



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 FOR THE VICTOR AND CYPRESS AVENUES ACTIVE TRANSPORTATION PROJECT

Notice is hereby given that the public is invited to review and comment on the Initial Study (IS) and proposed Mitigated Negative Declaration (MND), pursuant to the California Environmental Quality Act (CEQA), for the proposed Victor and Cypress Avenues Active Transportation Project (project). The proposed Mitigated Negative Declaration does not signify approval or disapproval of this project. The City of Redding will consider the proposed Mitigated Negative Declaration together with any comments received during the public review process to determine whether the proposed project should be approved as proposed, if additional studies are required, or if the project should be deferred.

The project is in east Redding, Shasta County, California. The project site is located along Victor Avenue, Hartnell Avenue, Cypress Avenue, and Alfreda Way (latitude 40.567961°, longitude 122.339304° at the approximate center point of the project).

The purpose of the project is to safely accommodate active transportation, including people that walk, bike and roll. The project is needed because the roadway and trail segments included in the project area have discontinuous pedestrian and bicycle facilities, and for some sections, no facilities. The project includes: shared use pathways; sidewalk improvements; ADA compliant curb, gutter, and ramps; crosswalks, raised concrete pedestrian medians, and rapid flashing beacons; buffered bicycle lanes; lighting improvements; protected intersection improvements; a round-about intersection; wayfinding signage; and a pedestrian bridge. Construction work will consist of earthwork, trenching, vegetation removal, utility relocation, drainage installation and modification, tree planting, installation of irrigation, paving, striping, and sign replacement/installation. Utilities will be relocated as needed to implement the ADA compliant improvements. Drainage improvements include the installation, modification, removal, or replacement of the City storm drain utility infrastructure to ensure positive drainage of the non-motorized improvements. The improvements will be constructed within City right of way and easement areas. Construction will require one-way traffic control and detours may be required. It is anticipated that construction would take two seasons and is planned for 2025 and 2026.

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 public and state agency comment period on the IS/MND commences on November 1, 2024, and will end on December 3, 2024. Comments must be in writing and will be accepted until 5 p.m. on the due date. Comments may be sent to Amber Kelley, Environmental Compliance Manager, 777 Cypress Avenue, Redding, CA 96001, or via email to akelley@cityofredding.org. The project will be considered for approval at the December 17, 2024, City Council meeting.

The Initial Study and Mitigated Negative Declaration are available for review online at https://www.cityofredding.gov/government/departments/public_works/environmental_management/index.php, and available for review or purchase at the City of Redding Public Works Department (530-225-4170), 777 Cypress Avenue, Redding, California.



MITIGATED NEGATIVE DECLARATION

VICTOR AND CYPRESS AVENUES ACTIVE TRANSPORTATION PROJECT STATE CLEARINGHOUSE NO. 2024XXXXXX

SUBJECT

Victor and Cypress Avenues Active Transportation Project

PROJECT DESCRIPTION

The City of Redding (City) proposes to construct the Victor and Cypress Avenues Active Transportation Project (project). The purpose of the project is to safely accommodate active transportation, including people that walk, bike and roll. The project is needed because the roadway and trail segments included in the project area have discontinuous pedestrian and bicycle facilities, and for some sections, no facilities. Pedestrians and bicyclists are required to share roadways with motor vehicles, take circuitous detours or use unimproved (dirt surface) paths. Under existing conditions, some disabled pedestrians do not have a choice and must find alternative modes of transportation or share the vehicular traveled way.

The project includes: shared use pathways; sidewalk improvements; ADA compliant curb, gutter, and ramps; crosswalks, raised concrete pedestrian medians, and rapid flashing beacons; buffered bicycle lanes; lighting improvements; protected intersection improvements; a round-about intersection; wayfinding signage; and a pedestrian bridge. Construction work will consist of earthwork, trenching, vegetation removal, utility relocation, drainage installation and modification, tree planting, installation of irrigation, paving, striping, and sign replacement/installation. Utilities will be relocated as needed to implement the ADA compliant improvements. Drainage improvements include the installation, modification, removal, or replacement of the City storm drain utility infrastructure to ensure positive drainage of the non-motorized improvements. The improvements will be constructed the City right of way and within easement areas. Construction is anticipated to begin in 2025 and continue through 2026.

ENVIRONMENTAL SETTING

The approximately 28.74-acre project area largely consists of existing urban road corridors and adjoining City right-of-way. Adjacent development includes private and commercial businesses, offices, and single and multiple-family residences. A private school and a cemetery are near the westernmost end of the Cypress Avenue segment, while the southernmost extent of the Victor Avenue segment ends at its crossing over Churn Creek. A large undeveloped, but previously disturbed private parcel is at the northeast corner of the Cypress/Victor intersection. The City designates East Cypress Avenue, Victor Avenue, and Hartnell Avenue as Minor Arterials; while the side streets that intersect these larger roads, including Alfreda Way, are designated as Local Roads with much lower traffic volumes.

Vegetation in the project area is mainly landscape ornamentals, intermixed with areas dominated by native oaks and pines. The southern extent of the Victor Avenue segment ends in the designated Open Space on the north side of Churn Creek. The creek, itself, is just outside of the project area.

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** Removal of large trees (10-inch dbh or greater) with cavities, crevices, or snags shall occur before maternity colonies form (i.e., prior to March 1) or after young are volant (i.e., after August 15). If construction (including the removal of large trees) occurs during the non-volant season (March 1 through August 15), a qualified biologist shall conduct a pre-construction survey of the project area to locate maternity colonies and identify measures to protect the colonies from disturbance. The preconstruction survey will be performed no more than seven days prior to the implementation of construction activities. If a lapse in construction activities for seven days or longer occurs between those dates, another pre-construction survey will be performed. If a maternity colony is found a qualified biologist (in consultation with the CDFW) will determine the extent of a construction-free buffer zone to be established around the nest. If practicable, removal of large trees with cavities will occur before maternity colonies form (i.e., prior to March 1) or after young are capable of flying (i.e., after August 15).
- MM-2** If construction is to occur during the nesting season for birds (February 1 through August 31) or raptors (November 1 through July 15) a qualified biologist will conduct a pre-construction survey

to locate active nests. The pre-construction survey will be conducted no more than seven (7) days prior to the initiation of construction activities. If a lapse in construction activities occurs for 7 days or longer, another pre-construction survey will be performed. If an active nest is found, a qualified biologist (in consultation with the CDFW) will determine the extent of a buffer zone to be established around the nest. The pre-construction survey may be conducted concurrently with pre-construction surveys for other special-status species.

PUBLIC REVIEW DISTRIBUTION


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

- State Clearinghouse
- Shasta County Clerk
- California Department of Transportation District 2
- California Department of Fish and Wildlife District 1
- Central Valley Regional Water Quality Control Board
- California Highway Patrol
- Native American Heritage Commission
- State Office of Historic Preservation
- All property owners within 300 feet of the project area boundary

PUBLIC REVIEW

- (X) Draft document referred for comments 11/4/2024–12/3/2024
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: Amber Kelley, Environmental Compliance Manager, (530) 225-4046 or akelley@cityofredding.org.

Date of
Draft Report: 11/1/2024 By: 
Name/Title: Amber Kelley
Environmental Compliance Manager

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

Victor and Cypress Avenues Active Transportation Project



ATTACHMENT B

Initial Study

CALIFORNIA ENVIRONMENTAL QUALITY ACT INITIAL STUDY

Victor and Cypress Avenues Active Transportation Project



Prepared for:
CITY OF REDDING
Public Works Department

Engineering Division
777 Cypress Avenue
Redding, California 96001

November 2024

CITY OF REDDING ENVIRONMENTAL CHECKLIST FORM

1) Project Title: Victor and Cypress Avenues Active Transportation Project (project)

2) Lead agency name and address:

City of Redding (City)
Public Works Department
777 Cypress Avenue
Redding, CA 96001

3) Contact Person and Phone Number:

Amber Kelley
Environmental Compliance Manager
Phone: (530) 225-4046
Email: akelley@cityofredding.org

4) Project Location:

The project is in the city of Redding, Shasta County, California. It consists of contiguous segments of Victor Avenue, Hartnell Avenue, Cypress Avenue, Alfreda Way, and the Fenway Avenue to Kenco Avenue pedestrian pathway:

- Victor Avenue Segment: The Victor Avenue segment is located from approximately 450 feet south of Bramble Place to approximately 800 feet north of Cypress Avenue.
- Hartnell Avenue Segment: The Hartnell Avenue segment is located from Robert Court to Yana Avenue.
- Cypress Avenue Segment: The Cypress Avenue segment is located from approximately 300 feet west of Alfreda Way to 200 feet east of Sabre Court.
- Alfreda Way: The Alfreda Way segment extends north from its intersection with Cypress Avenue to the end of pavement; then continues north, crossing an undeveloped parcel before turning west to Del Monte Street.
- The Fenway Avenue to Kenco Avenue path consists of two segments:
 - West of Victor Avenue: From Fenway Avenue to Victor Avenue.
 - East of Victor Avenue: From Victor Avenue to Kenco Avenue.

The project is a linear alignment shown on the *Redding, California* U.S. Geological Survey (USGS) 7.5-minute topographic quadrangle in Township 31N Range 4W, Sections 5 and 8 (Figure 1). The approximate center of the project is located at latitude 40.570955, longitude -122.338818 (WGS84).

5) Applicant's Name and Address:

City of Redding
Public Works Department
777 Cypress Avenue
Redding, CA 96001

Representative's Name and Address:

Amber Kelley, City of Redding
Public Works Department
777 Cypress Avenue
Redding, CA 96001

6) General Plan Designation:

- Industrial (I)
- Multiple Family (MF)
- Mobile Home (MH)
- Office (O)
- Open Space (OS)
- Public (P)
- Retail (R)
- Single Family (SF)
- Urban Commercial (UC)
- Urban Residential (UR)

7) Zoning:

- | | |
|----------------------------|--|
| • General Commercial (GC) | • Residential Single Family 3 Unit per Acre (RS-3.5) |
| • General Office (GO) | • Residential Multiple Family 9 Unit per Acre (RM-9) |
| • Heavy Commercial (HC) | • Residential Multiple Family 10 Unit per Acre (RM-10) |
| • Limited Office (LO) | • Residential Multiple Family 12 Unit per Acre (RM-12) |
| • Open Space District (OS) | • Residential Multiple Family 15 Unit per Acre (RM-15) |
| • Public Facility (PF) | |
| • Regional Commercial (RC) | |

8) Description of Project:

The purpose of the project is to safely accommodate active transportation, including people that walk, bike and roll. It is needed because the roadway and trail segments included in the project have discontinuous pedestrian and bicycle facilities, and for some sections, no facilities. Pedestrians and bicyclists are required to share roadways with motor vehicles, take circuitous detours or use unimproved (dirt surface) paths.

The proposed project includes the following:

Victor Avenue Segment

- **Sidewalk:** Construction of approximately 2,500 linear feet of new concrete sidewalk that would include Americans with Disabilities Act (ADA) compliant access ramps.
- **Separated path:** Construction of approximately 3,400 linear feet of concrete path.
- **Bike lanes:** Construction of approximately 7,600 linear feet of delineated bike lanes on the paved roadway.

- **Widened Pavement:** Widen approximately 1,300 linear feet of the roadway to provide a consistent cross-section for motor vehicle, bicycle, and pedestrian traffic.
- **Roundabout:** A roundabout intersection would be provided at the Victor Avenue intersection with Cypress Avenue.
- **Storm drains:** One storm drain will be extended approximately 8 feet and a new headwall will be constructed. In addition, approximately 2,500 linear feet of new storm drain would be constructed, including catch basins and manholes.
- **Landscaping:** Trees would be planted (in tree wells) and irrigation installed at various locations along the segment. Landscaping and irrigation would also be installed at the roundabout proposed for the Victor Avenue/Cypress Avenue intersection.
- **Other utility work:** Approximately 16 water valve covers would be adjusted to grade; approximately 12 sewer manholes or cleanouts would be adjusted to grade; approximately three fire hydrant assemblies would be modified; approximately four communication vaults would be adjusted to grade; and approximately three wood utility poles would be relocated. Water meters at spot locations would need to be adjusted or relocated. Existing lighting would be modified, and new lighting may be installed.
- **Crosswalk:** An existing mid-block pedestrian crossing will be replaced with an enhanced crossing consisting of a raised concrete pedestrian median, lighting improvements for visibility, and rapid flashing beacons to warn motorists of pedestrian crosswalk use.
- **Fenway Avenue to Kenco Avenue – Path:** The existing 800 linear foot gravel pathway would be paved.

Hartnell Avenue Segment

- Traffic signal modification, including new foundations, poles, conduits and pull boxes.
- Repair and re-establishment of existing landscaping behind sidewalks along the segment.
- The Victor and Hartnell Avenue intersection will be improved with new pedestrian and bicycle crossings, ADA compliant curb ramps, and pedestrian/bicycle protection islands.
- Project features are included in the *Victor Avenue Segment* section, above.

Cypress Avenue Segment

- **Sidewalk:** Construction of approximately 1,500 linear feet of new concrete sidewalk, including access ramps.
- **Separated path:** Included in the *Victor Avenue Segment* section, above.
- **Bike lanes:** Construction of approximately 5,600 linear feet of delineated bike lanes on the paved roadway.
- **Roundabout:** Included in the *Victor Avenue Segment* section, above.
- **Storm drains:** Construction of approximately 200 linear feet of storm drains, including catch basins and manholes.
- **Landscaping:** Repair and re-establish landscaping behind sidewalks at spot locations along the segment.

- **Other utility work:** Approximately 15 water valve covers would be adjusted to grade; approximately 10 sewer manholes or cleanouts would be adjusted to grade; approximately one fire hydrant assembly would be modified; approximately four communication vaults would be adjusted to grade; and three to six wood utility poles would be relocated. Water meters at spot locations would need to be adjusted or relocated, existing lighting would be modified, and new lighting may be installed.

Alfreda Way Segment

- **Sidewalk:** Approximately 900 linear feet of new concrete sidewalk, including access ramps.
- **Bike lanes:** Approximately 900 linear feet of delineated bike lanes on the paved roadway.
- **Storm drains:** Approximately 200 linear feet of storm drains would be provided, including catch basins and manholes.
- **Landscaping:** Repair and re-establishment of landscaping behind sidewalks at spot locations along the segment.
- **Other utility work:** Water meters at spot locations would need to be adjusted or relocated, existing lighting would be modified, and new lighting may be installed.
- **Alfreda Way to Del Monte Street – Path:** Approximately 600 linear feet of concrete path would be constructed, including an approximately 80-foot-long by 10-foot-wide pedestrian/bicycle bridge over the tributary to Little Churn Creek. The new bridge would be designed to convey the 100-year flood flow without inundating the bridge soffit. The bridge would be supported on concrete footings and concrete abutments. The superstructure would be steel and concrete. The bridge footings, abutments, and associated rock slope protection (RSP) would be outside of the Little Churn Creek tributary. Existing lighting would be modified and new lighting may be installed.

Construction would include vegetation removal, pavement grinding, pavement overlay, earthwork, utility work, storm drains, stormwater treatment, pavement widening, roadside sign modifications and new signs, pavement delineation, street lighting and landscaping. Work will primarily occur within the City right of way; however, permanent right of way acquisition or easements will be required. Temporary construction access will also be required on private property. The project would not increase vehicle capacity as it would reduce the number of vehicle lanes on portions of Victor Avenue and Cypress Avenue. The intersection at Victor Avenue/Hartnell Avenue would be width-restricted to slow vehicles in a way that does not increase capacity. The intersection at Victor Avenue/Cypress Avenue would have a reduced number of lanes and be configured into a roundabout intersection to reduce delays at the intersection itself.

The project would meet the requirements of the City's Municipal Separate Storm Sewer System (MS4) permit by using bioretention treatment structures, bio-swales and infiltration facilities if needed. Non-landscaped, disturbed areas would be covered with permanent erosion control materials in accordance with the City's construction standards. Utility excavations are not expected to be deeper than 8 feet.

