

Old Shasta County Courthouse Demolition Project

Draft Environmental Impact Report

SCH# 2025100575



Lead Agency:



Shasta County
Department of Public Works
1855 Placer Street
Redding, CA 96001
www.shastacounty.gov

March 2026

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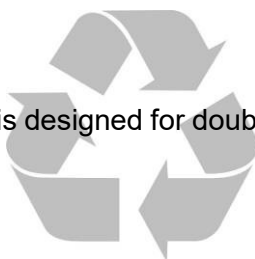


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ACRONYMS, ABBREVIATIONS, AND SYMBOLS

Acronym/Symbol	Full Phrase or Description
AB	Assembly Bill
ABAG	Association of Bay Area Governments
ACHP	Advisory Council on Historic Preservation
ATCM	Airborne Toxic Control Measures
BAU	Business as usual
BMPs	Best Management Practices
CAA	Federal Clean Water Act
CAAQS	California Ambient Air Quality Standards
CalEEMod	California Emissions Estimator Model
CalEPA	California Environmental Protection Agency
CAL FIRE	California Department of Forestry and Fire Protection
Cal-OSHA	California Occupational Safety and Health Administration
Caltrans	California Department of Transportation
CARB	California Air Resources Board
CBC	California Building Codes
CCC	Central California Coast
CDFW	California Department of Fish and Wildlife
CDC	California Department of Conservation
CDPH	California Department of Public Health
CEC	California Energy Commission
CEQA	California Environmental Quality Act
CERCLA	Comprehensive Environmental Response, Compensation and Liability Act
CESA	California Endangered Species Act
CFP	California Fully Protected
CFR	Code of Federal Regulations
CGP	Construction General Permit
CH ₄	methane
City	City of Redding

CNDDDB	California Natural Diversity Database
CNEL	Community Noise Equivalent Level
CNPS	California Native Plan Society
County	County of Shasta/Shasta County
CO	carbon monoxide
CO ₂	carbon dioxide
CHRIS	California Historical Resources Information System
CRHR	California Register of Historic Resources
CWA	Clean Water Act
DEIR/EIR	Draft Environmental Impact Report/
DNL	Day/Night Noise Level
DOT	Department of Transportation
DPM	diesel particulate matter
DPS	Distinct Population Segment
DTSC	Department of Toxic Substance Control
EFH	Essential Fish Habitat
EIR	Environmental Impact Report
EPA	Environmental Protection Agency
ESHA	Environmentally Sensitive Habitat Area
FESA	Federal Endangered Species Act
FEMA	Federal Emergency Management Agency
FHWA	Federal Highway Administration
FTA	Federal Transit Administration
GBRA	General Biological Resource Assessment
GWh	gigawatt hours
GWP	Global Warming Potential
HABS	Historic American Buildings Survey
HAP	Hazardous Air Pollutants
HAPC	Habitat areas of particular concern
HAT	Highest Astronomical Tide
HCP	Habitat Conservation Plan

HMTUSA	Hazardous Materials Transportation Uniform Safety Act
HP	Horsepower
HRA	Health Risk Assessment
HTL	High tide line
H ₂ S	Hydrogen Sulfide
H ₂ O	Water
Hz	Hertz
LCP	Local Coastal Program
LCLUP	Local Coastal Land Use Plan
LCFS	Low Carbon Fuel Standard Regulation
L _{eq}	Equivalent Noise Level
LHMP	Local Hazard Mitigation Plan
LID	Low Impact Development
L _{max}	Maximum Noise Level
LQG	Large Quantity Generations
LT	Long-Term
MBTA	Migratory Bird Treaty Act
MEIR	Maximum Exposed Individual Receptor
MHW	Mean High Water
MMRP	Mitigation Monitoring and Reporting Program
MND	Mitigated Negative Declaration
MTCO _{2e}	million metric tons of carbon dioxide equivalents
MRP	Municipal Regional Stormwater NPDES Permit
MRZ	Mineral Resource Zone
NAAQS	National Ambient Air Quality Standards
NAHC	Native American Heritage Commission
NAGPRA	Native American Graves Protection and Repatriation Act
NAVD88	North American Vertical Datum of 1988
NEIC	Northeast Information Center
NEPA	National Environmental Policy Act
NHPA	National Historic Preservation Act

NIOSH	National Institute of Occupational Safety and Health
NOAA	National Oceanic and Atmospheric Administration
NOD	Notice of Determination
NOI	Notice of Intent
NOP	Notice of Preparation
NO	Nitric Oxide
NO ₂	nitrogen dioxide
NO _x	NO and NO ₂ combined.
N ₂ O	Nitrous Oxide
NPDES	National Pollutant Discharge System
NPPA	Native Plant Protection Act
NRHP	National Register of Historic Places
O ₃	Ozone
OEHHA	Office of Environmental Health Hazard Assessment
OSHA	U.S. Occupational Safety and Health Administration (OSHA)
PCB	Polychlorinated Biphenyls
PM	Particulate Matter
PMI	point of maximum impact
PM _{2.5}	Fine Particulate Matter
PM ₁₀	inhalable coarse, respirable, or suspended particulate matter
PPV	Peak particle velocity
PRC	Public Resources Code
RCNM	Roadway Construction Noise Model
RCRA	Resources Conservation and Recovery Act
ROG	Reactive Organic Gases
RWQCB	Regional Water Quality Control Board
SB	Senate Bill
SCH	State Clearing House
SF ₆	Sulfur hexafluoride
SFBAAB	San Francisco Bay Area Air Basin
SHPO	State Historic Preservation Officer

SLF	Sacred Lands File
SO ₂	sulfur dioxide
SOX	sulfates
SLF	Sacred Lands File
SMARA	Surface Mining
SNPL	Snowy plover
SQG	Small Quantity Generators
SS	Stationary Sources
SWPPP	Stormwater Pollution Prevention Plan
SWRCB	State Water Resources Control Board
SR	State Route
ST	Short-term
TAC	Toxic Air Contaminants
TCR	Tribal Cultural Resources
TR	Transportation
USACE	U.S. Army Corps of Engineers
USFWS	U.S. Fish and Wildlife Service
USGS	U.S. Geological Survey
VOCs	volatile organic compounds
VMT	vehicle miles traveled

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1 INTRODUCTION

1.1 PURPOSE AND SCOPE OF THE EIR

This report has been prepared in accordance with the California Environmental Quality Act (CEQA), the CEQA Guidelines and with Shasta County's (County) local rules and procedures for implementing CEQA. It was prepared by professional planning consultants under contract to the County. The County is the Lead Agency for the preparation of this Environmental Impact Report (EIR), as defined by CEQA (Public Resources Code, Section 21067, as amended), because it has primary discretionary authority with respect to adoption, amendment, and implementation of the proposed Old Shasta County Courthouse Demolition Project (project).

The old Shasta County Courthouse comprises three buildings – the main courthouse building, the courthouse annex building, and the old County jail – all interconnected into a single contiguous footprint. For the purposes of this document, the old Shasta County Courthouse (or courthouse) refers to all three structures as a collective, unless otherwise specified.

The old courthouse has been vacant since February of 2024, presenting numerous challenges for repurposing. The building contains significant amounts of asbestos and lead paint, along with major energy inefficiencies, making renovation or adaptive reuse exorbitantly expensive for the County. During its March 18, 2025, meeting, the Shasta County Board of Supervisors voted 4-1 to move forward with demolishing the vacant courthouse at 1500 Court Street and directed staff to explore potential development opportunities for the site. The current proposal and project that is the subject of this EIR consists of the demolition of the courthouse and the redevelopment of the site as a surface parking lot.

Demolition is projected to take place in the summer of 2026.

1.1.1 Organization of the Draft EIR

This Draft EIR (DEIR) analyzes the project's potential environmental impacts in the following six chapters described below:

Chapter 1	Introduction.
Chapter 2	Executive Summary: A brief discussion of the project and summary of project impacts, mitigation measures and alternatives.
Chapter 3	Project Description: Provides detailed description of the proposed project and the Environmental Setting/Existing Conditions and project objectives.
Chapter 4	Impact Analysis: Evaluates project impacts and identifies mitigation measures designed to reduce significant impacts, where applicable. This Chapter includes five sections, each addressing different topical areas

Chapter 1 Introduction

(Air Quality, Biological Resources, Cultural Resources and Tribal Cultural Resources, Hazards and Hazardous Materials, and Noise and Vibration).

Chapter 5	Alternatives to the Proposed Project: Provides an analysis of the different alternatives to the proposed project.
Chapter 6	CEQA Mandated Sections: Provides an analysis of growth-inducing impacts, significant unavoidable environmental impacts, and irreversible environmental change. In addition, this chapter demonstrates that the project would have no impact or less than significant impacts on aesthetics, agricultural and forestry resources, energy, geology and soils, greenhouse gases, hydrology and water quality, land use and planning, mineral resources, population and housing, public services and recreation, transportation, , utilities and service systems, and wildfire.
Chapter 7	List of Preparers: provides a list of individuals and sources consulted for the preparation of the EIR.

The appendices include:

- Appendix A: Notice of Preparation (NOP), including comment letters received
- Appendix B: Hazardous Materials Survey and Phase I Environmental Site Assessment
- Appendix C: Air Quality and GHG Emissions Estimates and Energy Calculations
- Appendix D: Biological Resources Species Lists
- Appendix E: Historic Resources Evaluation Report and Cultural Resources Evaluation [Confidential; kept on file at the County]

In compliance with Public Resources Code Section 21081.6(a)(1), a mitigation monitoring reporting program (MMRP) will be prepared as a separate document that will be considered for adoption together with other CEQA findings at the time the project is considered for approval. The MMRP, responses to public comments on the DEIR, and any revisions to the DEIR will be included in the Final EIR.

1.1.2 Approach to EIR Analysis

The Shasta County Department of Public Works directed and supervised the preparation of this EIR. The proposed project has the potential to result in one or more significant direct, indirect, and/or cumulative environmental impacts in the environmental issue areas listed below. Therefore, each of these five (5) environmental issue areas have been analyzed in depth in this DEIR.

- Air Quality
- Biological Resources
- Cultural Resources and Tribal Cultural Resources
- Hazards and Hazardous Materials
- Noise and Vibration

Each environmental issue area is analyzed in a similar manner, starting with a discussion of the existing environmental setting, including physical conditions and pertinent planning and regulatory framework. Thresholds of significance are then defined and are used to measure the proposed project's potential impact on the environment. Thresholds of significance are based on a broad list of questions and impact topics set forth in Appendix G of the State CEQA Guidelines.

The impact analyses provided for each of the five topical areas examine the environmental effects resulting from implementation of the proposed project. The assessment of impacts focuses on how the impact in question could occur and whether laws, regulations, goals, policies, or some other aspect of the proposed project would reduce or ameliorate such impacts. The presence of sensitive environmental resources, hazards in specific areas, and the broad implications of the project throughout the project area are considered in the determination of impact significance. If the analysis indicates that a significant impact could occur, even with the implementation of any existing relevant goals or policies, mitigation measures are specified.

Analyses contained in Chapter 6 demonstrate that the project would have no impact or less than significant impacts on aesthetics, agricultural and forestry resources, energy, geology and soils, greenhouse gas emissions, hydrology and water quality, land use, mineral resources, population and housing, public services and recreation, transportation, utilities and service systems and wildfire. Therefore, these topic areas are not covered in detail in this DEIR.

1.2 SCOPING AND PUBLIC REVIEW

Public outreach for the EIR included public noticing, issuance of a Notice of Preparation (NOP) for an Environmental Impact Report, and conducting a public scoping meeting for the EIR, as summarized below. Comments received during the public scoping meeting were taken into consideration during the preparation of this DEIR.

1.2.1 Notice of Preparation of an EIR

The NOP was prepared and circulated to local, state, and federal agencies and made available to the public on [insert date (SCH# 2025100575)]. The NOP contained a summary of the project and resource areas that would be covered in the EIR, and instructions on how to submit comments.

Chapter 1 Introduction

Circulation of the NOP consisted of its filing with the Shasta County Clerk's Office and submittal to the Governor's Office Land Use and Climate Innovation State Clearinghouse for distribution to various State Agencies for review.

Copies of the NOP were also made available at the County's Public Works Department electronically via a web link on the County's website. A notice of the NOP's availability was also posted in the Record Searchlight. The public review period for the NOP ended on November 7, 2025. Written comments in response to the NOP were received from two agencies. The NOP and the written comments received on the NOP are included in Appendix A of this document.

1.2.2 Public Scoping Meeting

The County held a public scoping meeting on October 27, 2025. The meeting included introductions to the County and consultant team staff, presentation of the proposed project and purpose of the meeting and question and comment segments. One member of the public attended but the comments made generally consisted of interest regarding the type of work that would be awarded for future construction/demolition contracts associated with the project and were not related to the EIR or CEQA process.

1.3 AREAS OF KNOWN CONTROVERSY

Pursuant to Section 15123(b)(2) of the state CEQA Guidelines, an EIR shall identify areas of controversy known to the lead agency including potential issues raised by agencies and the public. No areas of controversy identified during the EIR scoping process. Issues raised by agencies included biological resource issues and cultural and tribal cultural resources and outreach.

1.4 DRAFT EIR PUBLIC REVIEW AND COMMENT PERIOD

Publication of this DEIR will mark the beginning of a 45-day public review and comment period. During this period, the DEIR will be made available to local, state, and federal agencies, and to interested organizations and individuals for review. Notice of the availability of this DEIR and the public review and comment period will be provided as required by law, including directly to every agency, person, and organization that commented on the NOP. Written comments concerning the environmental review contained in this DEIR during the 45-day public review period should be sent to:

Don Renz, P.E., Principal Engineer
Shasta County Public Works
1855 Placer Street
Redding, CA 96001
drenz@shastacounty.gov

1.5 AVAILABILITY OF EIR MATERIALS

All materials related to the preparation of this EIR, including information cited/referenced within and incorporated by reference into the DEIR, are available for public review. Both the Notice of Preparation and the DEIR are posted on the County's website:

<https://www.shastacounty.gov/public-works/page/news-events>

To request an appointment to review these materials, please contact Don Renz (see contact information above).

1.6 FINAL EIR/RESPONSES TO COMMENTS

Following the conclusion of the 45-day public review period, Shasta County will prepare a Final EIR in conformance with CEQA Guidelines Section 15132. The Final EIR will consist of:

- Revisions to the DEIR text, as necessary resulting from comments received.
- List of individuals and agencies commenting on the DEIR.
- Responses to comments received on the DEIR, in accordance with CEQA Guidelines (Section 15088); and
- Copies of letters received on the DEIR.

Section 15091(a) of the CEQA Guidelines stipulates that no public agency shall approve or carry out a project for which an EIR has been certified which identifies one or more significant environmental effects of the project unless the public agency makes one or more written findings. If the lead agency approves a project despite it resulting in significant adverse environmental impacts that cannot be mitigated to a less than significant level, the agency must state the reasons for its action in writing. This statement is referred to as the Statement of Overriding Considerations and must be included in the record of project approval.

1.7 NOTICE OF DETERMINATION

If the project is approved, the County will file a Notice of Determination (NOD), which will be available for public inspection and posted within 24 hours of receipt at the County Clerk's Office, where it will remain for 30 days. The NOD will also be filed with the State Clearinghouse. Per CEQA regulations, the filing and posting of the NOD starts a 30-day statute of limitations period for court challenges to the certification of the EIR.

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2 EXECUTIVE SUMMARY

2.1 PROJECT BACKGROUND AND OVERVIEW

This DEIR evaluates the potential environmental effects of a project to demolish the old Shasta County Courthouse located at 1500 Court Street in Redding, California. These proposed activities constitute a project under the California Environmental Quality Act (CEQA). The County is the CEQA Lead Agency for the project. No responsible or trustee agencies identified for the project.

The old courthouse has been vacant since February of 2024, presenting numerous challenges for repurposing. The building contains significant amounts of asbestos and lead paint, along with major energy inefficiencies, making renovation or adaptive reuse exorbitantly expensive for the County. During its March 18, 2025, meeting, the Shasta County Board of Supervisors voted 4-1 to move forward with demolishing the vacant courthouse at 1500 Court Street and directed staff to explore potential development opportunities for the site. Development opportunities are currently undefined, therefore the scope of environmental review encompasses only demolition of the courthouse, but not subsequent development since the nature of the development is speculative at this time. Future development at the site would be subject to future CEQA review.

Demolition is projected to take place in the late summer of 2026.

2.2 SUMMARY OF SIGNIFICANT IMPACTS AND MITIGATION MEASURES

For each of the environmental topics analyzed in the DEIR, any "*significant*" project or cumulative impact and associated mitigation measure(s) identified in this DEIR are summarized in Table 2-1. The summary chart has been organized to correspond with the more detailed impact and mitigation discussions in chapters 4.1 through 4.5 of this DEIR. The chart is arranged in four columns: (1) identified impacts, (2) potential significance without mitigation, (3) mitigation measure(s), and (4) the level of impact significance after implementation of the mitigation measure(s). Because the table does not list impacts that are less than significant, and therefore do not require mitigation, the Impact/Mitigation Measure numbering may be out of sequence.

With the exception of Impact CUL-1, which has been determined to be significant and unavoidable even with the implementation of Mitigation Measure CUL-1: Historic American Buildings Survey Documentation, the remaining identified impacts in Table 2-1 would be reduced to a less than significant level with the implementation of the identified mitigation measures.

Table 2-1: Summary of Potentially Significant Impacts and Recommended Mitigation Measures

<i>Impacts</i>	<i>Significance Before Mitigation</i>	<i>Mitigation Measures</i>	<i>Significance After Mitigation</i>
Biological Resources			
Impact BIO-1: Special-status bats, maternity colonies, or hibernating bats could be injured or killed if they are present during hazardous abatement or demolition activities. (Less than Significant with Mitigation Incorporated)	Potentially Significant Impact	Mitigation Measure BIO-1a: Habitat Assessment. A qualified biologist with experience and knowledge in bat habitat and surveys shall conduct a habitat assessment of the courthouse structures prior to their demolition to identify features suitable for bat roosting (e.g., crevices, attics, eaves, expansion joints, or loose flashing). The survey shall also include adjacent areas within 300 feet of the project site. The survey can occur at any time of year. If no suitable bat roost habitat is observed during the assessment, no additional surveys are required. If suitable roost habitat is observed on site or adjacent to the site, Mitigation Measures BIO-1b, and BIO-1c to BIO-1f (as appropriate) shall be implemented. Mitigation Measure BIO-1b Pre-construction Survey. No less than 14 days prior to hazardous materials abatement and building demolition, a qualified bat biologist 5 with a minimum of five years of experience and knowledge of bat biology, ecology, and humane bat exclusion methods shall conduct a pre-construction survey for Townsend’s big-eared bat, pallid bat, and other roosting bats in the interior and exterior of the courthouse (main building, annex, and jail house). If conditions change such that air conditioning and lighting are turned off in the main section and annex more than 30 days prior to project initiation (abatement/demolition), the survey shall include these structures as well. If during the survey no bats are observed but evidence of use is observed (e.g., guano, urine staining) in areas where bats are not visually detectable (such as a deep crevice), the pre-construction survey shall include an evening visual survey utilizing bat acoustic detectors to watch for and record bats exiting from the building and to identify the species and number of bats. If no bats or signs of bats are found during the surveys, no further measures are required. If hazardous materials abatement and demolition are postponed more than 14 days after the pre-construction survey, an additional survey shall be completed. For example, if both activities are postponed, or there is a lapse of more than 14 days	Less than Significant Impact

Table 2-1: Summary of Potentially Significant Impacts and Recommended Mitigation Measures

<i>Impacts</i>	<i>Significance Before Mitigation</i>	<i>Mitigation Measures</i>	<i>Significance After Mitigation</i>
		between the completion of hazardous materials abatement and the beginning of demolition, an additional pre-construction survey shall be conducted. The results of the survey shall be documented and submitted to the County. If bats are found to be roosting in the building during the pre-construction surveys, Measure BIO-1c shall be implemented. Mitigation Measure BIO-1c: Humane Bat Exclusion. If roosting bats are detected in any portion of the courthouse, the qualified bat biologist shall exclude the bats using humane methods (e.g., installing one-way doors) prior to building abatement and demolition. If abatement and demolition activities will be initiated during the bat maternity season (May 1 – August 31), and an active maternity colony is detected in the building, exclusion shall be scheduled to take place outside the maternity season (i.e., after August 31 when young are able to fly and leave the roost) and a disturbance-free buffer zone (determined by the qualified bat biologist) shall be implemented until the end of the bat maternity season (August 31). Because bats may still occupy the roost site after August 31, a qualified bat biologist shall inspect the building to determine if bats have vacated it or are still present. If bats are still present, they should be humanely excluded under the direction of the qualified bat biologist before abatement and demolition can proceed. If abatement and demolition activities will be initiated during the bat hibernation/winter torpor season (generally November 1 through March 31), and hibernating bats are detected in the building, exclusion shall be scheduled to take place outside the hibernation/winter torpor season (after March 31). If bats are still present, they should be humanely excluded under the direction of the qualified bat biologist before abatement and demolition can proceed. Once installed, exclusion materials shall remain in place for a minimum of 5 consecutive warm nights to ensure all bats have vacated the site before abatement and	

Table 2-1: Summary of Potentially Significant Impacts and Recommended Mitigation Measures

<i>Impacts</i>	<i>Significance Before Mitigation</i>	<i>Mitigation Measures</i>	<i>Significance After Mitigation</i>
		demolition. (A “warm night” is defined as a night when ambient air temperatures remain above 45°F (7°C) for at least four consecutive hours after sunset, with no precipitation and low wind (<10 mph). These conditions are considered suitable for bat activity and allow adequate opportunity for roosting bats to emerge and relocate following installation of exclusion devices. BIO-1d. Monitoring and Reporting. If humane bat exclusion is required, the qualified biologist shall monitor exclusion and demolition activities to ensure compliance with these measures. If bats are discovered during demolition activities, work shall halt immediately in the vicinity of the location where bats were discovered, and CDFW shall be consulted to determine appropriate next steps. Following exclusion and monitoring, a brief post-demolition report shall be submitted to the County and shall document methods, findings, and any bat exclusion or relocation efforts. Mitigation Measure BIO-1e. Night Work Restriction. To minimize the potential loss of night-roosting bats that may roost in the building after hazardous materials abatement, the buildings shall remain closed and sealed. If full closure cannot be maintained and the building interior is accessible to bats, no demolition shall occur between two hours after sunset and two hours before sunrise when bats are most likely to be night roosting. Mitigation Measure BIO-1f. Demolition Noise Measures for Adjacent Bat Colonies. If demolition is scheduled to occur during the bat maternity season (April 1 – August 31) or winter hibernation season (generally November 1 through March 31), and the qualified biologist determines that the adjacent parking structure or other nearby habitat supports sensitive maternity and/or winter hibernating bat colonies (identified during pre-construction surveys for BIO-1b), the following will be implemented: Noise buffering blankets, noise buffering wall, or other noise minimization methods shall be installed in appropriate locations either near the noise source	

Table 2-1: Summary of Potentially Significant Impacts and Recommended Mitigation Measures

<i>Impacts</i>	<i>Significance Before Mitigation</i>	<i>Mitigation Measures</i>	<i>Significance After Mitigation</i>
		or near the noise receptor (roosting bats) to reduce demolition noise that carries over to roosting bats in the adjacent garage or other nearby habitat. The locations of noise minimization measures shall be determined by the qualified biologist. The type of noise minimization measures shall be determined in coordination with the County and the County's contractor. If the qualified biologist determines that bat roost locations are far enough away from demolition activities such that demolition activities will not disturb the colony, or sufficient buffering from the garage structure exists, then no noise buffering materials shall be required. The need for noise buffering and noise buffer distances shall be determined by the qualified biologist and will depend on the bat species present and their sensitivity to noise and other disturbance and based on the biologist's professional judgment and the best available information for the species. Determination of noise buffering measures shall be documented with results of the pre-construction surveys (BIO-1b), which shall be submitted to the County.	
Impact BIO-2: Project activities during the nesting bird season could result in the incidental loss of eggs or nestlings, either directly through the destruction or disturbance of active nests or indirectly by causing the abandonment of nests.	Potentially Significant Impact	Mitigation Measure BIO-2: Preconstruction Survey and Protection for Nesting Birds. To avoid impacts to nesting birds protected under Fish and Game Code Sections 3503 and 3503.5 and the federal Migratory Bird Treaty Act, one of the following shall be implemented: - Vegetation removal, ground disturbing activities and structure demolition shall occur between September 1 and January 31, when birds are not anticipated to be nesting; or - If vegetation removal, ground disturbing activities or structure demolition occur during the nesting season, a pre-construction nesting bird survey shall be conducted by a qualified biologist to identify active nests in and adjacent to the project area. Surveys shall begin prior to sunrise and continue until vegetation and other nesting structures have been thoroughly observed. The survey shall consider acoustic impacts and line of sight project disturbances to determine a sufficient survey radius to maximize observations of nesting	Less than Significant Impact

Table 2-1: Summary of Potentially Significant Impacts and Recommended Mitigation Measures

<i>Impacts</i>	<i>Significance Before Mitigation</i>	<i>Mitigation Measures</i>	<i>Significance After Mitigation</i>
		birds. A nesting bird survey report shall be prepared and, at a minimum, the report shall include a description of the area surveyed, date and time of the survey, ambient conditions, bird species observed, a description of any active nests observed, any evidence of breeding behaviors (e.g., courtship, carrying nest materials or food, etc.), and a description of any outstanding conditions that may have impacted the survey results (e.g., weather conditions, excess noise, presence of predators). The report shall be submitted to the County. If an active nest is located during pre-construction surveys, a non-disturbance buffer shall be established around the nest by a qualified biologist to comply with Fish and Game Code Sections 3503 and 3503.5 and the Migratory Bird Treaty Act. Within the buffer zone, no site disturbance and mobilization of heavy equipment, including but not limited to equipment staging, fence installation, clearing, grubbing, vegetation removal, demolition, and grading shall be permitted until the chicks have fledged. Other compliance measures may include, but are not limited to, sound-attenuation measures, seasonal work closures based on the known biology and life history of the species identified during the survey, as well as ongoing monitoring by biologists. An active nesting is present if a bird is building a nest, sitting in a nest, a nest has eggs or chicks in it, or adults are observed carrying food to the nest. Periodic nest monitoring shall be required to determine when the nest is no longer active. Monitoring dates and findings shall be documented and submitted to the County. Nesting bird surveys shall be conducted no more than seven days prior to the initiation of construction. If construction activities are delayed or suspended for more than seven days after the pre-construction nesting bird survey, the site shall be resurveyed.	
Cultural Resources			
Impact CUL-1: The demolition of the California and National Register-eligible Old County	Potentially Significant Impact	Mitigation Measure CUL-1: Historic American Buildings Survey Documentation. The Historic American Buildings Survey (HABS) is the nation's first federal preservation program, begun in 1933. Creation of the program was	Significant Unavoidable Impact

Table 2-1: Summary of Potentially Significant Impacts and Recommended Mitigation Measures

<i>Impacts</i>	<i>Significance Before Mitigation</i>	<i>Mitigation Measures</i>	<i>Significance After Mitigation</i>
Courthouse and Jail would result in a significant and unavoidable impact to cultural resources.		motivated primarily by the perceived need to mitigate the negative effects of rapidly vanishing architectural resources upon our built environment, history, and culture. The program is administered by the Heritage Documentation Programs (HDP) at the National Park Service in Washington, D.C. As authorized under the National Historic Preservation Act, HDP develops and maintains the Secretary of the Interior's Standards and Guidelines for Architectural and Engineering Documentation and program-level documentation guidelines to ensure that all documentation in the HABS Collection meets uniform requirements for quality, content, and archival stability. Documentation is archived at the Library of Congress and is available to the public without restriction. The project sponsor shall prepare HABS documentation of the buildings on the project site to level 1 (Old Shasta County Courthouse and Jail) and level 2 (Courthouse Annex) standards based on the significance of the resource. The objective of the documentation shall be to record the extant character-defining features that qualify the buildings for listing in the CRHR and the NRHP. The documentation shall consist of the following: Written HABS Narrative Report: A written historical narrative, using the outline format provided by HDP, shall be prepared in accordance with the HABS Historical Report Guidelines. HABS-level photographs: HALS standard large-format photography shall be used to document all three buildings at Courthouse Square, and all photography shall be conducted according to the current National Park Service HABS standards. The photography will document the exterior and interior of each building with a focus on the Old County Courthouse and Jail, resulting in no more than 80 photographs in total. The set shall include distant/elevated views to capture the extent and context of the resources. All views shall be referenced on a key map of the property, including each photograph number with an arrow to indicate the direction of the view. Measured Drawings: A set of measured drawings shall be prepared to document the overall design, dimensions, materials, and location of character-defining features of the project site. The set will include measured drawings of the Old Shasta County Courthouse and Jail and original drawings of the Courthouse Annex.	

