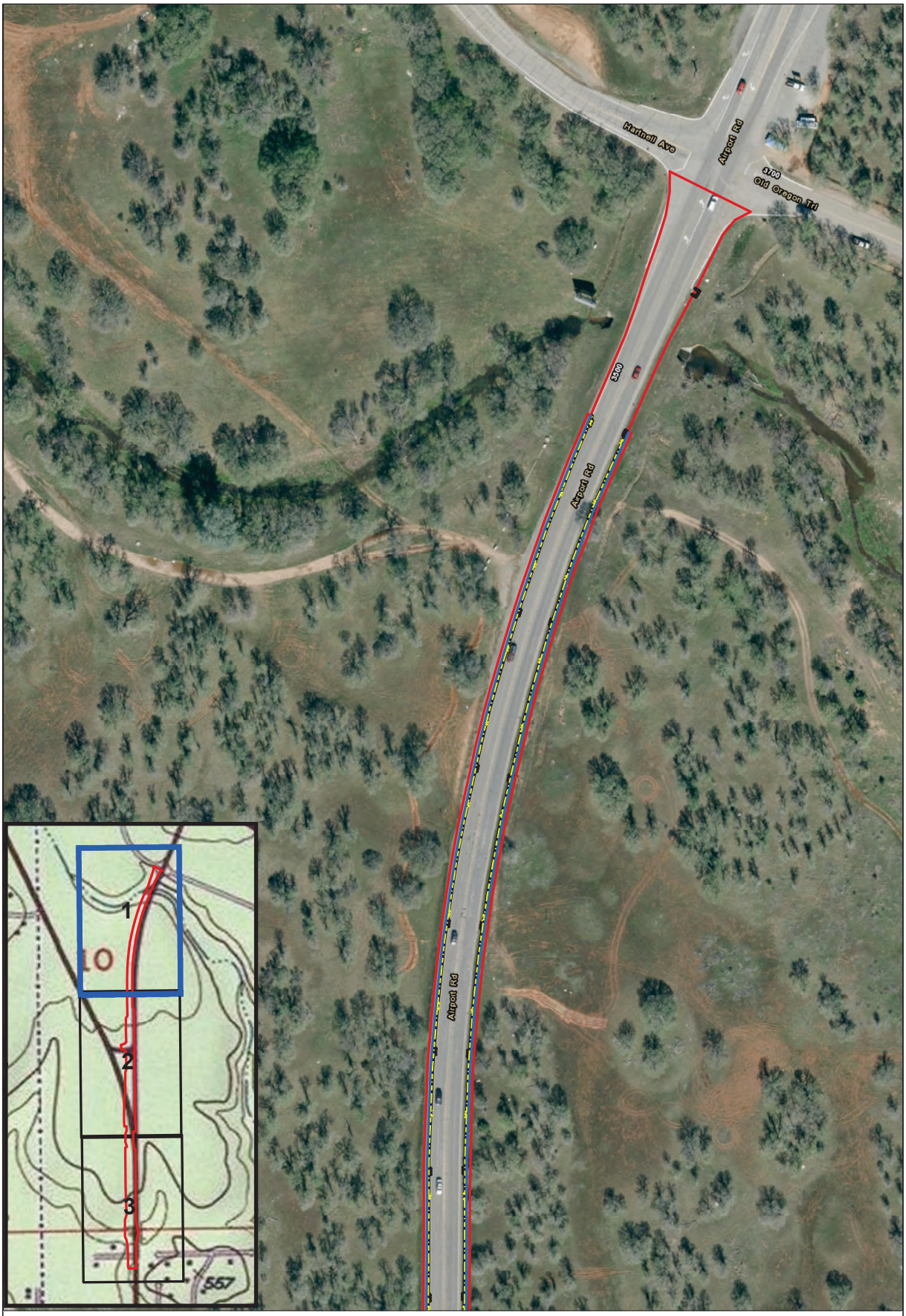
185704639
Prepared by JP on 2019-08-27
Reviewed by ST on 2019-08-27

Client/Project
City of Redding
Airport Road Improvement Project - Phase 2

Figure No.
1

Title
Project Location

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Study Area (6.91 acres)
New Storm Drain
New Edge of Pavement
Existing Edge of Pavement
New AC Dike
New Ditch
New Hinge Point