Construction would be completed using standard traffic controls and phasing by the contractor. The contractor's traffic control might include reversing traffic control with flaggers and pilot cars. Short-term delays would be less than 15 minutes. Full closures of project segments would be allowed with detour signing for alternative routes via Victor Avenue, Cypress Avenue, Churn Creek Road, and Hartnell Avenue.

During the construction of the pedestrian bridge over the Little Churn Creek tributary, no water diversion or dewatering would be required. The proposed bridge structure would consist of a superstructure that would be transported to the project site via Del Monte Street, where it would be assembled and moved to its permanent location and placed onto concrete abutments using a crane. No falsework would be required. Rock Slope Protection (RSP) would be placed around the bridge abutments. All bridge components would be outside of the existing Little Churn Creek tributary. The project will require two construction seasons and is anticipated to be constructed in 2025 and 2026.

The proposed project design, including staging areas, is shown on Appendix A, Figure 2, Project Design.

9) Surrounding Land Uses and Setting:

The approximately 28.74-acre project area largely consists of existing urban road corridors and adjoining City ROW. Adjacent development includes private and commercial businesses, offices, and single and multiple-family residences. A private school and a cemetery are near the westernmost end of the Cypress Avenue segment, while the southernmost extent of the Victor Avenue segment ends at its crossing over Churn Creek. A large undeveloped, but previously disturbed private parcel is at the northeast corner of the Cypress/Victor intersection. The City designates East Cypress Avenue, Victor Avenue, and Hartnell Avenue as Minor Arterials; while the side streets that intersect these larger roads, including Alfreda Way, are designated as Local Roads with much lower traffic volumes (Redding GIS 2024). Vegetation in the project area is mainly landscape ornamentals, intermixed with areas dominated by native oaks and pines.

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

- U.S. Army Corps of Engineers (Sacramento District)
- California Regional Water Quality Control Board (Central Valley Region 5-Redding)
- California Department of Fish and Wildlife (Region 1)
- California Department of Transportation (District 2)

11) Have California Native American tribes traditionally and culturally affiliated with the project area requested consultation pursuant to Public Resources Code section 21080.3.1? If so, has consultation begun?

Consultation letters to all the parties on the list of contacts provided by the Native American Heritage Commission (NAHC) were sent out on March 8, 2023. Parties receiving letters included representatives of the following:

- Greenville Rancheria of Maidu Indians Organization
- Nor-Rel-Muk Wintu Nation Organization
- Quartz Valley Indian Community
- Shasta Nation
- Redding Rancheria
- Winnemem Wintu Tribe
- Wintu Tribe of Norther California

No responses to the initial letter were received, thus follow-up emails and phone calls were conducted on April 17, 2023, and July 7, 2023, respectively. The Nor-Rel-Muk Wintu Nation replied and stated that the APE does not fall within its territory. No responses were received from the other tribes that were contacted.

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.

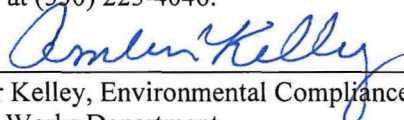
	Aesthetics		Agricultural and Forestry Resources		Air Quality
X	Biological Resources		Cultural Resources		Energy
	Geology / Soils		Greenhouse Gas Emissions		Hazards & Hazardous Materials
	Hydrology / Water Quality		Land Use / Planning		Mineral Resources
	Noise		Population / Housing		Public Services
	Recreation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

DETERMINATION (TO BE COMPLETED BY THE LEAD AGENCY)

On the basis of the initial evaluation:

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

Copies of the Initial Study and related materials and documentation may be obtained at the Engineering Division of the Public Works Department, 777 Cypress Avenue, Redding, CA 96001. Contact Amber Kelley at (530) 225-4046.


Amber Kelley, Environmental Compliance Manager
Public Works Department

11-1-2024
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 the following:

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

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

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

- **No Impact.** The development will not have any measurable environmental impact on the environment.
- **Less-than-Significant Impact.** The development will have the potential for impacting the environment, although this impact will be below established thresholds that are considered to be significant.
- **Less than Significant with 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 follow:

- City of Redding General Plan 2045
- City of Redding General Plan Final Environmental Impact Report, 2024, SCH # 2022050300

LIST OF ATTACHMENTS/REFERENCES

Appendix A: Figure 1 – Project Location

Figure 2 – Project Design

Appendix B: Natural Environment Study, Stantec 2024*

Appendix C: Aquatic Resources Delineation Report, Stantec 2024*

Appendix D: Archaeological Survey Report, Historic Property Survey Report, & Built Environment
Memorandum, Stantec 2024*

*Technical studies prepared for this project are on file at City of Redding Public Works – Engineering Division.

AESTHETICS

I. AESTHETICS: <i>Except as provided in Public Resources Code Section 21099, would the project:</i>	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less-than-Significant Impact	No Impact
a) Have a substantial adverse effect on a scenic vista?				X
b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a State scenic highway?				X
c) In non-urbanized areas, substantially degrade the existing visual character or quality of public views of the site and its surroundings? (Public views are those that area experienced from 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?				X
d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?			X	

Discussion:

a) **No Impact.** The project area does not contain any scenic vistas. Potentially visible components of the proposed project alignment include existing road corridors; residential, industrial, and commercial developments; and associated infrastructure. Views both into and from the project area are limited not only by buildings and infrastructure, but by the nearly level topography throughout the project alignment. Project construction and operation would have no impact on a scenic vista.

b) **No Impact.** The project area is not located adjacent to a state-designated scenic highway (Caltrans 2018). There are no documented scenic resources in the immediate project area. Project construction and operation would have no impact on scenic resources.

c) **No Impact.** The project is aligned within an urban area characterized by commercial, industrial, multifamily, and residential development; roads; and overhead utilities infrastructure. The project would be constructed in existing road corridors and previously disturbed parcels. Project construction and operation would have no impact on existing zoning or affect regulations governing scenic quality.

d) **Less-than-Significant Impact.** Construction of the project may involve the use of temporary safety and security lighting at intersections and in staging areas. Both temporary construction lighting and permanent project lighting would comply with the City's Zoning Ordinance light standards that require light shielding (City of Redding 2023). Although there are homes and businesses adjacent to parts of the project area, none would be impacted by the project. Project lighting would be consistent with existing lighting sources used on area roads and trails. Potential glare from reflective signage, pavement striping, and trail surfaces would be similar to levels emitted by existing roads and trails. Construction equipment, machinery, and bright-colored traffic control signage may temporarily increase light and glare in the project area during construction. Operational and construction impacts on day or nighttime views in the area because of project lighting would be less than significant.

Documentation:

- California Department of Transportation (Caltrans). 2018. California State Scenic Highway System Map. Available at <https://caltrans.maps.arcgis.com/apps/webappviewer/index.html?id=465dfd3d807c46cc8e8057116f1aaca> (accessed March 29, 2024).

- City of Redding. 2023. Zoning Ordinance, Chapter 18.40.090. Available at <https://files.cityofredding.gov/Document%20Center/Departments/Development%20Services/Planning/Zoning%20Ordinance/Chapter%201840%20Development%20a.pdf>. Accessed March 29, 2024.
- **Mitigation:**

No project-specific mitigation is required under this subject.

AGRICULTURAL RESOURCES

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

Discussion:

- a) No Impact.** No designated farmlands occur in the project area or vicinity (California Department of Conservation 2022; City of Redding 2023). The project would have no impact on Prime Farmland, Unique Farmland, or Farmland of Statewide Importance.
- b) No Impact.** The project area and vicinity are not designated under Williamson Act lands or agricultural uses (California Department of Conservation 2022; City of Redding 2023). The project would have no impact on zoning for agricultural land uses.

- c) **No Impact.** The project would not cause rezoning of forestland, timberland, or timberland zoned for timber production. The project area is not zoned for timber production or as forest land (City of Redding 2023).
- d) **No Impact.** The project area does not include any designated forest land (City of Redding 2023). The project would not convert any forest land to non-forest uses and would not result in the loss of forest lands.
- e) **No Impact.** The project would have no direct or indirect impacts on farmland.

Documentation:

- California Department of Conservation (CDC). 2022. California Important Farmland Finder. Available at: <https://maps.conservation.ca.gov/dlrp/ciff/> (accessed March 29, 2024)
- City of Redding. 2023. Redding General Plan Update Draft EIR, Chapter 5.2 Agriculture and Forestry Resources. Available at https://files.cityofredding.gov/Document%20Center/Departments/Development%20Services/Planning/General%20Plan/EIR/52_AgForestry%20Resources.pdf (accessed May 6, 2024).

Mitigation:

No project-specific mitigation is required under this subject.

AIR QUALITY

III. AIR QUALITY: <i>Where available, the significance criteria established by the applicable air quality management district or air pollution control district may be relied upon to make the following determinations. Would the project:</i>	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less-than-Significant Impact	No Impact
a) Conflict with or obstruct implementation of the applicable air quality plan?				X
b) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable Federal or State ambient air quality standard?			X	
c) Expose sensitive receptors to substantial pollutant concentrations?			X	
d) Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?			X	

Discussion:

- a) **No Impact.** Shasta County is in the Northern Sacramento Valley Planning Area (NSVPA) of the Northern Sacramento Valley Air Basin. As summarized in Table AQ-1, Shasta County is designated as “unclassified” or “attainment” for all federal and state ambient air quality standards, including inhalable particulate matter (PM) 2.5 micron and 10 micron (PM_{2.5} and PM₁₀, respectively); carbon monoxide (CO); nitrogen dioxide (NO₂); sulfur dioxide (SO₂); and lead, but is in “nonattainment” for state ambient standards for ozone (Table AQ-1) (CARB 2022). Consequently, ozone pollutants are the focus of local air quality policy implemented by the Shasta County Air Quality Management District (SCAQMD), especially when related to land use and transportation planning.

Table AQ-1. State and Federal Air Quality Attainment Status for Shasta County

Criteria Pollutants	State Designation	Federal Designation
Ozone	Nonattainment	Unclassified
Particulate matter less than 10 microns in aerodynamic diameter (PM ₁₀)	Attainment	Unclassified
Particulate matter less than 2.5 microns in aerodynamic diameter (PM _{2.5})	Attainment	Unclassified
Carbon monoxide (CO)	Unclassified	Unclassified/Attainment
Nitrogen dioxide (NO ₂)	Attainment	Unclassified/Attainment
Sulfur dioxide (SO ₂)	Attainment	Unclassified/Attainment
Sulfates	Attainment	—
Lead	Attainment	Unclassified
Hydrogen Sulfide	Unclassified	—
Visibility Reducing Particles	Unclassified	—

Source: California Air Resources Board 2022

The primary source of emissions contributing to ozone is from motorized vehicles. The relatively narrow linear footprint of the proposed project would limit the extent of construction, including the types and numbers of equipment used, which would classify it as a minor project in accordance with the City's General Plan. Any project that generates vehicle trips has the potential to incrementally contribute to the problem. During construction, equipment would be contained within localized areas or along specific routes, and emissions would be temporary (i.e., confined to short-term grading and construction activities). The operation of project construction equipment would result in limited temporary emissions of Reactive Organic Gases (ROG) and oxides of nitrogen (NO_x), which are ozone precursors, and PM₁₀. Earth-moving activities could increase localized levels of fugitive dust and PM_{2.5} and PM₁₀. Localized PM is generated during site grading, excavation, and exhaust from construction equipment.

The proposed project would involve one season of construction (typically May 1 to October 31) in 2025. The types of construction equipment and vehicles to be used during construction activities would be determined by the construction contractor and may include air compressors, backhoes, bobcats, boom trucks (to place the pedestrian bridge in the northwest project area), bulldozer/loaders, compaction equipment, concrete trucks and pumps, dump trucks, excavators, flatbed trucks, forklifts, front-end loaders, graders, jackhammers, haul trucks, roller/compacter, and water trucks. There would not be operational emission increases once the project construction is completed.

Air pollution controls would conform to Caltrans Standard Specifications (Caltrans 2023), which state that the contractor will comply with all applicable air pollution control rules, regulations, ordinances, and statutes. The 2021 NSVPA Triennial Air Quality Attainment Plan (SVAQEEP 2021) defines control measures for stationary sources, area-wide sources, indirect sources, and public programs. City standards (implemented through the Grading Ordinance and Uniform Building Code) require implementation of best management practices (BMPs) described in the following conservation measures to limit dust and PM₁₀ emissions:

- **AQ-1.** Nontoxic soil stabilizers will be applied according to manufacturer's specification to all inactive construction areas.
- **AQ-2.** All grading operations will be suspended when winds (as instantaneous gusts) exceed 20 miles per hour.

- **AQ-3.** Water all stockpiles, access roads, and disturbed or exposed areas, as necessary, to prevent airborne dust.
- **AQ-4.** Pursuant to the California Vehicle Code (Section 23114(e)(4)) (California Legislative Information 2016), all trucks hauling soil and other loose material to and from the construction site will be covered or will 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 will be maintained free from dust, dirt, and debris caused by construction activities. Streets will be swept at the end of the day if visible soil materials are carried onto adjacent public paved roads.

Construction emissions of ROG, NO_x, and PM₁₀ are anticipated to be minimal but consistent with the policies and goals of all air quality plans applicable to the project. The project would not conflict or obstruct these plans and would, therefore, have no impact.

b) Less-than-Significant Impact. Even with application of measures to reduce emissions for individual projects, cumulative impacts are unavoidable when ozone emissions are involved. Vehicle trips, whether during construction or operation, have 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 adopted *Findings and a Statement of Overriding Considerations* for impacts on air quality resulting from growth supported under the General Plan (City of Redding 2009). Even with application of measures to reduce emissions for individual projects, cumulative impacts are unavoidable when ozone or particulate emissions are involved. Equipment used for project construction would conform to Caltrans Standard Specifications and City, NSVPA and SCAQMC rules and regulations.

The proposed project's cumulative contribution to criteria pollutants in a non-attainment area would be less than significant with the use of the conservation measures (AQ-1 through AQ-6) previously described). The project's net cumulative contribution to criteria pollutants in a non-attainment area would be less than significant.

c) Less-than-Significant Impact. The purpose of the proposed project is to increase the availability of active transportation options throughout Redding for people that walk, bike and roll. The completed project would not increase the use of internal combustion motor vehicles. The project involves improvements mostly within an existing road corridor, with a planned pedestrian/non-motorized transportation trail segment through a small, currently undeveloped parcel surrounded by land uses consistent with the developed parts of the project alignment. Sensitive receptors adjacent to the project include residential development and the private school. Impacts on the neighboring residents because of construction emissions would be temporary, localized, minor, and consistent with existing ambient conditions. Construction activities would occur in a linear nature, and no sensitive receptors would be substantially affected for prolonged periods of time. Adherence with City specifications would further reduce overall emissions exposure to residents and park users. No operational emissions, including odor, would result from the proposed project. There are no other sensitive receptors (e.g., hospitals, schools) in the immediate project vicinity. Therefore, impacts would be less than significant.

d) Less-than-Significant Impact. Construction activities would involve the use of gasoline or diesel-powered equipment that emits exhaust fumes. Construction could also involve asphalt paving, which has a distinctive odor during application. While persons near the construction work area may find these odors objectionable, emissions would be infrequent, would dissipate rapidly, and would be temporary. The effect of odors generated by project construction on people in or near the project area would be less than significant.