Table 2-1: Summary of Potentially Significant Impacts and Recommended Mitigation Measures

<i>Impacts</i>	<i>Significance Before Mitigation</i>	<i>Mitigation Measures</i>	<i>Significance After Mitigation</i>
		The project sponsor shall retain a professional team who meets the Secretary of the Interior’s Qualification Standards for Historical Architect and/or Architectural History and a photographer who has demonstrated experience in HABS photography to prepare documentation of the existing conditions at the project site. The draft HABS documentation package for the project site, including digital photographs only, shall be reviewed and approved by the National Park Service’s Heritage Documentation staff prior to issuance of a demolition permit for the proposed project. The HDP staff will provide a HABS number upon approval of the draft package. The final revised package shall be submitted to HDP to be archived at the Library of Congress. Digital copies (PDF format unless otherwise requested) of the final documentation package shall be offered to: the Shasta County Public Works Department; the CHRIS at the Northeast Information Center, Chico State University; the Shasta County Courthouse Museum at the Shasta State Historic Park; the Eaton House Museum in Redding, CA; and the Shasta Historical Society.	
Impact CUL-2: Ground-disturbing activities associated with building demolition and future development within the project site could directly or indirectly damage buried and unknown unique archaeological resources.	Potentially Significant Impact	Mitigation Measure CUL-2a: Stop Work Order in Case of Accidental Discovery. Should any archaeological materials be exposed during ground disturbing activities, all such activities shall stop within a 50 foot radius of the discovery, and a qualified archaeologist shall be retained to identify the find, evaluate its significance under CEQA and develop appropriate mitigation measures to mitigate to a less-than-significant effect including the development and presentation of Worker Awareness Training for cultural resources for construction personnel. Mitigation Measure CUL-2b: Mitigation Strategies in Case of Accidental Discovery. Preservation in place shall be the preferred manner of treatment for archaeological resources (see Impact TRIBCUL-1 for discussion of tribal cultural resources). If preservation in place is not feasible, treatment may include implementation of archaeological data recovery excavation to remove the resource along the subsequent laboratory processing and analysis. If removal is required, any archaeological material that is not Native American in origin shall be curated at a public or non-profit institution with a research interest in the materials, if such an institution agrees to accept the material. If no institution accepts the archaeological material, they shall be maintained in the County offices or offered to a local school or historical society in the area for educational purposes.	Less than Significant Impact

Table 2-1: Summary of Potentially Significant Impacts and Recommended Mitigation Measures

<i>Impacts</i>	<i>Significance Before Mitigation</i>	<i>Mitigation Measures</i>	<i>Significance After Mitigation</i>
Impact CUL-3: Ground-disturbing activities associated with development within the project site could disturb human remains, including those interred outside of formal cemeteries.	Potentially Significant Impact	Mitigation Measure CUL-3: Stop Work Order and Coroner Notification in Case of Accidental Discovery. If human remains and associated or unassociated funerary objects are exposed, work within 50 feet of the discovery will be halted and the remains will be protected in compliance with applicable state law. This shall include immediate notification of the Coroner of Shasta County. If the Coroner determines that the human remains are Native American, the State of California NAHC is to be notified and shall appoint a Most Likely Descendant (MLD) (Public Resources Code §5097.98). The project proponent and MLD, with assistance from archaeologists where appropriate, shall make all reasonable efforts to develop an agreement for the treatment of human remains and associated or unassociated funerary objects with appropriate dignity (CEQA Guidelines §15064.5(d)). The agreement shall take into consideration the appropriate excavation, removal, recordation, analysis, custodianship, curation, and final disposition of the human remains and associated or unassociated funerary objects. The agreement shall be implemented and any findings shall be submitted in a professional report to the project applicant, the MLD, the CHRIS/NEIC, and the NAHC.	Less than Significant Impact
Impact TRIBCUL-1: Ground-disturbing activities associated with building demolition and future development within the Project site could directly or indirectly damage buried and unknown tribal cultural resources.	Potentially Significant Impact	Mitigation Measure TRIBCUL-1a: Stop Work Order in Case of Accidental Discovery. Should any tribal cultural materials be exposed during ground disturbing activities, construction activities should cease in the project site until the find can be assessed. All tribal cultural resources unearthed by project construction activities shall be evaluated by the tribal monitor/consultant, and a qualified archaeologist if requested by the tribe(s). If the resources are confirmed to be Native American in origin, the affiliated tribe(s) shall coordinate with the County regarding treatment and curation of these resources. Work may continue on other parts of the project while evaluation takes place. It may be pertinent to develop and present a Worker	Less than Significant Impact

Table 2-1: Summary of Potentially Significant Impacts and Recommended Mitigation Measures			
<i>Impacts</i>	<i>Significance Before Mitigation</i>	<i>Mitigation Measures</i>	<i>Significance After Mitigation</i>
		Awareness Training for tribal cultural resources for demolition and construction personnel. Mitigation Measure TRIBCUL-1b: Mitigation Strategies in Ccase of Accidental Discovery. If a tribal cultural resource is identified, including archaeological resources that are Native American in origin, the significance of the TCR and its preferred treatment shall be determined by the affiliated tribe(s) in consultation with the County.	
Hazards and Hazardous Materials			
Impact HAZ-2: The project could result in worker exposure to hazardous materials such as asbestos, lead-based paint, PCBs and other universal types of hazardous waste during the building demolition phase of the project. (Potentially Significant Impact).	Potentially Significant Impact	Mitigation Measure HAZ-2a. Asbestos Protection. The planned demolition project may impact asbestos-containing materials. Therefore, the final scope of work for the demolition shall be reviewed against the asbestos survey information provided in the report entitled “Comprehensive Hazardous Materials Survey for the Planned Renovation or Demolition Project, Shasta County Courthouse, Annex and Old Jail Buildings, 1500 Court Street, Redding, California”, prepared by ACC Environmental Consultants, dated November 14, 2024. If asbestos-containing materials will be disturbed during the project, all work shall be performed by licensed asbestos abatement contractors working under standard asbestos program requirements. A review of all other asbestos survey information available for the property in conjunction with the sampling results contained in the report shall be conducted prior to proceeding with project activities and when a change in the project scope is developed. If suspect asbestos-containing materials will be impacted that are not addressed in the report or in the historical survey records, additional sampling shall be conducted prior to disturbance of the buildings. Mitigation Measure HAZ-2b: PCBs Protection. For any workers expected to be exposed to PCB-containing equipment or materials, protective equipment shall be worn to limit contact with the skin and eyes and to protect against inhalation of PCB fumes. Such equipment may include plastic or rubber gloves, boots, overalls, aprons, face shields or self-contained breathing apparatus. For workers cleaning up a major spill containing high concentrations of PCBs, a full suit of non-porous material shall	Less than Significant Impact

Table 2-1: Summary of Potentially Significant Impacts and Recommended Mitigation Measures

<i>Impacts</i>	<i>Significance Before Mitigation</i>	<i>Mitigation Measures</i>	<i>Significance After Mitigation</i>
		be worn. Clothing that has become contaminated shall be properly disposed of along with other PCB wastes. Mitigation Measure HAZ-2c: Lead Based Paint. Demolition workers and contractors shall be required to notify the Division of Occupational Safety and Health (DOSH) prior to disturbing greater than 100 square feet or 100 linear feet of material containing lead greater than 0.5 percent by weight, 5,000 parts per million (ppm) or 1.0 milligram per square centimeter (mg/cm²). Mitigation Measure HAZ-2d. Other Hazardous Materials. Other types of hazardous materials, listed as Universal Waste/Other Hazardous Wastes and quantified in the report entitled “Comprehensive Hazardous Materials Survey for the Planned Renovation or Demolition Project, Shasta County Courthouse, Annex and Old Jail Buildings, 1500 Court Street, Redding, California”, prepared by ACC Environmental Consultants, dated November 14, 2024, shall be included in any hazardous materials removal scope of work or handled by properly trained workers of the demolition contractor and segregated into specific waste streams prior to disturbance by general demolition activities.	

2.3 SUMMARY OF ALTERNATIVES

To provide a basis for further understanding the potential environmental effects of a proposed project and possible approaches to reducing its identified significant impacts, the CEQA Guidelines require an EIR to also “describe a range of reasonable alternatives to the project, or to the location of the project, which would feasibly attain most of the basic objectives of the project, but would avoid or substantially lessen any of the significant effects of the project, and evaluate the comparative merits of the alternatives.” The following alternatives are considered in this DEIR:

- Alternative 1: No Project Alternative
- Alternative 2: Demolish Jail and Annex, Repurpose Courthouse Alternative
- Alternative 3: Demolish Courthouse and Annex, Pave Area for Parking, and Preserve Jail Alternative

A more comprehensive description and analysis of the potential impacts of each Alternative is provided in Chapter 5.0 Alternatives of this DEIR.

2.3.1 Environmentally Superior Alternative

Section 15126.6 of the CEQA Guidelines requires that if an alternative is considered clearly superior to the proposed project relative to identified impacts, that alternative is to be identified as the environmentally superior alternative. By statute, if the environmentally superior alternative is the No Project Alternative, an EIR must also identify an environmentally superior alternative among the other alternatives. For this project, the No Project Alternative (Alternative 1) would result in reduced impacts in the most environmental issue areas compared to the proposed project, making it the environmentally superior alternative. However, it would not meet any of the project objectives. Alternative 3 would fully meet one of the three objectives versus none for Alternative 1 and only partially for Alternative 2. In addition, it would result in reduced impacts compared to the proposed project in the same environmental issue categories, with the exception of Energy and Greenhouse Gas Emissions. Therefore in accordance with Section 15126.6 of the CEQA Guidelines, Alternative 3 would be considered the environmentally superior alternative.

3 PROJECT DESCRIPTION

3.1 PROJECT OVERVIEW

The old Shasta County Courthouse was built in 1956 at 1500 Court Street in Redding, California, and was expanded in 1965. The courthouse complex currently consists of a three-story Courthouse building and attached Courthouse Annex and Old Jail buildings, totaling approximately 77,000 square feet of floor area. Construction of a new courthouse facility, located across the street at 1515 Court Street, was completed in January 2024, and the old courthouse complex was vacated shortly thereafter. The old courthouse buildings now sit vacant. The buildings contain significant amounts of asbestos and lead paint and have major energy inefficiencies. The County is implementing a project to demolish the existing courthouse and construct a surface parking lot in their place. The purpose of the project is to utilize the site to provide public parking in the area.

3.2 PROJECT LOCATION

The project site is located on an approximately 2.81-acre site at 1500 Court Street in downtown Redding, and is bounded by Butte Street on the north, Yuba Street on the south and West Street on the west. Properties surrounding the site include Shasta County government buildings, court facilities and law offices, as well as commercial and residential uses. California State Route 299 (SR 299) is located approximately ¼-mile north of the project site. The regional location of the project site is on Figure 3-1 and the project site boundaries are shown on Figure 3-2. Site photos are shown on Figures 3-5 through 3-10.

3.3 PROJECT OBJECTIVES

The objectives of the project are to:

1. Demolish the old County Courthouse Complex as the buildings are not energy efficient and contain significant amounts of hazardous materials.
2. Provide additional public parking in downtown Redding.
3. Allow potential for future development opportunities in Downtown Redding.

The County seeks to reduce costs of maintaining a vacant building and make the property available for future uses in a cost effective manner. The cost to maintain the vacant buildings is about \$15,000 per month to operate the HVAC system to prevent mold, and to operate lighting and alarm system for building security. Additionally, under existing conditions, hazardous materials would persist within the existing courthouse complex and would continue to age and decay until such time a future development project is approved for the site. Hazardous materials

would remain present in the complex and could present a hazard for accidental release in the event there is a fire, flood, building accident (leaking roof, etc.) or due to building material decay over time.

3.4 PROJECT DESCRIPTION

The proposed project includes the following: hazardous materials abatement, site preparation, building demolition, and site restoration. Following demolition of the buildings, the site would be redeveloped as a public parking lot providing 162 stalls, including 157 regular stalls, four Americans with Disabilities Act (ADA) accessible stalls, and one van accessible stall. The redeveloped site would also maintain 34,500 square feet of existing landscaping and would preserve four existing veterans memorial monuments on the site. Direct vehicle ingress and egress to the parking lot would be provided from West Street. Existing paved walkways providing pedestrian access to the surrounding streets would be preserved.

3.4.1 Hazardous Materials Abatement

A comprehensive Hazardous Materials Survey was conducted for the project by ACC Environmental Consultants in November 2024 (see Appendix B). The survey was performed to identify items within the buildings that could contain asbestos or lead building materials such as loose and peeling lead-containing paint, mercury light tubes, mercury thermostat switches, PCV light ballasts, batteries, fire extinguishers, refrigerants, and PCB-containing caulking/sealants that could be impacted during demolition. The survey included lead sampling to identify items for the purpose of compliance with California Division of Occupational Safety and Health's (Cal-OSHA) Lead in Construction Standard (i.e., not intended to be a "Lead Inspection" nor a "Lead Risk Assessment as defined by the California Department of Public Health [CDPH]). Destructive sampling (i.e., opening wall cavities, removal of sub-floor assemblies, etc.) was not conducted.

Asbestos-containing and lead-containing materials were found in various samples, therefore, demolition of the buildings would impact these materials and all work with such materials involved is required to be performed by licensed asbestos and /or lead abatement contractors working under standard applicable program requirements. Additional sampling will be conducted prior to demolition to inform the County and its contractors of all remediation steps and protocols needed prior to conducting the building demolition.

Figure 3-1 Regional Location



Source: ESRI 2025, MIG 2025

★ Project Location

Figure 3-1 Regional Location

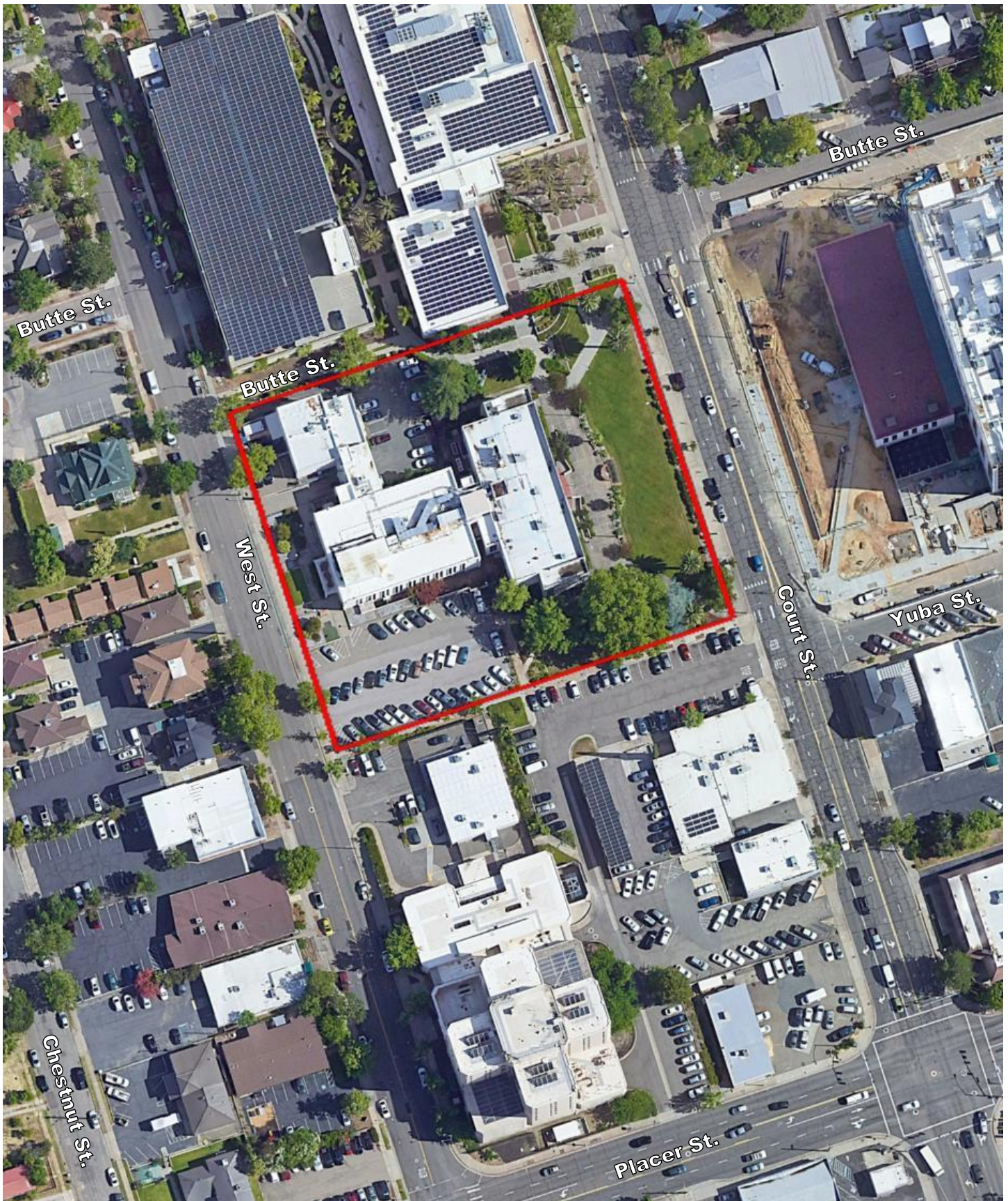
Old Shasta County Courthouse Demolition Project

3.4.2 Site Preparation and Building Demolition

The proposed site plan currently shows demolition of the old Courthouse, Courthouse Annex and Old Jail buildings. Site preparation would include utility shutoffs, site security (fencing), and equipment mobilization. Once the site is prepared, building demolition would commence. A contractor has not yet been selected for the building demolition, therefore the demolition methods are not specifically defined, however, for the purposes of this analysis, traditional mechanical demolition techniques are assumed to be used (i.e., wrecking ball or other equipment to knock down walls) and does not include the use of implosives (see Figure 3-3 Proposed Demolition Plan).

3.4.3 Parking Lot Layout and Site Restoration

Current proposed site plans show the construction of a parking lot containing 162 stalls (157 regular stalls, four ADA compliant stalls, and one van accessible stall). Existing walkways, landscaping and veterans memorial monuments on the site would remain as shown in . The total estimated project area is 110,00 square feet (sf) and includes 75,000 sf of hardscape. A total of four one-way drive aisles are shown (two entry and two exit) and all access the site from the west on West Street. (see Figure 3-4 Proposed Parking Plan). The analysis assumes the new parking lot would include night lighting and that stormwater facilities would be provided and sized appropriately to treat runoff from the new paved parking lot.



Source: Google Earth 2025



Project Boundary



Figure 3-2 Project Vicinity

Old Shasta County Courthouse Demolition Project

3.4.4 Project Phasing

Completion of the project is estimated to take approximately six months and would occur from March 2026 through October 2026. The general phasing, duration, and estimated number of employees) for each phase is as follows:

Table 3-1. Project Phasing		
<i>Phase</i>	<i>Duration (weeks or months)</i>	<i>Employees (average daily)</i>
Hazardous Materials Abatement	2 months	5
Site Prep	2 weeks	5
Demolition	3 months	10
Site Restoration	2 months	5
<i>Source: Shasta County 2025</i>		

Staging would occur on site within the existing parking lot areas on the property. Anticipated equipment includes large excavators, bulldozers, crane(s), and haul trucks. The selected contractor will be required to prepare a construction management plan to manage traffic in and around the site during construction, as well as a waste management plan to deal with debris that needs to be disposed of off-site.

Construction hours are limited to weekdays only, between 8:00 A.M. and 5:00 P.M. No night work is anticipated.



Photo 1. View of the existing courthouse building from Court Street.



Photo 2. Viewing north along the existing courthouse building frontage.

Figure 3-5 Site Photos 1 and 2
Old Shasta County Courthouse Demolition Project



Photo 3. Viewing north toward the existing annex building from the parking lot.



Photo 4. Viewing north along the existing courthouse building frontage.

Figure 3-6 Site Photos 3 and 4
Old Shasta County Courthouse Demolition Project



Photo 5. Viewing south toward the existing jail building from the adjacent parking garage.



Photo 6. Viewing northeast toward the existing jail building from West Street.

Figure 3-7 Site Photos 5 and 6
Old Shasta County Courthouse Demolition Project



Photo 7. Viewing east toward Court Street from the front of the existing courthouse building.



Photo 8. Existing outdoor seating area near the southeast corner the exiting courthouse building.

Figure 3-8 Site Photos 7 and 8
Old Shasta County Courthouse Demolition Project



Photo 9. Viewing north along the project site frontage on West Street.



Photo 10. Viewing southeast toward the Shasta County Superior Court building on Court Street, across from the project site.

Figure 3-9 Site Photos 9 and 10

Old Shasta County Courthouse Demolition Project

3.4.5 Best Management Practices

Best management practices (BMPs) to address fugitive dust and water quality during construction will be included in project plans and specifications and therefore included as part of the project. They are not considered mitigation.

Lighting. The project shall comply with the City of Redding’s lighting ordinance to prevent adverse light and glare impacts for proposed new lighting in the parking lot.

Fugitive Dust Control. Basic dust control measures would be included in the project as follows:

- Water all exposed surfaces (e.g., staging areas, soil piles, graded areas, and unpaved access roads) two times per day during construction and adequately wet demolition surfaces to limit visible dust emissions.
- Cover all haul trucks transporting soil, sand, or other loose materials off the project site.
- Use wet power vacuum street sweepers at least once per day to remove all visible mud or dirt track-out onto adjacent public roads (dry power sweeping is prohibited) during construction of the project.
- Complete all areas to be paved as soon as possible and pave disturbed areas as soon as possible after demolition unless seeding or soil binders are used.
- Minimize idling time of diesel-powered construction equipment to five minutes and post signs reminding workers of this idling restriction at access points and equipment staging areas during construction of the project.
- Maintain and properly tune all construction equipment in accordance with manufacturer’s specifications and have a California Air Resources Board (CARB)-certified visible emissions evaluator check equipment prior to use at the site.
- Post a publicly visible sign with the name and telephone number of the construction contractor and City staff person to contact regarding dust complaints. This person shall respond and take corrective action within 48 hours. The publicly visible sign shall also include the contact phone number for the Shasta County Air Quality Management District to ensure compliance with applicable regulations.

Preservation of Existing Vegetation. Contractors shall adhere to BMP SS-2 in the Caltrans Stormwater Quality Handbooks Construction Site BMP Manual (March 2024) for the preservation or existing vegetation at the project site.

Water Quality During Construction. Construction projects in California causing land disturbances that are equal to 1.0 acre or greater must comply with State requirements to control the discharge of stormwater pollutants under the National Pollutant Discharge Elimination

Chapter 3 Project Description

System Construction General Permit (Construction General Permit). Prior to the start of construction/demolition, a Notice of Intent (NOI) must be filed with the State Water Board describing the project. A Stormwater Pollution Prevention Plan (SWPPP) must be developed and maintained during project construction and it must include the use of BMPs to protect water quality until the site is stabilized. Standard permit conditions under the Construction General Permit require that the applicant utilize various measures including on-site sediment control BMPs, damp street sweeping, temporary cover of disturbed land surfaces to control erosion during construction, and utilization of stabilized construction entrances and/or wash racks, among other factors. Compliance with regulatory and permitting requirements such as the Construction General Permit is considered part of the project, and the BMPs would not be considered mitigation.

Noise. Construction/demolition hours are limited to weekdays only, from 8:00 A.M. to 5:00 P.M.

Traffic Control. The contractor will be required to submit a traffic control plan to coordinate access during construction of the project.

3.5 RESPONSIBLE AND TRUSTEE AGENCIES

Certain projects or actions undertaken by a Lead Agency require subsequent oversight, discretionary approvals, or permits from other public agencies to be implemented. These agencies are referred to as Responsible Agencies and Trustee Agencies, defined in the CEQA Guidelines Sections 15381 and 15386. “Responsible Agency” includes all public agencies with discretionary approval power over the project. “Trustee Agency” means a state agency having jurisdiction by law over natural resources affected by a project which are held in trust for the people of the State of California. No Responsible or Trustee Agencies have been identified for the proposed project.

4 IMPACT ANALYSIS

This section presents the discussion of impacts related to the following subjects in their respective subsections:

- 4.1 Air Quality
- 4.2 Biological Resources
- 4.3 Cultural and Tribal Cultural Resources
- 4.4 Hazards and Hazardous Materials
- 4.5 Noise and Vibration

The discussion for each environmental subject includes the following subsections:

Environmental Setting – This subsection describes the existing, physical environmental conditions in the project area and in the surrounding area, as relevant.

Regulatory Setting - This subsection provides a brief overview of relevant laws, plans, policies, and regulations that compose the regulatory framework for the project.

Significance Thresholds - This subsection includes the recommended checklist questions from Appendix G of the CEQA Guidelines used to assess impacts.

Impact Discussion – This subsection discusses the project’s potential impacts on the environmental subject as related to the significance thresholds/checklist questions. For potentially significant impacts, feasible mitigation measures are identified. “Mitigation measures” are measures that will minimize, avoid, or eliminate a significant impact (CEQA Guidelines Section 15370).

References – This subsection provides a list of references and persons consulted in the preparation of the subsection.

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4.1 AIR QUALITY

This EIR chapter provides information on the environmental and regulatory air quality setting of the project area and evaluates the potential air pollutant emissions that could be generated by the proposed project. Information on existing air quality conditions, federal, and State ambient air quality standards, and pollutants of concern was obtained from the U.S. Environmental Protection Agency (U.S. EPA), California Air Resources Board (CARB), and Shasta County Air Quality Management District (SCAQMD).

4.1.1 Environmental Setting

Air quality is a function of pollutant emissions, and topographic and meteorological influences. The physical features and atmospheric conditions of a landscape interact to affect the movement and dispersion of pollutants and determine its air quality.

Criteria Air Pollutants

The U.S. EPA has established National Ambient Air Quality Standards (NAAQS) for six common air pollutants: ozone (O₃), particulate matter (PM), which consists of “inhalable coarse” PM (particles with an aerodynamic diameter between 2.5 and 10 microns in diameter, or PM₁₀) and “fine” PM (particles with an aerodynamic diameter smaller than 2.5 microns, or PM_{2.5}), carbon monoxide (CO), nitrogen dioxide (NO₂), sulfur dioxide (SO₂), and lead. The U.S. EPA refers to these six common pollutants as “criteria” pollutants because the agency regulates the pollutants on the basis of human health and/or environmentally-based criteria and because they are known to cause adverse human health effects and/or adverse effects on the environment (U.S. EPA 2020a; U.S. EPA 2020b). CARB has also established California Ambient Air Quality Standards (CAAQS) for the six criteria air pollutants regulated by the Federal Clean Air Act (CAA), plus the following additional air pollutants due to their known adverse effects on human health or the environment: hydrogen sulfide (H₂S), sulfates (SO_x), vinyl chloride, and visibility reducing particles (CARB 2020a).

A description of the air pollutants associated with the proposed project and its vicinity is provided below. Air pollutants not commonly associated with the existing or proposed sources in the vicinity of the project site such as hydrogen sulfide and visibility reducing particles, are not described below.

- **Ground-level Ozone**, or smog, is not emitted directly into the atmosphere. It is created from chemical reactions between oxides of nitrogen (NO_x) and Volatile Organic Compounds (VOCs), also called Reactive Organic Gases (ROG), in the presence of sunlight (U.S. EPA 2022a). Thus, ozone formation is typically highest on hot sunny days in urban areas with NO_x and ROG pollution. Ozone irritates the nose, throat, and air pathways and can cause or aggravate shortness of breath, coughing, asthma attacks, and lung diseases such as emphysema and bronchitis.

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- **ROG** is a CARB term defined as any compound of carbon, excluding carbon monoxide, carbon dioxide, carbonic acid, metallic carbides or carbonates, and ammonium carbonate, and includes several low-reactive organic compounds which have been exempted by the U.S. EPA (CARB 2004).
- **VOC** is a U.S. EPA term defined as any compound of carbon, excluding carbon monoxide, carbon dioxide, carbonic acid, metallic carbides or carbonates, and ammonium carbonate, which participates in atmospheric photochemical reactions. The term exempts organic compounds of carbon which have been determined to have negligible photochemical reactivity such as methane, ethane, and methylene chloride (CARB 2004).
- **Particulate Matter**, also known as particle pollution, is a mixture of extremely small solid and liquid particles made up of a variety of components such as organic chemicals, metals, and soil and dust particles (U.S. EPA 2022b).
 - **PM₁₀**, also known as inhalable coarse, respirable, or suspended PM, consists of particles less than or equal to 10 micrometers in diameter (approximately 1/7th the thickness of a human hair). These particles can be inhaled deep into the lungs and possibly enter the blood stream, causing health effects that include, but are not limited to, increased respiratory symptoms (e.g., irritation, coughing), decreased lung capacity, aggravated asthma, irregular heartbeats, heart attacks, and premature death in people with heart or lung disease (U.S. EPA 2022b).
 - **PM_{2.5}**, also known as fine PM, consists of particles less than or equal to 2.5 micrometers in diameter (approximately 1/30th the thickness of a human hair). These particles pose an increased risk because they can penetrate the deepest parts of the lung, leading to and exacerbating heart and lung health effects (U.S. EPA 2022b).
- **Carbon Monoxide (CO)** is an odorless, colorless gas that is formed by the incomplete combustion of fuels. Motor vehicles are the single largest source of carbon monoxide in the Bay Area. At high concentrations, CO reduces the oxygen-carrying capacity of the blood and can aggravate cardiovascular disease and cause headaches, dizziness, unconsciousness, and even death (U.S. EPA 2022c).
- **Nitrogen Dioxide (NO₂)** is a by-product of combustion. NO₂ is not directly emitted but is formed through a reaction between nitric oxide (NO) and atmospheric oxygen. NO and NO₂ are collectively referred to as NO_x and are major contributors to ozone formation. NO₂ also contributes to the formation of particulate matter. NO₂ can cause breathing difficulties at high concentrations (U.S. EPA 2022d).
- **Sulfur Dioxide (SO₂)** is one of a group of highly reactive gases known as SO_x. Fossil fuel combustion in power plants and industrial facilities are the largest emitters of SO₂. Short-term effects of SO₂ exposure can include adverse respiratory effects such as asthma symptoms. SO₂ and other SO_x can react to form PM (U.S. EPA 2022e).