0 100 Feet
1 inch = 100 feet (At original document size of 8.5x11)

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W E
S

Stantec

Project Location
Shasta County, California

185704639
Prepared by JP on 2019-08-19

Client/Project
City of Redding
Airport Road Improvement Project - Phase 2

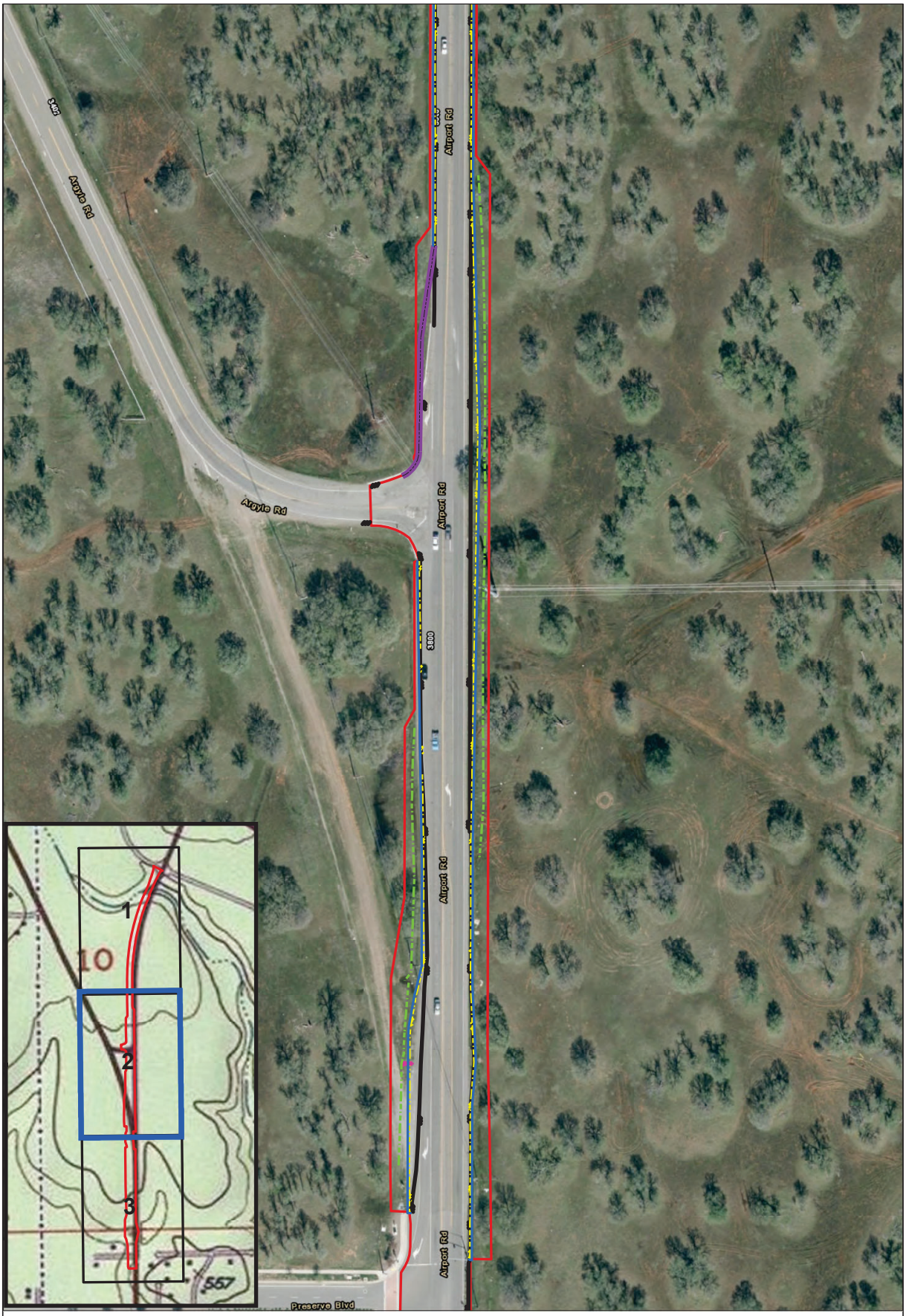
Figure No.
2

Title
Project Design Features

Notes
1. Coordinate System: NAD 1983 StatePlane California I FIPS 0401 Feet
2. Aerial imagery: City of Redding, 3/17/2016