Documentation:

- California Air Pollution Control Officers Association. 2022. California Emissions Estimator Model (CalEEMod). Available at <https://www.caleemod.com/> (accessed May 14, 2024).
- California Air Resources Board (CARB). 2022. Maps of State and Federal Area Designations. Available at <https://ww2.arb.ca.gov/resources/documents/maps-state-and-federal-area-designations>. Accessed April 1, 2024.
- Caltrans. 2023. Standard Environmental Reference, Volume 1: Guidance for Compliance, Chapter 11 – Air Quality. Available at <https://dot.ca.gov/programs/environmental-analysis/standard-environmental-reference-ser/volume-1-guidance-for-compliance/ch-11-air-quality> (accessed May 10, 2024).
- City of Redding. 2000. City of Redding General Plan, Air Quality Element. Available at <https://files.cityofredding.gov/Document%20Center/Departments/Development%20Services/Planning/General%20Plan/General%20Plan%202000/General%20Plan%20Air%20Quality.pdf> (accessed April 1, 2024).
- Sacramento Valley Air Quality Engineering and Enforcement Professionals (SVAQEEP). 2021. Northern Sacramento Valley Planning Area 2021 Triennial Air Quality Attainment Plan. Available at: https://www.shastacounty.gov/sites/default/files/fileattachments/air_quality/page/2410/2021_nsvaq_attainment_plan.pdf (accessed May 16, 2024).

Mitigation:

No project-specific mitigation is required under this subject.

BIOLOGICAL RESOURCES

IV. BIOLOGICAL RESOURCES: <i>Would the project:</i>	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less-than-Significant Impact	No Impact
a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?		X		
b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?				X
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?			X	
d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?			X	
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?				X
f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community, Conservation Plan, or other approved local, regional, or State habitat conservation plan?				X

Discussion:

A Natural Environment Study (NES) was prepared to assess the impacts of the proposed project on biological resources in the project area and vicinity (Stantec 2024). The analyses presented in the NES are based on database reviews, species list reviews, biological field surveys and delineation of jurisdictional waters, and consultation with relevant agencies. The NES addresses compliance with regulatory requirements of the federal and state endangered species acts, the Clean Water Act, the Migratory Bird Treaty Act, the Bald and Golden Eagle Protection Act, the Magnuson-Stevens Fishery Conservation and Management Act, the Porter-Cologne Water Quality Control Act, and appurtenant federal executive orders and California Fish and Game Code.

a) **Less than Significant with Mitigation Incorporated.** The project area supports habitat for five special-status animal species but does not support habitat for any special-status plant species. Special-status species having potential to occur in the project area include:

- Steelhead: Central Valley Distinct Population Segment (DPS) (*Oncorhynchus mykiss irideus*) pop. 11 – Federally Listed as Threatened
- Central Valley fall/late fall run Evolutionarily Significant Unit (ESU) Chinook salmon (*Oncorhynchus tshawytscha*) – State Species of Special Concern
- Pallid bat (*Antrozous pallidus*) – State Species of Special Concern
- Townsend's big-eared bat (*Corynorhinus townsendii*) – State Species of Special Concern
- Loggerhead shrike (*Lanius ludovicianus*) – State Species of Special Concern

Steelhead: Central Valley Distinct Population Segment and Central Valley Fall/Late Fall Run Evolutionarily Significant Unit Chinook Salmon

Steelhead and Chinook salmon–fall/late fall ESU, could enter Little Churn Creek during winter seasonal flows. However, a 2018 survey of Little Churn Creek conducted by Stantec approximately 0.7 mile downstream of the project area determined that the presence of steelhead or chinook is unlikely due to extremely low flows and the intermittent nature of the stream in this tributary to Churn Creek (Stantec 2024). There is no critical habitat or essential fish habitat in the reach of Little Churn Creek through the project area.

The project proposes to install a pedestrian 80-foot-long by 10-foot-wide pedestrian/bicycle bridge over the 12-foot wide (maximum) tributary to Little Churn Creek. The bridge would be supported on concrete footings and concrete abutments. The bridge footings, abutments, and associated rock slope protection (RSP) would be approximately 30-feet away from the Little Churn Creek tributary.

Because there would be no project-related instream work, work immediately adjacent to the stream, or seasonal flows that could allow for a stray migratory fish to enter the area, there would be no direct or indirect effects on listed fish species or their habitat. The project will have no impact to Steelhead: Central Valley Distinct Population Segment or Central Valley Fall/Late Fall Run Evolutionarily Significant Unit Chinook Salmon.

Although the project will have no impact to listed fish species, 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.

- **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.

Pallid Bat and Townsend's Big-eared Bat

The blue oak woodland and grassland habitats in the project area provide potential foraging habitat for bats. Trees with cavities and snags may also provide roosting and maternity colony habitat. However, the nearest California Natural Diversity Data Base (CNDDDB)-reported occurrence of pallid bat is located approximately 8 miles east of the project area. The nearest CNDDDB-reported occurrence of Townsend's big-eared bat is approximately 7 miles northwest of the project area.

Pallid bat and Townsend's big-eared bat may roost individually or in small groups in tree cavities or other woody vegetation in the project area. Due to the ability of individual bats to move away from disturbance, direct impacts on bats are not expected when the bats are not in a maternity colony. If a tree is removed that contains a maternity colony, the removal could result in mortality or injury of individual bats and their young (e.g., young bats may not be volant [capable of flight]). Indirect impacts may occur from construction disturbance if a bat maternity colony is present in or adjacent to the project area. Significant noise disturbance could result in adults temporarily or permanently leaving the maternity colony.

Incorporation of Mitigation Measure 1 (MM-1) would reduce the potential for direct or indirect impacts on bat maternity colonies. With incorporation of MM-1 impacts on bat species would be less than significant.

Special Status Birds (Loggerhead Shrike), Migratory Birds, and Raptors

Construction activities (e.g., vegetation removal and equipment noise) 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 nest abandonment, which could affect local or regional populations of affected birds. Impacts on nesting birds could result from: (1) vegetation removal (2) ground-disturbing activities (e.g., grubbing and grading) that could affect ground-nesting birds; or (3) noise from construction activities.

The project will impact approximately 45 trees, consisting of 15 oak, 3 foothill pine, and 27 non-native and ornamental landscape trees. Forty-two of the trees are within the City right of way (adjacent to the roadway and on existing pathways).

Outside of the avian breeding season foraging birds and birds within or adjacent to the project area would not be adversely impacted by construction activities due to their high mobility and available habitat

outside of the project area. Mitigation measure MM-2 requires nesting bird surveys during the avian breeding seasons. With incorporation of MM-2 there would be a less-than-significant impact on avian species.

b) No Impact. None of the vegetation communities in the project area are a designated sensitive natural community (Stantec 2024). Construction of the pedestrian bridge will have no impact on riparian, as the bridge components would be well outside of the channel and any riparian habitat. The project would have no impact on riparian habitat and sensitive natural communities.

c) Less-than-Significant Impact. In March 2023, Stantec conducted an aquatic resource delineation for the project. This delineation was revisited in April 2024 by Stantec to confirm the boundaries of waters of the United States and of the state. Potentially jurisdictional waters include palustrine emergent wetland (0.082 acre), intermittent stream (0.037 acre, 285 feet), and ephemeral stream (0.002 acre, 78 feet).

Construction of the project is estimated to permanently impact 0.008 acre of jurisdictional waters, including 0.005 acre of palustrine emergent wetland, 0.002 acre (16 linear feet) of intermittent stream, and 0.001 acre (62 linear feet) of ephemeral stream. Permanent impacts would result from construction of a bike lane, a new pedestrian trail, and paving an existing pedestrian trail. Conservation measures BIO-1 through BIO-3, previously described to avoid adverse project-related impacts on fish, would be used to avoid or minimize impacts on federal and state jurisdictional aquatic resources. The project would have a less than significant impact on jurisdictional aquatic resources.

d) Less-than-Significant Impact. The proposed project is not expected to disrupt the habitat connectivity in the project area. Habitat corridors often consist of riparian areas along streams, rivers, or other natural features. Additionally, the rivers and streams themselves may serve as migration corridors for anadromous fish. The unnamed intermittent stream and Little Churn Creek in the project area have the potential to be a corridor for fish and wildlife. However, the stream channel has been highly altered, there is little to no cover present, and it is only seasonally available to most aquatic life due to intermittent flows. It is therefore not an ideal corridor for fish and wildlife passage. Impacts on wildlife migratory and travel corridors would be less than significant.

e) No Impact. The City has adopted a Tree Management Ordinance (Chapter 18.45 of the Redding Municipal Code) 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. The project is largely aligned in existing road right-of-way, with limited encroachment into vegetated areas. There are no conflicts associated with the project that would prevent implementation of the Tree Preservation Ordinance or other resource protection ordinances.

f) No Impact. There are no Habitat Conservation Plans, Natural Community Conservation Plans, or other approved local, regional, or state habitat conservation plan covering the proposed project area. Therefore, there would be no impact.

Documentation:

- City of Redding. 2000. City of Redding General Plan, Natural Resources Element. Available at <https://files.cityofredding.gov/Document%20Center/Departments/Development%20Services/Planning/General%20Plan/General%20Plan%202000/General%20Plan%20Natural%20Resources.pdf> (accessed May 6, 2024).
- City of Redding. 2023. City of Redding Municipal Code, Chapter 18.45, Tree Management Ordinance. Available at <https://files.cityofredding.gov/Document%20Center/Departments/Development%20Services/Planning/Zoning%20Ordinance/1845%20Tree%20Management.pdf> (accessed May 20, 2024).

- Stantec Consulting Services Inc. 2024a. Victor and Cypress Avenues Active Transportation Project Natural Environment Study (Federal Aid No. ATPHIPL 5068(064)). Prepared for Caltrans on behalf of the City of Redding by Stantec Consulting Services Inc. Redding, California.
- Stantec Consulting Services Inc. 2024b. Victor and Cypress Avenues Active Transportation Project Delineation of Aquatic Resources (Federal Aid No. ATPHIPL 5068(064)). Prepared for Caltrans on behalf of the City of Redding by Stantec Consulting Services Inc. Redding, California.

Mitigation:

- MM-1** Removal of large trees (10-inch dbh or greater) with cavities, crevices, or snags shall occur before maternity colonies form (i.e., prior to March 1) or after young are volant (i.e., after August 15). If construction (including the removal of large trees) occurs during the non-volant season (March 1 through August 15), a qualified biologist shall conduct a pre-construction survey of the project area to locate maternity colonies and identify measures to protect the colonies from disturbance. The preconstruction survey will be performed no more than seven days prior to the implementation of construction activities. If a lapse in construction activities for seven days or longer occurs between those dates, another pre-construction survey will be performed. If a maternity colony is found a qualified biologist (in consultation with the CDFW) will determine the extent of a construction-free buffer zone to be established around the nest. If practicable, removal of large trees with cavities will occur before maternity colonies form (i.e., prior to March 1) or after young are capable of flying (i.e., after August 15).
- MM-2** If construction is to occur during the nesting season for birds (February 1 through August 31) or raptors (November 1 through July 15) a qualified biologist will conduct a pre-construction survey to locate active nests. The pre-construction survey will be conducted no more than seven (7) days prior to the initiation of construction activities. If a lapse in construction activities occurs for 7 days or longer, another pre-construction survey will be performed. If an active nest is found, a qualified biologist (in consultation with the CDFW) will determine the extent of a buffer zone to be established around the nest. The pre-construction survey may be conducted concurrently with pre-construction surveys for other special-status species.

CULTURAL RESOURCES

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

Discussion

a, b) No Impact. Archival research, coordination with the Native American community, and an intensive archaeological survey are summarized in the confidential Archaeological Survey Report prepared for the Victor and Cypress Avenues Transportation Project (Stantec 2024). Although field

surveys found several building foundations associated with 1950s-era homes in a residential area along Victor Avenue that were subsequently demolished in the 1990s, investigations did not identify any other potential cultural resources, including signs of intact prehistoric cultural resources or evidence to suggest that buried deposits of cultural resources associated to prehistoric times are likely to be present in the APE. The building foundations were determined to have no historic significance and do not meet any historical significance criteria pursuant to Section 15064.5 of that would make them culturally or historically important.

As currently proposed the project would have no impact on historical resources.

c) **Less-than-Significant Impact.** Archival research conducted for the project's Archaeological Survey Report did not yield records of any documented prehistoric sites in the project area. The project area has a lengthy history of urban development and other disturbances. Cultural resources investigations for the project did not identify any new sites, significant artifacts, or identify any information (e.g., archival information, geological and soils data) to suggest that buried deposits of cultural resources associated with prehistoric or historic human activity are likely to be present in the APE. However, while the project is not anticipated to affect cultural resources, the following standard conservation measures are incorporated into the project design to minimize impacts on incidental finds during construction:

- **CR-1.** If previously unidentified cultural materials are unearthed during construction, it is Caltrans' policy that work be halted in that area until a qualified archaeologist can assess the significance of the find. Additional archaeological surveys will be needed if the proposed project undertaking limits are extended beyond the present survey APE limits.
- **CR-2.** If human remains are discovered during project activities, all activities in the vicinity of the find will be stopped and the Shasta County Sheriff-Coroner's Office 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 the NAHC, as appropriate.

Documentation:

- Case Text. 2024. California Code of Regulations. Section 15064.5 - Determining the Significance of Impacts to Archaeological and Historical Resources Available at <https://casetext.com/regulation/california-code-of-regulations/title-14-natural-resources/division-6-resources-agency/chapter-3-guidelines-for-implementation-of-the-california-environmental-quality-act/article-5-preliminary-review-of-projects-and-conduct-of-initial-study/section-150645-determining-the-significance-of-impacts-to-archaeological-and-historical-resources> (accessed May 10, 2024).
- City of Redding. 2000. City of Redding General Plan, Natural Resources Element. Available at <https://files.cityofredding.gov/Document%20Center/Departments/Development%20Services/Planning/General%20Plan/General%20Plan%202000/General%20Plan%20Natural%20Resources.pdf> (accessed May 6, 2024).
- Stantec Consulting Services Inc. (Stantec). 2024. Victor and Cypress Avenues Active Transportation Project, Archaeological Survey Report. Federal Project No.: HSIPL-5068(064). Prepared for California Department of Transportation for the City of Redding by Stantec. Redding, California.

Mitigation:

No project-specific mitigation is required under this subject.

ENERGY

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

Discussion:

a, b) No Impact. It would be necessary to use gasoline and diesel-powered equipment during project construction. This would not be considered wasteful, inefficient, or unnecessary consumption of energy resources and would only occur for short periods of time during the construction period. The project will comply with state, City, and County plans for energy efficiency. Project operation would be consistent with existing conditions. The project would have no impacts resulting from the wasteful or unnecessary use of energy, nor would it conflict with a state or local renewable energy plan.

Documentation:

- California Public Utilities Commission. 2011. California Long-Term Energy Efficiency Strategic Plan. Available at <https://www.cpuc.ca.gov/-/media/cpuc-website/files/legacyfiles/c/5303-caenergyefficiencystrategicplan-jan2011.pdf> (accessed May 6, 2024).
- City of Redding. 2000. City of Redding General Plan, Natural Resources Element. Available at <https://files.cityofredding.gov/Document%20Center/Departments/Development%20Services/Planning/General%20Plan/General%20Plan%202000/General%20Plan%20Natural%20Resources.pdf> (accessed May 6, 2024).
- City of Redding. 2000. City of Redding General Plan, Public Facilities and Services Element. Available at <https://files.cityofredding.gov/Document%20Center/Departments/Development%20Services/Planning/General%20Plan/General%20Plan%202000/General%20Plan%20Public%20Facilities%20&%20Services.pdf> (accessed May 6, 2024).

Mitigation:

No project-specific mitigation is required under this subject.