- **Sulfates (SO_4^{2-})** are the fully oxidized ionic form of sulfur. SO_4^{2-} are primarily produced from fuel combustion. Sulfur compounds in the fuel are oxidized to SO_2 during the combustion process and subsequently converted to sulfate compounds in the atmosphere. Sulfate exposure can increase risks of respiratory disease (CARB 2022a).
- **Hydrogen Sulfide (H_2S)** is a colorless gas with a strong “rotten egg” odor that can be smelled at very low concentrations. H_2S is also an irritant that can affect the eyes and lungs. H_2S is formed during the biological reduction of sulfates and decomposition of organic material.
- **Lead** is a metal found naturally in the environment as well as in manufactured products. Mobile sources used to be the main contributor to ambient lead concentrations in the air. In the early 1970s, the U.S. EPA established national regulations to gradually reduce the lead content in gasoline, and in 1996, lead was banned from gasoline. As a result of these efforts, emissions of lead from the transportation sector and levels of lead in the air decreased dramatically. Lead can adversely affect multiple organ systems of the body and people of every age group. Lead poisoning in young children can cause brain damage, behavioral problems, and liver or kidney damage. Lead poisoning to adults can cause reproductive problems, muscle and joint pain, nerve disorders and kidney disease (CARB 2016a).
- **Visibility Reducing Particles** impact the environment by decreasing visibility (haze). These particles vary greatly in shape, size and chemical composition, and come from a variety of natural and manmade sources. Some haze-causing particles are directly emitted to the air such as windblown dust and soot. Others are formed in the air from the chemical transformation of gaseous pollutants (e.g., sulfates, nitrates, organic carbon particles) which are the major constituents of fine PM. These fine particles, caused largely by combustion of fuel, can travel hundreds of miles causing visibility impairment. Haze not only impacts visibility, but some haze-causing pollutants have been linked to serious health problems and environmental damage as well. Exposure to $\text{PM}_{2.5}$ and PM_{10} in the ambient air can contribute to a broad range of adverse health effects, including premature death, hospitalizations and emergency department visits for worsened heart and lung diseases (CARB 2020a).

Common criteria air pollutants, such as ozone precursors, SO_2 and PM, are emitted by many sources and have effects on a regional basis (i.e., throughout the Bay Area). Other pollutants, such as hazardous air pollutants (HAPs) and toxic air contaminants (TACs; see below) are generally not as prevalent and/or emitted by fewer and more specific sources and, therefore, have greater effects on local air quality conditions and local receptors.

Toxic Air Contaminants

In addition to criteria air pollutants, the U.S. EPA and CARB have classified certain pollutants as HAPs and TACs, respectively. These pollutants can cause severe health effects at very low concentrations, and many are suspected or confirmed carcinogens. The U.S. EPA has identified 187 HAPs, including such substances as benzene and formaldehyde; CARB also considers

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particulate emissions from diesel-fueled engines and other substances to be TACs (CARB 2020b).¹

- **Diesel Particulate Matter (DPM).** Diesel engines emit both gaseous and solid material; the solid material is known as DPM. Almost all DPM is less than one micron in diameter, and thus is a subset of PM_{2.5}. DPM is typically composed of carbon particles and numerous organic compounds. Diesel exhaust also contains gaseous pollutants, including VOCs and NOx. The primary sources of diesel emissions are ships, trains, trucks, rail yards and heavily traveled roadways. These sources are often located near highly populated areas, resulting in greater DPM related health consequences in urban areas. The majority of DPM is small enough to be inhaled into the lungs and what particles are not exhaled can be deposited on the lung surface and in the deepest regions of the lungs where the lung is most susceptible to injury. In 1998, CARB identified DPM as a TAC based on evidence of a relationship between diesel exhaust exposure and lung cancer and other adverse health effects. DPM also contributes to the same non-cancer health effects as PM_{2.5} exposure (CARB 2016c).

Sacramento Valley Air Basin

The U.S. EPA and CARB are the federal and state agencies charged with maintaining air quality in the nation and state, respectively. The U.S. EPA delegates much of its authority over air quality to CARB. CARB has geographically divided the state into 15 air basins for the purposes of managing air quality on a regional basis. An air basin is a CARB-designated management unit with similar meteorological and geographic conditions. The project site and City of Redding, in Shasta County, are within the northern portion of the Sacramento Valley Air Basin (SVAB). The SVAB covers all of Butte, Colusa, Glenn, Sacramento, Shasta, Sutter, Tehama, Yolo, and Yuba counties, and a portion of Solano County.

Ambient Air Quality Standards and Attainments Status

In general, the NAAQS and CAAQS define “clean” air, and are established at levels designed to protect the health of the most sensitive groups in our communities by defining the maximum amount of a pollutant (averaged over a specified period of time) that can be present in outdoor air without any harmful effects on people or the environment. Air pollutant levels are typically described in terms of concentration, which refers to the amount of pollutant material per volumetric unit of air. Concentrations are typically measured in parts per million (ppm) or micrograms per cubic meter (µg/m³). The U.S. EPA, CARB, and regional air agencies assess the air quality of an area by measuring and monitoring the amount of pollutants in the ambient air and comparing pollutant levels against NAAQS and CAAQS. Based on these comparisons, regions are classified into one of the following categories.

¹ Since CARB’s list of TACs references and includes U.S. EPA’s list of HAPs, this EIR uses the term TAC when referring to HAPs and TACs.

- **Attainment.** A region is “in attainment” if monitoring shows ambient concentrations of a specific pollutant are less than or equal to the NAAQS or CAAQS. In addition, an area that has been re-designated from nonattainment to attainment is classified as a “maintenance area” for 10 years to ensure that the air quality improvements are sustained.
- **Nonattainment.** If the NAAQS or CAAQS are exceeded for a pollutant, the region is designated as nonattainment for that pollutant. It is important to note that some NAAQS and CAAQS require multiple exceedances of the standard in order for a region to be classified as nonattainment. Federal and State laws require nonattainment areas to develop strategies, implementation plans, and control measures to reduce pollutant concentrations to levels that meet, or attain, standards.
- **Unclassified.** An area is unclassified if the ambient air monitoring data are incomplete and do not support a designation of attainment or nonattainment.

SVAB Attainment Status

Table 4-1 below lists the NAAQS and CAAQS and summarizes the SVAB attainment status. The SVAB is unclassified or designated attainment for all NAAQS and CAAQS except state ozone standards.

Table 4-1: SVAB Attainment Status		
<i>Pollutant</i>	<i>CAAQS</i>	<i>NAAQS</i>
	Attainment Status	Attainment Status
Ozone	Unclassified/Attainment	Nonattainment
PM ₁₀	Unclassified/Attainment	Attainment
PM _{2.5}	Unclassified/Attainment	Attainment
CO	Unclassified/Attainment	Unclassified
NO ₂	Unclassified/Attainment	Attainment
SO ₂	Unclassified/Attainment	Attainment

Source: CARB 2023

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Local Air Quality Conditions

Ozone and PM₁₀ are the major regional air pollutants of concern in the Shasta County region as air quality standards for particulate matter and ozone have been exceeded in Shasta County for many years. Particulate matter emissions are primarily associated with road dust and construction/demolition activities. ROG and NO_x, the primary ozone precursors of concern, emissions in the Shasta County region are primarily associated with vehicle exhaust.

Sensitive Receptors

Some people are more affected by air pollution than others. The Shasta County Air Quality Management District (SCAQMD) defines sensitive receptors as “facilities that house or attract children, the elderly, people with illnesses, or others who are especially sensitive to the effects of air pollutants.” (SCAQMD 2003a). In general, children, senior citizens, and individuals with pre-existing health issues (e.g., asthmatics) are considered sensitive receptors. Both CARB and the SCAQMD consider schools, schoolyards, parks and playgrounds, daycare facilities, nursing homes, hospitals, and residential areas as sensitive air quality land uses and receptors. The air quality sensitive receptors in proximity (i.e., within 1,000 feet) of the project site include:

- Single family residences along the west side of Chestnut Street, approximately 325 feet west of the project site.
- Multifamily residences along the west side of West Street, approximately 460 feet north of the project site.
- Little Ones Daycare facility at the intersection of Willie Street and Butte Street, approximately 800 feet west of the project site.

4.1.2 Regulatory Setting

Federal

Federal Clean Air Act

The Federal Clean Air Act (CAA), as amended, provides the overarching basis for both federal and State air pollution prevention, control, and regulation. The CAA establishes the U.S. EPA’s responsibilities for protecting and improving the nation’s air quality. The U.S. EPA oversees Federal programs for setting air quality standards and designating attainment status, permitting new and modified stationary sources of pollutants, controlling emissions of hazardous air pollutants, and reducing emissions from motor vehicles and other mobile sources. In 1971, to achieve the purposes of Section 109 of the CAA, the U.S. EPA developed primary and secondary NAAQS. Primary standards are designed to protect human health with an adequate margin of safety. Secondary standards are designed to protect property and public welfare from air pollutants in the atmosphere.

The U.S. EPA requires each State prepare and submit a State Implementation Plan that consists of background information, rules, technical documentation, and agreements that an individual State will use to attain compliance with the NAAQS within federally-imposed deadlines. State and local agencies implement the plans and rules associated with the State Implementation Plan, but the rules are also federally enforceable.

State

California Clean Air Act

In addition to being subject to federal requirements, air quality in the state is also governed by more stringent regulations under the California Clean Air Act, which was enacted in 1988 to develop plans and strategies for attaining the CAAQS. As discussed above, in California, both the Federal and State Clean Air Acts are administered by CARB. CARB oversees the functions of local air pollution control districts and air quality management districts, which in turn administer air quality activities at the regional level.

In-Use Off-Road Diesel Vehicle Regulation

CARB's In-Use Off-Road Diesel Equipment regulation is intended to reduce emissions of NO_x and PM from off-road diesel vehicles, including construction equipment, operating within California. The regulation imposes limits on idling; requires reporting equipment and engine information and labeling all vehicles reported; restricts adding older vehicles to fleets; and requires fleets to reduce their emissions by retiring, replacing, or repowering older engines or installing exhaust retrofits for PM. The requirements and compliance dates of the off-road regulation vary by fleet size, and large fleets (fleets with more than 5,000 horsepower) must meet average targets or comply with Best Available Control Technology (BACT) requirements beginning in 2014. CARB has off-road anti-idling regulations affecting self-propelled diesel-fueled vehicles of 25 horsepower and up. The off-road anti-idling regulations limit idling on applicable equipment to no more than five minutes, unless exempted due to safety, operation, or maintenance requirements.

ATCM for Diesel PM from Portable Engines Rated at 50 Horsepower and Greater

CARB's Airborne Toxic Control Measures (ATCM) for Diesel Particulate Matter from Portable Engines Rates at 50 Horsepower and Greater (17 CCR §93116) reduces DPM and other emissions from portable diesel-fueled engines having a rated brake horsepower of 50 and greater by requiring compliance with emissions standards that align with U.S. EPA Tier 1 through 4 standards. CARB's Portable Equipment Registration Program works in concert with this ATCM and allows owners and/or operators of portable engines to register their equipment under the CARB Statewide Portable Equipment Registration Program so it can be operated throughout California without having to obtain individual permits from local air districts.

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Regional

Shasta County Quality Management District

The SCAQMD is the agency primarily responsible for maintaining air quality and regulating emissions of criteria and toxic air pollutants within the Shasta County region. The SCAQMD carries out this responsibility by preparing, adopting, and implementing plans, regulations, and rules that are designed to achieve attainment of state and national air quality standards. The SCAQMD currently has 5 regulations containing more than 100 rules that control and limit emissions from sources of pollutants. Table 4-3 summarizes the major SCAQMD rules and regulations that may apply to the proposed project.

Table 4-2: Potentially Applicable SCAQMD Rules and Regulations		
<i>Regulation</i>	<i>Rule</i>	<i>Description</i>
3 – Prohibitions and Enforcement	3.16: Fugitive, Indirect, Or Non-Traditional Sources	Purpose: To reduce the amount of respirable particulate matter (PM ₁₀) that is emitted from anthropogenic fugitive dust sources. The reduction of these fugitive emissions shall be a sufficient amount to attain state PM ₁₀ ambient air quality standards and maintain national PM ₁₀ ambient air quality standards.
3 – Prohibitions and Enforcement	3.31: Architectural Coatings	Purpose: To limit the quantity of Volatile Organic Compounds (VOCs) in architectural coatings supplied, sold, offered for sale, applied, solicited for application, or manufactured for use within the District.

Source: CARB 2025

Shasta County General Plan

The Shasta County General Plan as amended September 2004 contains the Air Quality Element, which includes policies and programs designed to promote a healthy environment and recognize the need for and importance of clean air. The Air Quality Element also describes Shasta County's uniform method for applying mitigation measures which address air quality impacts. These mitigation measures are described as Standard Mitigation Measures (SMM) and Best Available Mitigation Measures (BAMM). The sequence for applying SMM and BAMM is outlined below:

1. Apply SMM to all projects based on potential air quality impacts. This effort will help contribute to reducing cumulative impacts.
2. Apply SMM and appropriate BAMM when a project exceeds Level "A" thresholds. The BAMM will be applied to any project which exceeds Level "A" thresholds. The appropriate type and number of BAMM applied to a project will be based on the unique

characteristics of the project. BMM will be selected from a list of measures kept updated by the SCPD and the SCAQMD.

3. Apply SMM, BMM, and special BMM (when project exceeds Level "B" thresholds) based on their emission reduction potential to lower project emissions below Level "B" thresholds. The SCAQMD will advise the SCPD of the efficiency of proposed emission measures as part of the effort to reduce project emissions below Level "B" thresholds.
4. If application of the above procedures results in reducing project emissions below Level "B" thresholds, the project can proceed with an environmental determination of a Mitigated Negative Declaration assuming other project impacts do not require more extensive environmental review.
5. If project emissions cannot be reduced to below Level "B" thresholds, emission offsets will be required. The SCPD may seek the assistance of the AQMD regarding other efforts and measures that could be used to reduce unmitigated emissions exceeding the 137 lbs. per day. If, after applying the emissions offsets, the project emissions still exceed the Level "B" threshold, an EIR will be required before the project can be considered for action by the reviewing authority.

Air Quality Plans

Shasta County is located in the northern portion of the SVAB. The air districts, including the SCAQMD, within the SVAB prepared an air quality attainment plan in 1994 to address ozone emissions. The latest Northern Sacramento Valley Planning Area 2021 Triennial Air Quality Attainment Plan provides guidance for the air basin to achieve attainment of ambient air quality standards (SVAQEEP 2021).

SCAQMD CEQA Guidelines

The SCAQMD has prepared CEQA Guidelines to meet the requirements for agencies to adopt procedures and guidelines for implementing CEQA. The Environmental Review Guidelines document is intended to guide Shasta County Air Quality Management District (SCAQMD) staff in carrying out CEQA and to assure the public that environmental impacts related to SCAQMD actions are thoroughly and consistently addressed (SCAQMD 2003a). The SCAQMD also created a Protocol for Review Land Use Permitting activities which includes emission-based thresholds for project-level analysis (SCAQMD 2003b).

4.1.3 Significance Thresholds

Consistent with CEQA Guidelines Appendix G Environmental Evaluation Checklist, the project would have a significant impact to air quality if it would:

- a) Conflict with or obstruct implementation of the applicable air quality plan;

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

4.1.4 Impacts and Mitigation Measures

This section evaluates potential air quality impacts and recommends mitigation measures, as needed, to reduce significant impacts.

Impact AIR-1: The project would not conflict with Applicable Air Quality Management Plan (No Impact)

The proposed project would not conflict with nor obstruct implementation of the 2021 Air Quality Attainment Plan (AQAP). The 2021 AQAP is focused on reducing mobile source ROG and NO_x emissions with implementation of regulations and planning requirements from earlier AQAP planning cycles. Since the proposed project does not include vehicle trips nor would the proposed project generate VMT, the project would impede implementation of the 2021 AQAP. Thus, the proposed project would not conflict with the 2021 AQAP. There would be no impact associated with the proposed project in this regard.

Impact AIR-2 – The project would not result in a cumulatively considerable net increase of criteria pollutants for which the project region is non-attainment under an applicable federal or state ambient air quality standard. (Less Than Significant Impact)

The proposed project consists of the demolition of an existing courthouse complex and construction of a parking lot that would generate equipment exhaust and dust emissions from the use of heavy-duty construction equipment and worker, vendor, and haul truck trips. The project's potential construction emissions were estimated using the California Emissions Estimator Model (CalEEMod), Version 2022.1.1). The modeling is based on default CalEEMod assumptions, with the following project-specific modifications:

- **Construction Phases:** CalEEMod default assumptions for construction phasing were modified to reflect project-specific construction activities and timelines.
- **Construction Trips and VMT:** CalEEMod default one-way worker trips were updated to reflect project-specific average daily worker estimates.

The project's estimated construction criteria air pollutant emissions are presented in Table 4-6. Refer to Appendix C for detailed equipment operating assumptions and emissions estimates spreadsheets.

Table 4-3: Estimated Construction Criteria Air Pollutant Emissions					
<i>Year</i>	<i>Pollutant Emissions (Maximum Pounds per Day)^(B)</i>				
	ROG	NO_x	CO	PM₁₀	PM_{2.5}
2026	5.3	15	16	7.7	4.0
SCAQMD CEQA Level A Threshold	25	25	--	80	--
Potentially Significant Impact?	No	No	--	No	--

SCAQMD 2003b and MIG 2026. See Appendix C

As shown in Table 4-6, construction emissions associated with the proposed project would be below all SCAQMD Level A significance thresholds for criteria air pollutant emissions, and the project would therefore not be required to implement the SMM and BMM mitigation measures described previously.

Once operational, the proposed project would not generate criteria air pollutant emissions and, therefore, would not result in any operational air quality impacts. Since the proposed project would not generate emissions in excess of the Level A significance thresholds, as shown in Table 4-6, the project's individual emissions are not considered to have cumulatively considerable impact. As such, the proposed project would not result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under applicable federal or state ambient air quality standards. This impact would be less than significant.

Impact AIR-3 – The project could expose sensitive receptors to substantial pollutant concentrations and associated adverse health risks. (Less than Significant)

Project-related construction activities would emit PM₁₀ from equipment exhaust. Nearly all the project's PM₁₀ emissions from equipment exhaust would be diesel particulate matter (DPM), a TAC. As described in Section 4.2.1, sensitive air quality receptors are located to the west and north of the project site, including residences and a day care. However, proposed project's construction and operational activities would not expose adjacent residential receptors to substantial levels of DPM that would pose a substantial adverse health risk. Potential long-term adverse health risks from DPM are evaluated assuming a constant exposure to emissions over a 70-year lifetime, 24 hours a day, seven days a week, with increased risks generally associated with increased proximity to emissions sources. Since construction activities would only generate DPM emissions on an intermittent, short-term basis (lasting approximately six months), DPM emissions from construction activities would be unlikely to result in adverse health effects to existing sensitive receptors in the vicinity of the project site. Additionally, the proposed project would not directly result in substantial operational emissions of TACs because there are no new trips directly resulting from the provision of additional parking spaces proposed by the project. This impact would be less than significant.

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Impact AIR-4 – The project would not result in other emissions such as those leading to odors adversely affecting a substantial number of people. (Less Than Significant Impact)

Construction of the project would generate typical odors associated with construction activities, such as fuel and oil odors. The odors generated by the project during construction would be intermittent and localized in nature and would disperse quickly. There are no other anticipated odorous emissions. Therefore, the project would not create emissions or odors that adversely affect a substantial number of people. This impact would be less than significant.

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4.2 BIOLOGICAL RESOURCES

The project is surrounded by urban development. Commercial development is found to the north, south, and east, and residential development is found to the west of the project site. The Sacramento River is 0.75 miles north of the project site and 1.5 miles east of the project site.

A review of available information including the California Natural Diversity Database (CNDDB), U.S. Fish and Wildlife Service (USFWS) Information for Planning and Consultation (IPaC), the California Native Plant Society (CNPS) Inventory of Rare and Endangered Plants (Rare Plant Inventory), the USFWS National Wetlands Inventory (NWI), and other sources were consulted to determine sensitive biological resources that may be present on the project site. On July 24, 2025 MIG biologists Kim Briones and David Gallagher conducted a site visit at the old Shasta Courthouse building to survey for sensitive biological resources. A description of the biological resources on the project site is provided below based the background research and site visit.

4.2.1 Environmental Setting

Existing Land Cover Types, Vegetation Communities, and Habitats

The site visit identified one vegetation and land cover site in the project area, Developed, described below.

Developed. The courthouse is surrounded by manicured lawn, paved walkways, and a variety of ornamental trees on the east half of the site including crape myrtle (*Lagerstroemia* sp.), coast redwood (*Sequoia sempervirens*), rhododendron (*Rhododendron* sp.) California fan palm (*Washingtonia filifera*), Canary Island date palm (*Phoenix canariensis*), and Shamal ash (*Fraxinus uhdei*). Ornamental shrubs include roses (*Rosa* sp.), iris (*Iris* sp.), silverberry (*Elaeagnus* sp.), among others. The west half of the site supports similar ornamental trees and vegetation, and paved parking areas and walkways.

Special-status Species

Special-status species include plant and animal species listed, proposed for listing or candidates for listing as threatened or endangered by the USFWS or National Oceanic and Atmospheric Administration's National Marine Fisheries Service (NOAA Fisheries) under the Federal Endangered Species Act (FESA); those listed as proposed for listing as rare, threatened or endangered by the California Department of Fish and Wildlife (CDFW) under the California Endangered Species Act (CESA); animals designated as California Fully Protected (CFP) or California Species of Special Concern (CSSC) by CDFW; and plants listed as Rank 1A, 1B, 2, 3, or 4 in the CNPS Rare Plant Inventory. Special-status species that occur in the project region (7.5-minute USGS quadrangles containing and surrounding the project site) considered in this analysis are included in Appendix D, along with their listing status and database source(s).

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Special-Status Plants

The CNPS Rare Plant Inventory (2025), and the CNDDDB (2025) identified 33 special-status plant species as potentially occurring in the nine 7.5-minute USGS quadrangles containing and surrounding the project site (see Appendix D). Of the 33 special-status plant species, none are expected to occur on the project site because (1) it lacks suitable habitat, (2) is outside the known geographic range, (3) and/or is isolated from the nearest known extant populations by development or otherwise unsuitable habitat.

Special-Status Animals

The CNDDDB, and USFWS IPaC identified 23 special-status animal species as potentially occurring in the nine 7.5-minute USGS quadrangles containing and surrounding the project site (see Appendix D). Of the 23 special-status animal species, 21 are not expected to occur on the project site because (1) it lacks suitable habitat, (2) is outside the known geographic range, (3) and/or is isolated from the nearest known extant populations by development or otherwise unsuitable habitat and were excluded from the analysis. Special-status animal species with the potential to occur within the project site are described below.

Pallid bat (*Antrozous pallidus*). Pallid bat is a CSSC and is listed as “high” priority by the Western Bat Working Group (WBWG). Pallid bat is a large, light-colored bat with a simple face, prominent ears and a blunt snout. They can be distinguished from other long-eared bats by their light fur, long forearm, and lack of projecting flaps at the base of their ears. This species is found in low elevations throughout California in a wide variety of habitats including grasslands, shrublands, woodlands, and forests, and in high elevation coniferous forests (>7,000 feet) (Harris 1998). Pallid bat is commonly found in open dry habitats with rocky areas for roosting (Weber 2009). They roost in caves, crevices, mines, cliffs, and hollow trees. This species forages for insects and arachnids over grassland, oak savannah, ponderosa pine forests, and orchards/vineyards. Pallid bats mate from late October to February, with young born from April to July. Pallid bats range from southern British Columbia through the western U.S. to Mexico (ibid). Pallid bat is very sensitive to disturbance of their roosting sites, which are important for conserving energy and juvenile growth (Harris 1998). Main threats include loss of foraging habitat due to fire, development, agricultural expansion and pesticide use.

The project site and adjacent area support roosting bat habitat. The old Shasta Courthouse building is comprised of three main sections – the main courthouse section, the annex, and an old jailhouse. The interiors of the main section and annex do not provide roosting bat habitat due to lighting and air conditioning being on at all times, and the building is well sealed with no openings. However, if interior conditions change such that lighting and cooling stop running, and access opens (e.g., broken window), pallid bats could occupy these areas. The interior of the old jailhouse provides opportunities for roosting bats due to the absence of lighting and human activity, and cave-like conditions. Portions of the annex and old jail house exteriors contain flashing along the roof edge, which may support pallid bats, but no signs of bats (e.g., guano pellets, urine staining) were observed in these areas. Additionally, the adjacent 1499 West Street

Garage (garage) is known to support a colony of roosting bats, and they were heard during the July site visit. These bats roost in crevices in the garage. This habitat could also support pallid bats. Based on the presence of suitable habitat in the old jailhouse and suitable roosting habitat known to be used by roosting bats in the adjacent garage, there is potential for maternity colonies or winter-hibernating pallid bats to occupy the courthouse and adjacent area.

Townsend's big-eared bat (*Corynorhinus townsendii*). Townsend's big-eared bat is a CSSC and is listed as "high" priority by the WBWG. This bat, similar to pallid bat, has a simple face with relatively small eyes and large ears. It can be distinguished from other bats in the family *Vespertilionidae* by its extra-large, rabbit-like ears, and bilateral nose lumps. This bat is found in nearly all habitats except subalpine and alpine habitats throughout California (Harris 1998). They are generally found in dry uplands but also occur in mesic habitats such as coniferous and deciduous forest (Kunz and Martin 1982). They roost in caves, and cave-like structures such as mines, tunnels, buildings, or other human-made structures, and sometimes large basal hollows of trees (Gruver and Keinath 2006). Breeding occurs in the fall or winter seasons. Townsend's big-eared bats range throughout western North America and Mexico, from southern British Columbia to central Mexico. They are primarily threatened by the disturbance or destruction of their roosting sites (ibid).

Within the project site, the interior of the old jailhouse provides suitable roosting habitat due to the absence of lighting and human activity, and cave-like conditions. As described above in the pallid bat discussion, if conditions change in the annex and main building, and ingress/egress becomes available, Townsend's big-eared bat may also occupy these areas. However, Townsend's big-eared bats are not expected to occupy adjacent areas such as the garage, as it does not provide dark cave-like conditions required by this species. Due to the presence of suitable habitat on site, maternity and winter hibernating colonies could potentially be present on site.

Nesting Birds

A variety of native birds likely nest and forage in trees and vegetation on the site including mourning dove (*Zenaida macroura*), dark-eyed junco (*Junco hyemalis*), Anna's hummingbird (*Calypte anna*), lesser goldfinch (*Spinus psaltria*), California scrub-jay (*Apelocoma californica*), chestnut-backed chickadee (*Poecile rufescens*), and California towhee (*Melospiza crissalis*). The eaves and corners of buildings on the project site may be attractive to certain nesting bird species that make use of structures, including the black phoebe (*Sayornis nigricans*), house finch (*Haemorrhous mexicanus*), and mourning dove (*Zenaida macroura*). Large trees on the site such as the coast redwood provide potential nesting sites for corvids such as American crow (*Corvus brachyrhynchos*) or common raven (*Corvus corax*). Limited nesting potential exists for raptors, due to the developed nature surrounding the site and no old raptor nests were observed during the field visit. All native birds and their nests are protected under the Migratory Bird Treaty Act (MBTA) and the California Fish and Game Code.

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Roosting Bats

As noted above, the project site (interior of the jailhouse and exteriors of the jailhouse and annex) and adjacent garage support roosting bat habitat. This habitat could support a number of common bat species including California myotis (*Myotis californicus*) and big brown bat (*Eptesicus fuscus*), among others. The adjacent garage is known to support an existing colony of bats, presumably Mexican free-tailed bats (*Tadarida brasiliensis*) and this species could also occupy the courthouse. Based on the presence of suitable habitat in the old jailhouse and the presence of a colony of bats in the adjacent parking structure, there is potential for maternity colonies or winter-hibernating roosting bats to occupy the courthouse. All roosting bats are protected under the California Fish and Game Code as non-game mammals (Sections 4150-4155).