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Study Area (6.91 acres)
New Storm Drain
New Edge of Pavement
Existing Edge of Pavement
New AC Dike
New Ditch
New Hinge Point

OR
WY
NV
UT
CA
AZ

0 100 Feet
1 inch = 100 feet (At original document size of 8.5x11)

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W E
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Stantec

Notes
1. Coordinate System: NAD 1983 StatePlane California I FIPS 0401 Feet
2. Aerial imagery: City of Redding, 3/17/2016

Project Location
Shasta County, California

185704639
Prepared by JP on 2019-08-19

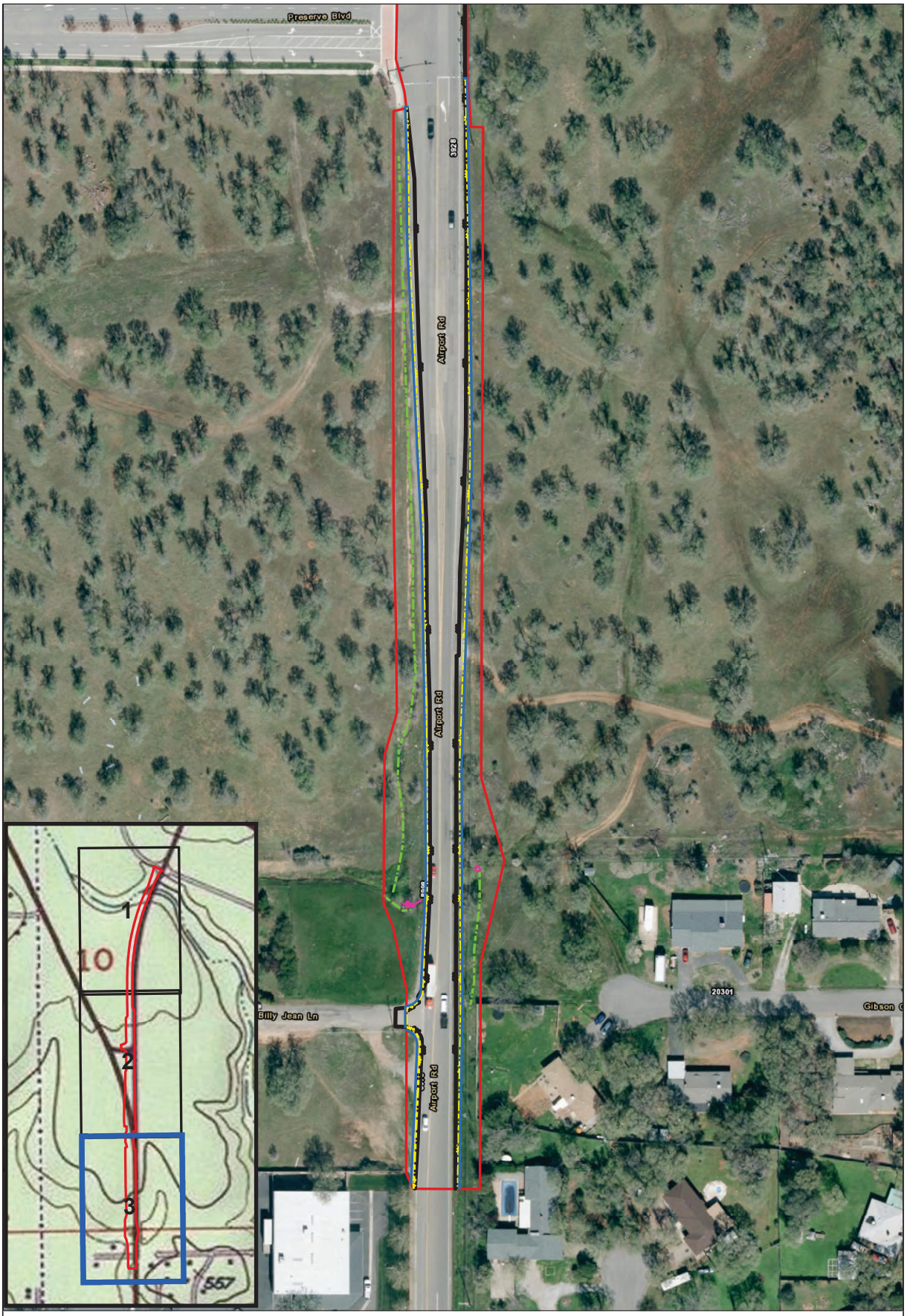
Client/Project
City of Redding
Airport Road Improvement Project - Phase 2