GEOLOGY AND SOILS

VI. GEOLOGY AND SOILS: <i>Would the project:</i>	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less-than-Significant Impact	No Impact
a) Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving: <ul style="list-style-type: none"> i) Rupture of a known earthquake, fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publications 42. 				X

VI. GEOLOGY AND SOILS: <i>Would the project:</i>	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less-than-Significant Impact	No Impact
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?			X	
c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse?				X
d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property?				X
e) Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of waste water?				X
f) Directly or indirectly destroy a unique paleontological resource or unique geological feature?				X

Discussion:

a, c, d) No Impact. The project would not expose people or structures to potential substantial adverse effects, including risk of loss, injury, or death involving rupture of a known fault, strong seismic ground shaking, seismic-related ground failure, or landslides. The project is not located within an Alquist Priolo earthquake fault zone (California State Geoportal 2022). Topography in the project area is nearly level to gently sloping. There is a low potential for ground failures such as landslide, lateral spread, or collapse. Ground-shaking activities such as earthquakes would have a negligible effect on the new paved pathways and associated project features. 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. The Caltrans Seismic Design Criteria (Caltrans 2019) would be incorporated into the project design so that the pathways and associated project features are built to withstand any potential ground shaking that could occur in the 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 provide that 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) Less-than-Significant Impact. The majority of the proposed project alignment is in city streets with proposed staging areas located immediately adjacent to previously disturbed parking areas and pullouts. The project is subject to certain erosion-control requirements and BMPs, mandated by existing City regulations which includes:

- *City of Redding Grading Ordinance.* This ordinance requires preparation of an erosion and sediment control plan for projects affecting more than one acre. The erosion and sediment control plan requires preparation and description of any BMPs that will be used during construction and post-construction, if needed; and
- *City of Redding Stormwater Quality Management and Discharge Control Ordinance.* This ordinance requires preparation of a Stormwater Pollution Prevention Plan (SWPPP) for projects affecting greater than 1 acre. The objectives of the SWPPP are to identify the sources of sediment and other pollutants that may affect water quality associated with stormwater discharges and to describe and provide for the implementation of BMPs to reduce those sources of sediment and other pollutants in stormwater discharges.

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

e) No Impact. The project would not use septic tanks or an alternative wastewater disposal system on the site. Therefore, the project would have no impact caused by soils incapable of adequately supporting septic systems.

f) No Impact. No unique geologic features, fossil-bearing strata, or paleontological sites are known to exist on the project site. Therefore, there would be no impact.

Documentation:

- California Department of Transportation (Caltrans). 2019. Seismic Design Criteria. Available at <https://dot.ca.gov/-/media/dot-media/programs/engineering/documents/seismicdesigncriteria-sdc/202007-seismicdesigncriteria-v2-a11y.pdf> (accessed June 3, 2024).
- California State Geoportal. 2022. CGS Seismic Hazards Program: Alquist-Priolo Fault Hazard Zones. Available at <https://gis.data.ca.gov/maps/ee92a5f9f4ee4ec5aa731d3245ed9f53/about> (accessed May 7, 2024)
- City of Redding. 2000. City of Redding General Plan, Health and Safety Element. Available at <https://files.cityofredding.gov/Document%20Center/Departments/Development%20Services/Planning/General%20Plan/General%20Plan%202000/General%20Plan%20Health%20and%20Safety.pdf> (accessed June 3, 2024).
- Paleobiology Database. 2024. The Paleobiology Database. Available at <https://paleobiodb.org/navigator/> (accessed May 6, 2024).
- Stantec Consulting Services Inc. 2024b. Victor and Cypress Avenues Active Transportation Project Delineation of Aquatic Resources (Federal Aid No. ATPHIPL 5068(064)). Prepared for Caltrans on behalf of the City of Redding by Stantec Consulting Services Inc. Redding, California.

Mitigation:

No project-specific mitigation is required under this subject.

GREENHOUSE GAS EMISSIONS

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

Discussion:

a) **Less-than-Significant Impact.** The United States Environmental Protection Agency (EPA) identifies the following four primary constituents that are most representative of 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.
- *Nitrous Oxide (N₂O):* The principal emitters include agricultural and industrial land uses and fossil fuel and waste combustion.
- *Fluorinated Gases:* These can be emitted during some industrial activities. Also, many of these gases are substitutes for ozone-depleting substances, such as 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 GHG emissions in the United States are electricity generation and transportation. The EPA estimates that nearly 85 percent of the nation's GHG emissions consist of CO₂. Most CO₂ emissions are generated by petroleum consumption associated with transportation and coal consumption, which is in turn associated with electricity generation. The remaining emissions are predominately the result of natural-gas consumption associated with a variety of uses. The California Air Resources Board (CARB) has recommended the use of 10,000 metric tons of CO₂ equivalent per year (mtCO₂-e/yr) as the de minimus gas emission threshold in its 2022 Scoping Plan for Achieving Carbon Neutrality (CARB 2022). According to California Air Pollution Control Officers Association's (CAPCOA), the 10,000 mtCO₂-e/yr is equivalent to 550 dwelling units, 400,000 square feet of office use, 120,000 square feet of retail, or 70,000 square feet of supermarket use.

The proposed project would generate short-term GHG emissions associated with construction activities that may contribute to global climate change. During construction, GHG emissions would primarily be in the form of CO₂ from equipment and construction vehicle exhaust, with nominal increases in CH₄ and N₂O emissions. The project would result in a nominal net increase in CO₂ emissions from engine exhaust emitted by heavy-duty construction equipment, transport trucks hauling materials (e.g., fill material and asphalt), and worker commute trips during the single construction season for the proposed project. Although any increase in GHG emissions would add to the quantity of emissions that contribute to global climate change, emissions associated with construction of the proposed project would occur over a finite period and would cease upon completion of construction. Since the project's purpose is to improve non-

fossil fuel motorized transportation opportunities in the city of Redding (e.g., pedestrian, pedal bicycles, and e-bikes), project operation would not substantially contribute to GHG emissions.

Given the scope and nature of the proposed project compared to that of similar projects, emissions from the project would be significantly below the thresholds put forth by CARB, as well as the City’s air-quality thresholds. Therefore, the project would not contribute significantly to GHG emissions in the air basin. Additionally, the City and State’s construction standards, and conservation measures and BMPs, including AQ-1 through -6 (see Air Quality, above), would be used during construction to further limit any potential contribution to negative impacts from GHG emissions. The project would have no direct or indirect impact on measurable GHGs in the Redding area. The proposed project’s GHG emissions would have a negligible cumulative contribution towards statewide GHG emissions and are not determined to be a considerable contribution to the cumulative global impact. Impacts relating to GHG emissions would be less than significant.

b) No Impact. The project would not conflict with any applicable plans, policies, or regulations adopted to reduce GHG emissions. As noted in “a” above, and in the Air Quality discussion above, the project would conform with the City’s air quality policies and thresholds, and with State guidelines and regulations. City and State construction standards and BMPs including AQ-1 through -6 (see Air Quality, above) would be used during construction to further limit any potential contribution to negative impacts from GHG emissions. The project would have no impact on any applicable plans, policies, or regulations related to GHG emissions.

Documentation:

- California Air Resources Board (CARB). 2022. 2022 Scoping Plan for Achieving Carbon Neutrality. Available at <https://ww2.arb.ca.gov/sites/default/files/2023-04/2022-sp.pdf> (accessed June 3, 2024).
- City of Redding. 2000. City of Redding General Plan, Natural Resources Element. Available at <https://files.cityofredding.gov/Document%20Center/Departments/Development%20Services/Planning/General%20Plan/General%20Plan%202000/General%20Plan%20Natural%20Resources.pdf> (accessed May 6, 2024).
- City of Redding. 2000. City of Redding General Plan, Air Quality Element. Available at <https://files.cityofredding.gov/Document%20Center/Departments/Development%20Services/Planning/General%20Plan/General%20Plan%202000/General%20Plan%20Air%20Quality.pdf> (accessed April 1, 2024).

Mitigation:

No project-specific mitigation is required under this subject.

HAZARDS AND HAZARDOUS MATERIALS

VIII. HAZARDS AND HAZARDOUS MATERIALS: <i>Would the project:</i>	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less-than-Significant Impact	No Impact
a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?			X	
b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?			X	

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

Discussion:

a, b, d) Less-than-Significant Impact. The nature and scope of the proposed project (an active transportation recreational trail) would not present a significant risk related to hazardous materials or emissions. The project area is not on any lists of properties known to contain hazardous materials. A review of known hazardous materials sites databases identified several nearby leaking underground storage tank sites and cleanup sites including the following:

1670 Hartnell Avenue, fuel station: Case Closed

1741 East Cypress Avenue: Case Closed

2550 Heather Lane, former City of Redding Electric Yard: Case Closed

1522 East Cypress Avenue, Lawncrest Memorial Park: Case Closed

2525 Victor Avenue, Nicolet Glass: Case Closed

All of the above listed cases are now closed and do not pose a threat to the project in the form of hazardous material leaks or spills.

Small amounts of hazardous materials may be disturbed during construction including lead in soils from the historic use of leaded fuels, removal of thermoplastic striping, asbestos in remnant building foundations, and chemically treated wood waste. The project would comply with applicable local, state, and federal standards, including Caltrans Standard Specifications, associated with the handling, storage, and disposal of hazardous materials.

Construction activities pose a slight risk for solvent or fuel spills or leaks. As a part of the Clean Water Act Section 402, National Pollutant Discharge Elimination System, and conservation measure BIO-1 (see Biological Resources, above), a SWPPP is required when obtaining a general construction permit. Compliance under water quality regulations and the SWPPP would require use of the following standard conservation measures and BMPs to avoid or minimize the potential for accidental release of hazardous materials from spills or fuel leaks during project construction:

- **HAZ-1.** Hazardous materials, including fuels, oils, cement, and solvents will be stored and contained in an area protected from direct runoff and away from areas where they could enter waters of the United States.
- **HAZ-2.** Construction equipment will be inspected daily for leaks. Leaking fluids will be contained upon detection and equipment repairs will be made as soon as practicable or the leaking equipment will be moved off site.
- **HAZ-3.** Secondary containment such as drip pans or absorbent materials will be used to catch spills or leaks when removing or changing fluids. Secondary containment will be used for storage of all hazardous materials.
- **HAZ-4.** Spill containment and clean-up materials will be kept on site at all times for use in the event of an accidental spills.
- **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 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) Less-than-Significant Impact. The Redding Adventist Academy, a private Seventh Day Adventist school, occupies the property immediately adjacent to the northeast corner of the East Cypress Avenue/Alfreda Way intersection. Project activities, including the addition of cut and fill to create sidewalk and curb and gutter within the existing adjacent ROW and a slight encroachment onto the school's property at its Alfreda Way driveway entrance would be consistent with nearby residential and commercial development. Use of the BMPs HAZ-1 through 5 would avoid the potential exposure of students to project-related pollutants during construction. No materials or equipment staging would occur adjacent to the school. The potential for project construction and operation to create a hazard to the school would be less than significant.

e) No Impact. The project area is approximately 3.5 miles northwest of Redding Municipal Airport and 3 miles east of Benton Airpark. The project would not present a safety hazard for people residing or working in the project area because the project is not within the direct vicinity or flight path of either airport, and construction and operation are consistent with existing conditions in the project vicinity. There would be no impact on airports or public safety in the project area.

f) No Impact. The project would not impair implementation of or interfere with an adopted emergency response plan or emergency evacuation plan. None of the affected areas in the project footprint are designated as emergency evacuation routes (City of Redding 2000). There would be no impact on evacuation routes or emergency response plans.

g) Less than Significant Impact. Although most of the project area is characterized by existing paved road corridors, it passes through or is adjacent to several areas that support potentially flammable vegetation such as unmaintained annual grasses. The use of construction equipment in and around vegetated areas, particularly during the dry summer construction season, increases the potential for wildfire ignition. Operation of the project would not increase the existing wildfire potential; however, the 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. Therefore, the potential for wildfire ignition would be less than significant.

Documentation:

- Caltrans. 2023. Standard Environmental Reference, Volume 1: Guidance for Compliance, Chapter 10 - Hazardous Materials, Hazardous Waste, and Contamination. Available at <https://dot.ca.gov/programs/environmental-analysis/standard-environmental-reference-ser/volume-1-guidance-for-compliance/ch-10-hazardous-materials-hazardous-waste-contamination> (accessed June 3, 2024).
- California Department of Toxic Substances Control (DTSC). Envirostor. 2024. Available at <https://www.envirostor.dtsc.ca.gov/public/> (accessed May 7, 2024).
- City of Redding. 2000. City of Redding General Plan, Health and Safety Element. Available at <https://files.cityofredding.gov/Document%20Center/Departments/Development%20Services/Plannin%20g/General%20Plan/General%20Plan%202000/General%20Plan%20Health%20and%20Safety.pdf> (accessed May 7, 2024).

Mitigation:

No project-specific mitigation is required under this subject.

HYDROLOGY AND WATER QUALITY

IX. HYDROLOGY AND WATER QUALITY: <i>Would the project:</i>	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less-than-Significant Impact	No Impact
a) Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?			X	
b) Substantially decrease groundwater supplies or interfere with groundwater recharge such that the project may impede sustainable groundwater management of the basin?				X
c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would: <ul style="list-style-type: none"> i) result in substantial erosion or siltation on- or offsite; 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? 			X	
d) In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?				X
e) Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management system?				X

Discussion:

a) **Less-than-Significant Impact.** The proposed project would largely be aligned in existing road corridors with the northernmost segment of the proposed trail being aligned through a currently undeveloped parcel. This segment of the trail would include a pedestrian and bicycle bridge crossing over Little Churn Creek. There would be no construction encroachment into the Little Churn Creek channel.

The project would not involve any discharges of waste material into ground or surface waters. Construction and operation of the project would not violate any water quality standards or waste discharge requirements established by the Central Valley Regional Water Quality Control Board (RWQCB) in its Basin Plan for the Sacramento River and San Joaquin River Basins. Water pollution BMPs were incorporated into the project and are required according to Caltrans Standard Specifications. The City's construction standards require that all projects prepare a plan to address water pollution control. It is the City's standard practice to incorporate required construction standards into the project design. The construction standards and specifications for the project require that a SWPPP be prepared by the contractor prior to construction, as described in conservation measures BIO-1 (see Biological Resources, above). The SWPPP would provide that water quality standards are not substantially affected by the project through the implementation of sediment control measures and runoff prevention practices. In addition, conservation measures BIO-2 and BIO-3 described in Biological Resources (above), and HAZ-1 through HAZ-5 included in Hazards and Hazardous Materials (above) would be used to avoid or minimize potential project-related impacts on water quality. The proposed project would have a less-than-significant impact on water quality.

b) No Impact. The proposed project would use City water service for domestic and construction uses, and fire protection. The proposed project would not impact groundwater supplies.

c) Less-than-Significant Impact. Construction activities could temporarily alter the existing drainage patterns in the project area; however, these activities would not result in substantial erosion, surface runoff, flooding on or off site, or otherwise substantially degrade water quality. Construction at the project locations is scheduled to occur during the dry season and would not impede or redirect flood flows. Minor increases in impervious surfaces resulting from the new paved pathway and improvements to the existing drainage system would not create run-off that would exceed the capacity of existing or planned stormwater drainage systems. Conservation measure BIO-1 (see Biological Resources, above) requires that a SWPPP be prepared as a part of the general construction permit. The level of impacts on drainage patterns in the project area would be less than significant.

d) No Impact. The project is not located in a flood hazard, tsunami, or seiches zone and there would be no impact.

e) No Impact. Construction and operation of the project would not conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan.

Documentation:

- Caltrans. 2023. Standard Environmental Reference, Volume 1: Guidance for Compliance, Chapter 11 – Air Quality. Available at <https://dot.ca.gov/programs/environmental-analysis/standard-environmental-reference-ser/volume-1-guidance-for-compliance/ch-11-air-quality> (accessed May 10, 2024).
- Central Valley Regional Water Quality Control Board. 2019. The Water Quality Control Plan (Basin Plan) for the California Regional Water Quality Control Board Central Valley Region. Fifth edition.
- City of Redding. 2000. City of Redding General Plan, Natural Resources Element. Available at <https://files.cityofredding.gov/Document%20Center/Departments/Development%20Services/Planning/General%20Plan/General%20Plan%202000/General%20Plan%20Natural%20Resources.pdf> (accessed May 6, 2024).
- City of Redding. 2024. City of Redding Map Viewer, Stormwater layer. Available at <https://gispub.cityofredding.org/reddingmap/> (accessed June 3, 2024).
- Federal Emergency Management Agency (FEMA). 2021. National Flood Hazard Map. Available at <https://msc.fema.gov/portal/home> (accessed June 3, 2024).
- Stantec Consulting Services Inc. 2024b. Victor and Cypress Avenues Active Transportation Project Delineation of Aquatic Resources (Federal Aid No. ATPHIPL 5068(064)). Prepared for Caltrans on behalf of the City of Redding by Stantec Consulting Services Inc. Redding, California.