Sensitive Natural Communities

Sensitive vegetation communities are natural communities and habitats that are either unique in constituent components, of relatively limited distribution in the region, or of particularly high wildlife value. These communities may or may not necessarily contain special-status species. Sensitive natural communities are usually identified in local or regional plans, policies or regulations, or by the CDFW (i.e., CNDDDB) or the USFWS. The CNDDDB identifies a number of natural communities as rare, which are given the highest inventory priority (Holland, 1986; CDFW, 2025). Impacts to sensitive natural communities and habitats must be considered and evaluated under the CEQA (CCR: Title 14, Div. 6, Chap. 3, Appendix G).

Natural Communities of Special Concern. Natural communities have been considered part of the Natural Heritage Conservation triad, along with plants and animals of conservation significance since the state inception of the Natural Heritage Program in 1979. The CDFW determines the level of rarity and imperilment of vegetation types; and tracks sensitive communities in its Rarefind database (CNDDDB 2025). Global rankings (G) of natural communities reflect the overall condition (rarity and endangerment) of a habitat throughout its range, whereas state (S) rankings reflect the condition of a habitat within California. Natural communities are defined using NatureServe's standard heritage program methodology as follows (CDFG 2007):

- G1/S1: Less than 6 viable occurrences or less than 2,000 acres.
- G2/S2: Between 6 and 20 occurrences or 2,000 to 10,000 acres.
- G3/S3: Between 21 and 100 occurrences or 10,000 to 50,000 acres.
- G4/S4: The community is apparently secure, but factors and threats exist to cause some concern.
- G5/S4: The community is demonstrably secure to ineradicable due to being common throughout the world (for global rank) or the state of California (for state rank).

State rankings are further described by the following threat code extensions:

- S1.1: Very threatened.
- S1.2: Threatened.
- S1.3: No current threats known.

There are no natural communities of special concern within the project site. According to the CNDDDB (2025), there are three sensitive natural communities within five miles of the project site. These include Great Valley Cottonwood Riparian Forest, Great Valley Oak Riparian Forest, and Great Valley Willow Scrub. However, these communities will not be affected by the project due to their distance from the site.

Sensitive Vegetation Alliances and Associations. In addition to tracking sensitive natural communities, CDFW also ranks vegetation alliances, defined by repeating patterns of plants across a landscape that reflect climate, soil, water, disturbance, and other environmental factors (Sawyer et al. 2009). Additionally, if a vegetation alliance or association is marked S1-S3, then it is classified as sensitive by CDFW and at risk of extirpation in California. The CDFW provides a list of vegetation alliances and associations through their Vegetation Classification and Mapping Program (VegCAMP). This list is regularly updated (CDFW 2025). There are no sensitive vegetation alliances and associations within or adjacent to the project site.

Jurisdictional Waters and Habitats

Oceans, bays, rivers, streams, wetlands, and riparian habitat are under the jurisdiction of U.S. Army Corps of Engineers (USACE), the Regional Water Quality Control Board (RWQCB), and/or CDFW. Permit(s) are often required if a project impacts these habitats. There are no jurisdictional waters or habitats on or adjacent to the project site.

Wildlife Corridors and Nursery Sites

The project site is surrounded by urban development, limiting the movement opportunities for terrestrial wildlife. Urban adapted wildlife species likely breed within and around the project site, but no regionally important wildlife nursery areas are present in or near the project site. The Sacramento River, located 0.75 miles north of the project site and 1.5 miles east of the project site, likely provides a migratory corridor and nursery site for aquatic and riparian wildlife. However, the project site does not provide habitat connectivity with the Sacramento River or any other waterbodies.

4.2.2 Regulatory Setting

Federal

Federal Endangered Species Act

The Federal Endangered Species Act (FESA) of 1973, as amended, provides the regulatory framework for the protection of plant and animal species formally listed as endangered or threatened, as well as their designated critical habitats. While proposed and candidate species do not receive full statutory protections under FESA, they may be considered in planning processes to support proactive conservation and regulatory compliance. The FESA has the following four primary components: (1) provisions for listing species, (2) requirements for consultation with the USFWS and the NOAA Fisheries, (3) prohibitions against “taking” (i.e., harassing, harming, hunting, shooting, wounding, killing, trapping, capturing, or collecting, or attempting to engage in any such conduct) of listed species, and (4) provisions for permits that allow incidental “take”. FESA also discusses recovery plans and the designation of critical habitat for listed species.

Both the USFWS and NOAA Fisheries share the responsibility for administration of the FESA. Section 7 requires federal agencies, in consultation with, and with the assistance of the USFWS or NOAA Fisheries, as appropriate, to ensure that actions they authorize, fund, or carry out are not likely to jeopardize the continued existence of threatened or endangered species or result in the destruction or adverse modification of critical habitat for these species. Non-federal agencies and private entities can seek authorization for take of federally listed species under Section 10 of FESA, which requires the preparation of a habitat conservation plan (HCP.)

U.S. Migratory Bird Treaty Act

The U.S. Migratory Bird Treaty Act (MBTA; 16 USC §§ 703 et seq., Title 50 Code of Federal Regulations [CFR] Part 10) states it is “unlawful at any time, by any means or in any manner, to pursue, hunt, take, capture, kill; attempt to take, capture or kill; possess, offer for sale, sell, offer to barter, barter, offer to purchase, purchase, deliver for shipment, ship, export, import, cause to be shipped, exported, or imported, deliver for transportation, transport or cause to be transported, carry or cause to be carried, or receive for shipment, transportation, carriage, or export any migratory bird, any part, nest, or egg of any such bird, or any product, whether or not manufactured, which consists, or is composed in whole or in part, of any such bird or any part, nest or egg thereof...” In short, under MBTA it is illegal to disturb a nest that is in active use, since this could result in killing a bird, destroying a nest, or destroying an egg. The USFWS enforces MBTA. The MBTA does not protect some birds that are non-native or human-introduced or that belong to families that are not covered by any of the conventions implemented by MBTA. Per an April 15, 2025, memorandum issued by the U.S. Department of the Interior, the MBTA’s prohibition on taking migratory birds and their active nests applies only to direct, purposeful actions, and does not include take incidental to other activities.

State

California Environmental Quality Act (CEQA) Guidelines

CEQA Guidelines Section 15380 defines endangered, threatened, and rare species for purposes of CEQA and clarifies that CEQA review extends to other species that are not formally listed under the state or federal Endangered Species acts but that meet specified criteria. The state maintains a list of sensitive, or “special-status,” biological resources, including those listed by the state or federal government or the CNPS as endangered, threatened, rare or of special concern due to declining populations. During CEQA analysis for a proposed project, the CNDDDB is usually consulted. CNDDDB relies on information provided by the CDFW, USFWS, and CNPS, among others. Under CEQA, the lists kept by these and any other widely recognized organizations are considered when determining the impact of a project.

California Endangered Species Act

The California Endangered Species Act (CESA; Fish and Game Code 2050 et seq.) generally parallels FESA. It establishes the policy of the State to conserve, protect, restore, and enhance threatened or endangered species and their habitats. Section 2080 of the California Fish and Game Code prohibits the take, possession, purchase, sale, and import or export of endangered, threatened, or candidate species, unless otherwise authorized by permit or by the regulations. “Take” is defined in Section 86 of the California Fish and Game Code as to “hunt, pursue, catch, capture, or kill, or attempt to hunt, pursue, catch, capture, or kill.” This definition differs from the definition of “take” under the FESA. The CESA is administered by the CDFW. The CESA allows for take incidental to otherwise lawful projects but mandates that State lead agencies consult with the CDFW to ensure that a project would not jeopardize the continued existence of a candidate, threatened or endangered species.

Fully Protected Species and Species of Special Concern

The classification of California fully protected (CFP) species was the CDFW’s initial effort to identify and provide additional protection to those animals that were rare or faced possible extinction. Lists were created for fish, amphibians and reptiles, birds, and mammals. Most of the species on these lists have subsequently been listed under the CESA and/or FESA. The Fish and Game Code sections (§5515 for fish, §5050 for amphibian and reptiles, §3511 for birds, §4700 for mammals) deal with CFP species and state that these species “...may not be taken or possessed at any time and no provision of this code or any other law shall be construed to authorize the issuance of permits or licenses to take any fully protected species” (CDFW Fish and Game Commission 1998). “Take” of these species may be authorized for necessary scientific research, for relocation to protect livestock, or under a natural community conservation plan (NCCP) or the project activities qualify for permitting under Section 2080.15 of the California Fish and Game Code. This language makes the CFP designation the strongest and most restrictive regarding the “take” of these species. In 2003, the code sections dealing with CFP species were amended to allow the CDFW to authorize take resulting from recovery activities for

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state-listed species. On July 10, 2023, Governor Newsom signed Senate Bill 147, which allows for permits to take “fully protected” species for certain renewable energy and infrastructure projects (e.g., critical regional or local water agency infrastructure, and certain transportation projects). This law now establishes a permitting process for these species. Under this new law, all permits must be processed pursuant to provisions in the CESA that authorize the CDFW to issue incidental take permits and require permittees to minimize and fully mitigate impacts to the species. The law also requires permittees to satisfy “conservation standards” that essentially require permittees to exceed typical minimization and mitigation measures associated with permits under CESA.

California species of special concern (CSSC) are broadly defined as animals not listed under FESA or CESA, but which are nonetheless of concern to CDFW because they are declining at a rate that could result in listing or historically occurred in low numbers and known threats to their persistence currently exist. This designation is intended to result in special consideration for these animals by CDFW, land managers, consulting biologists, and others, and is intended to focus attention on the species to help avert the need for costly listing under FESA and CESA, and cumbersome recovery efforts that might ultimately be required. This designation also is intended to stimulate collection of additional information on the biology, distribution, and status of poorly known at-risk species, and focus research and management attention on them.

Nesting Birds

Nesting birds, including raptors, are protected under California Fish and Game Code Section 3503, which reads, “It is unlawful to take, possess, or needlessly destroy the nest or eggs of any bird, except as otherwise provided by this code or any regulation made pursuant thereto.” In addition, under California Fish and Game Code Section 3503.5, “it is unlawful to take, possess, or destroy any birds in the orders Falconiformes or Strigiformes (birds-of-prey) or to take, possess, or destroy the nest or eggs of any such bird except as otherwise provided by this code or any regulation adopted pursuant thereto.” Passerines and non-passerine land birds are further protected under California Fish and Game Code 3513. As such, the CDFW typically recommends surveys for nesting birds that could potentially be directly (e.g., actual removal of trees/vegetation) or indirectly (e.g., noise disturbance) impacted by project-related activities. Disturbance during the breeding season could result in the incidental loss of fertile eggs or nestlings or otherwise lead to nest abandonment. Disturbance that causes nest abandonment and/or loss of reproductive effort is considered “take” by the CDFW.

California Migratory Bird Protection Act

Fish and Game Code section 3513 states that federal authorization of take or possession is no longer lawful under the state Fish and Game Code if the federal rules or regulations are inconsistent with state law. The California Migratory Bird Protection Act (MBPA) was passed in September 2019 to provide a level of protection to migratory birds in California consistent with the U.S. MBTA prior to the 2017 rule change limiting protection of migratory birds under the U.S. MBTA to purposeful actions (i.e., directly, and knowingly removing a nest to construct a

project, hunting, and poaching). Thus, under the MBPA, protections for migratory birds in California are consistent with rules and regulations adopted by the United States Secretary of the Interior under the U.S. MBTA before January 1, 2017. The MBPA reverted to existing provisions of the U.S. MBTA on January 20, 2025 but as of July 2025 an amendment (AB454) to continue it indefinitely is under review.

Non-Game Mammals

Sections 4150-4155 of the California Fish and Game Code protects non-game mammals, including bats. Section 4150 states “A mammal occurring naturally in California that is not a game mammal, fully protected mammal, or fur-bearing mammal is a nongame mammal. A nongame mammal may not be taken or possessed except as provided in this code or in accordance with regulations adopted by the commission.” The non-game mammals that may be taken or possessed are primarily those that cause crop or property damage. Bats are classified as a nongame mammal and are protected under California Fish and Game Code, in addition to being protected if they are a listed species (e.g., CSSC, CFP, state or federal threatened, or state or federal endangered).

Local Regulations Protecting Biological Resources

County of Shasta General Plan

The Fish and Wildlife Habitat Element of the General Plan (County of Shasta 2004) contains the following biological resources objectives and policies relevant to the proposed project.

Objective FW-1: Protection of significant fish, wildlife, and vegetation resources.

Objective FW-2: Provide for a balance between wildlife habitat protection and enhancement and the need to manage and use agricultural, mineral extraction, and timber land resources.

Policy FW-c: Projects that contain or may impact endangered and/or threatened plant or animal species, as officially designated by the California Fish and Game Commission and/or the U.S. Fish and Wildlife Service, shall be designed or conditioned to avoid any net adverse project impacts on those species.

Policy FW-h: The County shall encourage efforts to develop tree protection standards which focus on the County’s differing land use types, namely; lowland urban, upland urban, rural residential and resource lands. Urban tree protection standards shall focus on landscaping that promotes energy conservation and design aesthetics, as opposed to preserving native vegetation.

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County of Shasta Municipal Code

Section 17.84.050, Lighting, of the County Zoning Ordinance states: All lighting, exterior and interior, shall be designed and located so as to confine direct lighting to the premises. A light source shall not shine upon or illuminate directly on any surface other than the area required to be lighted. No lighting shall be of the type or in a location that constitutes a hazard to vehicular traffic, either on private property or on abutting streets.

City of Redding Zoning Ordinance

Section 18.40.090 of the City of Redding's Zoning Ordinance has lighting standards for interior and exterior lighting that require shielding and prevention of lighting spillover.

4.2.3 Thresholds of Significance

Potential impacts to biological resources were determined in accordance with Appendix G of the CEQA Guidelines. Impacts would be considered potentially significant if the proposed project will:

- 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.
- 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.
- c) Have a substantial adverse effect on state or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means.
- d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species, or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites.
- e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance.
- f) Conflict with the provisions of an adopted HCP, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan.

4.2.4 Impacts and Mitigation Measures

Potential Impacts on Special-Status Species (Less Than Significant with Mitigation Incorporated)

Special-Status Plants (No Impact)

Special-status plants are not expected to occur in or near the project site due to a lack of suitable habitat. Therefore, the project would not impact special-status plants.

Special-Status Animals and Roosting Bats (Less Than Significant with Mitigation Incorporated)

The project site is in an urban area and lacks suitable habitat for most special-status animal species. Pallid bat and Townsend's big-eared bat, both CSSC, are the only special-status animal species with the potential to occur on the project site. Within the project site, the old jailhouse provides suitable roosting habitat for these species. The site may also provide suitable roosting habitat for more common bat species.

While no bats are currently roosting in the courthouse building and no signs of bat use were observed during the July 2025 survey, roost habitat is present in the old jailhouse section of the building and exterior of the both the jailhouse and annex. Additionally, while the main building and annex interiors of the courthouse do not currently provide suitable roost conditions for bats, turning off the lighting and air conditioning could create suitable conditions for bats in these sections of the building, but only if any ingress/egress points are created (such as a broken window) before project initiation. If special-status bats, maternity colonies, or hibernating bats are present during hazardous materials abatement or demolition activities, there is a high potential that they would be injured or killed by these activities. Because Townsend's big-eared bats and pallid bats are CSSC and all bat species are protected under California Fish and Game Code, such an impact would be significant under CEQA. To avoid the loss of special-status bats and other roosting bats during the courthouse hazardous materials abatement and demolition, Mitigation Measures BIO-1a through BIO-1c shall be performed. With implementation of these recommended measures, potential impacts on roosting special-status bat species and other bats would be less than significant.

Bats are nocturnal animals and most species avoid roosting near artificially lit areas because lighting may expose bats to predation. Temporary construction lighting (if night work occurs) and new permanent lighting could spill over to the parking structure adjacent to the site that is occupied by a bat colony, likely a maternity colony. Increased lighting directed at the structure could prevent or delay nighttime emergence and foraging of bats from the structure or returning of bats to the structure, or cause abandonment of the structure, because lighting can increase predation risk. The parking structure has existing lighting on the interior and exterior of the building, so the colony is already acclimated to lighting. Furthermore, because the parking structure is open on all sides, bats would still be able to emerge from the opposite side of the project site if there was lighting spill over. However, additional lighting would be greater than

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existing conditions and may not be tolerated by the colony. Such impacts on a colony, especially a maternity colony that is active throughout the summer, could contribute to mortality of an unknown number of individuals and abandonment of flightless young. Such impacts on California species of special concern, or a non-special-status maternity bat colony would be significant under CEQA as all bats are protected under California Fish and Game Code.

No night work is planned to occur; thus, there will be no impacts related to temporary construction lighting. Section 17.84.050, Lighting, of the County Zoning Ordinance states: “All lighting, exterior and interior, shall be designed and located so as to confine direct lighting to the premises. A light source shall not shine upon or illuminate directly on any surface other than the area required to be lighted. No lighting shall be of the type or in a location such that constitutes a hazard to vehicular traffic, either on private property or on abutting streets.” This ordinance would minimize permanent lighting to the new building and avoid spill over lighting to the parking structure. Additionally, Section 18.40.090 of the City of Redding’s Zoning Ordinance has lighting standard for interior and exterior lighting that require shielding and prevention of lighting spillover. Compliance with the County and City Ordinances would avoid the impact of new permanent lighting on roosting bats in the adjacent garage. Thus, impacts related to lighting would be less than significant.

Noise from building demolition could temporarily impact pallid bats, if present, and non-special-status maternity or winter hibernating bat colonies in the adjacent parking structure if building demolition is conducted during the summer maternity season or winter hibernation season. While the colony is habituated to existing disturbance from cars and human presence, high-impact noise created by building demolition would be louder than existing conditions. If demolition is conducted during the maternity season and a maternity colony is present, increased noise could disturb adult bats to the point that they abandon the roost, leading to the abandonment of non-flying young. Alternatively, if a winter colony of bats is present in the parking structure during the winter hibernation season, demolition noise could also be detrimental to the colony. Noise related to demolition could cause winter colonies to arouse from torpor (a period of reduced physiological activity) and search for food when little insect prey is available in the winter. This could be detrimental because the disturbance could cause bats to burn stored energy reserves that should carry them through the winter. Such impacts on a California species of special concern or non-special-status bat colony would be significant under CEQA as all bats are protected under California Fish and Game Code.

The proposed project would not significantly impact roosting bats in the long-term. The demolition of the old jailhouse would result in the loss of a small amount of suitable bat roosting habitat, but the project site is in an urban area with a high degree of human disturbance and there is higher quality roosting bat habitat elsewhere, adjacent to the site, and in the project region, such as the adjacent parking lot structure, forested areas along the Sacramento River and surrounding open space. Human activity associated with the new parking lot would be similar to existing human activity in the project area and would not substantially change the level of disturbance to roosting bats. The project would not impact the adjacent parking structure or the

existing bat colony there. Therefore, all potential long-term impacts on special-status or common roosting bats from the project would be less than significant.

Impact BIO-1: Special-status bats, maternity colonies, or hibernating bats could be injured or killed if they are present during hazardous abatement or demolition activities.

Mitigation Measure BIO-1a: Habitat Assessment. A qualified biologist with experience and knowledge in bat habitat and surveys shall conduct a habitat assessment of the courthouse structures prior to their demolition to identify features suitable for bat roosting (e.g., crevices, attics, eaves, expansion joints, or loose flashing). The survey shall also include adjacent areas within 300 feet of the project site. The survey can occur at any time of year. If no suitable bat roost habitat is observed during the assessment, no additional surveys are required. If suitable roost habitat is observed on site or adjacent to the site, Mitigation Measures BIO-1b, and BIO-1c to BIO-1f (as appropriate) shall be implemented.

Mitigation Measure BIO-1b Pre-construction Survey. No less than 14 days prior to hazardous materials abatement and building demolition, a qualified bat biologist with a minimum of five years of experience and knowledge of bat biology, ecology, and humane bat exclusion methods shall conduct a pre-construction survey for Townsend's big-eared bat, pallid bat, and other roosting bats in the interior and exterior of the courthouse (main building, annex, and jail house). If conditions change such that air conditioning and lighting are turned off in the main section and annex more than 30 days prior to project initiation (abatement/demolition), the survey shall include these structures as well.

If during the survey no bats are observed but evidence of use is observed (e.g., guano, urine staining) in areas where bats are not visually detectable (such as a deep crevice), the pre-construction survey shall include an evening visual survey utilizing bat acoustic detectors to watch for and record bats exiting from the building and to identify the species and number of bats. If no bats or signs of bats are found during the surveys, no further measures are required.

If hazardous materials abatement and demolition are postponed more than 14 days after the pre-construction survey, an additional survey shall be completed. For example, if both activities are postponed, or there is a lapse of more than 14 days between the completion of hazardous materials abatement and the beginning of demolition, an additional pre-construction survey shall be conducted. The results of the survey shall be documented and submitted to the County.

If bats are found to be roosting in the building during the pre-construction surveys, Measure BIO-1c shall be implemented.

Mitigation Measure BIO-1c: Humane Bat Exclusion. If roosting bats are detected in any portion of the courthouse, the qualified bat biologist shall exclude the bats using humane methods (e.g., installing one-way doors) prior to building abatement and demolition.

If abatement and demolition activities will be initiated during the bat maternity season (May 1 – August 31), and an active maternity colony is detected in the building, exclusion shall be scheduled to take place outside the maternity season (i.e., after August 31 when young are able to fly and leave the roost) and a disturbance-free buffer zone (determined by the qualified bat biologist) shall be implemented until the end of the bat maternity season (August 31). Because bats may still occupy the roost site after August 31, a qualified bat biologist shall inspect the building to determine if bats have vacated it or are still present. If bats are still present, they should be humanely excluded under the direction of the qualified bat biologist before abatement and demolition can proceed.

If abatement and demolition activities will be initiated during the bat hibernation/winter torpor season (generally November 1 through March 31), and hibernating bats are detected in the building, exclusion shall be scheduled to take place outside the hibernation/winter torpor season (after March 31). If bats are still present, they should be humanely excluded under the direction of the qualified bat biologist before abatement and demolition can proceed.

Once installed, exclusion materials shall remain in place for a minimum of 5 consecutive warm nights to ensure all bats have vacated the site before abatement and demolition. (A “warm night” is defined as a night when ambient air temperatures remain above 45°F (7°C) for at least four consecutive hours after sunset, with no precipitation and low wind (<10 mph). These conditions are considered suitable for bat activity and allow adequate opportunity for roosting bats to emerge and relocate following installation of exclusion devices.

BIO-1d. Monitoring and Reporting. If humane bat exclusion is required, the qualified biologist shall monitor exclusion and demolition activities to ensure compliance with these measures. If bats are discovered during demolition activities, work shall halt immediately in the vicinity of the location where bats were discovered, and CDFW shall be consulted to determine appropriate next steps. Following exclusion and monitoring, a brief post-demolition report shall be submitted to the County and shall document methods, findings, and any bat exclusion or relocation efforts.

Mitigation Measure BIO-1e. Night Work Restriction. To minimize the potential loss of night-roosting bats that may roost in the building after hazardous materials abatement, the buildings shall remain closed and sealed. If full closure cannot be maintained and the building interior is accessible to bats, no demolition shall occur between two hours after sunset and two hours before sunrise when bats are most likely to be night roosting.

Mitigation Measure BIO-1f. Demolition Noise Measures for Adjacent Bat Colonies. If demolition is scheduled to occur during the bat maternity season (April 1 – August 31) or winter hibernation season (generally November 1 through March 31), and the qualified biologist determines that the adjacent parking structure or other nearby habitat supports sensitive maternity and/or winter hibernating bat colonies (identified during pre-construction surveys for BIO-1b), the following will be implemented:

- Noise buffering blankets, noise buffering wall, or other noise minimization methods shall be installed in appropriate locations either near the noise source or near the noise receptor (roosting bats) to reduce demolition noise that carries over to roosting bats in the adjacent garage or other nearby habitat. The locations of noise minimization measures shall be determined by the qualified biologist. The type of noise minimization measures shall be determined in coordination with the County and the County's contractor.
- If the qualified biologist determines that bat roost locations are far enough away from demolition activities such that demolition activities will not disturb the colony, or sufficient buffering from the garage structure exists, then no noise buffering materials shall be required.

The need for noise buffering and noise buffer distances shall be determined by the qualified biologist and will depend on the bat species present and their sensitivity to noise and other disturbance and based on the biologist's professional judgment and the best available information for the species. Determination of noise buffering measures shall be documented with results of the pre-construction surveys (BIO-1b), which shall be submitted to the County.

With the implementation of Mitigation Measures BIO-1a, BIO-1b, BIO-1c, BIO-1d, BIO-1d, and BIO-1f, the potential impacts to bats would be less than significant.

Nesting Birds (Less Than Significant with Mitigation Incorporated)

All migratory bird species and their nests are protected under the MBTA and California Fish and Game Code. The proposed project must comply with the provisions of the MBTA and California Fish and Game Code (i.e., avoid take of protected nesting birds). Project-related impacts on nesting birds would be considered significant under CEQA.

Project activities during the nesting bird season (February 1 through September 15, for most species) could result in the incidental loss of eggs or nestlings, either directly through the destruction or disturbance of active nests or indirectly by causing the abandonment of nests. In addition, noise and increased construction activity could temporarily alter foraging behavior, potentially resulting in the abandonment of nest sites. However, with the implementation of Mitigation Measure BIO-2 below, demolition and construction-related impacts to nesting birds would be less than significant.

Urban adapted bird species sometimes nest in buildings, such that the demolition of the courthouse buildings could result in the loss of a small amount of nesting habitat for bird species adapted to urban areas. However, the project site is in an urban area with numerous other

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buildings and trees nearby, and the project intends to retain the existing trees on the site as much as possible. Therefore, all potential long-term impacts on nesting birds from the project would be less than significant.

Impact BIO-2: Project activities during the nesting bird season could result in the incidental loss of eggs or nestlings, either directly through the destruction or disturbance of active nests or indirectly by causing the abandonment of nests.

Mitigation Measure BIO-2: Preconstruction Survey and Protection for Nesting Birds. To avoid impacts to nesting birds protected under Fish and Game Code Sections 3503 and 3503.5 and the federal Migratory Bird Treaty Act, one of the following shall be implemented:

- Vegetation removal, ground disturbing activities and structure demolition shall occur between September 1 and January 31, when birds are not anticipated to be nesting; or
- If vegetation removal, ground disturbing activities or structure demolition occur during the nesting season, a pre-construction nesting bird survey shall be conducted by a qualified biologist to identify active nests in and adjacent to the project area. Surveys shall begin prior to sunrise and continue until vegetation and other nesting structures have been thoroughly observed. The survey shall consider acoustic impacts and line of sight project disturbances to determine a sufficient survey radius to maximize observations of nesting birds. A nesting bird survey report shall be prepared and, at a minimum, the report shall include a description of the area surveyed, date and time of the survey, ambient conditions, bird species observed, a description of any active nests observed, any evidence of breeding behaviors (e.g., courtship, carrying nest materials or food, etc.), and a description of any outstanding conditions that may have impacted the survey results (e.g., weather conditions, excess noise, presence of predators). The report shall be submitted to the County.

If an active nest is located during pre-construction surveys, a non-disturbance buffer shall be established around the nest by a qualified biologist to comply with Fish and Game Code Sections 3503 and 3503.5 and the Migratory Bird Treaty Act. Within the buffer zone, no site disturbance and mobilization of heavy equipment, including but not limited to equipment staging, fence installation, clearing, grubbing, vegetation removal, demolition, and grading shall be permitted until the chicks have fledged. Other compliance measures may include, but are not limited to, sound-attenuation measures, seasonal work closures based on the known biology and life history of the species identified during the survey, as well as ongoing monitoring by biologists. An active nesting is present if a bird is building a nest, sitting in a nest, a nest has eggs or chicks in it, or adults are observed carrying food to the nest. Periodic nest monitoring shall be

required to determine when the nest is no longer active. Monitoring dates and findings shall be documented and submitted to the County.

Nesting bird surveys shall be conducted no more than seven days prior to the initiation of construction. If construction activities are delayed or suspended for more than seven days after the pre-construction nesting bird survey, the site shall be resurveyed.

With the implementation of Mitigation Measures BIO-2, the project's potential impacts to nesting birds would be less than significant.

Potential Impacts on Sensitive Natural Communities (No Impact)

There is no riparian habitat or any other sensitive natural communities in or near the project site (see Environmental Setting above). Therefore, the proposed project would not impact sensitive natural communities.

Potential Impacts on Protected Wetlands and Other Waters (No Impact)

There are no state or federally protected wetlands or other jurisdictional waters on or adjacent to the project site (see Environmental Setting above). Therefore, the proposed project would not impact protected wetlands or other waters.

Potential Impacts on Wildlife Movement and Nursery Sites (Less Than Significant)

The project site is in an urban area and there are no wildlife movement corridors or regionally important nursery sites on or near the project site (see Environmental Setting above). Noise and disturbance associated with demolition activities could temporarily impede wildlife movement at the site and nearby, but no permanent barriers to wildlife movement are proposed. In addition, the project would not significantly reduce the availability of roosting bat or nesting bird habitat in the area. Building demolition could remove suitable bat roosting and bird nesting habitat, but similar structures are common in the project area. While the project could include removal of a small number of trees or other ornamental vegetation, the project will preserve large portions of the site's existing landscaping. Therefore, the proposed project would not significantly impact wildlife movement or nursery sites.