Figure No.
2

Title
Project Design Features

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Study Area (6.91 acres)
New Storm Drain
New Edge of Pavement
Existing Edge of Pavement
New AC Dike
New Ditch
New Hinge Point

0 100 Feet
1 inch = 100 feet (At original document size of 8.5x11)

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Stantec

Notes
1. Coordinate System: NAD 1983 StatePlane California I FIPS 0401 Feet
2. Aerial imagery: City of Redding, 3/17/2016

Project Location
Shasta County, California

185704639
Prepared by JP on 2019-08-19

Client/Project
City of Redding
Airport Road Improvement Project - Phase 2

Figure No.
2

Title
Project Design Features

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ATTACHMENT C

Mitigation Monitoring and Environmental Commitment Program

MITIGATION MONITORING AND ENVIRONMENTAL COMMITMENT PROGRAM

AIRPORT ROAD IMPROVEMENT PROJECT PHASE 2 (STATE CLEARINGHOUSE NO. 2024XXXXXX)

MITIGATION MONITORING PROGRAM CONTENTS

This document is the Mitigation Monitoring and Environmental Commitment Program (MMP/ECP) for the Airport Road Improvements Project Phase 2 (project). The MMP/ECP includes a brief discussion of the legal basis for, and the purpose of, the program, discussion, and direction regarding complaints about noncompliance; a key to understanding the monitoring matrix; and the monitoring matrix.

LEGAL BASIS OF AND PURPOSE FOR THE MITIGATION MONITORING PROGRAM

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

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

Mitigation is defined by CEQA Guidelines Section 15370 as a measure that does any of the following:

- Avoids impacts altogether by not taking a certain action or parts of an action.
- Minimizes impacts by limiting the degree or magnitude of the action and its implementation.
- Rectifies impacts by repairing, rehabilitating, or restoring the impacted environment.
- Reduces or eliminates impacts over time by preservation and maintenance operations during the life of the project.
- Compensates for impacts by replacing or providing substitute resources or environments.

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

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

MITIGATION MONITORING/ENVIRONMENTAL COMMITMENT PROGRAM TABLE

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

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

NONCOMPLIANCE COMPLAINTS

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

MITIGATION MONITORING AND ENVIRONMENTAL COMMITMENT PROGRAM TABLE FOR THE AIRPORT ROAD IMPROVEMENTS PROJECT PHASE 2 MITIGATION MONITORING PROGRAM (STATE CLEARINGHOUSE NO. 2024XXXXXX)