Mitigation:

No project-specific mitigation is required under this subject.

LAND USE AND PLANNING

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

Discussion:

a) **No Impact.** The project would have no potential to divide an established community. There would be no impact.

b) **No Impact.** The project would be consistent with the City's General Plan. The project would not conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environment effect. There would be no impact.

Documentation:

- City of Redding. 2000. City of Redding General Plan, Community Development Element. Available at <https://files.cityofredding.gov/Document%20Center/Departments/Development%20Services/Planning/General%20Plan/General%20Plan%202000/General%20Plan%20Community%20Development%200&%20Design.pdf> (accessed June 3, 2024_.
- City of Redding. 2000. City of Redding General Plan, Natural Resources Element. Available at <https://files.cityofredding.gov/Document%20Center/Departments/Development%20Services/Planning/General%20Plan/General%20Plan%202000/General%20PLan%20Natural%20Resources.pdf> (accessed May 6, 2024).

Mitigation:

No project-specific mitigation is required under this subject.

MINERAL RESOURCES

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

Discussion:

- a) **No Impact.** The project is not within a known mineral resources area and would not result in the loss of mineral resource value to the region or to the residents of the state. There would be no impact.
- b) **No Impact.** The project is not located within any “Critical Mineral Resource Overlay” area as identified in the General Plan. There would be no impact.

Documentation:

- City of Redding. 2000. City of Redding General Plan, Natural Resources Element. Available at <https://files.cityofredding.gov/Document%20Center/Departments/Development%20Services/Planning/General%20Plan/General%20Plan%202000/General%20Plan%20Natural%20Resources.pdf> (accessed May 6, 2024).

Mitigation:

No project-specific mitigation is required under this subject.

NOISE

XII. <u>NOISE</u>: Would the project result in:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less-than-Significant Impact	No Impact
a) Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?			X	
b) Generation of excessive ground borne vibration or ground borne noise levels?			X	
c) For a project located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within 2 miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?				X

Discussion:

- a) **Less-than-Significant Impact.** Based on the Federal Highway Administration (FHWA) Roadway Construction Noise Model, the project may generate intermittent, high levels of temporary construction noise depending on the specific construction activity. The highest noise levels should be reduced by the application of the City’s Code of Ordinances restrictions to control construction noise and vibration and Caltrans Standard Specifications Section 14-8.02, which also place restrictions on noise during construction. The City’s General Plan Noise Element limits the maximum allowable noise exposure from stationary sources (e.g., air compressor) to 75 decibels A-weighted (dBA) during daylight hours (City of Redding 2000), while Caltrans Specifications limit construction-related noise to 86 dBA maximum noise level (Lmax) at 50 feet from the job site. Construction-related noise would occur only during daylight hours (typically 7:00 a.m. to 7:00 p.m., Monday through Friday).

The types of construction equipment and vehicles to be used during construction activities would be determined by the construction contractor and would may include air compressors, backhoes, bobcats,

boom trucks (to place the pedestrian bridge in the northwest project area), bulldozer/loaders, compaction equipment, concrete trucks and pumps, dump trucks, excavators, flatbed trucks, forklifts, front-end loaders, graders, jackhammers, haul trucks, roller/compacter, and water trucks. The project does not involve pile driving or the use of impact hammers.

During the construction phases of the project, noise from construction activities would add to the noise environment in the immediate project vicinity. The City of Redding Noise Ordinance (RMC Chapter 18.40.100.A) limits the acceptable hours of construction and demolition activity.

- Operation of any tools or equipment used in construction, drilling, repair, alteration or demolition work in or within five hundred feet of a residential district such that the sound creates a noise disturbance across a property line during the following times:
 - May 15 through September 15: Between the weekday hours of seven p.m. and six a.m. and weekends and holidays between eight p.m. and nine a.m.
 - September 16 through May 14: Between the weekday hours of seven p.m. and seven a.m. and weekends and holidays between eight p.m. and nine a.m.

However, the Ordinance also includes exemptions for specific activities, including Public Works Construction Projects. Construction of the proposed project would be under contract to the City of Redding Public Works Department; therefore, the Exterior Noise Standards are not applicable. While some utility work may be conducted at night for intermittent periods, the majority of work would occur between 7 a.m. and 6 p.m. The project will have a less than significant impact in relation to noise.

b) Less-than-Significant Impact. During excavation and construction activities for the proposed project, temporary and localized groundborne vibration would be produced by the heavy-duty construction equipment such as jackhammers, backhoes, and loaded trucks.

Although there are numerous, potentially sensitive receptors (i.e., residences and a private school) near the project alignment—in some areas, less than 20 feet from the existing road—the vibratory effects of project construction would be consistent with the existing ambient conditions associated with daily traffic. Vibration generated from the vibratory roller may be perceptible to the occupants closest to the construction work during daytime hours, but all calculated vibration levels would be below the threshold to cause building damage (Stantec 2024). Therefore, impacts of construction vibration would be less than significant.

c) No Impact. The project is located approximately 3 miles from Benton Airpark and 3.5 miles from Redding Municipal Airport. It is outside of the approach/departure patterns for both airports. The project would have no impact on either airport, nor would it expose people residing or working in the project area to excessive noise levels. There would be no impact.

Documentation:

- City of Redding. 2000. Noise Standards 18.40.100.
https://library.municode.com/ca/redding/codes/code_of_ordinances?nodeId=TIT18ZO_DIVIVREAP_ALDI_CH18.40DESIRE_18.40.100NOST (accessed May 8, 2024).
- City of Redding. 2000. City of Redding General Plan, Noise Element. Available at
<https://files.cityofredding.gov/Document%20Center/Departments/Development%20Services/Plannin>

[g/General%20Plan/General%20Plan%202000/General%20Plan%20Noise%20Element.pdf](#) (accessed May 8, 2024).

- Federal Highway Administration. 2006. Construction noise handbook. FHWA-HEP-06-015-DOT-VNTSC-FHWA-06-02 NTIS No. PB2006-109102. U.S. Department of Transportation. Office of Natural and Human Environment. Washington D.C. Updated August 24, 2017. Available at https://www.fhwa.dot.gov/ENVIRONMENT/noise/construction_noise/handbook/handbook09.cfm (accessed May 8, 2024).
- Federal Transit Administration. 2006. Transit noise and vibration impact assessment. FTA-VA-90-1003-06. U.S. Department of Transportation. Office of Planning and Environment. Washington, DC. Available at https://www.transit.dot.gov/sites/fta.dot.gov/files/docs/FTA_Noise_and_Vibration_Manual.pdf (accessed May 8, 2024).
- Stantec Consulting Services Inc. (Stantec). 2024. Victor and Cypress Avenues Active Transportation Project, Noise Study. Prepared for City of Redding Public Works Department. Redding, California.

Mitigation:

No project-specific mitigation is required under this subject.

POPULATION AND HOUSING

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

Discussion:

a, b) No Impact. The project purpose is to improve active transportation opportunities along existing roadways. It would not induce population growth, expand housing or business capacity, or displace any existing housing. The project would have no impact on population and housing.

Documentation:

- City of Redding. 2020. City of Redding General Plan, Housing Element 2020-2028. Available at [https://files.cityofredding.gov/Document%20Center/Departments/Development%20Services/Plannin%20g/General%20Plan/Draft%20General%20Plan%202045/14%20-%20Housing%20Element%20\(2020-2028\).pdf](https://files.cityofredding.gov/Document%20Center/Departments/Development%20Services/Plannin%20g/General%20Plan/Draft%20General%20Plan%202045/14%20-%20Housing%20Element%20(2020-2028).pdf) (accessed May 8, 2024).

Mitigation:

No project-specific mitigation is required under this subject.

PUBLIC SERVICES

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

Discussion:

a) Less-than-Significant Impact. The project would have no physical impacts on government facilities or negatively affect fire/police protection, schools, parks, or public facilities. Construction-related activities would be short-term and temporary in nature with possible localized, partial closures or use of traffic controls on adjacent roads. Stop signs during non-construction times and flagging during construction are anticipated and through traffic would be allowed to pass through the project area. In the event of partial road closures, emergency traffic would be routed to the unaffected lanes or to nearby routes capable of maintaining expected traffic volumes (e.g., Hartnell, Cypress, and Victor avenues). Project operation would have a less-than-significant impact on emergency traffic. The Redding Adventist Academy, a private school situated at the northeast corner of the East Cypress Avenue/Alfreda Way intersection, would not be adversely impacted by project construction, since access to the school would remain open during project implementation. Project operation would have a less-than-significant impact on public services since there would be no significant impediments to public services.

Documentation:

- City of Redding. 2000. City of Redding General Plan, Public Facilities and Services Element. Available at <https://files.cityofredding.gov/Document%20Center/Departments/Development%20Services/Planning/General%20Plan/General%20Plan%202000/General%20Plan%20Public%20Facilities%20&%20Services.pdf> (accessed May 8, 2024).

Mitigation:

No project-specific mitigation is required under this subject.

RECREATION

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

Discussion:

- a) **No Impact.** The proposed project purpose is to improve the active transportation access routes in the city of Redding. The direct connectivity between the existing trail and downtown that would be created by the proposed trail alignment would increase safety for both recreationists and vehicle traffic using area roads. It is anticipated that bicyclists and pedestrians would make use of the new designated trail, sidewalks, and bike lanes instead of using the existing configuration of improved and unimproved trails, and road shoulders. Because of the generally low impact of active recreation, new and existing facilities are not anticipated to deteriorate at an accelerated rate; rather, the new facilities would further disperse use and alleviate the potential for overuse of any one part of the City's recreational facilities. The proposed project would have no impacts that would contribute to the deterioration of existing parks or other recreational facilities.
- b) **Less-than-Significant Impact.** The project would largely consist of improvements to existing bike lanes along area roads but would also include the creation of a new trail segment and a stream crossing through a currently undeveloped parcel at the alignments northwest end. This parcel, at the north end of Alfreda Way is routinely used by pedestrians for access to surrounding areas but has no formal infrastructure.

The new trail segment would be paved, and a bridge would be placed over the Little Churn Creek channel thereby reducing the effects of soil compaction, vegetation loss, and erosion that can come from heavy foot and bicycle use. The project would have a beneficial effect on existing recreational facilities and the environment. Potential adverse project impacts would be less than significant.

Documentation:

- City of Redding. 2000. City of Redding General Plan, Recreation Element. Available at <https://files.cityofredding.gov/Document%20Center/Departments/Development%20Services/Planning/General%20Plan/General%20Plan%202000/General%20Plan%20Recreation.pdf> (accessed June 4, 2024).
- City of Redding. 2000. City of Redding General Plan, Public Facilities and Services Element. Available at <https://files.cityofredding.gov/Document%20Center/Departments/Development%20Services/Planning/General%20Plan/General%20Plan%202000/General%20Plan%20Public%20Facilities%20&%20Services.pdf> (accessed June 4, 2024).

Mitigation:

No project-specific mitigation is required under this subject.

TRANSPORTATION/TRAFFIC

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

Discussion:

a) No Impact. The project purpose is to improve the City's active transportation network by adding or expanding bicycle and pedestrian lanes along existing roads in the project area and to add a new trail segment that would further active transportation route connectivity in east Redding. The project would not increase the number of vehicle trips, volume-to-capacity ratio, or congestion at intersections in the project area or vicinity. It is consistent with the active transportation goals and policies in the City of Redding General Plan and various transportation plans. There would be no impact on programs, plans, ordinances, or policies governing the City's circulation system.

b) Less-than-Significant Impact. The proposed project would not degrade the existing level of service on current roadways within the vicinity of the project. However, temporary closures or detours on affected roadways during project construction may temporarily alter motor vehicle traffic circulation by delaying or diverting traffic to other routes. Because potential project effects would be temporary and localized, a qualitative assessment of traffic impacts is an appropriate level of assessment.

Vehicle miles traveled (VMT) is the primary consideration used to determine the significance of transportation impacts under CEQA Guidelines Section 15064.3, subdivision (b). The project does not include development that would generate an increase in VMT. Conversely, the project will provide infrastructure for non-motorized travel.

Construction would be completed using standard traffic controls and phasing by the contractor. The contractor's traffic control might include reversing traffic control with flaggers and pilot cars. Short-term delays would be less than 15 minutes. If necessary, full closures of project segments would be allowed with detour signing for alternative routes via Victor Avenue, Cypress Avenue, Churn Creek Road, and Hartnell Avenue. The proximity of multiple alternative routes to any given segment of the project during construction would not increase VMT for motorists. Traffic impacts as determined under CEQA would be less than significant.

c) **No Impact.** The proposed project was designed to provide safer and more efficient travel for active transportation modes of travel (e.g., bicycles, pedestrian) in east Redding. Specific project features associated with improved safety, such as the addition of corridor lighting, enhanced roadway crossings, improved sidewalks and bike lanes, and improved intersection facilities would be included as part of the proposed project. The project would not result in the creation of sharp curves, dangerous intersections, or incompatible uses, but, rather, it would improve the existing conditions. No impact would occur.

d) **Less-than-Significant Impact.** Project construction would not significantly interfere with emergency access. Construction-related activities would be short-term and temporary in nature with possible localized, partial closures or use of traffic controls on adjacent roads. Stop signs during non-construction times and flagging during construction are anticipated and emergency vehicles would be allowed to pass through the project area in an expedited manner. In the event of partial road closures, emergency traffic would be routed to the unaffected lanes or to nearby routes capable of maintaining expected traffic volumes (e.g., Hartnell, Cypress, and Victor avenues). Project operation would have no impact on emergency traffic. Project construction impacts would be less than significant.

Documentation:

- Association of Environmental Professionals. 2024. 2024 CEQA, California Environmental Quality Act Statute and Guidelines. Available at https://califaep.org/statute_and_guidelines.php (accessed June 5, 2024).
- City of Redding. 2000. City of Redding General Plan, Transportation Element. Available at <https://files.cityofredding.gov/Document%20Center/Departments/Development%20Services/Planning/General%20Plan/General%20Plan%202000/General%20Plan%20Transportation.pdf> (accessed June 5, 2024).
- City of Redding. 2018. Active Transportation Plan. Available at <https://files.cityofredding.gov/Document%20Center/Departments/Development%20Services/Planning/City%20of%20Redding%20Active%20Tra.pdf> (accessed June 5, 2024).
- Shasta Regional Transportation Agency. 2019. Go Shasta Regional Active Transportation Plan. Available at <https://srta.ca.gov/286/GoShasta-Plan-Active-Transportation-Docu> (accessed June 5, 2024).

Mitigation:

No project-specific mitigation is required under this subject.

TRIBAL CULTURAL RESOURCES

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

XVII. TRIBAL CULTURAL RESOURCES: <i>Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:</i>	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less-than-Significant Impact	No Impact
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 Resource Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.				

Discussion:

a) No Impact. There are no tribal cultural resources listed or eligible for listing on the California Register of Historical Resources or in a local register of historical resources as defined in Public Resources Code section 5020.1(k).

b) No Impact. In accordance with Public Resources Code sections 5024.1, 5097.94, 21074, and 21080.3, commonly known as Assembly Bill 52, Stantec sent outreach letters and a map via certified letters to the Native American tribes who may have knowledge of cultural resources in the APE on March 8, 2023, with follow-up certified letters and phone calls on April 17 and July 7, 2023 (Stantec 2024). The following tribes were contacted based on a list of tribes provided by the NAHC:

- Greenville Rancheria of Maidu Indians Organization
- Nor-Rel-Muk Wintu Nation Organization
- Quartz Valley Indian Community
- Shasta Nation
- Redding Rancheria
- Winnemem Wintu Tribe
- Wintu Tribe of Northern California

Only the Nor-Rel-Muk Wintu Nation replied and stated that the APE does not fall within their territory. No other responses were received from the other tribes that were contacted.