Potential Impacts due to Conflicts with Local Policies (Less Than Significant)

The project site is located on County-owned property, so only Shasta County regulations apply. The proposed project would have a less than significant impact on special-status species with the implementation of Mitigation Measures BIO-1a, BIO-1b, BIO-1c, BIO-1d, BIO-1e, BIO-1f, and BIO-2, and no sensitive natural communities or jurisdictional waters (i.e., wetlands, creeks, etc.) are present on the site. The County does not have a tree protection ordinance; therefore, there are no protected trees on the project site. While there are trees within the project site, the project will preserve large portions of the site's existing landscaping. Urban tree protection standards will align with Policy FW-h of the Shasta County General Plan to prioritize energy conservation and

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design aesthetics if any trees are to be removed (County of Shasta 2004). As noted in Section 3.4.5, the County will implement BMP SS-2 of the Caltrans Stormwater Quality Handbooks Construction Site BMP Manual (Caltrans 2024) to protect existing landscaping at the site. Therefore, the project would not conflict with any local plans or policies.

Potential Impacts due to Conflicts with an Adopted Habitat Conservation Plan (No Impact)

The project site is not in an area protected by an adopted HCP, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan. Therefore, the proposed project would not conflict with an HCP.

4.2.5 References

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4.3 CULTURAL RESOURCES AND TRIBAL CULTURAL RESOURCES

This section addresses the project's potential impacts on cultural and tribal cultural resources and recommends mitigation measures as appropriate. The following discussion is adapted from two technical reports prepared by MIG and Basin Research Associates (Basin): a Historic Resources Evaluation prepared by MIG, December 2025 (Appendix E), and an Archaeological Resources Assessment Report prepared by Basin, January 2026 (Appendix E: Confidential – held on file at the County). Please see associated reports for citations and a full research bibliography.

4.3.1 Environmental Setting

Ethnographic Background

The project area is within the territory occupied by the ethnographic group known as the Wintu, whose territory extended approximately 43 miles north-south along the Sacramento River between the community of LaMoine and Cottonwood Creek (e.g., northern Sacramento Valley in areas now known as Shasta, Trinity, Tehama, and Siskiyou counties). The project area appears to be within the Keswick District, which extended from roughly south of the former copper mining and smelter town of Kennett on the Sacramento River (now under the area flooded by Shasta Dam) along the west bank southward including Redding.

The Wintu language is classified within the widespread Penutian linguistic stock and the ethnographic Wintu were bordered by speakers of the Hokan linguistic stock. Linguistic studies indicate that Hokan is a relatively old language in northern California, possibly extending back 8,000 years. Ethnographically, Hokan groups in northern California were situated in peripheral foothill areas and separated by Penutian speakers, like the Wintu in the Redding area. This distribution suggests that Hokan groups preceded the Wintu into northern California, but they were displaced from the Sacramento Valley by the Wintu into their ethnographically documented marginal territories. The relatively recent Wintu newcomers are thought to have entered northern California from southern Oregon sometime within the last 1,000 to 4,000 years.

Wintu settlements had permanent and semi-permanent villages located on streams and short-term, task-specific camps established annually in outlying areas. Villages consisted of a loosely scattered collection of bark houses (usually four to several dozen houses per village), with each containing a biological family of three to seven people. Large villages also had earth lodges, which were circular, semi-subterranean structures 15 to 20 feet in diameter, with a center post and smoke hole entrance.² Villages were considered social, political, and economic units.

² Other house types include the semi-subterranean dance house, dwelling, steam sudatory, and menstrual lodge. The temporary brush shelter, hunting related structures, and Salmon House would be found at other sites in the general study area/region.

Chapter 4.3 Cultural and Tribal Cultural Resources

The Wintu primarily relied on fishing and gathering, and hunting to a lesser extent for subsistence. Principal foods were salmon and acorns. Salmon, deer, and acorn complexes were the most dominating patterns in Wintu economy and material life. Fishing was of high importance to the Wintu, who had a preference for Chinook salmon, which ran freely in the Sacramento River. One of the largest and oldest archaeological sites on the north bank of the river is ethnographically identified as Moqrnas (variously spelled as Magmas, Mohmas, or Muckmass, which means "salmon jumping wagging his tail" or "salmon jumping up"). Salmon was a valuable trade article among the Wintu, and was exchanged for salt and clam shell disk money with people to the south.

The general study area provided abundant resources necessary for prehistoric subsistence and habitation. Paleo-environmental reconstructions have described the region as a rich and varied environment, with a full range of staple food resources that would have been available to local Native American populations. The variety and abundance of food resources in the vicinity have led some researchers to describe the district area as an "optimal zone" for prehistoric subsistence and settlement.

Wintu mortuary customs primarily involved burial rather than cremation. Graveyards were located approximately 300 feet from dwelling areas and served either a family or the whole village. The depth of the grave was approximately four feet. There was no well-established custom for orientation.

Historic

Before the arrival of European settlers, the area of Shasta County was the home of at least five Indigenous tribes. The Pit River, the Atsugewi, the KwaMashu, the Wintu, and the Yana Tribes inhabited the area comprising the lands of the northern Sacramento Valley and the southern reaches of the Cascade Range. Large tribal communities prospered in the diverse geography of the region, in the mountains and forests, and along the lakes and rivers, taking advantage of the fertile soils along the Sacramento River and establishing robust trading systems. The project area was occupied by the Wintu.

The early precontact history of the northern Sacramento Valley floor is poorly known; although evidence of use has been documented at higher elevations. Early occupations appear to be associated with the Paleoindian/Paleoarchaic (13,400-8,850 cal B.P.) but there is minimal archaeological evidence of early use of the Redding area.

Subsequent cultural change and the emergence of regional archaeological patterns in northern California are distinguished by local responses to climatic change and the influx of new cultures through time. Occupation of the Redding area spans at least 8,000 years and several cultural chronologies have been proposed to guide archaeological investigation and interpretation; although a general synthesis of the northern California precontact era has identified five generalized patterns of cultural history spanning 8,000+ years, from the Borax Lake Pattern

(8,850-5,700 cal B.P.) to the Shasta Pattern (post 1,600 cal B.P.) with minor variations proposed over the past 25 years of archaeological research.

Borax Lake Pattern (8,850-5,700 cal B.P.)

The earliest occupations in northern California are represented by the Borax Lake Pattern (8,000-5,000 B.P.), which is also characterized by the Borax Lake Widestem projectile point. The onset of more arid conditions after about 9,000 years ago resulted in the dominance of the mano and metate (milling stone) in the subsistence technology with an emphasis on seed collection. A diversified economy is inferred by the artifact assemblages with perhaps a focus on upland habitats. One suggested overall pattern is linked with early Hokan-speaking groups that later populated the northern Sierra. It is believed that these peoples dispersed quickly as indicated by numerous localized aspects in the archaeological record. No sites attributed to the Borax Lake Pattern have been previously identified within the general study area.

Squaw Creek Pattern (5,700-4,500/3,200 cal B.P.) (Late Borax Lake Pattern)

The pattern is marked by the appearance of a diagnostic concave base projectile point, the continuing use of the mano and metate, and the introduction of the mortar and pestle. Subsistence focused on both hunting and fishing, the collection of hard seeds, and the gathering and reduction of pulpy foods such as tubers, acorns, and pine nuts for consumption and storage. One argument suggests that Penutian-language speakers entered northern California sometime during this time, settling in the lower Sacramento Valley and bringing a subsistence focus on salmon and acorn exploitation. The subsistence practices of these groups spread to the north where valley groups expanded their reliance on acorns and anadromous fish. Upland populations continued to practice a more diversified, less intensive adaptation and do not appear to have accepted or fully used the technological innovations. The presence of more site components than before suggests a time-period of intensive occupations. The archaeological data suggests the continuation of the earlier pattern of a relatively mobile, foraging strategy. Components from this pattern have been identified at some sites and site loci within the Turtle Bay Archaeological District on the north bank of the Sacramento River north of the Old Shasta County Courthouse project block.

Whiskeytown Pattern (4,500/3,200-1,600 cal B.P.)

Dynamic shifts in settlement and subsistence in the Redding area are recorded archaeologically as the Whiskeytown Pattern, variously dated to between about 4,500 and 1,600 cal. B.P. The shifts could be due to the onset of cooler conditions that saw a decrease in the productivity of the higher elevations, forcing upland aboriginal groups to intensify their use of the lower riverine and foothill habitats. Several sites in the foothills west of Redding exhibit this pattern, which appears to reflect a growing dependence on riverine resources while still retaining a mobile adaptation. This pattern reflects a “fission-fusion” model of subsistence-settlement with use of a residential base camp during the fall and winter with a dispersed small-group, mobile foraging strategy at other times of the year. The northern Sacramento Valley foothills are believed to have

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been the focus of the fall-winter residential bases where both salmon and acorns were easily available while spring-summer occupation emphasized use of a wider resource base in varied environmental settings. Ongoing archaeological research is currently focused on determining subsistence-settlement patterns over time during this period.

Many of the archaeological sites within the Turtle Bay Archaeological District on the north bank of the Sacramento River are coeval with the Whiskeytown Pattern.

Shasta Pattern (Shasta Complex/Redding Aspect or the Augustine Pattern) (post-1,600 cal B.P.)

The Late Period prehistoric cultural pattern in the Redding area, originally termed the Shasta Complex, continues with geographic differences in artifact assemblages and subsistence-settlement patterns. Artifact assemblage variation has been used to define three chronologically discrete phases.

The intensification of acorn economies, and perhaps the intrusion of new groups or the expansion of already in-situ tribal groups, characterizes the period from 500 B.P. to historic contact. The Penutian-speaking Wintu and Nomlaki appear to have arrived in the northern Sacramento Valley by 1,450 B.P. and introduced a sedentary, storage-based economy characteristic of the Shasta Pattern. This economic pattern, focused on sedentary villages and riverine adaptations associated with the large-scale storage of salmon and acorns, has artifact assemblages characterized by small arrow points of the Tuluwat Barbed pattern (former Gunther Barbed) and Desert Side-notched series. The Shasta Complex is believed to represent the migration of the Wintu into Shasta and Trinity counties. Sites are characterized by ashy midden soils and distinct material assemblages and features, including baking ovens, housepits, large quantities of fire-cracked rock, freshwater mussel shell, groundstone, bone tools, and burials. Trade items show a large increase in the later phase, suggesting intergroup exchange of resources possibly contributing to a decrease in settlement mobility. This new economic focus forced predecessor groups, who did not want to or were unable to, adapt to the subsistence regime, into the surrounding foothills and montane areas where they maintained the traditional adaptation represented in the archeological record by the Tehama Pattern.

The Shasta Complex is well-represented at many sites within the Turtle Bay Archaeological District to the north of the project area on the north bank of the Sacramento River.

Tehama Pattern (1500-1800 B.P.)

Sites identified in the foothill areas east of the Redding area and coeval with the Shasta Complex are attributed to the Tehama Pattern. The archaeological data have been interpreted as reflecting a mobile lifestyle by Hokan-speaking groups capitalizing on multiple environments who moved to the highlands after the arrival of the Wintu, who may have increasingly restricted access to the Sacramento River and its resources. The geographic distribution extends along the east bank of the Sacramento River and eastern foothills of the Sacramento Valley. Like the Shasta Complex, it signals the introduction of the bow and arrow during late prehistory, around 1500-1800 B.P.

The foothills west of Redding area exhibit the Tehama Pattern, with clear Shasta Complex assemblages. Tehama Pattern sites do not appear to be present along the riverine setting in the project area or on the north bank of the river.

Colonization (1769-1848)

The first European contact and exploration in the area of present-day Shasta County likely took place in 1821. It is surmised that a party led by Luis Arguello explored northern California for Mexico in the same year that Mexico gained independence from Spain. Expeditions into the region continued through the following decades. The Wintu and other Native American groups sustained contact with Euro-Americans during the early expeditions in the 1820s, followed by Hudson Bay Company trappers in the 1830s to 1840s.

A number of Native American and colonial trails crossed the Upper Sacramento in the vicinity of Redding. "Mountain Men" known to have proceeded along the Sacramento River and beyond included Jedediah Strong Smith in the spring of 1828 on what became the Trinity Trail. Hudson's Bay Company trappers followed, led by Alexander Roderick McLeod, and later Pierson B. Reading in 1845. Reading was responsible for the trail later known as the Shasta-Weaverville Road used by miners in 1849 and the 1850s. In addition, Captain John C. Fremont passed through the area in 1845, and in 1846.

The project site is within the *Rancho Buena Ventura* which originally extended 19 miles along the west bank of the Sacramento River from Cottonwood Creek to Salt Creek and was approximately three miles wide, covering 26,000 acres. This rancho, the most northerly grant in California and the only one in Shasta County, was granted in December 1844 by Governor Micheltorena to Pierson Barton Reading.

The first permanent non-Indigenous settlement in the area only took place in the 1840s. Euro-American entry and settlement increasingly marginalized the Wintu from population centers along the Sacramento River, and they were often pushed out to more remote areas to preserve their traditional culture and Euro-American depredations.

Establishment of Shasta County

White settlement and activities in the region stalled until the discovery of gold in 1848. Upon the first discovery of gold at Coloma, a Mr. Reading was among the first to visit the scene with John Sutter. He returned home to his rancho and in March 1848 discovered gold at a bar, an elevated region of sediment in a waterway deposited by flow, in Clear Creek, which he named Reading's Bar. In July of the same year, Reading discovered another gold-yielding bar in Trinity County, which he also named Reading's Bar. News of Reading's and other early prospectors' discovery attracted immigrants to California by the hundreds of thousands. Boomtowns quickly developed along the major creeks feeding into the Sacramento River, including Whiskeytown, Horsetown, and Shasta City. Supporting numerous boomtowns, Shasta County was officially established as one of the original twenty-seven counties of California by the governor on February 18, 1850,

with Reading's Ranch designated as the county seat. In the following year, the county seat was moved from Reading's Ranch to Shasta City.

Settlers flowed into Shasta County in the second half of the nineteenth century. The growing population and expansion of the gold mining industry resulted in a diversified economy. The lumber industry and agriculture first developed to support the boomtowns, followed by mining for other minerals and metals, such as copper. With growing industries came the railroad to support the transportation of people and commodities, establishing Shasta County as a trade hub for Northern California.

To protect and support the growing number of American miners, as well as to safeguard the nation's assets and resources in the region, the U.S. Army established the first and largest fort in Northern California: Fort Reading. Located approximately three miles from the confluence of Cow Creek and Sacramento River near present-day Anderson, the fort was named in honor of Pierson B. Reading. Fort Reading was established on May 26, 1852, and remained active until 1867.

History of the City of Redding

Originally known as Poverty Flats, the present-day City of Redding comprised an area six miles east of Shasta City at the "turn of the river". The city was selected by the Central Pacific Railroad (predecessor of the Southern Pacific Railroad) in 1872 for a new depot. While Shasta City appears to have been initially considered for the railroad connection, Redding was ultimately determined to be the more feasible site. A depot and station were immediately constructed.

Along with the establishment of a depot and station, Central Pacific officials also directed their railroad engineers to lay out a "suitable" town plan that would provide support for railroad personnel. Some residents of Shasta City, feeling the pressures of the dwindling gold mining industry during this period, saw the new railroad town as the best possibility for future development and relocated. By 1887, Redding boasted a population of 600 settlers and was officially incorporated as the City of Redding, in honor of the land agent who had selected the site for the railroad. In 1888, the county seat of Shasta moved to Redding, and by 1889 had constructed a county courthouse.

In the following decades, the development and prosperity of Redding mirrored that of the area's mineral extraction industry. By the turn of the century, a well-known "copper belt" ran from the present-day town of Keswick across the towns of Coram and Kennett, to the present-day unincorporated communities of Bully Hill and Ingot. New mining opportunities attracted foreign investors to the region, and new towns sprouted around each of the large smelters. Redding continued to dominate the region and remained the "big town" to which regional residents traveled for special occasions or major supplies. By 1910, Redding supported a population of 3,572, having grown nearly sixfold since its incorporation.

Redding experienced a downturn during the 1920s, driven by the major post-World War I depression across the European countries and the plummet in orders for copper. Hundreds, then thousands of mining and smelter workers lost their jobs and moved out of the area. Though the construction of Highway 99 through Redding enabled the city to remain economically viable through the 1920s and 1930s, the effects of the depression were also felt by its residents. Following the stock market crash of October 1929, Redding business owners noted a significant decrease in tourist business and profits. Like the rest of the country, Redding looked to the federal government for relief.

As a part of the amalgam of dozens of programs and agencies created under President Roosevelt's New Deal, public works programs were established to alleviate mass unemployment caused by the Great Depression. Under the New Deal's Public Works Administration (PWA) a building program for Shasta County was launched that funded the 1939 county jail, along with the Veterans Memorial Hall, two new firehouses, and a complete new municipal water system in Redding. Redding's economy and population began to significantly rebound from the depression in the late-1930s in conjunction with the construction of the Shasta Dam. The area's politicians and Redding civic leaders had championed for the construction of a major concrete dam in Shasta County, and in 1937 federal funding was approved to begin work. The logical site for such infrastructure was determined to be at a location below the confluence of the Sacramento and Pit Rivers. Construction on the dam began on August 21, 1938.

Following the close to World War II, Redding successfully transitioned out of the pre-war depression into a post-war consumer economy. Domestic lumber needs were rising exponentially, as hundreds of thousands of returning veterans wanted homes, furniture, and other wood products. Redding, already situated within established networks of transportation, both automobile and railroad, assumed a regional role in transporting lumber to markets farther south. With the growing role and visibility of Redding during this post-war boom, central services were concentrated in the city, including a seat of the California Superior Court, and existing facilities, like the county courthouse, were improved or expanded.

With the rise in the region's popularity for outdoor recreation, in close proximity to the Shasta and Whiskeytown Lakes and with peripheral access to Mount Shasta, Lassen Peak, and the Trinity Alps, Redding developed into a tourist center. Well-connected to both the railroad system and the network of highways, as well as the growing popularity in air travel and the deaccession of the Redding Municipal Airport from a military facility into a civilian one in the post-war era, Redding welcomed the growing tourism economy through the second half of the twentieth century. As of 2024, Redding boasted a population of 93,502.

Site History

Shasta County has housed five iterations of a county courthouse, including the Old Shasta Courthouse and the current County Courthouse, both extant in the City of Redding. This description is focused on the fourth constructed courthouse, known as the Old Shasta Courthouse, and the attached extant buildings.

Old County Jail (1939)

By the 1930s, the former jail (constructed 1889) was proving insufficient to match the rate of crime in Shasta County. Sheriff W.W. Sublett reported in 1938 that the average number of prisoners had doubled in just four years. The need for a new county jail was becoming increasingly evident, especially as the county braced itself for impacts of the influx of thousands of people into the county in association with the Shasta Dam Project that was scheduled to begin later that year. Following a tour of comparable county jails across the state, the Shasta County Board of Supervisors asked San Francisco architects Lester W. Hurd and Charles F. Masten, Sr. (of Masten & Hurd) to prepare preliminary plans for an expanded county jail to accommodate at least 100 prisoners. The county intended to submit said plans to Washington D.C., together with an application for a Public Works Administration grant of 45 percent of the funds needed for the new construction.

Construction of the expanded county jail began in September of 1938. Estimated at \$92,000, the contract was let to C.H. Dodd to erect the new three-story concrete building to the northwest of the existing courthouse. The building was completed and occupied by October 3, 1939, for a final cost of \$99,923.45. The completed building was a pared-back variation of the Streamline Moderne, or more appropriately a PWA/WPA Moderne style.

Forty-five years later, in 1984, the county jail was again grossly overcrowded; its population running as high as 178 with an average of 140, while the facility's state-certified capacity was set to fifty-nine. Another new jail was completed and opened in August of that year. All detainees were transferred to the new facility and the 1939 building was left vacant.

Old County Courthouse and Annex (1956, 1967)

As with the jail, the prior County Courthouse (constructed in 1889) likely felt the strain of dam-related population increase on its facilities during the late 1930s. The issue of overcrowding in the courthouse persisted through World War II and was recognized as a point of concern in the 1940s, so much so that preliminary plans for a county courthouse addition were presented and approved in 1946.

Further exacerbated by the development of the lumber industry that set in motion a wave of local progress and increased the population to exceed 40,000, the issue of the "courtroom squeeze" was raised once again in 1952. Representatives of the Shasta County Bar Association described the existing facilities to be "terrifically inadequate and about as bad as you can find." In response to the renewed urgency for a new courthouse, E. Geoffrey Bangs, architect, "revamped" his 1946 plans for the courthouse addition to meet updated requests and requirements. In his vision, the extant 1889 courthouse would be integrated with the new building by two tunnels connecting the two sites. The new courthouse would be situated within the lawn area on Block 22, immediately east (in front of) of the existing facility. The revised plans for the courthouse addition were approved and budget was finally secured in 1954. Funding for the building was accumulated by a

tax levy, part of a major building program with zero deficit financing and a significant feat for Shasta County and the City of Redding. Bids for construction of the courthouse opened in July and the contract was awarded to Marion V. Allen.

While optimism initially ran high in the speed of progress of the building project, a major point of concern became evident as excavation for the new building began. In December of the same year, structural damage was noticed in the 1889 courthouse building in the form of cracks in the walls. These structural cracks were determined to have been caused by the excavation activities relating to the new courthouse taking place immediately in front of the existing building. Fears of the 1889 building toppling into the eighteen-foot-deep cut in the ground heightened as cracks widened in the following weeks, the city building inspector H.E. McIntire recommended that Allen, the general contractor, install additional shoring as a precautionary measure. The additional shoring, or buttressing, appears to have sufficiently addressed the problem as the cracks remained unchanged even after a rolling earthquake later in the month and construction of the new courthouse addition moved forward. The courthouse addition was completed, and the Shasta County Superior Court moved to its new facilities on February 14, 1956. The completed building was a three-story, steel-and-concrete building built in the International Style, fronting Court Street with a 100-foot setback. The new addition connected to the existing silver-domed courthouse by a twelve-foot covered corridor.

Landscaping efforts began in 1956. In this effort, two of the tallest palm trees on site were slated for removal from the courthouse grounds. Despite strong resistance from the Wonderland Garden Club and the Redding Women's Improvement Club, both of which emphasized the importance of palm trees in Redding as landmarks and points of great interest to tourists (Redding was considered the northernmost point in the state where palm trees were found), the trees were felled on February 19, 1957. In consolation, five dwarf palms and six other palms, as well as three or four nut trees and a sycamore tree were saved. The landscaping project also included the installation of indirect lighting concealed in the shrubbery and floodlights to illuminate the building at night. The grounds improvements were completed in early June 1957.

Amidst the continual growth in population in Redding and Shasta County during the post-war years, plans were made for a "supplemental" addition to the new courthouse almost immediately after the 1956 courthouse addition was completed. County officials determined that, at the rate of growth of the County, the 1889 courthouse building would only be sufficient for another five years. Funds to tear down and replace this building were planned since as early as 1957, just one year after the completion of the courthouse addition. The Redding-based architectural firm Smart & Clabaugh was hired to design a \$550,000 courthouse annex in 1962 with the County-provided specification of 25,000 square feet or more, about twice the space of offices in the 1889 building and the sheriff's quarters.

On February 21, 1963, the statue of Lady Justice atop the 1889 courthouse cupola was removed by the Redding Air Service helicopter, to be installed at a brick monument overlooking the courthouse lawn facing Court Street. In the subsequent weeks, the old courthouse was demolished, clearing the site to prepare for the new annex building. The groundbreaking

ceremony for the new courthouse annex was held on November 15, 1965 and was completed and dedicated on March 29, 1967. The completed three-story cast-concrete building was constructed in the International Style and stood behind (west) of the 1956 courthouse addition, now the “main” courthouse, and south of the 1939 county jail. It connected to both buildings via covered corridors.

Population growth and overcrowding continued to exacerbate all areas of civic spaces into the 1990s, including the courthouse facilities. In 1993, the county listed a request for bids on the Shasta County Courthouse Remodeling Project to approximately 40,000 square feet of space within the existing courthouse, courthouse annex, and the old jail to accommodate evolving court needs. In the following year, realizing that they had underestimated the cost of the renovation plan by nearly \$1 million, they scaled down the project and solicited new bids from contractors. The project was awarded to Nichols, Melburg & Rosetto, AIA, of Redding. The renovation added courtrooms and holding cells, as well as two additional elevators. Walk-through metal detectors were installed in the first-floor lobby of the main courthouse, which became the only public entry to the building.

In 2010, recognizing the continuing deficiencies in capacity and building safety of the Old Shasta County Courthouse, the County began the process to locate and construct a new facility. In February 2024, the Shasta County Superior Court moved out of its complex on the historic courthouse square across the street to its newly-completed six-story courthouse at 1515 Court Street.

4.3.2 Regulatory Setting

Federal

National Historic Preservation Act of 1966, as amended

Enacted in 1966, the National Historic Preservation Act (NHPA) (16 U.S.C §§ 470 et seq.) declared a national policy of historic preservation and instituted a multifaceted program, administered by the Secretary of the Interior, to encourage the achievement of preservation goals at the federal, state, and local levels. The NHPA authorized the expansion and maintenance of the National Register of Historic Places (NRHP), established the position of State Historic Preservation Officer (SHPO), provided for the designation of State Review Boards, set up a mechanism to certify local governments to carry out the purposes of the NHPA, assist Native American tribes in preserving their cultural heritage, and created the Advisory Council on Historic Preservation (ACHP).

NHPA establishes the nation’s policy for historic preservation and sets in place a program for the preservation of historic properties by requiring federal agencies to consider effects to significant cultural resources (i.e., historic properties) prior to undertakings.

National Register of Historic Places

The NRHP was established by the NHPA of 1966 as “an authoritative guide to be used by federal, state, and local governments, private groups, and citizens to identify the Nation’s cultural resources and to indicate what properties should be considered for protection from destruction or impairment.” The NRHP recognizes properties that are significant at the national, state, and local levels. To be eligible for listing in the NRHP, a resource must be significant in American history, architecture, archaeology, engineering, or culture. Districts, sites, buildings, structures, and objects of potential significance must also possess integrity of location, design, setting, materials, workmanship, feeling, or association. A property is eligible for the NRHP if it is significant under one or more of the following criteria:

- Criterion A: It is associated with events that have made a significant contribution to the broad patterns of our history.
- Criterion B: It is associated with the lives of persons who are significant in our past.
- Criterion C: It embodies the distinctive characteristics of a type, period, or method of construction; represents the work of a master; possesses high artistic values; or represents a significant and distinguishable entity whose components may lack individual distinction.
- Criterion D: It has yielded, or may be likely to yield, information important in prehistory or history.

In general, a resource must be at least 50 years of age to be considered for the NRHP, unless it satisfies a standard of exceptional importance.

Native American Graves Protection and Repatriation Act (NAGPRA) of 1990

The NAGPRA of 1990 sets provisions for the intentional removal and inadvertent discovery of human remains and other cultural items from federal and tribal lands. It clarifies the ownership of human remains and sets forth a process for repatriation of human remains and associated funerary objects and sacred religious objects to the Native American groups claiming to be lineal descendants or culturally affiliated with the remains or objects. It requires any federally funded institution housing Native American remains or artifacts to compile an inventory of all cultural items within the museum or with its agency and to provide a summary to any Native American tribe claiming affiliation.

State

California Environmental Quality Act (CEQA)

CEQA provides criteria to evaluate whether a building, structure, object, or site is significant. Under CEQA Guideline §15064.5(a), historic resources include the following:

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- A. A resource listed in, or determined to be eligible by the State Historical Resources Commission, for listing in the California Register of Historical Resources (Pub. Res. Code §5024.1, Title 14 CCR, Section 4850 et seq.)
- B. A resource included in a local register of historical resources, as defined in §5020.1(K) of the Public Resources Code or identified as significant in an historical resource survey meeting the requirements of §5024.1 (g) of the Public Resources Code, shall be presumed to be historically or culturally significant. Public agencies must treat any such resource as significant unless the preponderance of evidence demonstrates that it is not historically or culturally significant.
- C. Any object, building, structure, site, area, place, record, or manuscript which a lead agency determines to be historically significant or significant in the architectural, engineering, scientific, economic, agricultural, educational, social, political, military, or cultural annals of California may be considered to be an historical resource, providing the lead agency's determination is supported by substantial evidence in light of the whole record. Generally, a resource shall be considered by the lead agency to be "historically significant" if the resource meets the criteria for listing on the California Register of Historic Resources (Pub. Res. Code §5024.1, Title 14 CCR, Section 4852).
- D. The fact that a resource is not listed in, or determined to be eligible for listing in the California Register of Historical Resources, not included in a local register of historical resources (pursuant to §5020.1(k) of the Public Resources Code), or identified in an historical resources survey (meeting the criteria in §5024.1(g) of the Public Resources Code) does not preclude a lead agency from determining that the resource may be a historical resource as defined in Public Resources Code §5020.1(j) or 5024.1. In accordance with CEQA, properties designated or eligible at all levels are deserving of protection by a lead agency when any undertaking proposes to demolish or alter any such property.