ENVIRONMENTAL COMMITMENTS

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

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

Best Management Practices	Timing/ Implementation	Enforcement/ Monitoring	Verification (Date and Initials)
Biological Resources (BIO)			
BIO-1. A Stormwater Pollution Prevention Plan (SWPPP), as required by the City of Redding Stormwater Quality Management and Discharge Control Ordinance, will be prepared to address BMPs that will be used to prevent erosion and sediment loss within the project site. BMPs such as silt fence, mulching and seeding, and straw wattles will be placed where needed to prevent sediment from leaving the site during and after construction.	Preconstruction/ Construction	City/ Construction Management	
BIO-2. Appropriate sediment control measures (e.g., silt fences, straw wattles) will be in place prior to the onset of construction activities near waters of the United States and in project areas where there is a potential for surface runoff to drain into jurisdictional waters. Sediment control measures will be monitored and maintained until construction activities have ceased.	Preconstruction/ Construction	City/ Construction Management	
BIO-3. High visibility fencing, flagging, or markers will be installed along the edges of the work zone near avoided waters and riparian areas. In addition, equipment entry and exit points; and staging, storage, and stockpile areas must be clearly marked prior to the entry of mechanized equipment or vehicles into the construction area.	Preconstruction/ Construction	City/ Construction Management	
Cultural Resources (CR)			
CR-1. If previously unidentified cultural materials are unearthed during construction, it is the City's policy that work be halted in that area until a qualified archaeologist can assess the significance of the find. Additional archaeological surveys will be needed if the proposed project undertaking limits are extended beyond the present survey area of potential effect limits.	Construction	City/ Construction Management	
CR-2. If human remains are discovered during project activities, all activities near the find will be stopped, and the Shasta County Sheriff-Coroner's Office will be notified. If the coroner determines that the remains may be those of a Native American, the coroner will contact the Native American Heritage Commission (NAHC). Treatment of the remains will be conducted in accordance with further direction of the County Coroner or NAHC, as appropriate.	Construction	City/NAHC/ County Coroner	
Hazards and Hazardous Materials (HAZ)			
HAZ-1. Hazardous materials, including fuels, oils, cement, and solvents will be stored and contained in an area protected from direct runoff and away from areas where they could enter waters of the United States.	Construction	City/ Construction Management	
HAZ-2. Construction equipment will be inspected daily for leaks. Leaking fluids will be contained upon detection, and equipment repairs will be made as soon as practicable, or the leaking equipment will be moved offsite.	Construction	City/ Construction Management	

Best Management Practices	Timing/ Implementation	Enforcement/ Monitoring	Verification (Date and Initials)
HAZ-3. Secondary containment such as drip pans or absorbent materials will be used to catch spills or leaks when removing or changing fluids. Secondary containment will be used for storage of all hazardous materials.	Construction	City/ Construction Management	
HAZ-4. Spill containment and clean-up materials will be kept onsite at all times for use in the event of an accidental spill.	Construction	City/ Construction Management	
HAZ-5. Absorbent materials will be used on small spills rather than hosing down or burying the spill. The absorbent material will be promptly removed and disposed of properly.	Construction	City/ Construction Management	
Hydrology and Water Quality (WQ)			
WQ-1. All construction work and stockpiling of materials will be confined to the project disturbance area.	Construction	City/ Construction Management	
WQ-2. Temporary stockpiling of excavated or imported material will be placed in upland areas.	Construction	City/ Construction Management	
WQ-3. Excess soil will be used onsite or disposed of at a regional landfill or other appropriate facility.	Construction	City/ Construction Management	

CALIFORNIA ENVIRONMENTAL QUALITY ACT MITIGATION MEASURES

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

Mitigation Measure (MM)	Timing/ Implementation	Enforcement/ Monitoring	Verification (Date and Initials)
Biological Resources (BIO)			
MM-1. All on-site construction personnel shall receive instruction regarding the presence of listed species and the importance of avoiding impacts to these species and their habitat.	Preconstruction/ Construction	City/ Construction Management	

Mitigation Measure (MM)	Timing/ Implementation	Enforcement/ Monitoring	Verification (Date and Initials)
MM-2. To compensate for direct impacts on potential habitat for vernal pool tadpole shrimp and vernal pool fairy shrimp, the City will purchase the appropriate mitigation credits from a U.S. Fish and Wildlife (USFWS)-approved mitigation bank or another site to be approved by the USFWS. Permanent impacts will be mitigated at a minimum ratio of 3:1 (three acres preserved for each acre of potential habitat removed). Temporary impacts will be mitigated onsite at a 1:1 ratio.	Construction	City/ Construction Management	
MM-3. If vegetation removal or construction activities will occur during the nesting season for birds (February 1 through August 31), a qualified biologist shall conduct a preconstruction survey 7 days before construction activities begin. If nesting birds are found, California Department of Fish and Wildlife (CDFW) shall be notified and consulted. An appropriate buffer, as determined by CDFW and the qualified biologist, shall be placed around the nest until the young have fledged. If construction activities cease for a period greater than 7 days, additional preconstruction surveys shall be required.	Construction	City/ Construction Management	