Additionally, the NAHC conducted a review of its Sacred Lands database for culturally significant properties and responded by email on March 6, 2023, indicating that the file contained no records of Native American cultural resources in the immediate area, and no tribal cultural resources were identified in the project area. Project construction and operation would have no impact on tribal cultural resources.

Documentation:

Stantec Consulting Services (Stantec). 2024. Victor and Cypress Avenues Active Transportation Project, Archaeological Survey Report. Prepared for the City of Redding, Shasta County, California.

Mitigation:

No project-specific mitigation is required under this subject.

UTILITIES AND SERVICE SYSTEMS

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

Discussion:

a) Less-than-Significant-Impact. Project construction would require numerous modifications or relocations of water meters, water valve covers, sewer manholes, fire hydrants, communication vaults, and wood utility poles to accommodate the project throughout the extent of its alignment. Along Victor Avenue, approximately 16 water valve covers would be adjusted to grade; approximately 12 sewer manholes or cleanouts would be adjusted to grade; approximately three fire hydrant assemblies would be modified; approximately four communication vaults would be adjusted to grade; and approximately three wood utility poles would be relocated. Water meters at spot locations would need to be adjusted or relocated. Approximately 2,500 linear feet of storm drains would be constructed, including catch basins and manholes.

Along the Cypress Avenue project segment, approximately 15 water valve covers would be adjusted to grade; approximately 10 sewer manholes or cleanouts would be adjusted to grade; approximately one fire hydrant assembly would be modified; approximately four communication vaults would be adjusted to grade; and three to six wood utility poles would be relocated. Water meters at spot locations would need to be adjusted or relocated. Construction of approximately 200 linear feet of storm drains, including catch basins and manholes.

Water meters at spot locations would need to be adjusted or relocated along the Alfreda Way project segment.

All of the previously described utilities modifications and relocations would be made to existing facilities and would be within previously disturbed urban areas. Environmental effects would be less than significant.

b) **No Impact.** No new or expanded water entitlements would be required for the project. There would be no impact.

c) **No Impact.** The project would not generate wastewater or increase capacity at a wastewater treatment facility. There would be no impact.

d) **Less-than-Significant Impact.** Construction activities associated with the project could generate solid waste in the form of demolished materials and other trash. Non-hazardous solid waste generated at the project site would be disposed of at a suitable facility such as the Redding Transfer Station, approximately one mile northeast of the project area. The project is not likely to generate solid waste in amounts that would adversely affect the existing capacity of the local landfill. Project impacts on solid waste facilities would be less than significant.

e) **Less-than-Significant Impact.** Any solid waste generated by the project would be disposed of at an approved landfill in compliance with local, state, and federal regulations pertaining to solid waste disposal. Impacts would be less than significant.

Documentation:

- City of Redding. 2000. City of Redding General Plan 2045, Public Facilities and Services Element. Available at https://files.cityofredding.gov/Document%20Center/Departments/Development%20Services/Planning/General%20Plan/Draft%20General%20Plan%202045/10-Public%20Facilities%20Element%202045_March%202024.pdf (accessed May 9, 2024).

Mitigation:

No project-specific mitigation is required under this subject.

WILDFIRE

XVIV. <u>WILDFIRE:</u> <i>If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project:</i>	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less-than-Significant Impact	No Impact
a) Substantially impair an adopted emergency response plan or emergency evacuation plan?				X
b) Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to, pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?			X	
c) Require 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?				X
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?				X

Discussion:

- a) **No Impact.** The project would not impair or alter any existing emergency response plan or evacuation plan. Roads in the project area would remain open to through traffic during construction. The project would not impair implementation of, or physically interfere with, an adopted emergency response plan or emergency evacuation plan. Project operation would be consistent with existing conditions. There would be no impact.
- b) **Less-than-Significant Impact.** The fire hazard severity zone within the city of Redding has not been mapped by the State of California; however, surrounding areas are classified as either high or very high (CalFire 2024). The developed urban nature of the project area coupled with its nearly level flat topography and inconsistent vegetation to carry wildfire minimizes the potential for uncontrolled spread of wildfire due to accidental ignition associated with project activities. Project operation would be consistent with existing conditions. Implementation of conservation measure WF-1 would further reduce the potential for wildfire.
 - **WF-1.** Per the requirements of the California Public Resources Code (PRC) Section 4442, the City contract specifications will include a provision that internal combustion engines will be equipped with an operational spark arrester, or the engine must be equipped for the prevention of fire.

The project's wildfire risk potential would be less than significant.

- c) **No Impact.** The project would not require installation or maintenance of infrastructure that may exacerbate fire risk. There would be no impact.
- d) **No Impact.** The project profile would provide sufficient gradient for drainage of roadway surfaces, and as such, the project would not expose people or structures to significant risks as a result in drainage changes, runoff, or slope instability. There would be no impact.

Documentation:

- CalFire. 2024. Fire Hazard Severity Zones in State Responsibility Area. Available at <https://osfm.fire.ca.gov/what-we-do/community-wildfire-preparedness-and-mitigation/fire-hazard-severity-zones> (accessed May 9, 2024).
- City of Redding. 2024. General Plan 2045, Public Safety Element. Available at https://files.cityofredding.gov/Document%20Center/Departments/Development%20Services/Planning/General%20Plan/Draft%20General%20Plan%202045/08-Public%20Safety%20Element%202045_March%202024%20WITH%20MAPS.pdf (accessed May 9, 2024).
- Find Law. 2024. California Code, Public Resources Code 4442. Available at <https://codes.findlaw.com/ca/public-resources-code/prc-sect-4442/> (accessed June 6, 2024).

Mitigation:

No project-specific mitigation is required under this subject.

MANDATORY FINDINGS OF SIGNIFICANCE

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

Discussion:

- a) **Less than Significant with Mitigation Incorporated.** 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 could be affected by implementation of the proposed project, standard conservation measures, BMPs, and mitigation measures would 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) **Less-than-Significant Impact.** As described in Section III, the proposed project could temporarily contribute to regionwide cumulative air quality impacts during construction. However, these impacts would be considered less than significant and adherence to policies of the City’s General Plan and application of standard BMPs would avoid the potential for air quality impacts during project construction. By its nature, project operation is intended to reduce the potential for cumulatively considerable impacts on resources like air quality and traffic. The project’s potential cumulative impacts would be less than significant.
- c) **No Impact.** 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:

- Documentation is listed at the end of each resource assessment.

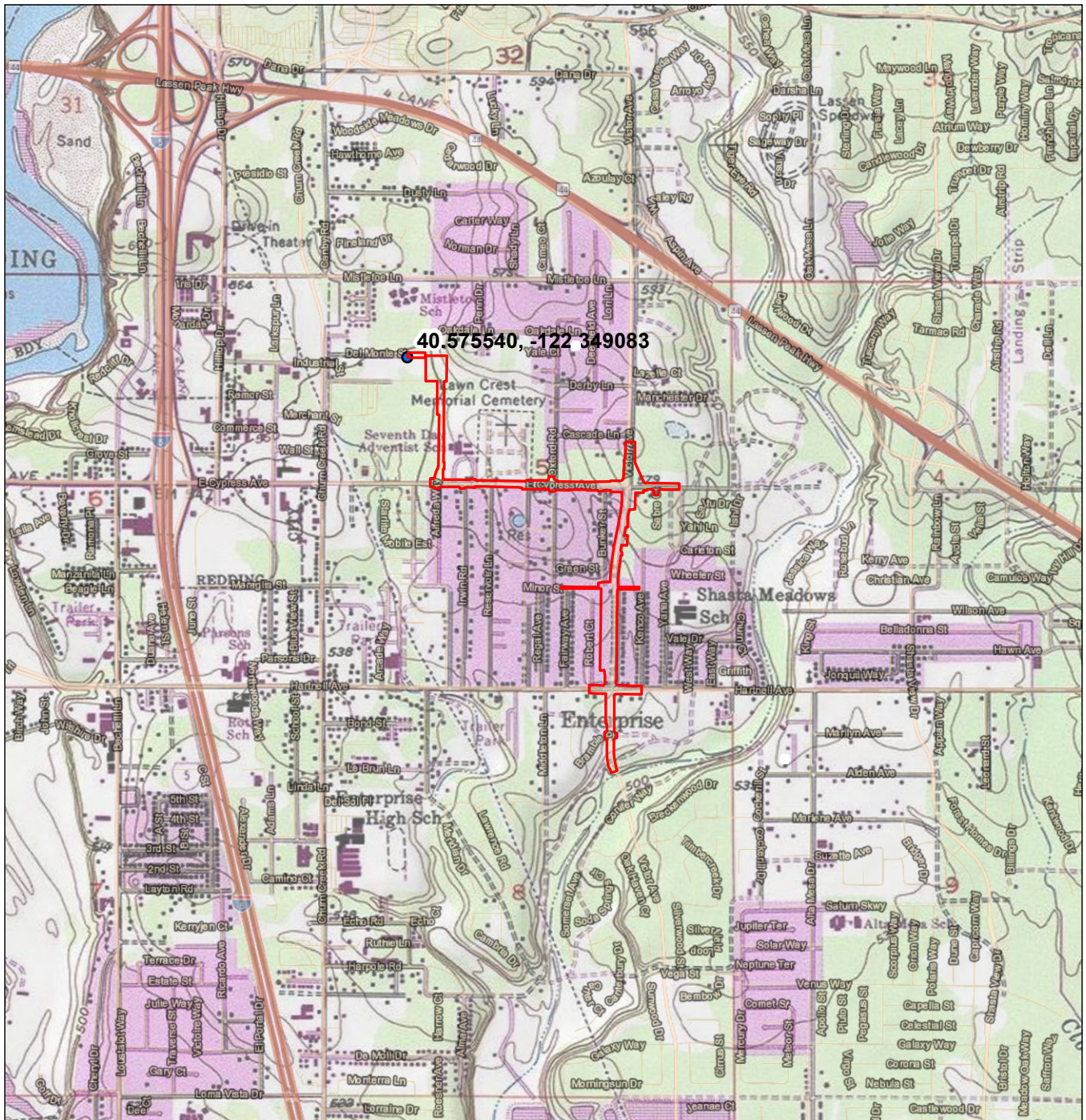
Mitigation:



- MM-1** Removal of large trees (10-inch dbh or greater) with cavities, crevices, or snags shall occur before maternity colonies form (i.e., prior to March 1) or after young are volant (i.e., after August 15). If construction (including the removal of large trees) occurs during the non-volant season (March 1 through August 15), a qualified biologist shall conduct a pre-construction survey of the project area to locate maternity colonies and identify measures to protect the colonies from disturbance. The preconstruction survey will be performed no more than seven days prior to the implementation of construction activities. If a lapse in construction activities for seven days or longer occurs between those dates, another pre-construction survey will be performed. If a maternity colony is found a qualified biologist (in consultation with the CDFW) will determine the extent of a construction-free buffer zone to be established around the nest. If practicable, removal of large trees with cavities will occur before maternity colonies form (i.e., prior to March 1) or after young are capable of flying (i.e., after August 15).
- MM-2** If construction is to occur during the nesting season for birds (February 1 through August 31) or raptors (November 1 through July 15) a qualified biologist will conduct a pre-construction survey to locate active nests. The pre-construction survey will be conducted no more than seven (7) days prior to the initiation of construction activities. If a lapse in construction activities occurs for 7 days or longer, another pre-construction survey will be performed. If an active nest is found, a qualified biologist (in consultation with the CDFW) will determine the extent of a buffer zone to be established around the nest. The pre-construction survey may be conducted concurrently with pre-construction surveys for other special-status species.

APPENDIX A

Figure 1 – Project Location

Figure 2 – Project Design



 Project Area (28.74 acres)
 Map Reference Point

0 2,000 Feet
1 inch = 2,000 feet (At page size of 8.5"x11")



Project Location
Shasta County, California

185706267
Prepared by TM on 2024-06-07
Reviewed by ST on 2024-06-07

Client/Project
City of Redding
Victor and Cypress Avenues Active Transportation
Project 5068(064)

Figure No.

1

Title

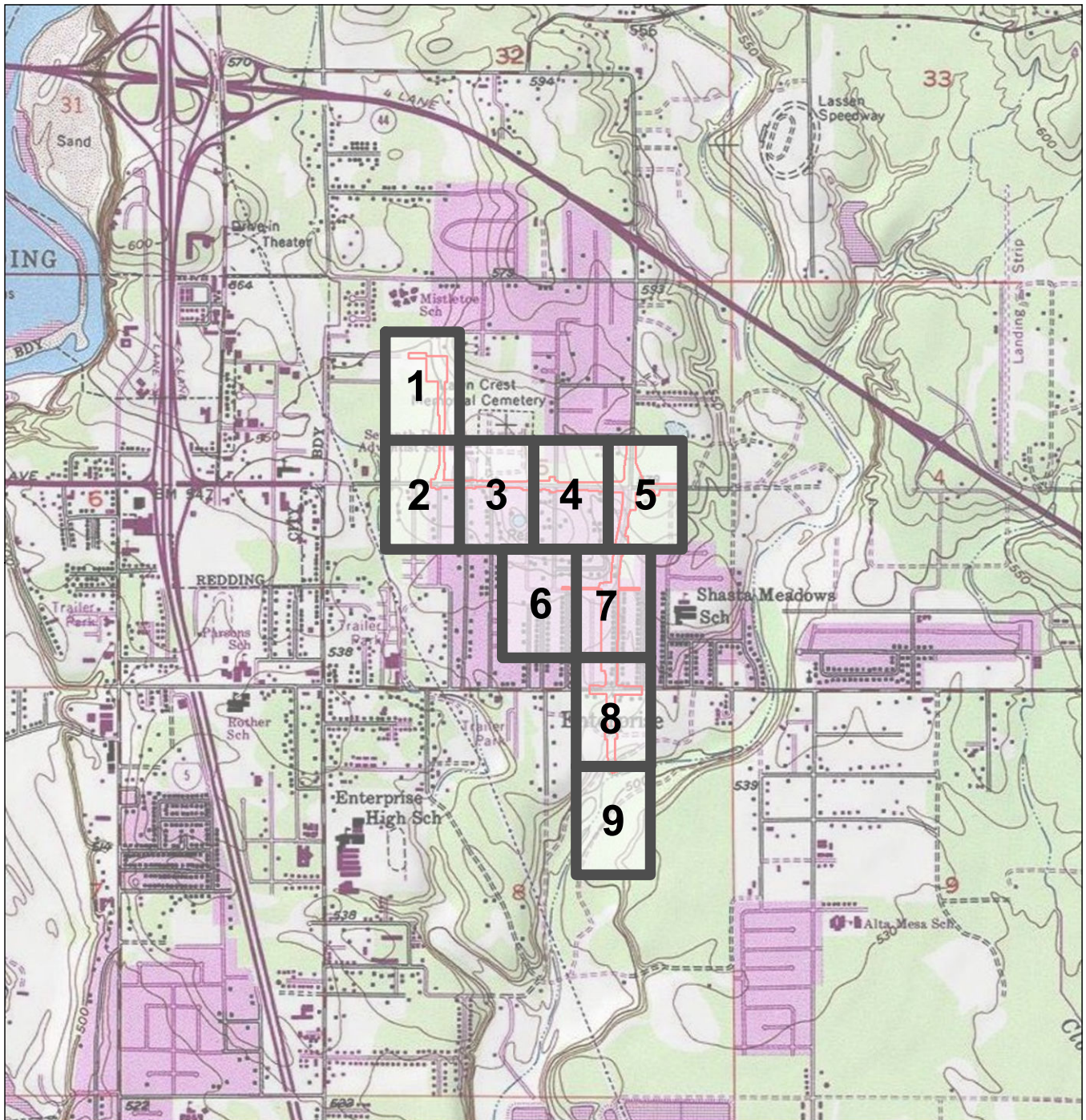
Project Location



Notes

1. Coordinate System: NAD 1983 StatePlane California I FIPS 0401 Feet
2. Base map: ESRI USA Topo Maps web mapping service
3. Public Land Survey: T 31N. R 04W. Sec. 5, 8
4. USGS 7.5 Quad: Enterprise 1969

Disclaimer: Stantec assumes no responsibility for data supplied in electronic format. The recipient accepts full responsibility for verifying the accuracy and completeness of the data. The recipient releases Stantec, its officers, employees, consultants and agents, from any and all claims arising in any way from the content or provision of the data.