CEQA applies to archaeological resources when (1) the archaeological resource satisfies the definition of a historical resource or (2) the archaeological resource satisfies the definition of a "unique archaeological resource." A unique archaeological resource is an archaeological artifact, object, or site that has a high probability of meeting any of the following criteria:

- The archaeological resource contains information needed to answer important scientific research questions and there is a demonstrable public interest in that information.
- The archaeological resource has a special and particular quality such as being the oldest of its type or the best available example of its type.
- The archaeological resource is directly associated with a scientifically recognized important prehistoric or historic event or person.

California Register of Historical Resources

Created in 1992 and implemented in 1998, the California Register of Historical Resources (CRHR) is “an authoritative guide in California to be used by state and local agencies, private groups, and citizens to identify the state’s historical resources and to indicate properties that are to be protected, to the extent prudent and feasible, from substantial adverse change (CA Public Resources Code).” Certain properties, including those listed in or formally determined eligible for listing in the NRHP and California Historical Landmarks (CHLs) numbered 770 and higher, are automatically included in the CRHR. California Points of Historical Interest which have been reviewed by the Office of Historic Preservation and recommended for listing by the State Historical Resources Commission are also included in the CRHR. Other properties identified as significant in historic resources surveys or designated by local landmarks programs may be nominated for inclusion in the CRHR. A resource, either an individual property or a contributor to a historic district, may be listed in the CRHR if the State Historical Resources Commission determines that it meets one or more of the following criteria, which are modeled on NRHP criteria (Public Resources Code §5024.1, Title 14 CCR, Section 4852):

- Criterion 1: It is associated with events that have made a significant contribution to the broad patterns of California’s history and cultural heritage.
- Criterion 2: It is associated with the lives of persons important in our past.
- Criterion 3: It embodies the distinctive characteristics of a type, period, region, or method of construction; represents the work of an important creative individual; or possesses high artistic values.
- Criterion 4: It has yielded, or may be likely to yield, information important in history or prehistory.

Resources nominated to the CRHR must retain enough of their historic character or appearance to be recognizable as historic resources and to convey the reasons for their significance. It is possible that a resource whose integrity does not satisfy NRHP criteria may still be eligible for listing in the CRHR. A resource that has lost its historic character or appearance may still have sufficient integrity for the CRHR if, under Criterion 4, it maintains the potential to yield significant scientific or historical information or specific data. Resources that have achieved significance within the past 50 years also may be eligible for inclusion in the CRHR, provided that enough time has lapsed to obtain a scholarly perspective on the events or individuals associated with the resource.

California Historical Landmarks (CHLs)

CHLs are buildings, structures, sites, or places that have anthropological, cultural, military, political, architectural, economic, scientific or technical, religious, experimental, or other value and that have been determined to have statewide historical significance by meeting at least one of the criteria listed below. The resource must also be approved for designation by the County

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Board of Supervisors or the City or Town Council in whose jurisdiction it is located, be recommended by the State Historical Resources Commission, or be officially designated by the Director of California State Parks. The specific standards in use now were first applied in the designation of CHL No. 770. CHLs No. 770 and above are automatically listed in the CRHR.

To be eligible for designation as a Landmark, a resource must meet at least one of the following criteria:

- The first, last, only, or most significant of its type in the state or within a large geographic region (Northern, Central, or Southern California); or
- Associated with an individual or group having a profound influence on the history of California.
- A prototype of, or an outstanding example of, a period, style, architectural movement or construction or one of the more notable works or the best surviving work in a region of a pioneer architect, designer, or master builder.

California Points of Historical Interest

California Points of Historical Interest are sites, buildings, features, or events that are of local (city or county) significance and have anthropological, cultural, military, political, architectural, economic, scientific or technical, religious, experimental, or other value. Points of Historical Interest (Point or Points) designated after December 1997 and recommended by the State Historical Resources Commission are also listed in the CRHR. No historic resource may be designated as both a Landmark and a Point. If a Point is later granted status as a Landmark, the Point designation will be retired. In practice, the Point designation program is most often used in localities that do not have a locally enacted cultural heritage or preservation ordinance.

To be eligible for designation as a Point, a resource must meet at least one of the following criteria, which are modeled after CHLs:

- The first, last, only, or most significant of its type within the local geographic region (city or county).
- Associated with an individual or group having a profound influence on the history of the local area.
- A prototype of, or an outstanding example of, a period, style, architectural movement or construction or one of the more notable works or the best surviving work in the local region of a pioneer architect, designer, or master builder.

California Native American Historical, Cultural, and Sacred Sites Act

The California Native American Historical, Cultural, and Sacred Sites Act applies to both state and private lands. The act requires that upon discovery of human remains, construction or excavation activity must cease and the county coroner be notified.

Native American Heritage Commission, Public Resources Code Sections 5097.9–5097.991

Section 5097.91 of the Public Resources Code (PRC) established the Native American Heritage Commission (NAHC), whose duties include the inventory of places of religious or social significance to Native Americans and the identification of known graves and cemeteries of Native Americans on private lands. Under Section 5097.9 of the PRC, a state policy of noninterference with the free expression or exercise of Native American religion was articulated along with a prohibition of severe or irreparable damage to Native American sanctified cemeteries, places of worship, religious or ceremonial sites or sacred shrines located on public property. Section 5097.98 of the PRC specifies that in the event of human remains discovery, no further disturbance is allowed until the county coroner has made the necessary findings regarding the origin and disposition of the remains. If the remains are of a Native American, the county coroner must notify the NAHC. The NAHC then notifies those persons most likely to be related to the Native American remains. The code section also stipulates the procedures that the descendants may follow for treating or disposing of the remains and associated grave goods. Section 5097.5 defines as a misdemeanor the unauthorized disturbance or removal of archaeological, historic, or paleontological resources located on public lands.

California Native American Graves Protection and Repatriation Act of 2001

Codified in the California Health and Safety Code Sections 8010–8030, the California NAGPRA is consistent with the federal NAGPRA. Intended to “provide a seamless and consistent state policy to ensure that all California Indian human remains, and cultural items be treated with dignity and respect,” the California NAGPRA also encourages and provides a mechanism for the return of remains and cultural items to lineal descendants. Section 8025 established a Repatriation Oversight Commission to oversee this process. The act also provides a process for non–federally recognized tribes to file claims with agencies and museums for repatriation of human remains and cultural items.

Assembly Bill 52 (AB 52)

AB 52 specifies that a project with an effect that may cause a substantial adverse change in the significance of a tribal cultural resource, as defined, is a project that may have a significant effect on the environment. AB 52 provides for consultation between lead agencies and Native American tribal organizations during the CEQA process. It requires a lead agency to begin consultation with a California Native American tribe that is traditionally and culturally affiliated with the geographic area of the proposed project, if the tribe requested to the lead agency, in writing, to be informed by the lead agency of proposed projects in that geographic area and the tribe requests consultation, prior to determining whether a negative declaration, mitigated negative declaration, or environmental impact report is required for a project. AB 52 specifies examples of mitigation measures that may be considered to avoid or minimize impacts on tribal cultural resources. The bill makes the above provisions applicable to CEQA projects that have a notice of preparation or a notice of negative declaration filed or mitigated negative declaration on

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or after July 1, 2015. AB 52 amends Sections 5097.94 and adds Sections 21073, 21074, 2108.3.1, 21080.3.2, 21082.3, 21083.09, 21084.2, and 21084.3 to the California Public Resources Code (PRC), relating to Native Americans.

AB 52 amended CEQA to address California Native American tribal concerns regarding how cultural resources of importance to tribes are treated under CEQA. CEQA now specifies that a project that may cause a substantial adverse change in the significance of a “tribal cultural resource” [as defined in PRC 21074(a)] is a project that may have a significant effect on the environment. According to the AB 52, tribes that may have expertise in tribal history and “tribal knowledge about tribal cultural resources at issue should be included in environmental assessments for projects that may have a significant impact on those resources.”

The AB 52 process entails the following:

- The CEQA lead agency must begin consultation with a California Native American tribe that is traditionally and culturally affiliated with the geographic area of the proposed project, if the tribe requested to the lead agency, in writing, to be informed by the lead agency of proposed projects in that geographic area and the tribe requests consultation.
- A proposed Negative Declaration, Mitigated Negative Declaration (MND), or a Draft EIR cannot be released for public review before the tribe(s) has had the opportunity to request consultation.
- If the tribe(s) requests formal consultation, a MND cannot be released for public review until consultation between the tribe(s) and the lead agency is completed and mitigation measures acceptable to the tribe(s) are incorporated into the MND and the related MMRP.

The passage of AB 52 created a new category of resource called a “tribal cultural resource” (TCR). The statute clearly identifies a TCR as a separate and distinct category of resource, separate from a historical resource. PRC Section 21074 defines a “tribal cultural resource” as any of the following under its subsections (a) through (c):

(a)(1) Sites, features, places, and objects with cultural values to descendant communities or cultural landscapes that are any of the following:

- Included in the CRHR.
- Included in a local register of historical resources as defined in subdivision (k) of Section 5020.1.
- Deemed to be significant pursuant to criteria set forth in subdivision (c) of Section 5024.1.

(a)(2) Sacred places, including, but not limited to, Native American sanctified cemeteries, places of worship, religious or ceremonial sites, or sacred shrines that meet either of the following criteria:

- Listed on the California Native American Heritage Commission’s Sacred Lands File pursuant to Section 5097.94 or 5097.96 and a California Native American tribe has submitted sufficient evidence to the lead agency demonstrating that the sacred places are of special religious or cultural significance to the California Native American tribe or contain known graves and cemeteries of California Native Americans.
- Listed or determined pursuant to criteria set forth in subdivision (g) of Section 5024.1 to be eligible for listing in the CRHR.

(b) A cultural landscape that meets the criteria of subdivision (a) is a tribal cultural resource to the extent that the landscape is geographically defined in terms of the size and scope of the landscape.

(c) A historical resource described in Section 21084.1, a unique archaeological resource as defined in subdivision (g) of Section 21083.2, or a “nonunique archaeological resource” as defined in subdivision (h) of Section 21083.2 also may be a tribal cultural resource if it conforms with the criteria of subdivision (a).

California Native American Tribe: PRC Section 21074 defines a “California Native American Tribe” to mean a Native American tribe located in California that is on the contact list maintained by the Native American Heritage Commission (NAHC). This definition is broader than the concept of a “federally recognized tribe” that is typically used in implementing various federal laws, including the National Environmental Policy Act (NEPA).

Formal Tribal Consultation: Within 14 days of determining that an application for a project is complete or a decision by a public agency to undertake a project, the lead agency shall provide formal notification to the designated contact of, or a tribal representative of, traditionally and culturally affiliated California Native American tribes that have requested notice, which shall be accomplished by means of at least one written notification notice that includes a brief description of the proposed project and its location as well as the lead agency contact information, and a notification statement that the federally recognized California Native American tribe has 30 days to request consultation.

Treatment of Mitigation Measures and Alternatives: PCR Section 21080.3.2 provides that as part of the consultation process, parties could propose mitigation measures. If the California Native American tribe requests consultation to include project alternatives, mitigation measures, or significant effects, the consultation would be required to cover those topics. PRC Section 21082.3 provides that any mitigation measures agreed upon during this consultation “shall be recommended for inclusion in the environmental document and in an adopted mitigation

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monitoring program” if determined to avoid or lessen a significant impact on a tribal cultural resource.

Health and Safety Code, Sections 7050 and 7052

Health and Safety Code Section 7050.5 declares that, in the event of the discovery of human remains outside a dedicated cemetery, all ground disturbances must cease, and the county coroner must be notified. Section 7052 establishes a felony penalty for mutilating, disinterring, or otherwise disturbing human remains, except by relatives.

Penal Code, Section 622.5

Penal Code Section 622.5 provides misdemeanor penalties for injuring or destroying objects of historic or archaeological interest located on public or private lands but specifically excludes the landowner.

Regional/Local

Shasta County General Plan (2004)

In addition to a list of known heritage resources (built and archaeological) in the County, the following optional goal and policy are included in the Shasta County General Plan under Chapter 6 Resources Group.

6.10.3 Objective

HER-1 Protection of significant prehistoric and historic cultural resources.

6.10.4 Policy

HER-a Development projects in areas of known heritage value shall be designed to minimize degradation of these resources. Where conflicts are unavoidable, mitigation measures which reduce such impacts shall be implemented. Possible mitigation measures may include clustering, buffer or non-disturbance zones, and building siting requirements.

City of Redding General Plan 2045

The following goals and associated policies are included in the Redding General Plan Community Development and Design Element 2045.

Historic and Preservation: The types of cultural resources that meet the definition of historical resources generally consist of districts, sites, buildings, structures, and objects that are significant for their traditional, cultural, and/or historical associations. The City, in partnership with local organizations, has taken steps in the past to reduce the potential impact, demolition, or alteration of historically recognized architectural resources,

through the creation of a “candidate list” of potentially historic structures and a “qualified list” of historic structures, the majority of which are located Downtown and in west Redding. This section of the General Plan recognizes the importance of historic preservation and encourages rehabilitation and preservation through education and the implementation of programs that preserve and promote the inherent character of the local community.

Goal CDD8: Identify and preserve historic resources and structures that reflect Redding’s history.

Policy CDD8A - The City, in partnership with appropriate community partners and organizations, should work to encourage the preservation and rehabilitation of historically and architecturally significant districts, buildings, and structures. Utilize and advertise, as appropriate, the availability of the state Mills Act Program, which provides incentives to private property owners to preserve and maintain historic properties.

Policy CDD8B - Consider strengthening historic preservation planning by amending the Historic/Architectural Preservation Ordinance, which will lead to the identification and preservation of historically significant structures and districts and guide new development.

Policy CDD8C - As opportunities allow, collaborate with other public, private, and non-profit agencies to document architecturally and culturally significant buildings and structures, including expanding/refining the City’s Candidate List of Historic Structures and the Qualified List of Historic Structures to better understand the historic nature of these properties.

Policy CDD8D - Consult and collaborate with other public, private, and non-profit agencies, as staff and funding resources allow, to educate property owners on the importance of preservation through workshops, events, public art projects, and curated architectural heritage site tours.

Policy CDD8E – Consider utilizing designated historical buildings and cultural resources in the City and/or the placement of identifying plaques or other tools, as appropriate, to educate residents and visitors about Redding’s historic resources. *CDD8F* – Work with local organizations and property owners to create incentives to encourage the protection and preservation of historic buildings and structures to prevent, to the extent feasible, their demolition.

Policy CDD8G – Consider the development and application of a Neighborhood Conservation Overlay District or similar mechanism to protect identified historic districts and ensure that new developments share similar characteristics, to minimize adverse effects that occur through unsuitable development.

Policy CDD8H - Strive to ensure that new developments reflect the existing physical characteristics, building design, streetscape, open space requirements, and urban form that preserve and contribute to the overall character and livability of the established neighborhood.

Policy CDD8I - Encourage “adaptive reuse” of historic structures in instances where the original or existing use is proposed to be changed. Consider utilizing the provisions of the California Building Code related to historic buildings where appropriate to facilitate the conversion of use.

Goal CDD9: Preserve existing community character and fabric and promote the development of livable and cohesive neighborhoods and districts.

Policy CDD9A - Require new residential, office, and commercial development to reflect enduring, interesting, and attractive designs, and to provide community amenities, as appropriate.

Policy CDD9B - Consider adopting development guidelines that address, among other things:

- Ensuring that buildings are designed to be attractive assets to the neighborhood and City and exhibit attributes of quality and permanence, minimize the use of blank, unarticulated walls, and include interesting architectural features and details.
- Pedestrian oriented designs and amenities are provided that include, among other items, appropriate scale lighting, benches, landscape, and shade trees.
- Incorporates Crime Prevention through Environmental Design (CPTED) principles, as appropriate.

Additional goals and policies relating to cultural resources, including archaeological resources, are included under the Natural Resources Element 2045:

Archaeological, Historic, and Cultural Resources: Due to the presence of the Sacramento River and its numerous tributary creeks, the Redding Planning Area has a relatively high potential for cultural resources. The river, creeks, and old river terraces are prime locations for cultural resource sites, both prehistoric and historic. The records kept at the Northeast Information Center of the California Historical Resources Information System at California State University, Chico, indicate that over 170 prehistoric (pre-European) sites have been located and documented within the Planning Area. Two archaeological sites have been listed on the National Register of Historic Places. Many more sites are likely to exist and could be susceptible to inadvertent destruction during construction and development activities if precautions are not undertaken.

Redding has numerous historic structures dating back to the late Victorian period in addition to architectural examples from the 1920s to the 1940s, including Art Deco and Works Progress Administration (WPA)-period buildings. Five of the City’s historic structures (Old City Hall— 1313 Market Street; Pine Street School—1135 Pine Street; the Frisbee House—1246 East Street; the Lorenz Hotel—1590 California Street, and the Cascade Theatre — 1725 Market Street) have been listed on the National Register of Historic Places as of September 2023. However, many more of the City’s historic structures would likely qualify for nomination to the National Register, or other state and local registers, either as individual structures or as historic districts.

Goal NR9: Protect and enhance historically and culturally significant resources within the Planning Area.

Policy NR9A – Strive to ensure the protection of prehistoric, cultural, and archaeological resources during the development process. Consult with local Wintu tribes as appropriate to help identify and preserve cultural resources during the development review process.

Policy NR9B – Require that any human remains discovered during implementation of public and private projects within the City be treated with respect and dignity and fully comply with the California Native American Graves Protection and Repatriation Act and other appropriate laws.

Policy NR9C – Continue to consult and require record searches for discretionary projects with the Northeast Center of the California Historical Resources Information System (CHRIS) located at the CSU Chico. Consult with and distribute environmental review documents to the Native American Heritage Commission through the State Clearinghouse.

Policy NR9D – Encourage partnerships to identify, preserve, protect, and/or restore historic buildings, structures, landmarks, and important cultural resources.

Policy NR9E – Maintain and update as necessary the City’s Historic Preservation Ordinance and the historic resources inventory; consider seeking grants and assistance from community organizations to assist and facilitate this effort.

Policy NR9F – Consider seeking the City’s recognition by the State Historic Preservation Office as a Certified Local Government as a means to obtain grant funding sources available to Certified Local Governments to develop, establish and maintain a more robust historical resources inventory and program.

Policy NR9G – Seek opportunities to work with the local Wintu tribes to facilitate the use of “traditional ecological knowledge” for land management and restoration as appropriate.

Policy NR9H – Explore appropriate opportunities to support tribe access to and co-management of open space lands under City ownership or control, including acquisition of designated surplus open space lands for natural resource protection purposes.

Policy NR9I – Explore opportunities, as appropriate and reasonably practical, for the consultation, review, and opportunity to provide comments for development applications and potential policy changes that may impact cultural resources.

4.3.3 Thresholds of Significance

Per the CEQA Guidelines, implementation of the proposed project would have a significant impact related to historic, cultural, or tribal cultural resources if it would:

- a) Cause a substantial adverse change in the significance of a historic resource as defined by CEQA Guidelines Section 15064.5.
- b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to CEQA Guidelines section 15064.5.
- c) Disturb any human remains, including those interred outside of dedicated cemeteries?
- d) Cause a substantial adverse change in the significance of a tribal cultural resources, 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:
 - 1. 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
 - 2. A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1? In applying the criteria set forth in subdivision (c) of Public Resources Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American Tribe

4.3.4 Impacts and Mitigation Measures

This section describes potential impacts related to cultural and tribal cultural resources which could result from the implementation of the proposed project and recommends mitigation measures as needed to reduce significant impacts.

Impact CUL-1: The demolition of the California and National Register-eligible Old County Courthouse and Jail would result in a significant and unavoidable impact to cultural resources. (Significant Unavoidable Impact)

The proposed project would demolish three structures within Courthouse Square: the Old Shasta Courthouse built in 1957, the Courthouse Annex built in 1965, and the old County Jail built in 1939. A records search in the California Historical Resources Information System (CHRIS) at the Northeast Information Center, Chico State University in September of 2025 did not return evidence of any recorded historical resources at the project site. Recorded and/or reported resources found within 0.25 miles of the project are limited to three recorded buildings.

Similarly, searches in state and national databases did not return any results for already designated or listed buildings, structures, sites, objects, or districts at the project site. However, The Historic Resource Evaluation (HRE, in Appendix E) for the Old Shasta County Courthouse, prepared for Shasta County Public Works in December of 2025, determined that the old County Jail and the Old Shasta Courthouse are eligible as individual resources for listing in the CRHR and the NRHP.

The old County Jail is eligible under criterion A/1 as representative of the effects of the Shasta Dam Project on the social and legal infrastructure of Redding, with a period of significance of 1939-1945. The Jail building is also eligible under criterion C/3 as an embodiment of the local PWA/WPA Moderne architectural style, with a period of significance of 1939. The Old Shasta County Courthouse is eligible for listing under criterion C/3 as an embodiment of the second-period International Style that underpins the Mid-Century Modern and Corporate International Styles of postwar Modernism. Its period of significance is 1956, the year it was constructed.

Based on this analysis, both the jail and the courthouse are considered historical resources under CEQA, and their demolition under the proposed project would result in a loss of historic integrity and eligibility for listing on state and national registers. As such, the demolition of the Old Shasta Courthouse and Jail would result in significant and unavoidable project impacts to historical resources.

Mitigation Measure CUL-1: Historic American Buildings Survey Documentation.

The Historic American Buildings Survey (HABS) is the nation's first federal preservation program, begun in 1933. Creation of the program was motivated primarily by the perceived need to mitigate the negative effects of rapidly vanishing architectural resources upon our built environment, history, and culture. The program is administered by the Heritage Documentation Programs (HDP) at the National Park Service in Washington, D.C. As authorized under the National Historic Preservation Act, HDP develops and maintains the *Secretary of the Interior's Standards and Guidelines for Architectural and Engineering Documentation* and program-level documentation guidelines to ensure that all documentation in the HABS Collection meets uniform requirements for quality, content, and archival stability. Documentation is archived at the Library of Congress and is available to the public without restriction.

The project sponsor shall prepare HABS documentation of the buildings on the project site to level 1 (Old Shasta County Courthouse and Jail) and level 2 (Courthouse Annex) standards based on the significance of the resource. The objective of the documentation shall be to record the extant character-defining features that qualify the buildings for listing in the CRHR and the NRHP.

The documentation shall consist of the following:

Written HABS Narrative Report: A written historical narrative, using the outline format provided by HDP, shall be prepared in accordance with the HABS Historical Report Guidelines.

HABS-level photographs: HALS standard large-format photography shall be used to document all three buildings at Courthouse Square, and all photography shall be conducted according to the current National Park Service HABS standards. The photography will document the exterior and interior of each building with a focus on the Old County Courthouse and Jail, resulting in no more than 80 photographs in total. The set shall include distant/elevated views to capture the extent and context of the resources. All views shall be referenced on a key map of the property, including each photograph number with an arrow to indicate the direction of the view.

Measured Drawings: A set of measured drawings shall be prepared to document the overall design, dimensions, materials, and location of character-defining features of the project site. The set will include measured drawings of the Old Shasta County Courthouse and Jail and original drawings of the Courthouse Annex.

The project sponsor shall retain a professional team who meets the Secretary of the Interior's Qualification Standards for Historical Architect and/or Architectural History and a photographer who has demonstrated experience in HABS photography to prepare documentation of the existing conditions at the project site.

The draft HABS documentation package for the project site, including digital photographs only, shall be reviewed and approved by the National Park Service's Heritage Documentation staff prior to issuance of a demolition permit for the proposed project. The HDP staff will provide a HABS number upon approval of the draft package. The final revised package shall be submitted to HDP to be archived at the Library of Congress. Digital copies (PDF format unless otherwise requested) of the final documentation package shall be offered to: the Shasta County Public Works Department; the CHRIS at the Northeast Information Center, Chico State University; the Shasta County Courthouse Museum at the Shasta State Historic Park; the Eaton House Museum in Redding, CA; and the Shasta Historical Society.

Implementation of this mitigation measure does not reduce the impact to a less than significant level because it would still result in a substantial adverse change in the significance of a historical resource. Therefore, even with the implementation of Mitigation Measure CUL-1, Impact CUL-1 remains significant and unavoidable.

Impact CUL-2: Ground-disturbing activities associated with building demolition and future development within the project site could directly or indirectly damage buried and unknown unique archaeological resources. (Less Than Significant With Mitigation Incorporated)

An Archaeological Resources Assessment Report was prepared by Basin (February 2026) to evaluate the potential for buried archaeological resources at the project site. The report findings are summarized below.

Records Search

Impacts and mitigation measures for archaeological resources are based, in part, on a records and literature search for a 0.25-mile radius of the project area. The records search was completed in September 2025, at the California Historical Resources Information System (CHRIS), Northeast Information Center (NEIC), Chico State University (CHRIS/NEIC File # NE25-376 by Piercy). Reference material available on the web, the Bancroft Library at the University of California, Berkeley, and Basin was also consulted. Sources included:

- California History Plan (CAL/OHP 1973).
- California Inventory of Historic Resources (CAL/OHP 1976).
- Five Views: An Ethnic Sites Survey for California (CAL/OHP 1988).
- National Register of Historic Places (NRHP) listings in Shasta County (USNPS 2025-c).
- Built Environment Resources Directory (BERD) for Shasta County (CAL/OHP 2025a.
 1. California Historical Resources for Shasta County with the most recent updates of the National Register of Historic Places, California Historical Landmarks, and California Points of Historical Interest, as well as other evaluations of properties reviewed by the State of California Office of Historic Preservation (CAL/OHP 2025b).
 2. Archaeological Determinations of Eligibility for Shasta County [ADOE] (CAL/OHP 2025c); and.

3. Other relevant sources.³

One cultural resources study on file with the CHRIS/NEIC is within or adjacent to the project site. In addition, 12 additional studies are on file within 0.25 miles of the project site. All are negative for archaeological resources within or adjacent to the project site.

No recorded archaeological sites and/or reported resources are recorded within the project site. Recorded and/or reported resources within 0.25 miles of the project are limited to three recorded buildings.

Field Surface Review

Christopher Canzonieri (MA, RPA), completed an archaeological field review of the project site on September 24, 2025. The property is in good to poor condition, featuring a variety of introduced and native landscaping elements, including trees (such as redwood and palm trees), shrubs, rose bushes, and manicured lawns. There are numerous pedestrian paths (sidewalks) throughout the area. All accessible exposed areas with soil exposures were inspected. Overall, visibility was generally poor, with less than 10 percent of the project site's surface observable due to introduced landscaping and introduced hardscape (i.e., parking area, sidewalks, etc.).

A stacked stone wall (sandstone with mortar joints) runs the length of the project site along Court Street, adjacent to the sidewalk (east side). The north, south, and west areas consist of parking and loading areas with a moderate landscaping cover. Minimal sediment was exposed; the few areas along the south side are a brown loam. No precontact or historic cultural materials were observed during the field surface review.

Summary

Archival research has determined that no significant archaeological sites have been recorded within the project site. The project block has been occupied by a Shasta County Courthouse, jail and other county related buildings and associated landscaping, subsurface infrastructure and parking since the late 1880s with subsequent demolition and redevelopment over the past 120 years. A limited field review identified no indications of surface or subsurface resources.

The analysis of the available archival data indicates a low archaeological sensitivity for the project site due to: (1) prior historic subsurface excavation for the former Courthouse(s) and buildings including subsurface foundation installation and basements; (2) the installation of

³ The Sanborn Fire Insurance Map series, available through the Library of Congress Geography and Map Division, was consulted in regard to historic buildings and structures within the project area. The Shasta County Historical Society website (<https://shastahistorical.org>) was reviewed for information, maps, and photographs. No other agencies, departments, or local historical societies were contacted regarding landmarks, potential historic sites, or structures due to the negative results from the CHRIS/NEIC archive search of the project area, available information in the General Plan, and web resources.

related buildings/structures and infrastructure (water, sewage, communications, etc.) over the past 100 years; and, (3) lack of reported and/or recorded pre- and post-contact archaeological sites within or adjacent to the project site or within a 0.25 mile radius.

In addition, no pre- and post-contact archaeological resources have been reported during ongoing development and infrastructure maintenance of the general area over the past 50+ years including the construction of the new Superior Courthouse (located at 1515 Court Street to the immediate east of the old Superior Courthouse). It is possible that isolated finds may be present within the project block and could be exposed during demolition and future construction, but it is unlikely that these finds would be considered historic properties or unique archaeological resources under CEQA.

Despite no significant findings from archival research and low archaeological sensitivity for the project site, there is still opportunity for uncovering unknown subsurface archaeological resources. Such resources may have important research values and therefore, could be potential unique archaeological resources under CEQA (Guidelines 21083.2). Ground-disturbing construction activities have the highest potential to directly impact archaeological resources in the project area by disturbing both surface and subsurface soils. Subsurface and surface disturbance in areas not previously affected by past construction could result in the loss of integrity of cultural deposits and loss of information.

The implementation of the below-stated mitigation measures would reduce potential adverse impacts on cultural and tribal resources resulting from the proposed project to less than significant.

Mitigation Measure CUL-2a: Stop Work Order in Case of Accidental Discovery.

Should any archaeological materials ⁴ be exposed during ground disturbing activities, all such activities shall stop within a 50 foot radius of the discovery, and a qualified archaeologist shall be retained to identify the find, evaluate its significance under CEQA

⁴ Significant pre-contact cultural materials may include: (a.) Human bone - either isolated or intact burials; (b.) Habitation (occupation or ceremonial structures as interpreted from rock rings/features, distinct ground depressions, differences in compaction (e.g., house floors); (c.) Artifacts including chipped stone objects such as projectile points and bifaces; groundstone artifacts such as manos, metates, mortars, pestles, grinding stones, pitted hammerstones; and, shell and bone artifacts including ornaments and beads; (d.) Various features and samples including hearths (fire-cracked rock; baked and vitrified clay), artifact caches, faunal and shellfish remains (which permit dietary reconstruction), distinctive changes in soil stratigraphy indicative of prehistoric activities; (e.) Isolated artifacts: Other significant cultural materials may include finds from the late 19th through early 20th centuries; Objects and features associated with the Historic Period can include; (f.) Structural remains or portions of foundations (bricks, cobbles/boulders, stacked field stone, postholes, etc.); (g.) Trash pits, privies, wells and associated artifacts; (h.) Isolated artifacts or isolated clusters of manufactured artifacts (e.g., glass bottles, metal cans, manufactured wood items, etc.); (i.) Human remains.

In addition, cultural materials including both artifacts and structures that can be attributed to Hispanic, Asian and other ethnic or racial groups are potentially significant. Such features or clusters of artifacts and samples include remains of structures, trash pits, and privies.

and develop appropriate mitigation measures to mitigate to a less-than-significant effect including the development and presentation of *Worker Awareness Training* for cultural resources for construction personnel.

Mitigation Measure CUL-2b: Mitigation Strategies in Case of Accidental Discovery.

Preservation in place shall be the preferred manner of treatment for archaeological resources (see Impact TRIBCUL-1 for discussion of tribal cultural resources). If preservation in place is not feasible, treatment may include implementation of archaeological data recovery excavation to remove the resource along the subsequent laboratory processing and analysis. If removal is required, any archaeological material that is not Native American in origin shall be curated at a public or non-profit institution with a research interest in the materials, if such an institution agrees to accept the material. If no institution accepts the archaeological material, they shall be maintained in the County offices or offered to a local school or historical society in the area for educational purposes.

Implementation of Mitigation Measures CUL-2a and CUL-2 would reduce Impact CUL-2 to a less than significant level.

Impact CUL-3: Ground-disturbing activities associated with development within the project site could disturb human remains, including those interred outside of formal cemeteries. (Less Than Significant with Mitigation Incorporated)

Archival research and outreach to Native American tribes have determined that no known human remains have been reported within the project area or within 0.25 miles. However, human remains, including Native American ancestral human remains, have reportedly been exposed within and adjacent to the Redding Cemetery (Redding Memorial Park) approximately 0.7 miles northeast of the project site.

Although unlikely, future development has a possibility of disturbing human remains. Implementation of Mitigation Measure CUL-3 in compliance with California Health and Safety Code Section 7050.5 and Section 5097.98 of the Public Resources Code (as amended by Assembly Bill 2641) would reduce impacts to human remains to a less than significant level.

Mitigation Measure CUL-3: Stop Work Order and Coroner Notification in Case of Accidental Discovery. If human remains and associated or unassociated funerary objects are exposed, work within 50 feet of the discovery will be halted and the remains will be protected in compliance with applicable state law.

This shall include immediate notification of the Coroner of Shasta County. If the Coroner determines that the human remains are Native American, the State of California NAHC is to be notified and shall appoint a Most Likely Descendant (MLD) (Public Resources Code §5097.98).

The project proponent and MLD, with assistance from archaeologists where appropriate, shall make all reasonable efforts to develop an agreement for the treatment of human remains and associated or unassociated funerary objects with appropriate dignity (CEQA Guidelines §15064.5(d)). The agreement shall take into consideration the appropriate excavation, removal, recordation, analysis, custodianship, curation, and final disposition of the human remains and associated or unassociated funerary objects.

The agreement shall be implemented and any findings shall be submitted in a professional report to the project applicant, the MLD, the CHRIS/NEIC, and the NAHC.

Impact TRIBCUL-1: Ground-disturbing activities associated with building demolition and future development within the Project site could directly or indirectly damage buried and unknown tribal cultural resources (Less than Significant with Mitigation Incorporated).

The records search conducted in September at NEIC did not return any Tribal Cultural Resources (TCRs) results that are listed in the CRHR. A request for a Sacred Lands File (SLF) search was submitted to the NAHC in August of 2025 by Colin Busby of Basin, and a response was received on August 25, 2025. The result of the SLF search was “positive”, which means the project site lies within identified sacred lands. The response from NAHC also included a request to contact the Redding Rancheria for more information, along with a list of six tribes (including two that are federally recognized) whose ancestral lands overlap with the project vicinity.

No California Native American tribes have formally requested consultation with the County pursuant to PRC section 21080.3.1 (AB 52). The Shasta County Public Works Department initiated outreach with tribes who have consulted with the County in the past to identify any known TCRs within or adjacent to the project site. Certified letters were sent November 6, 2025, to: (1) Paskenta Band of Nomlaki Indians; (2) Pit River Tribe; and, (3) Wintu Tribe of Northern California & Toyon-Wintu Center. The letter included information regarding the project, and a request to be contacted with any additional information or cultural concerns relating to the project. At the request of the Paskenta Tribe (Jacinthe Messier, Tribal Historic Preservation Officer (THPO), Paskenta Band of Nomlaki Indians), Shawn Ankeny, Principal Engineer, Shasta County Department of Public Works, ⁵ attended an on-site meeting on January 09, 2026. This meeting was also attended by Dakota Jeff, Cultural Administrator for Redding Rancheria. ⁶ The meeting consisted of a site walk-through and general questions/discussions about the project and the project timing. No further requests for consultation have been received from the Paskenta Band or the Redding Rancheria. Based on the list of contacts provided by NAHC, the County also sent four letters in February, 2026, via email with project notifications and invitations to

⁵ Due to a last-minute conflict, Mr. Don Renz was unable to attend the meeting and therefore Shawn Ankeny attended in lieu.

⁶ A formal request for project consultation from Redding Rancheria was never received by the Shasta County Department of Public Works. Dakota Jeff was invited to the on-site meeting by Jacinthe Messier, Tribal Historic Preservation Officer (THPO), Paskenta Band of Nomlaki Indians.

consult to: (4) the Nor-Rel-Muck Wintu Nation; (5) Round Valley Reservation/Covelo Indian Community; (6) Shasta Nation; and the (7) Winnemem Wintu Tribe. To date, one response from the Nor-Rel-Muck Wintu Nation has been received, stating that they defer to the Redding Rancheria.

Despite receiving no information about known TCRs from affiliated tribes, the positive SLF search assigns a level of sensitivity to the site. Demolition associated with the proposed project may result in direct or indirect impacts to pre-contact and other subsurface TCRs. Ground-disturbing activities, such as grading and excavation, may result in accidental destruction or disturbance of buried or undocumented TCRs. Implementation of Mitigation Measures TRIBCUL-1a and TRIBCUL-1b would reduce impacts to tribal cultural resources to a less than significant level.

Mitigation Measure TRIBCUL-1a: Stop Work Order in Case of Accidental Discovery. Should any tribal cultural materials ⁷ be exposed during ground disturbing activities, construction activities should cease in the project site until the find can be assessed. All tribal cultural resources unearthed by project construction activities shall be evaluated by the tribal monitor/consultant, and a qualified archaeologist if requested by the tribe(s). If the resources are confirmed to be Native American in origin, the affiliated tribe(s) shall coordinate with the County regarding treatment and curation of these resources. Work may continue on other parts of the project while evaluation takes place. It may be pertinent to develop and present a *Worker Awareness Training* for tribal cultural resources for demolition and construction personnel.

Mitigation Measure TRIBCUL-1b: Mitigation Strategies in Case of Accidental Discovery.

If a tribal cultural resource is identified, including archaeological resources that are Native American in origin, the significance of the TCR and its preferred treatment shall be determined by the affiliated tribe(s) in consultation with the County.

⁷ Significant tribal cultural materials may include, but are not limited to: (a.) Human bone - either isolated or intact burials; (b.) Habitation (occupation or ceremonial structures as interpreted from rock rings/features, distinct ground depressions, differences in compaction (e.g., house floors); (c.) Artifacts including chipped stone objects such as projectile points and bifaces; groundstone artifacts such as manos, metates, mortars, pestles, grinding stones, pitted hammerstones; and, shell and bone artifacts including ornaments and beads; (d.) Various features and samples including hearths (fire-cracked rock; baked and vitrified clay), artifact caches, faunal and shellfish remains (which permit dietary reconstruction), distinctive changes in soil stratigraphy indicative of prehistoric activities; (e.) Isolated artifacts; (f.) Structural remains or portions of foundations (bricks, cobbles/boulders, stacked field stone, postholes, etc.); (g.) Trash pits, privies, wells and associated artifacts; (h.) Isolated artifacts or isolated clusters of manufactured artifacts (e.g., glass bottles, metal cans, manufactured wood items, etc.); (i.) Human remains. Ultimately, the significance of a tribal cultural resource is defined by the affiliated tribe.

4.3.5 References

Please see two associated technical reports for citations and a full research bibliography. Reports were prepared by MIG and Basin: a Historic Resources Evaluation prepared by MIG, December 2025 [Appendix E], and an Archaeological Resources Assessment Report prepared by Basin, January 2026 [Appendix E: Confidential – held on file at the County].

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4.4 HAZARDS AND HAZARDOUS MATERIALS

This section describes the existing hazards and hazardous materials within the project area. It includes a description of the regulatory framework and analyzes impacts that could result from the implementation of the proposed project. The discussion in this section is based on a Phase I Environmental Site Assessment (ESA) prepared for the project site and its adjoining properties by Ninyo and Moore, dated September 8, 2025, and a Comprehensive Hazardous Materials Survey prepared for the project by ACC Environmental Consultants, dated November 14, 2024. Copies of these reports are included as Appendix B.

4.4.1 Environmental Setting

A “hazardous material” is defined by the California Health and Safety Code Section 25501 as “any material that, because of its quantity, concentration, or physical or chemical characteristics, poses a significant present or potential hazard to human health and safety or to the environment if released into the workplace or the environment.” Products as diverse as gasoline, paint solvents, film solvents, household cleaning products, refrigerants and radioactive substances are categorized as hazardous materials. What remains of hazardous material after use, or processing, is considered to be hazardous waste.

Phase I ESA

A Phase I ESA was prepared to identify recognized environmental conditions (RECs) at the project site and adjacent properties that could affect the project. RECs refer to: 1) the presence of hazardous substances or petroleum products in, on, or at the subject property due to a release to the environment; 2) the likely presence of hazardous substances or petroleum products in, on, or at the subject property due to a release or likely release to the environment; or 3) the presence of hazardous substances or petroleum products in, on, or at the subject property under conditions that pose a material threat of a future release to the environment under conditions that pose a material threat of a future release to the environment." Identification of RECs fall into three categories: an existing REC (as defined above), a Historical REC (HREC), or a Controlled REC (CREC), as defined below.

A HREC is defined as "a previous release of hazardous substances or petroleum products affecting the subject property that has been addressed to the satisfaction of the applicable regulatory authority or authorities and meeting unrestricted use criteria established by the applicable regulatory authority or authorities without subjecting the subject property to any controls (for example, activity and use limitations or other property use limitations). A HREC is not a recognized environmental condition."

A CREC is defined as a "recognized environmental condition affecting the subject property that has been addressed to the satisfaction of the applicable regulatory authority or authorities with hazardous substances or petroleum products allowed to remain in place subject to

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implementation of required controls (for example, activity and use limitations or other property use limitations).”

A Business Environmental Risk (BER) is defined as a "risk which can have a material environmental or environmentally-driven impact on the business associated with the current or planned use of commercial real estate, not necessarily related to those environmental issues required to be investigated in this practice." BERs include risks to the subject property that are outside the scope of the ASTM standard. BERs are not considered RECs.

The following reviews and analyses were conducted as part of the Phase I ESA for the project site and adjoining properties:

- Site reconnaissance
- Review of environmental record sources including federal, state, local, and tribal regulatory agency databases
- Review of standard historical resources, including aerial photographs, historical fire insurance rate maps, and city directories, as available
- Interviews with present owners, operators, and/or occupants, or a designated representative, of the Site, as well as other knowledgeable parties as appropriate.
- Preliminary vapor encroachment screening assessment

The results of these reviews and analyses are summarized below.

Site Reconnaissance

A site reconnaissance study for the project site and adjoining properties was performed on August 28, 2025, to visually and/or physically observe the interior and exterior of structures and other features on the site, as well as observe visible exterior features of adjoining properties. The off-site properties/facilities were evaluated for their potential to impact soil, soil vapor, and/or groundwater at the site. These properties, which were interpreted to represent a potential environmental concern to the site based on their proximity to the site, the nature of the database(s) on which they are listed, and/or their location in relation to the project site with respect to topography or expected groundwater flow direction (southeasterly), are listed in the Phase I ESA in Appendix B. Ninyo & Moore staff observed areas of possible contaminated surface soil or surface water, improperly stored hazardous materials, and possible risks of contamination from activities at the site and adjoining properties. Key observations on the site included hazardous substances, standing water/pool/sumps, transformers/potentially PCB-containing materials, and elevators. No signs of leaks or spills were observed and the materials and equipment observed onsite posed no significant concern.

Records Review

Environmental Data Resources, Inc. (EDR) performed a computerized environmental information database search for the site and site vicinity on August 25, 2025 that included searches of federal, state, tribal, and local databases. The purpose of the database search was to determine if the site or adjoining properties were listed on one or more of the standard government environmental records resources, and if so, review agency records to determine if a REC, HREC, CREC, or de minimis condition exists at the site.

Results of the database search for the project site and adjoining properties are summarized below.

Project Site

The project site is listed in the Hazardous Waste Tracking System (HWTS) database for having tracked hazardous waste on the property from 1984 to 2017; on the HAZNET database for transferring, storing, and disposing several tons of asbestos containing waste, polychlorinated biphenyls (PCBs) and material containing PCBs, other inorganic solid waste, laboratory waste chemicals, from 1984 to 2017; on the Certified Unified Program Agency (CUPA) database for having a Hazardous Material Business Plan; on the Historical Underground Storage Tanks (HIST UST) database for having a diesel underground storage tank on the property; on the California Hazardous Material Incident Reporting System (CHMIRS) database for an unknown white powder found in the mail in 2008; on the Resource Conservation and Recovery Act (RCRA) NonGen / NLR, FINDS, and EMANIFEST databases for handling but not generating hazardous waste in 2022 and 2024; on the California Environmental Reporting System (CERS), FINDS, and ECHO databases for several administrative violations of the California Health and Safety Code from 2016 to 2025; and on the EMI, FINDS, and ECHO databases for emitting several tons of organic hydrocarbon gases, reactive organic gases, carbon monoxide, nitrous oxide, Sulphur oxide, and particulate matter from 2018 to 2023.

Adjoining properties

West of the project site are the Moore and Bogener Law Firm, located at 1600 West Street, and the Eaton House Museum, located at 1520 West Street. Shasta County Jail is listed on the HIST UST database for having a 4,000-gallon diesel underground storage tank on the property. Based on the lack of records indicating a release associated with these listings, this is not considered a REC. The Eaton House Museum is listed on the LUST databases for a leaking heater fuel UST that affected the soil beneath the property. The case was opened in July 2004 and closed in June 2007, and therefore is not considered an REC.

East of the project site are the Shasta County Superior Court, located at 1505 Court Street, and the New Redding Courthouse, located at 1515 Court Street. Shasta County Superior Court is listed on the RCRA NonGen / NLR database for handling but not generating hazardous waste in 2019. Based on the lack of records indicating a release associated with these listings, this is not considered a REC. The New Redding Courthouse is listed on the CERS TANKS database for

having aboveground storage tanks on the property; on the CERS database for several administrative violations of the California Health and Safety Code in 2024. All violations were later returned to compliance; the property is also listed on the CIWQS database for having a construction stormwater discharge permit from 2019 to 2022. Based on the lack of records indicating a release associated with these listings, this is not considered a REC.

South of the project site are the Shasta County Jail, located at 1655 West Street, and Shasta County Fleet Management, located at 1654 West Street. The Shasta County Jail is listed on the CERS TANKS database for having aboveground storage tanks on the property; on the CHMIRS database for approximately one ounce of potassium phosphate contained within a vile that was found abandoned with no impact to the environment; on the HWTS database for having tracked hazardous waste on the property from 2003 to 2005; on the HAZNET database for transferring, recycling, and storing less than a ton of latex waste, unspecified organic liquid mixture, off-specification, aged or surplus organics from 2003 to 2014; on the CERS database for several administrative violations of the California Health and Safety Code in 2024. All violations were later returned to compliance. The property is also listed on the CUPA SHASTA database for having a Hazardous Material Business Plan. Based on the lack of records indicating a release associated with these listings, this is not considered a REC.

Shasta County Fleet Management is listed on the UST, SWEEPS UST, CA FID UST, UST FINDER RELEASE, HIST CORTESE, CORTESE, CERS, CUPA SHASTA, and LUST databases for a leaking gasoline UST that affected the groundwater beneath the property. The case was opened in August 1997, and after remediation and cleanup activities were completed to the satisfaction of the regulatory agency, the case was closed in January 1998. Due to the closed status and age of the case, and the distance and downgradient direction from the Site, this is not considered a REC. This property is also listed on the CERS HAZ WASTE database for generating hazardous waste; on the CERS database for several administrative violations of the California Health and Safety Code from 2013 to 2023, all violations were later returned to compliance; and on the RCRA NonGen / NLR and E MANIFEST databases for handling but not generating hazardous waste in 1990. Based on the lack of records indicating a release associated with these listings, this is not considered a REC.

Selected federal and state environmental regulatory databases as well as responses from state and local regulatory agencies were reviewed, as available. Based on the available EDR information and the nature of these specific databases listing types, no RECs were identified at the project site in connection with these database listings.

State/County Environmental Record Sources

Ninyo & Moore reviewed the Department of Toxic Substances Control (DTSC) EnviroStor and the State Water Resources Control Board (SWRCB) GeoTracker websites for hazardous materials records for the project site address on August 26, 2025. No records were available for the site through review of these agency databases.

The Shasta County Department of Environmental Health (SCDEH) was contacted regarding hazardous materials records associated with the site address on August 26, 2025. The SCDEH had records associated with the site which included: documentation of the closure by filling with cement of a diesel UST in 1988, a hazardous materials inventory for the AT&T radio tower on the roof of the Courthouse, a hazardous materials inventory for the Courthouse, and a monitoring well installation permit associated with the UST closure. None of these records indicated a REC.

Review of Aerial Photographs and Topographic Maps

Ninyo & Moore reviewed the EDR Aerial Photo Decade Package report and the Historical Topographic Map Report, both dated August 26, 2025. The report included aerial photographs dating back to 1937. Based on the review of the aerial photographs, the project site was developed with five buildings on the western portion and landscaping and walkways on the eastern portion sometime prior to 1952. By the late 1950s, an additional building was constructed adjacent to the east of the buildings, and by the late 1960s, three of the buildings were replaced with one larger building. By the late 1990s, one of the original buildings was removed and replaced with a parking lot. The site vicinity appeared to be developed since at least the 1950s. No RECs were identified for the site or adjoining properties based on historical aerial photograph review.

The review of the historic topographic maps indicates the site was developed since at least 1901. Structures were depicted adjacent to the north, south, east, and west of the site since at least 1901. No RECs were identified for the site or adjoining properties based on a review of the historical topographic maps.

Interviews

Ninyo & Moore conducted an interview with the current owner/site manager with the objective of obtaining information regarding potential RECs in connection with the site. The current owner/site manager was not aware of any hazardous materials incidents, spills, leaks or violations related to the site.

Vapor Encroachment

Ninyo & Moore conducted a preliminary vapor encroachment screen (pVES) for potential chemicals of concern (COCs) that may migrate as vapors onto the project site as a result of contaminated soil and/or groundwater near the site. The purpose of the pVES is to identify a vapor encroachment condition (VEC), which is the presence or likely presence of COC vapors in subsurface soils at the site caused by the release of vapors from contaminated soil or groundwater either on or near the site. The potential for VEC beneath the site was evaluated using a Vapor Encroachment Screening Matrix (VESM). Based on the results of the VESM, it is unlikely a VEC currently exists beneath the site. Detailed results of the VESM are in contained in the Phase I ESA (see Appendix B).

Hazardous Materials Survey

At the request of Shasta County, ACC Environmental Consultants, Inc. (ACC) performed a comprehensive hazardous materials survey of the Shasta County Courthouse, Annex, and Old Jail Buildings (subject buildings) in September 2024. The survey of the subject buildings was performed to identify suspect asbestos-containing and lead-containing building materials, loose & peeling lead-containing paint, mercury light tubes, mercury thermostat switches, PCB light ballasts, batteries, fire extinguishers, refrigerants, and PCB-containing caulking/sealants that may be impacted during the planned demolition project.

Asbestos Sampling, Conclusions and Recommendations

Mr. Matthew Page, a Cal-OSHA Certified Site Surveillance Technician (CSST #22-7040) and Zach Dighans CSST#24-7634 with ACC, performed bulk sampling of suspect asbestos-containing materials on September 9th – 13th, 2024. Four hundred twenty samples of suspect materials were submitted for analysis. Based on the sample results, ACC determined that the planned demolition project may impact asbestos-containing materials. They recommended that final scope of work should be reviewed against the asbestos survey information. If asbestos-containing materials will be disturbed during the project, all work should be performed by licensed asbestos abatement contractors working under standard asbestos program requirements.

A review of all other asbestos survey information available for the property in conjunction with these results should be conducted prior to proceeding with project activities and when a change in the project scope is developed. If suspect asbestos-containing materials will be impacted that are not addressed in this survey or in the historical survey records, additional sampling should be conducted prior to disturbance. Historical records (typically predating 1995) have limited value for project planning and should be verified with confirmatory inspection and additional sampling as necessary prior to project planning.

Lead Bulk Sampling and Results

Mr. Page collected twenty-eight (28) bulk samples to establish lead-paint concentration for clean-up and disposal requirements. Samples with detectable amounts of lead must be properly removed and disposed of according to local, state and federal regulations. Lead sampling was conducted to identify suspect lead-containing coatings that may be disturbed by project activities for the purpose of compliance with Cal-OSHA's Lead in Construction Standard and is not intended to be a "Lead Inspection" or "Lead Risk Assessment" as defined by the California Department of Public Health.

The bulk samples were obtained from suspected lead-containing building materials identified at the subject site. Paint sampling was limited to major paint colors on interior walls, including the predominant trim color throughout the building and may not represent all colors found at the property. Paint colors and/or descriptions are identified based on the surface color observed by ACC at the time of the survey and does not necessarily identify paint descriptions underlying the

surface coat. The samples were delivered to SGS of Hayward, California; an independent American Industrial Hygiene Association (AIHA) accredited laboratory, for analysis. Two (2) of the twenty-eight (28) samples collected were reported to contain lead above 0.5%, 5,000 parts per million (weight by weight), or 1.0 mg/cm² which is the definition for lead based paint by the EPA and the California Department of Public Health (CDPH).

Two of the twenty eight samples collected were reported to contain lead above 0.5 percent, 5,000 parts per million (weight by weight), or 1.0 mg/cm² which is the definition for lead based paint by the Environmental Protection Agency (EPA) and the California Department of Public Health (CDPH). Of the twenty-eight samples collected, fifteen were found to have detectable amounts of lead. The OSHA Lead in Construction Standard requires the use of special work practices during the disturbance of paint with any detectable amounts of lead. See OSHA Lead Regulation Summary below.

- Lead containing waste materials with a concentration greater than 0.1 percent, for total lead, is considered hazardous waste in the State of California. Lead containing waste materials with a total lead concentration between 0.005 percent (50 ppm) and 0.10 percent (1000 ppm) must be re-analyzed using the waste extraction test (WET) method to determine the soluble lead content for waste disposal requirements.
- The EPA – Renovation, Repair and Painting Final Rule (40 CFR 745) requires that renovations conducted for compensation (where lead-based paint will be disturbed) in Target Housing or Child-Occupied facilities, must be performed by Certified Firms using Certified Renovators following the requirements set forth in the regulation.
- Contractors are also required to notify the Division of Occupational Safety and Health (DOSH) prior to disturbing greater than 100 square feet or 100 linear feet of material containing lead greater than 0.5 percent by weight, 5,000 parts per million (ppm) or 1.0 milligram per square centimeter (mg/cm²).

X-Ray Fluorescence Survey and Sample Results

ACC performed a limited X-Ray Fluorescence (XRF) survey of representative painted materials in the subject areas to establish lead-paint concentrations of materials that may be disturbed during the planned demolition project. The purpose of this survey is to identify areas where lead in paint is present at detectable levels and where the levels of lead in paint are greater than that defined as lead-based paint by the United States Department of Housing and Urban Development (HUD) and California Department of Public Health (CDPH). Of the eighty one paint sample readings taken with the XRF, zero had lead content above the level that HUD and CDPH considers as lead-based paint. The HUD Guidelines for lead-containing paint requires a lead hazard abatement activity in cases that lead content is above 0.50 percent by weight or 1.0 mg/cm².

Of the eighty one paint sample readings taken with the XRF, thirty three had detectable amounts of lead. According to ACC, paint sample readings reported as zero mg/cm² by XRF should be assumed to be lead containing or requiring additional testing by other methods to determine whether the material has “detectable amounts” of lead. The OSHA Lead in Construction Standard requires the use of special work practices during the disturbance of paint with detectable amounts of lead.

Polychlorinated Biphenyls (PCB) Sampling and Results

Polychlorinated Biphenyls (PCBs) are mixtures of synthetic organic chemicals with the same basic chemical structure and similar physical properties ranging from oily liquids to waxy solids. Due to their non-flammability, chemical stability, high boiling point and electrical insulating properties, PCBs were used in hundreds of industrial and commercial applications including electrical, heat transfer, and hydraulic equipment; as plasticizers in paints, plastics and rubber products; in pigments, dyes and carbonless copy paper and many other applications. More than 1.5 billion pounds of PCBs were manufactured in the United States prior to cessation of production in 1977. PCBs have been demonstrated to cause a variety of adverse health effects, including cancer in animals. PCBs have also been shown to cause a number of serious non-cancer health effects in animals, including effects on the immune system, reproductive system, nervous system, endocrine system and other health effects. Studies in humans provide supportive evidence for potential carcinogenic and non-carcinogenic effects of PCBs. The different health effects of PCBs may be interrelated, as alterations in one system may have significant implications for the other systems of the body.

ACC conducted sampling of caulking and sealants typically suspected to contain PCBs. The samples were delivered to McCampbell Analytical, Inc. of Pittsburg, California, an independent accredited laboratory for analysis by the EPA 8082 Method.

The report stated that proper identification and handling of PCB-contaminated equipment and wastes is critical to the prevention of future waste management problems. All equipment or waste containing PCBs should be properly labeled, alerting people to the requirement for special handling procedures. It further stated that while procedures may vary depending on the industry or specific operation, as a general rule, any time there is a risk of contact with PCBs, appropriate protective equipment should be worn to limit contact with the skin and eyes and to protect against inhalation of PCB fumes. Such equipment may include plastic or rubber gloves, boots, overalls, aprons, face shields or self-contained breathing apparatus. For workers cleaning up a major spill containing high concentrations of PCBs, ACCC recommended that a full suit of non-porous material should be worn. Clothing that has become contaminated should be disposed of along with other PCB wastes.

PCB manufacture, use, storage and disposal are regulated by U.S. EPA under TSCA and Part 761, Title 40 of the Code of Federal Regulations (40 CFR Part 761). TSCA regulates any materials or wastes that contain PCBs at concentrations of 50 ppm (parts per million) or greater. PCB wastes are also regulated as hazardous waste by DTSC under the Health and Safety Code

(HSC) and Title 22 of the California Code of Regulations (22 CCR). Criteria for determining PCB wastes are:

- total threshold limit concentration (TTL) of 50 ppm of PCBs, and/or
- soluble threshold limit concentration (STLC) of 5 ppm of PCBs as oily liquid.

Of the twenty one samples taken only one exceeded the total threshold limit concentration of 50 ppm.

Other Hazardous Materials

ACC quantified the number of mercury-containing light tubes, suspect PCB-containing ballasts and mercury thermostat switches as part of the scope of work. It was recommended that these materials and the quantities indicated below should be included in the hazardous materials removal scope of work or handled by properly trained workers of the demolition contractor and segregated into specific waste streams prior to disturbance by general demolition activities.