V:\1857\Active\185706267_VCAT_AIP_FieldMap\03_data\03_data\figs\ca\gah\mxds\185706267_figure_2_project_design_overview.mxd Revised: 2024-06-07 By: imooney



 Project Area (28.74 acres)
 Map Index

0 2,000 Feet
1 inch = 2,000 feet (At page size of 8.5"x11")



Project Location
Shasta County, California

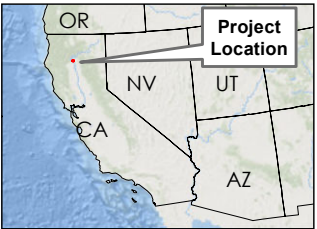
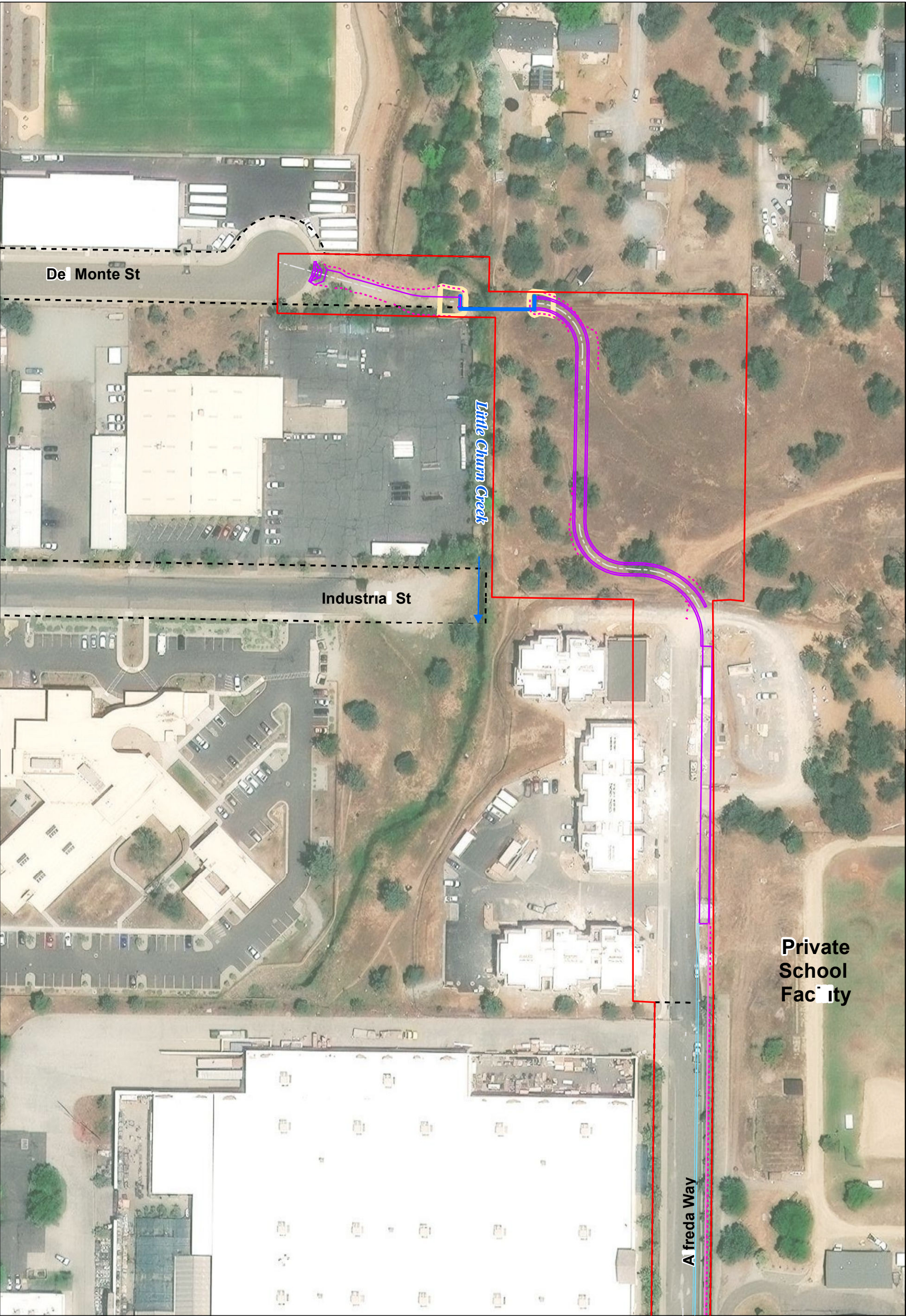
185706267
Prepared by TM on 2024-06-07
Reviewed by ST on 2024-06-07

Client/Project
City of Redding
Victor and Cypress Avenues Active Transportation
Project 5068(064)

Figure No.
2

Title
Project Design Overview

Notes
1. Coordinate System: NAD 1983 StatePlane California I FIPS 0401 Feet
2. Base map: ESRI USA Topo Maps web mapping service
3. Public Land Survey: T 31N. R 04W. Sec. 5, 8
4. USGS 7.5 Quad: Enterprise 1969
Disclaimer: Stantec assumes no responsibility for data supplied in electronic format. The recipient accepts full responsibility for verifying the accuracy and completeness of the data. The recipient releases Stantec, its officers, employees, consultants and agents, from any and all claims arising in any way from the content or provision of the data.



- Project Components**
- Project Area (28.74 acres)
 - Trail
 - Right of Way
 - Alignment
 - Curb and Gutter
 - Cut and Fill
 - New Bridge
 - Rock Slope Protection
 - Sidewalk

Notes

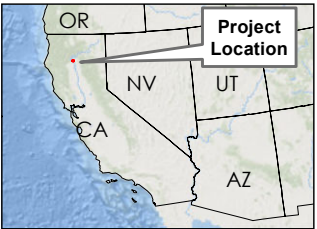
1. Coordinate System: NAD 1983 StatePlane California I FIPS 0401 Feet

2. Base map: Esri World Imagery web mapping service, City of Redding

5/27/2020

Stantec

Project Location	Shasta County, California	185706267
Client/Project	City of Redding Victor and Cypress Avenues Active Transportation Project 5068(064)	Prepared by TM on 2024-06-17 Reviewed by CM on 2024-06-17
2		
Title	Project Design	



- Project Location**
- Project Components**
- Alignment
 - Curb and Gutter
 - Cut and Fill
 - Sidewalk
 - Right of Way

Notes

1. Coordinate System: NAD 1983 StatePlane California 1 FIPS 0401 Feet
2. Base map: Esri World Imagery web mapping service, City of Redding
5/27/2020

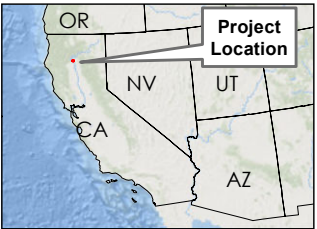
Stantec

Project Location
Shasta County, California

Client/Project
City of Redding
Victor and Cypress Avenues Active Transportation
Project 5068(064)

2
Title

Project Design



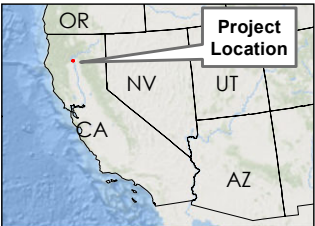
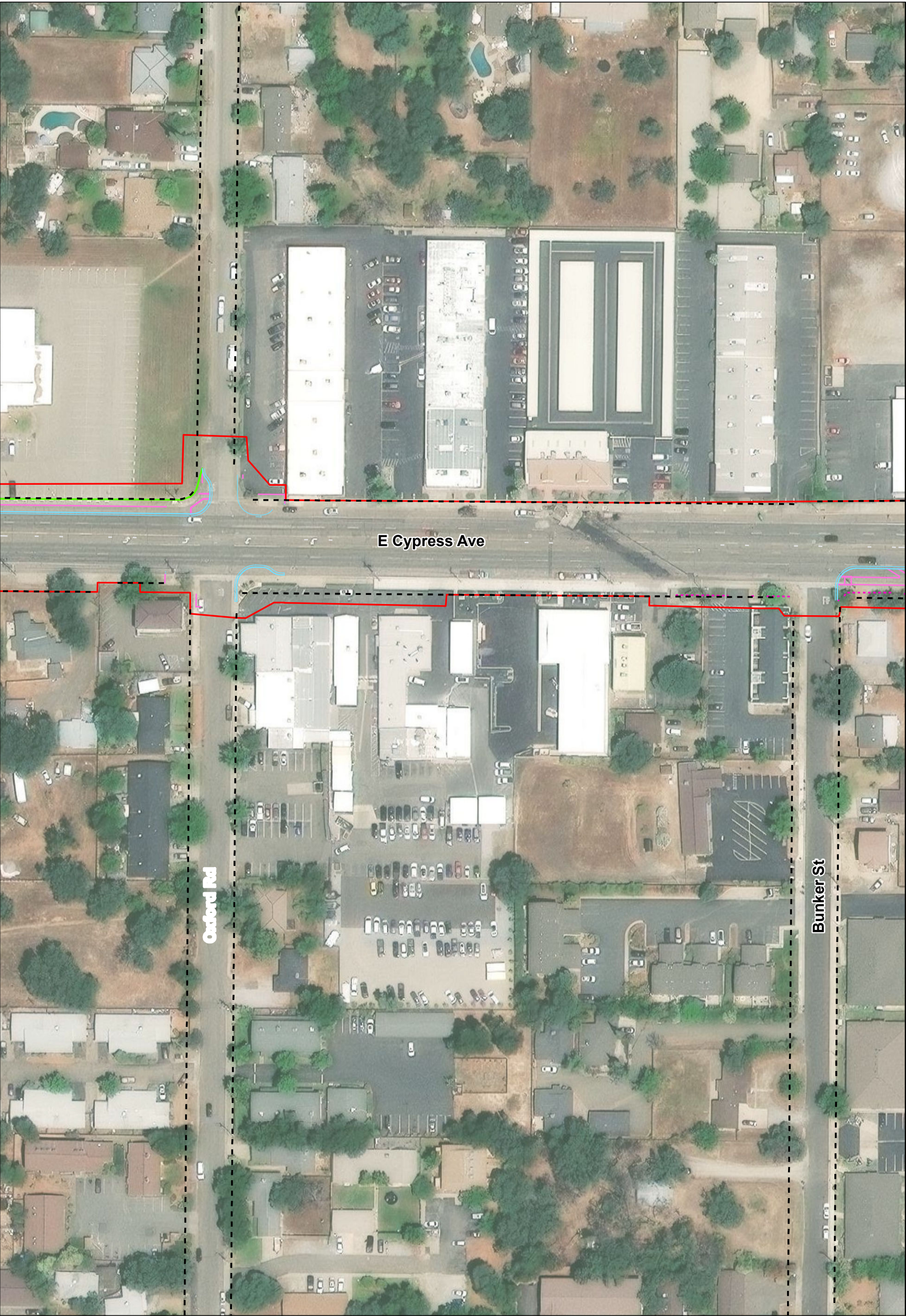
- Project Location**
- Project Components**
- Project Area (28.74 acres) - - Right of Way
 - Alignment
 - Curb and Gutter
 - Cut and Fill
 - Paving
 - Rolled Curb
 - Sidewalk

Notes

1. Coordinate System: NAD 1983 StatePlane California 1 FIPS 0401 Feet
2. Base map: Esri World Imagery web mapping service, City of Redding
5/27/2020

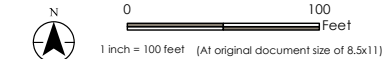
Stantec

Project Location	185706267
Shasta County, California	Prepared by TM on 2024-06-17
	Reviewed by CM on 2024-06-17
Client/Project	City of Redding
	Victor and Cypress Avenues Active Transportation
	Project 5068(064)
2	
Title	
Project Design	



- Project Location**
- Project Components**
- Alignment
 - Curb and Gutter
 - Cut and Fill
 - Paving
 - Sidewalk
 - Right of Way

Disclaimer: Stantec assumes no responsibility for data supplied in electronic format. The recipient accepts full responsibility for verifying the accuracy and completeness of the data. The recipient releases Stantec, its offices, employees, consultants and agents, from any and all claims arising in any way from the content or provision of the data.



Stantec

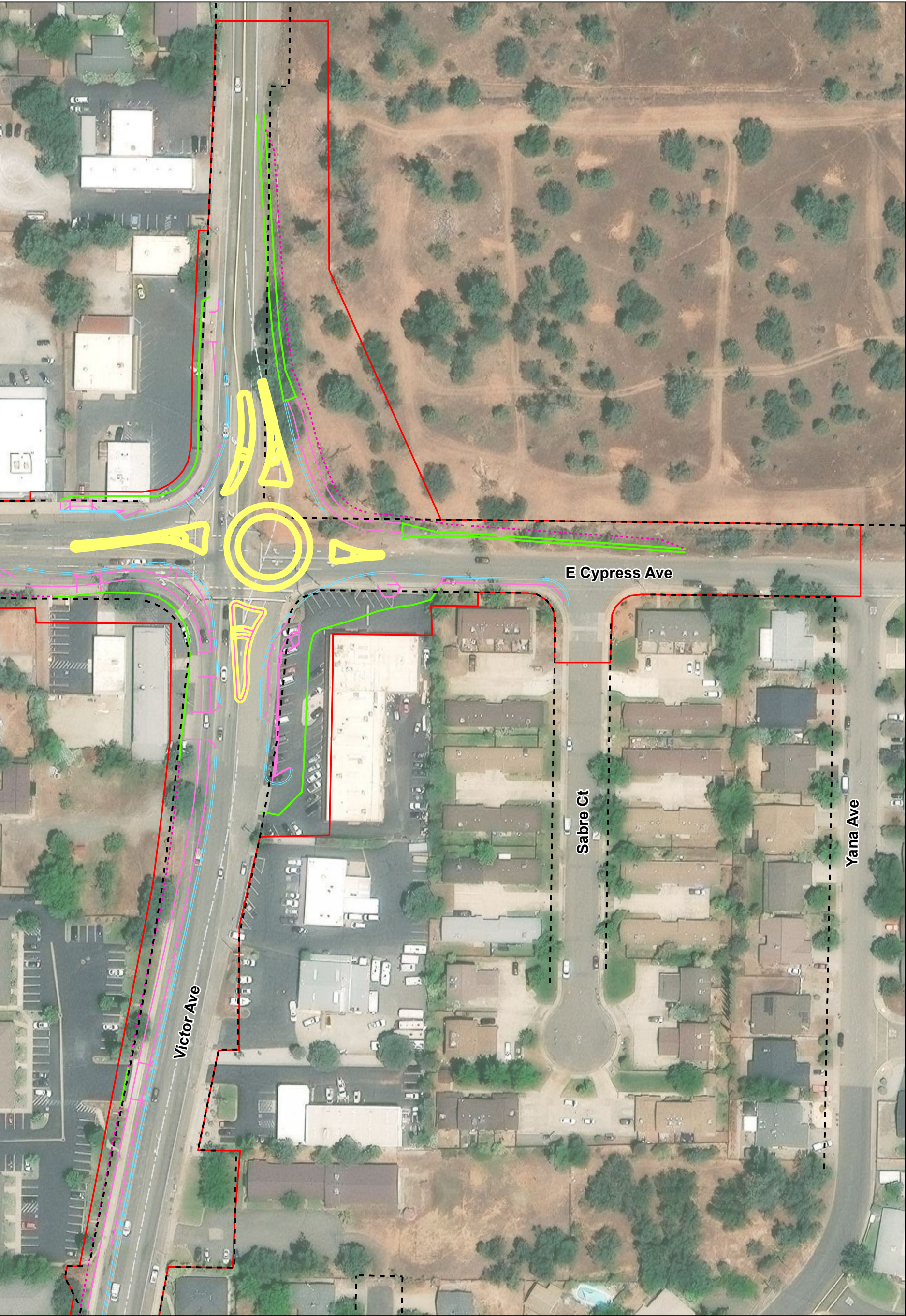
Notes
1. Coordinate System: NAD 1983 StatePlane California I FIPS 0401 Feet
2. Base map: Esri World Imagery web mapping service, City of Redding 5/27/2020

Project Location
Shasta County, California

185706267
Prepared by TM on 2024-06-17
Reviewed by CM on 2024-06-17

Client/Project
City of Redding
Victor and Cypress Avenues Active Transportation
Project 5068(064)

2
Title
Project Design



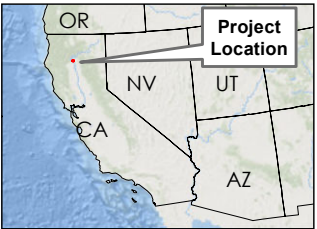
- Project Components**
- Project Area (28.74 acres)
 - Right of Way
 - Alignment
 - Curb and Gutter
 - Cut and Fill
 - Paving
 - Sidewalk
 - Traffic Safety Improvement

Notes

- Coordinate System: NAD 1983 StatePlane California I FIPS 0401 Feet
- Base map: Esri World Imagery web mapping service, City of Redding 5/27/2020

Stantec

Project Location	185706267
Shasta County, California	Prepared by TM on 2024-06-17
	Reviewed by CM on 2024-06-17
Client/Project	
City of Redding	
Victor and Cypress Avenues Active Transportation	
Project 5068(064)	
2	
Title	
Project Design	



- Project Location**
- Project Components**
- Alignment
 - - - Cut and Fill
 - - - Right of Way

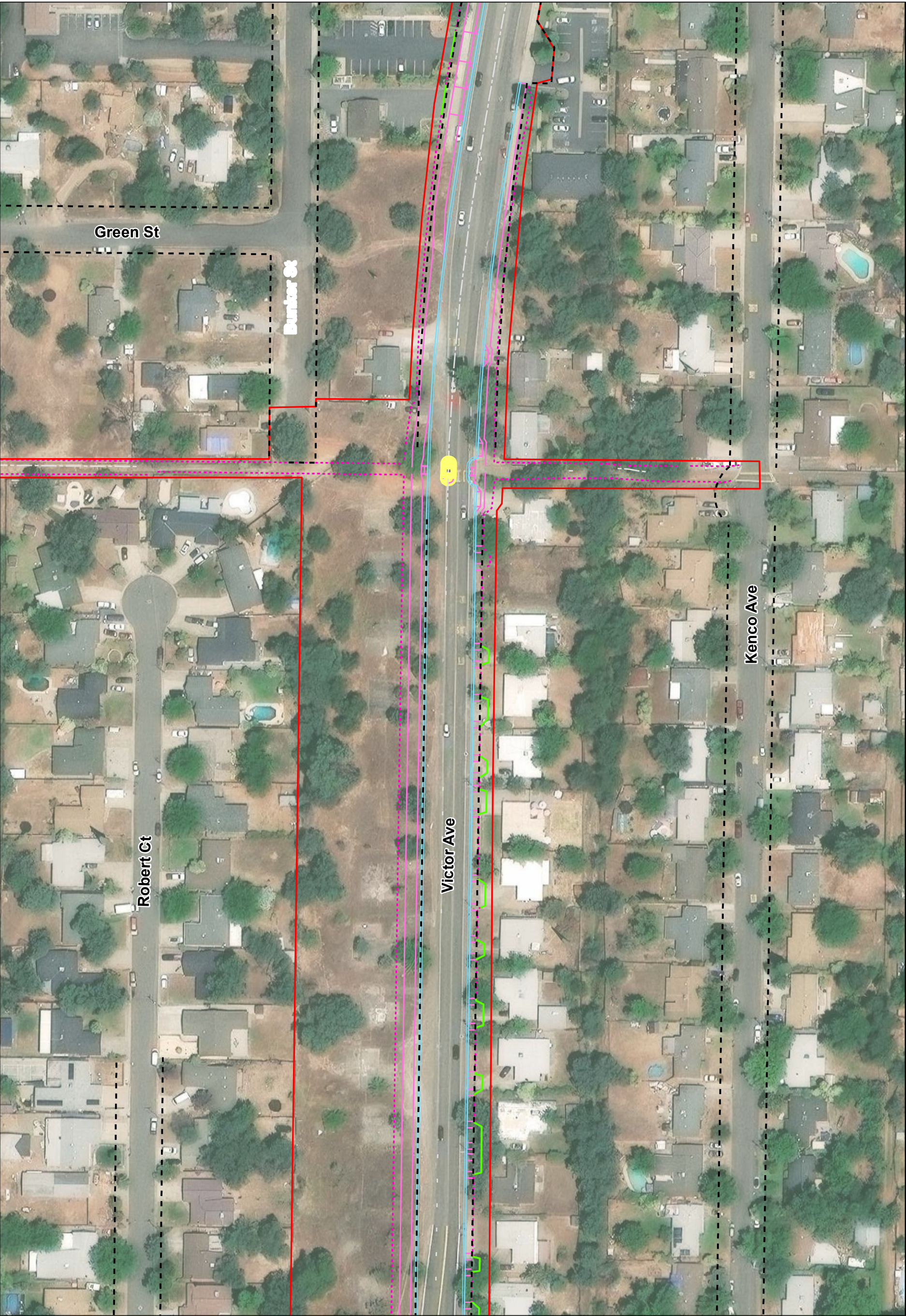
Disclaimer: Stantec assumes no responsibility for data supplied in electronic format. The recipient accepts full responsibility for verifying the accuracy and completeness of the data. The recipient releases Stantec, its officers, employees, consultants and agents, from any and all claims arising in any way from the content or provision of the data.

Notes

1. Coordinate System: NAD 1983 StatePlane California I FIPS 0401 Feet
2. Base map: Esri World Imagery web mapping service, City of Redding 5/27/2020

Stantec

Project Location	185706267
Shasta County, California	Prepared by TM on 2024-06-17
	Reviewed by CM on 2024-06-17
Client/Project	
City of Redding	
Victor and Cypress Avenues Active Transportation	
Project 5068(064)	
2	
Title	
Project Design	



- Project Components**
- Project Area (28.74 acres)
 - Right of Way
 - Alignment
 - Curb and Gutter
 - Cut and Fill
 - Paving
 - Sidewalk
 - Traffic Safety Improvement

Notes

- Coordinate System: NAD 1983 StatePlane California 1 FIPS 0401 Feet
- Base map: Esri World Imagery web mapping service, City of Redding 5/27/2020

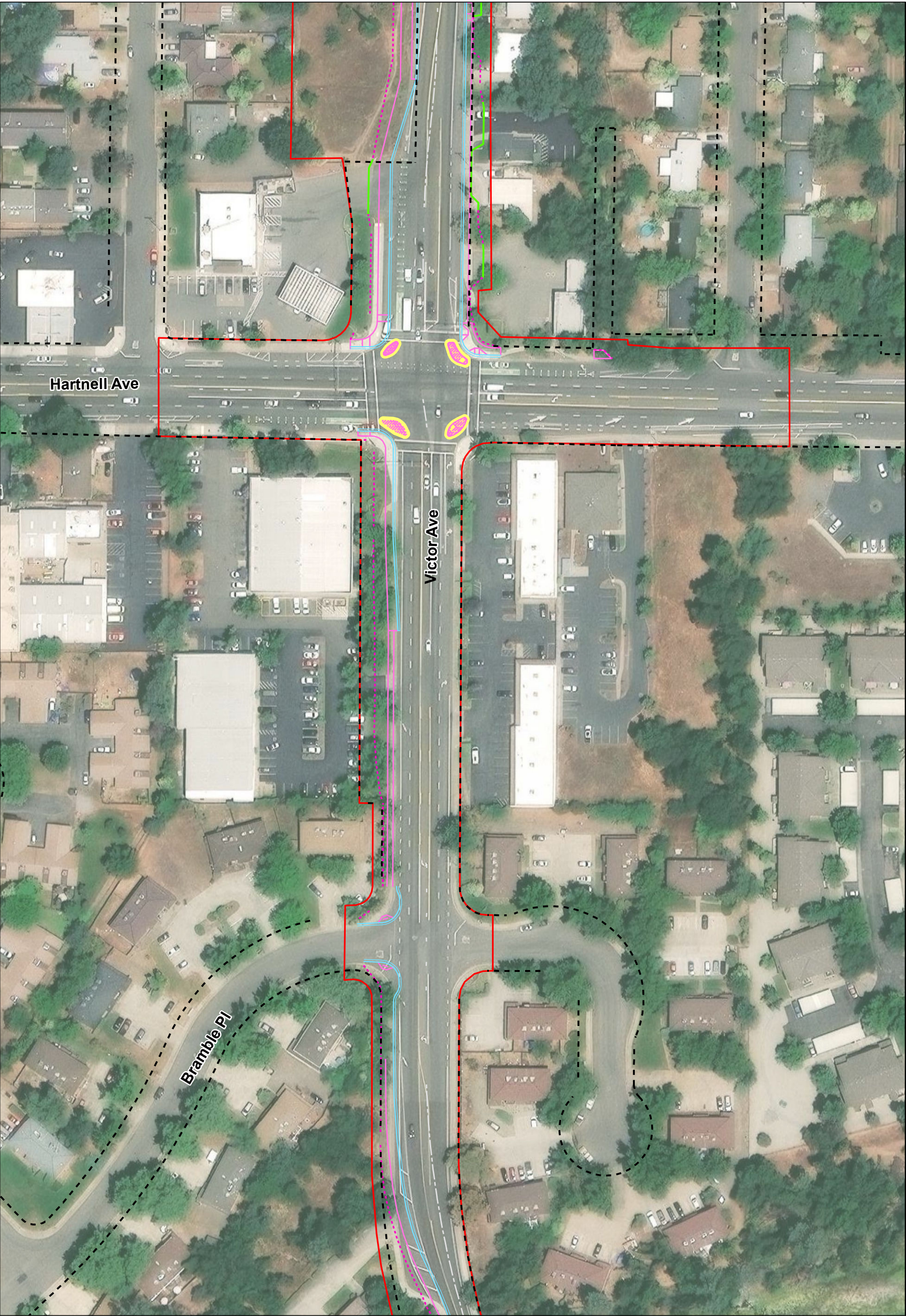
Stantec

Project Location
Shasta County, California

Client/Project
City of Redding
Victor and Cypress Avenues Active Transportation
Project 5068(064)

2
Title

Project Design



- Project Components**
- Project Area (28.74 acres)
 - Right of Way
 - Alignment
 - Curb and Gutter
 - Cut and Fill
 - Paving
 - Sidewalk
 - Traffic Safety Improvement

N

0100

Feet

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

Notes

1. Coordinate System: NAD 1983 StatePlane California I FIPS 0401 Feet

2. Base map: Esri World Imagery web mapping service, City of Redding 5/27/2020

Project Location	185706267
Shasta County, California	Prepared by TM on 2024-06-17
	Reviewed by CM on 2024-06-17
Client/Project	
City of Redding	
Victor and Cypress Avenues Active Transportation	
Project 5068(064)	
2	
Title	
Project Design	

ATTACHMENT C

Mitigation Monitoring and Environmental Commitment Program

MITIGATION MONITORING AND ENVIRONMENTAL COMMITMENT PROGRAM

VICTOR AND CYPRESS AVENUES ACTIVE TRANSPORTATION PROJECT STATE CLEARINGHOUSE NO. 2024XXXXXX

MITIGATION MONITORING PROGRAM CONTENTS

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

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 provide for 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 provide for 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 complainant shall receive written confirmation indicating the results of the investigation or the final action corresponding to the particular noncompliance issue.

**MITIGATION MONITORING AND ENVIRONMENTAL COMMITMENT PROGRAM TABLE
FOR THE VICTOR AND CYPRESS AVENUES ACTIVE TRANSPORTATION PROJECT
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 will be applied according to manufacturer's specification to all inactive construction areas.	Construction	Construction Management	
AQ-2. All grading operations will be suspended when winds (as instantaneous gusts) exceed 20 miles per hour.	Construction	Construction Management	
AQ-3. Water all stockpiles, access roads, and disturbed or exposed areas, as necessary, to prevent airborne dust.	Construction	Construction Management	
AQ-4. Pursuant to the California Vehicle Code (Section 23114(e)(4)) (California Legislative Information 2016), all trucks hauling soil and other loose material to and from the construction site will be covered or will maintain at least 6 inches of freeboard (i.e., minimum vertical distance between top of load and the trailer).	Construction	Construction Management	
AQ-5. All public roadways used by the project contractor will be maintained free from dust, dirt, and debris caused by construction activities. Streets will be swept at the end of the day if visible soil materials are carried onto adjacent public paved roads.	Construction	Construction Management	
Biological Resources (BIO)			
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.	Preconstruction/ Construction	City/ Construction Management	
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.	Construction	Construction Management	

Best Management Practices	Timing/ Implementation	Enforcement/ Monitoring	Verification (Date and Initials)
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.	Construction	Construction Management	
Cultural Resources (CR)			
CR-1. If previously unidentified cultural materials are unearthed during construction, it is City/Caltrans policy that work be halted in that area until a qualified archaeologist can assess the significance of the find. Additional archaeological surveys will be needed if the proposed project undertaking limits are extended beyond the present survey APE limits.	Construction	City/ Construction Management	
CR-2. If human remains are discovered during project activities, all activities in the vicinity of the find will be stopped and the Shasta County Sheriff-Coroner's Office shall be notified. If the coroner determines that the remains may be those of a Native American, the coroner will contact the Native American Heritage Commission (NAHC). Treatment of the remains shall be conducted in accordance with further direction of the County Coroner or the NAHC, as appropriate.	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	
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	

Best Management Practices	Timing/ Implementation	Enforcement/ Monitoring	Verification (Date and Initials)
Wildfire (WF)			
WF-1. Per the requirements of the California Public Resources Code (PRC) Section 4442, theCity contract specifications will include a provision that internal combustion engines will be equipped with an operational spark arrester, or the engine must be equipped for the prevention of fire.	Preconstruction/ 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. Removal of large trees (10-inch dbh or greater) with cavities, crevices, or snags shall occur before maternity colonies form (i.e., prior to March 1) or after young are volant (i.e., after August 15). If construction (including the removal of large trees) occurs during the non-volant season (March 1 through August 15), a qualified biologist shall conduct a pre-construction survey of the project area to locate maternity colonies and identify measures to protect the colonies from disturbance. The preconstruction survey will be performed no more than seven days prior to the implementation of construction activities. If a lapse in construction activities for seven days or longer occurs between those dates, another pre-construction survey will be performed. If a maternity colony is found a qualified biologist (in consultation with the CDFW) will determine the extent of a construction-free buffer zone to be established around the nest. If practicable, removal of large trees with cavities will occur before maternity colonies form (i.e., prior to March 1) or after young are capable of flying (i.e., after August 15).	Preconstruction/ Construction/ Post-Construction	City/ Construction Management	
MM-2. If construction is to occur during the nesting season for birds (February 1 through August 31) or raptors (November 1 through July 15) a qualified biologist will conduct a pre-construction survey to locate active nests. The pre-construction survey will be conducted no more than seven (7) days prior to the initiation of construction activities. If a lapse in construction activities occurs for 7 days or longer, another pre-construction survey will be performed. If an active nest is found, a qualified biologist (in consultation with the CDFW) will determine the extent of a buffer zone to be established around the nest. The pre-construction survey may be conducted concurrently with pre-construction surveys for other special-status species.	Preconstruction/ Construction	City/ Construction Management	

ATTACHMENT D

Comments and Response to Comments (if any)