Universal Waste/Other Hazardous Wastes	Estimated Quantity
	Interiors: Annex, Old Courthouse, Jail
Fluorescent/mercury vapor light tubes	180 each
Suspect PCB-containing light ballasts	180 Each
Mercury-containing thermostat switches	None identified
Lead soundproofing sheets	None identified
Batteries: alarm panels	4 each
Batteries: emergency exit signs	15 each
Fire Extinguishers	12 each
Refrigerants: Rooftop AC units	9 each

4.4.2 Regulatory Setting

Federal

U.S. Environmental Protection Agency (EPA)

The U.S. EPA regulates chemical and hazardous materials use, storage, treatment, handling, transport, and disposal practices. It protects workers and the community (along with CalOSHA, see below) and integrates the Federal Clean Water Act and Clean Air Act into California Legislation.

Comprehensive Environmental Response, Compensation and Liability Act (CERCLA)

Adopted in 1980, CERCLA was developed to remove contamination of water, air, and land resources caused by past chemical disposal practices. Also known as the “Superfund Act,” CERCLA contains a list of sites referred to as Superfund sites, on which there is an imminent threat to human health. CERCLA collects taxes from the chemical and petroleum industries to fund the clean-up of abandoned or uncontrolled hazardous sites.

Resources Conservation and Recovery Act (RCRA)

RCRA is a federal law that regulates hazardous wastes from a ‘cradle-to-grave’ approach, meaning that all hazardous wastes are tracked and strictly regulated from generation to disposal, and waste generators are required to report use or transport of hazardous wastes to the U.S. EPA. Hazardous waste generators range from small producers such as dry cleaners and automobile repair facilities to larger producers such as hospitals and manufacturing operations. The U.S. EPA categorizes Small Quantity Generators (SQG) as those facilities that produce between 220.5 and 2,205 pounds (i.e., 100 and 1,000 kilograms) of hazardous waste per month. Facilities producing less than 220.5 pounds of hazardous waste per month are not subject to RCRA. Large Quantity Generators (LQG) produce 2,205 pounds or more hazardous waste per month. LQG and SQG facilities are subject to the storage and transportation requirements of RCRA.

Federal Emergency Planning and Community Right-To-Know Act (EPCRA)

Enacted to inform communities and residents of chemical hazards in their area, EPCRA requires the U.S. EPA to maintain and publish a list of toxic chemical releases, known as the Toxic Release Inventory. Facilities required to report include industrial uses that manufacture, process, or use significant amounts of chemicals. Reporting includes types and amounts of chemicals that are released each year into the air, water, and land or transferred off-site. Listing as a Toxic Release Inventory facility doesn’t necessarily mean that releases are harmful to humans or the environment.

Federal Occupational Safety and Health Administration (OSHA)

OSHA is an agency that establishes and enforces federal regulations related to health and safety of workers exposed to toxic and hazardous materials. OSHA also sets health and safety guidelines for construction activities and manufacturing facility operations.

U.S. Department of Transportation (DOT)

The U.S. DOT regulates the shipment of hazardous material. It also administers the Hazardous Materials Transportation Uniform Safety Act (HMTUSA) to clarify conflicting state, local, and federal regulations. HMTUSA requires the Secretary of Transportation to promulgate regulations for the safe transport of hazardous material in intrastate, interstate, and foreign commerce. The Secretary also retains authority to designate materials as hazardous when they pose unreasonable risks to health, safety, or property.

State

California Occupational Safety and Health Administration (CalOSHA)

CalOSHA is the agency that is responsible for promulgating and enforcing state health and safety standards and implementing federal OSHA Laws. For example, CalOSHA's regulatory scope includes provisions to minimize the potential for release of asbestos and lead during construction and demolition activities.

California Environmental Protection Agency (Cal EPA)

Cal EPA implements and enforces a statewide hazardous materials program known as the Certified Unified Program Agency established by Senate Bill 1802 to enable counties and local government to enforce the administrative requirements, permits, inspections, and enforcement activities for the following environmental and emergency management programs for hazardous materials:

- Hazardous Materials Release Response Plans and Inventories (Business Plans).
- California Accidental Release Prevention Program.
- Underground Storage Tank Program.
- Aboveground Petroleum Storage Act Requirements for Spill Prevention, Control, and Countermeasure Plans.
- Hazardous Waste Generator and On-site Hazardous Waste Treatment Programs.

Chapter 4.3 Cultural and Tribal Cultural Resources

California Uniform Fire Code, Hazardous Materials Management Plans, and Hazardous Material Inventory Statements.

CUPAs are accountable for carrying out responsibilities previously handled by approximately 1,300 different state and local agencies.

Cal EPA Office of Emergency Services (CalEPA/OES)

Cal EPA/OES establishes regulations governing the use of hazardous materials in the state to protect air, water, and soil. Cal EPA/OES also coordinates state and local agencies and resources for educating, planning, and warning citizens of hazardous materials and related emergencies, including organized response efforts in case of emergencies.

California Department of Toxic Substances Control (DTSC)

The DTSC regulates hazardous substances and wastes, oversees remedial investigations, protects drinking water from toxic contamination, and warns the public that could potentially be exposed to listed carcinogens. The DTSC evaluates and provides technical assistance for the Hazardous Waste Generator Program, including Onsite Treatment (Tiered Permitting) and the RCRA. In addition, EnviroStor is the DTSC's data management system for tracking cleanup, permitting, enforcement and investigation efforts at hazardous waste facilities and sites with known contamination or sites where there may be reasons to investigate further. There are no waste sites currently mapped on the DTSC EnviroStor website within a mile of the project site (DTSC EnviroStor).

Cortese List

California Government Code Section 65962.5 established the "Cortese List," which requires state agencies to compile a list of all properties affected by hazardous waste and develop a framework for how they will continue to be monitored and addressed by the State. A site's presence on the list has bearing on the local permitting process as well as on compliance with the California Environmental Quality Act (CEQA). Below are the data resources that provide information regarding the facilities or sites identified as meeting the "Cortese List" requirements:

- List of hazardous waste and substances sites from Department of Toxic Substances Control (DTSC) EnviroStor database.
- List of leaking underground storage tank sites from the State Water Board's GeoTracker database.
- List of solid waste disposal sites identified by the State Water Resources Control Board (SWRCB) with waste constituents above hazardous waste levels outside the waste management unit.

- List of “active” Cease and Desist Orders and Cleanup and Abatement Orders from SWRCB.
- List of hazardous waste facilities subject to corrective action pursuant to Section 25187.5 of the Health and Safety Code, identified by DTSC.

California Porter Cologne Water Quality Control Act)

Division 7 of the California Water Code (Water Code) identifies the enforcement and implementation obligations of the Regional Water Quality Control Board to remedy discharges to surface waters or groundwater that would or could violate water quality standards. Standard remedies include issuance of Cease-and-Desist Orders and cleanup and abatement procedures.

Central Valley Regional Water Quality Control Board (RWQCB)

One of nine regional boards in the State, the Central Valley Regional Water Quality Control Board (RWQCB) protects surface and groundwater quality from pollutants discharged or threatened to be discharged to the waters of the State. The RWQCB issues and enforces National Pollutant Discharge Elimination System (NPDES) permits and regulates leaking underground storage tanks and other sources of groundwater contamination. The RWQCB’s Municipal Storm Water Permitting Program regulates storm water discharges from municipal separate storm sewer systems (MS4s). Shasta County's stormwater system (its MS4) is regulated under the comprehensive, regional Central Valley MS4 Permit that was adopted by the RWQCB in June 2016. (see additional discussion under Central Valley MS4 Permit in Chapter 6.16)

Local

Shasta County General Plan

The Shasta County General Plan contains the following Objectives and Policies related to hazardous materials.

Objective HM-1 - Protection of life and property from contact with hazardous materials through site design and land use regulations and storage and transportation standards

Objective HM-2 - Protection of life and property in the event of the accidental release of hazardous materials through emergency preparedness planning.

Policy HM-a - The County shall make every effort to inform applicants for discretionary and nondiscretionary projects which are located within potential border zone property of known hazardous waste facilities that they must comply with State requirements regarding hazardous waste facilities. A map shall be prepared and maintained which identifies these areas.

Policy HM-b - Shasta County shall maintain an emergency preparedness plan for hazardous materials.

Policy HM-c - Shasta County shall adopt policies for hazardous materials use, transportation, storage and disposal as required by State laws.

Policy HM-d - Shasta County shall adopt policies for the protection of life and property from contact with hazardous materials through site design and land use regulations.

Significance Thresholds

Per the CEQA Guidelines, implementation of the proposed project would have a significant impact related to hazards and hazardous materials if it would: Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials. 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.

- a) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school.
- b) 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.
- c) For development within the project area located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard or excessive noise for people residing or working in the project area.
- d) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan; or
- e) Expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires.

4.4.3 Impacts and Mitigation

This section describes potential impacts related to hazards and hazardous materials which could result from the implementation of the proposed project and recommends mitigation measures as needed to reduce significant impacts.

Impact HAZ-1: The project would not create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials. (Less Than Significant Impact)

Hazardous materials include substances that are flammable, corrosive, explosive, radioactive, infectious, thermally unstable, and poisonous. The project proposes the demolition of the Old Courthouse building complex, and construction of a surface parking lot. Use of hazardous materials would be limited to small quantities of construction fuels and fluids during the short-term demolition and construction period. These materials would be stored and used in accordance with the manufacturer's specifications. In addition, the project would be subject to conformance with the Construction General Permit, which requires the development and implementation of a SWPPP, which in turn contains BMPs for the fueling, washing, and maintenance of vehicles to avoid and contain fluid leaks and for the proper storage, containment and cleanup of spills of hazardous materials. Compliance with these BMPs would reduce any chance of upset conditions to less than significant levels and consequently would ensure that the project would not create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials.

Impact HAZ-2: The project could result in worker exposure to hazardous materials such as asbestos, lead-based paint, PCBs and other universal types of hazardous waste during the building demolition phase of the project. (Potentially Significant Impact).

The proposed demolition and construction activities would not include the use of hazardous materials following completion of the project. The proposed demolition of the existing structures on the site could, however, expose workers to hazardous materials contained in the buildings such as asbestos, lead-based paint, PCBs and other universal types of hazardous waste, as identified in the Comprehensive Hazardous Materials Survey report summarized in the previous section. This would be considered a potentially significant impact.

Implementation of the following Mitigation Measures to reduce the impact to a less than significant level.

Mitigation Measure HAZ-2a. Asbestos Protection. The planned demolition project may impact asbestos-containing materials. Therefore, the final scope of work for the demolition shall be reviewed against the asbestos survey information provided in the report entitled "*Comprehensive Hazardous Materials Survey for the Planned Renovation or Demolition Project, Shasta County Courthouse, Annex and Old Jail Buildings, 1500 Court Street, Redding, California*", prepared by ACC Environmental Consultants, dated November 14, 2024. If asbestos-containing materials will be disturbed during the project, all work shall be performed by licensed asbestos abatement contractors working under standard asbestos program requirements.

A review of all other asbestos survey information available for the property in conjunction with the sampling results contained in the report shall be conducted prior to proceeding with project activities and when a change in the project scope is developed. If suspect asbestos-containing materials will be impacted that are not addressed in the report or in the historical survey records, additional sampling shall be conducted prior to disturbance of the buildings.

Mitigation Measure HAZ-2b: PCBs Protection. For any workers expected to be exposed to PCB-containing equipment or materials, protective equipment shall be worn to limit contact with the skin and eyes and to protect against inhalation of PCB fumes. Such equipment may include plastic or rubber gloves, boots, overalls, aprons, face shields or self-contained breathing apparatus. For workers cleaning up a major spill containing high concentrations of PCBs, a full suit of non-porous material shall be worn. Clothing that has become contaminated shall be properly disposed of along with other PCB wastes.

Mitigation Measure HAZ-2c: Lead Based Paint. Demolition workers and contractors shall be required to notify the Division of Occupational Safety and Health (DOSH) prior to disturbing greater than 100 square feet or 100 linear feet of material containing lead greater than 0.5 percent by weight, 5,000 parts per million (ppm) or 1.0 milligram per square centimeter (mg/cm²).

Mitigation Measure HAZ-2d. Other Hazardous Materials. Other types of hazardous materials, listed as Universal Waste/Other Hazardous Wastes and quantified in the report entitled “*Comprehensive Hazardous Materials Survey for the Planned Renovation or Demolition Project, Shasta County Courthouse, Annex and Old Jail Buildings, 1500 Court Street, Redding, California*”, prepared by ACC Environmental Consultants, dated November 14, 2024, shall be included in any hazardous materials removal scope of work or handled by properly trained workers of the demolition contractor and segregated into specific waste streams prior to disturbance by general demolition activities.

Impact HAZ-3: The project would not emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school. (No Impact)

There are no proposed or existing schools within one-quarter mile of the project site, therefore the project would not emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school.

Impact HAZ-4: The project area does contain sites that are included on lists of hazardous materials sites compiled pursuant to Government Code Section 65962.5, therefore the project would result in less than significant impacts. (Less Than Significant Impact).

As described above, the site was listed on both the Standard and Additional Federal, State, Tribal and Local Environmental Record sources regulatory databases researched by EDR, including the FINDS, ECHO, HIST UST, CHMIRS, E MANIFEST, RCRA NonGen / NLR, CERS, EMI, HWTS, HAZNET, and CUPA SHASTA databases. Selected federal and state environmental regulatory databases as well as responses from state and local regulatory agencies were reviewed, as available. Based on the available EDR information and the nature of these specific databases listing types, no RECs were identified at the site in connection with these database listings. The project site did not appear on any lists of hazardous materials sites compiled

pursuant to Government Code Section 65962.5 (Cortese List), therefore implementation of the proposed project would result in a less than significant impact.

Impact HAZ-5: The project is located within two miles of an airport, however it would not result in a safety hazard or excessive noise for people residing or working in the project area because the project consists of demolition of existing structures and construction of a surface parking lot. No residential or non-residential uses are proposed with the project. (No Impact)

The project site is located approximately 0.6 miles northeast of Benton Field, a City-owned and operated general aviation airport facility containing a single asphalt runway. The noise abatement procedures established for the airport direct departing air traffic northward and beyond the river before turning in order to minimize noise impacts in the downtown area. Redding Regional Airport is located approximately 6.9 miles southeast of the project site. No residential or non-residential land uses are proposed with project that would be affected by either of these airports.

Impact HAZ-6: The project would not impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan. (Less Than Significant Impact)

The proposed demolition of existing structures and construction of a parking lot on the site project would not be inconsistent with the Goals, Objectives and Actions contained in the City of Redding Hazard Mitigation Plan. The Plan contains the following Actions related to emergency response and evacuation:

- *Action 2.F.1 (ongoing)* - Promote the establishment and maintenance of: safe and effective evacuation routes; ample peak-load water supply; adequate road widths; and safe clearances around buildings.

The project would follow to all applicable City and County ordinance requirements for traffic control during construction activities. Thus, the proposed project would have a less-than-significant impact to emergency response and/or evacuation plans.

Impact HAZ-7: The project would not expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires. (No Impact)

According to the City of Redding Hazard Mitigation Plan, wildfire is not a major threat in the flat, developed areas of Redding when adequate emergency resources are available. The project site is located within the downtown area of the city, and adequate emergency services are available (see Section 6.1.10 Public Services and Recreation). The site is designated as being within a Local Responsibility Area, but not within a Fire Hazard Severity Zone according to Cal Fire's Fire Hazard Severity Zone map.

4.4.4 References

ACC Environmental Consultants. 2024. Comprehensive Hazardous Materials Survey for the Planned Renovation or Demolition Project Shasta County Courthouse, Annex, and Old Jail Buildings, 1500 Court Street, Redding, California, ACC Project No. 2051-048.00. November 14, 2024.

City of Redding. 2025. Benton Field Traffic Pattern. chrome-extension://efaidnbmnnnibpcajpcglclefindmkaj/https://files.cityofredding.gov/Document%20Center/Departments/Airports/Benton%20Traffic%20Pattern_022.pdf. Accessed 12/9/25.

City of Redding. 2023. City of Redding Final Local Hazard Mitigation Plan 2022-2027. Accessed July 8, at https://files.cityofredding.gov/Document%20Center/Departments/Fire/Community%20Risk%20Reduction/Emergency%20Preparedness/City%20of%20Redding%20LHMP_02232.pdf

Ninyo & Moore. 2025. Phase I Environmental Site Assessment, Old Shasta County Courthouse, 1500 Court Street, Redding, California. September 8, 2025.

4.5 NOISE AND VIBRATION

This EIR chapter provides background information on the nature of sound and vibration transmission; summarizes applicable noise guidelines, standards, and regulations; and evaluates potential noise and vibration impacts that could result from the implementation of the proposed project. The information on the existing noise environment in the project area and the magnitude of the proposed project's potential noise and vibration effects is based on construction noise and vibration modeling conducted by MIG for this EIR.

4.5.1 Fundamentals of Environmental Acoustics

Noise is generally defined as unwanted sound and is widely recognized as a form of environmental degradation. Airborne sound is the rapid fluctuation of air pressure above and below atmospheric pressure. The frequency (pitch), amplitude (intensity or loudness), and duration of a sound all contribute to the effect on a listener, or receptor, and whether or not the receptor perceives the sound as “noisy” or annoying. A summary of the key environmental noise and vibration analysis terms used in this chapter is provided in Table 4-9.

Pitch is the height or depth of a tone or sound and depends on the frequency of the vibrations by which it is produced. Sound frequency is expressed in terms of cycles per second, or Hertz (Hz). Humans generally hear sounds with frequencies between 20 and 20,000 Hz and perceive higher frequency sounds, or high pitch noise, as louder than low-frequency sound or sounds low in pitch. Sound intensity or loudness is a function of the amplitude of the pressure wave generated by a noise source combined with the reception characteristics of the human ear. Atmospheric factors and obstructions between the noise source and receptor also affect the loudness perceived by the receptor. Sound pressure levels are typically expressed on a logarithmic scale in terms of decibels (dB). A dB is a unit of measurement that indicates the relative amplitude (i.e., intensity or loudness) of a sound, with 0 dB corresponding roughly to the threshold of hearing for the healthy, unimpaired human ear. Sound levels in decibels are calculated on a logarithmic basis. An increase of 10 dBs represents a ten-fold increase in acoustic energy, while 20 dBs is 100 times more intense, 30 dBs is 1,000 times more intense, and so on. In general, there is a relationship between the subjective noisiness or loudness of a sound and its intensity, with each 10 dB increase in sound level perceived as approximately a doubling of loudness. Due to the logarithmic basis, decibels cannot be directly added or subtracted together using common arithmetic operations:

$$50 \text{ decibels} + 50 \text{ decibels} \neq 100 \text{ decibels}$$

Instead, the combined sound level from two or more sources must be combined logarithmically. For example, if one noise source produces a sound power level of 50 dBA, two of the same sources would combine to produce 53 dB as shown below.

$$10 * 10 \log \left(10^{\left(\frac{50}{10}\right)} + 10^{\left(\frac{50}{10}\right)} \right) = 53 \text{ decibels}$$

Table 4-4: Noise and Vibration Terms Used in the EIR

<i>Term</i>	<i>Definition</i>
Decibel (dB)	A decibel is one-tenth of a bel. It is a measure on a logarithmic scale that indicates the squared ratio of sound pressure to a reference sound pressure (unit for sound pressure level) or the ratio of sound power to a reference sound power (unit for sound power level.)
Frequency or Hertz (Hz)	The number of oscillations per second of a periodic wave sound and of a vibrating solid, expressed in units of Hz; formerly, cycles per second.
A-Weighted Sound Level (dBA)	Expressed in dBA or dB(A). Frequency-weighted sound pressure level approximating the frequency response of the human ear.
L01, L10, L50, L90	The energy-average of the A-weighted noise levels that are exceeded 1%, 10%, 50%, and 90% of the time during the measurement period.
Equivalent Noise Level (Leq)	The equivalent steady-state sound level that in a given period of time would contain the same acoustical energy as the time-varying sound level during the same period.
Community Noise Equivalent Level (CNEL)	A noise level that accounts for all the A-weighted noise energy from a source during 24 hours and weights the evening (7:00 PM to 10:00 PM) and night (10:00 PM to 7:00 AM) noise by adding 5 and 10 dBA, respectively, during these periods.
Day/Night Noise Level (DNL or L _{dn})	The energy average of the A-weighted sound levels occurring during a 24-hour period, with 10 dB added to the A-weighted sound levels occurring from 10:00 PM to 7:00 AM
L _{max} , L _{min}	The maximum and minimum A-weighted noise level during the measurement period.
Ambient Noise	All-encompassing noise at a given place and time. This is usually a composite of sounds from all sources near and far, including any specific sources of interest.
Atmospheric Effects	Sound absorption by air molecules and water vapor, sound refraction caused by temperature and near-ground wind gradients, and air turbulence are collectively called atmospheric effects. Although atmospheric effects are mostly responsible for substantial noise fluctuations at distant receivers, they also can have a significant effect at distances within 330 feet.
Shielding	A noise reduction at the receiver because of the placement or existence of natural or artificial barriers (e.g., walls, berms, rows of buildings, or trees, if thick and dense enough).
Vibration	An oscillation wherein the quantity is a parameter that defines the motion of a mechanical system.
Peak Particle Velocity	The peak signal value of an oscillating vibration velocity waveform. Usually expressed in inches/second in the United States.

Table 4-4: Noise and Vibration Terms Used in the EIR

Source: Caltrans 2013

In general, when one source is 10 dB higher than another source, the quieter source does not add to the sound levels produced by the louder source because the louder source contains ten times more sound energy than the quieter source.

Sound Characterization

Humans generally can hear sounds with frequencies between 20 and 20,000 Hz. Most of the sounds humans are normally exposed to do not consist of a single frequency, but rather a broad range of frequencies that are perceived differently by the human ear. In general, humans are most sensitive to sounds with frequencies in the range of 1,000 to 8,000 Hz; the human ear perceives sounds within that range better than sounds of the same amplitude at higher or lower frequency ranges. Therefore, instruments used to measure sound include an electrical filter that enables the instrument's detectors to replicate human hearing. This filter, known as the "A-weighting" or "A-weighted sound level," filters low and very high frequencies, giving greater weight to the frequencies of sound to which the human ear is typically most sensitive. Most environmental measurements are reported in dBA, meaning decibels on the A-scale. See Table 4-5 for a list of common noise sources and their A-weighted noise levels.

Sound levels are usually not steady and vary over time. Therefore, a method for describing either the average character of the sound or the statistical behavior of the variations over a period of time is necessary. The continuous equivalent noise level (L_{eq}) descriptor is used to represent the average character of the sound over a period of time. The L_{eq} represents the level of steady-state noise that would have the same acoustical energy as the time-varying noise measured over a given time period. L_{eq} is useful for evaluating shorter time periods over the course of a day. The most common L_{eq} averaging period is hourly, but L_{eq} can describe any series of noise events over a given time period.

Variable noise levels are the values that are exceeded for a portion of the measured time period. Thus, the L_{01} , L_{10} , L_{50} , and L_{90} descriptors represent the sound levels exceeded one percent, 10 percent, 50 percent, and 90 percent of the time the measurement was performed. The L_{90} value usually corresponds to the background sound level at the measurement location.

When considering environmental noise, it is important to account for the different responses people have to daytime and nighttime noise. In general, during the nighttime, background noise levels are generally quieter than during the daytime but also more noticeable due to the fact that household noise has decreased as people begin to retire and sleep. Noise exposure over the course of an entire day is described by the day/night average sound level, DNL (or L_{dn}), and the community noise equivalent level, or CNEL, descriptors. Both descriptors represent the 24-hour noise exposure in a community or area. For DNL, the 24-hour day is divided into a 15-hour daytime period (7:00 AM to 10:00 PM) and a 9-hour nighttime period (10:00 PM to 7:00 AM),

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and a 10 dB “penalty” is added to measure nighttime noise levels when calculating the 24-hour average noise level. For example, a 45 dBA nighttime sound level would contribute as much to the overall day-night average as a 55 dBA daytime sound level. The CNEL descriptor is similar to DNL, except that it includes an additional five dBA penalty for noise events that occur during the evening time period (7:00 PM to 10:00 PM). The artificial penalties imposed during DNL and CNEL calculations are intended to account for a receptor’s increased sensitivity to noise levels during quieter nighttime periods.

Table 4-5: Typical Noise Levels		
<i>Common Outdoor Activities</i>	<i>Noise Level (dBA)</i>	<i>Common Indoor Activities</i>
	110	Rock Band
Jet flyover at 1,000 feet	105	
	100	
Gas lawn mower at 3 feet	95	
	90	
Diesel truck at 50 feet at 50 mph	85	Food blender at three feet
	80	Garbage disposal at three feet
Noise urban area, daytime	75	
Gas lawnmower, 100 feet	70	Vacuum cleaner at 10 feet
Commercial area	65	Normal speech at three feet
Heavy traffic at 300 feet	60	
	55	Large business office
Quiet urban daytime	50	Dishwasher next room
	45	
Quiet urban nighttime	40	Theater, large conference room
Quiet suburban nighttime	35	
	30	Library
Quite rural nighttime	25	Bedroom at night
	20	
	15	Broadcast/recording studio
	10	
	5	
Typical threshold of human hearing	0	Typical threshold of human hearing
Source: Caltrans 2013		

Sound Propagation

The energy contained in a sound pressure wave dissipates and is absorbed by the surrounding environment as the sound wave spreads out and travels away from the noise-generating source. The strength of the source is often characterized by its “sound power level.” Sound power level is independent of the distance a receiver is from the source and is a property of the source alone. Knowing the sound power level of an idealized source and its distance from a receiver, the sound pressure level at a specific point (e.g., a property line or a receiver) can be calculated based on geometrical spreading and attenuation (noise reduction) as a result of distance and environmental factors, such as ground cover (asphalt vs. grass or trees), atmospheric absorption, and shielding by terrain or barriers.

For an ideal “point” source of sound, such as mechanical equipment, the energy contained in a sound pressure wave dissipates and is absorbed by the surrounding environment as the sound wave spreads out in a spherical pattern and travels away from the point source. Theoretically, the sound level attenuates, or decreases, by six dB with each doubling of distance from the point source. In contrast, a “line” source of sound, such as roadway traffic or a rail line, spreads out in a cylindrical pattern and theoretically attenuates by three dB with each doubling of distance from the line source; however, the sound level at a receptor location can be modified further by additional factors. The first is the presence of a reflecting plane such as the ground. For hard ground, a reflecting plane typically increases A weighted sound pressure levels by three dB. If some of the reflected sound is absorbed by the surface, this increase will be less than three dB. Other factors affecting the predicted sound pressure level are often lumped together into a term called “excess attenuation.” Excess attenuation is the amount of additional attenuation that occurs beyond simple spherical or cylindrical spreading. For sound propagation outdoors, there is almost always excess attenuation, producing lower levels than what would be predicted by spherical or cylindrical spreading. Some examples include attenuation by sound absorption in air; attenuation by barriers; attenuation by rain, sleet, snow, or fog; attenuation by grass, shrubbery, and trees; and attenuation from shadow zones created by wind and temperature gradients. Under certain meteorological conditions, like fog and low-level clouds, some of these excess attenuation mechanisms are reduced or eliminated due to noise reflection.

Noise Effects

Noise effects on human beings are generally categorized as:

- Subjective effects of annoyance, nuisance, and/or dissatisfaction
- Interference with activities such as speech, sleep, learning, or relaxing
- Physiological effects such as startling and hearing loss

Most environmental noise levels produce subjective or interference effects; physiological effects are usually limited to high noise environments such as industrial manufacturing facilities or airports.

Predicting the subjective and interference effects of noise is difficult due to the wide variation in individual thresholds of annoyance and past experiences with noise; however, an accepted method to determine a person's subjective reaction to a new noise source is to compare it with the existing environment without the noise source, or the "ambient" noise environment. In general, the more a new noise source exceeds the ambient noise level, the more likely it is to be considered annoying and to disturb normal activities.

Under controlled conditions in an acoustical laboratory, the trained, healthy human ear is able to discern one-dB changes in sound levels when exposed to steady, single-frequency ("pure-tone") signals in the mid-frequency (1,000–8,000 Hz) range. In typical noisy environments, changes in noise of one to two dB are generally not perceptible. However, it is widely accepted that people are able to begin to detect sound level increases of three dB in typical noisy environments. Further, a five dB increase is generally perceived as a distinctly noticeable increase, and a 10 dB increase is generally perceived as a doubling of loudness that would almost certainly cause an adverse response from community noise receptors.

Groundborne Vibration and Noise

Vibration is the movement of particles within a medium or object such as the ground or a building. Vibration may be caused by natural phenomena (e.g., earthquakes, volcanic eruptions, sea waves, landslides) or humans (e.g., explosions, machinery, traffic, trains, construction equipment). Vibration sources are usually characterized as continuous, such as factory machinery, or transient, such as explosions.

As is the case with airborne sound, groundborne vibrations may be described by amplitude and frequency; however, unlike airborne sound, there is no standard way of measuring and reporting amplitude. Vibration amplitudes can be expressed in terms of velocity (inches per second) or discussed in dB units in order to compress the range of numbers required to describe vibration. Vibration impacts to buildings are usually discussed in terms of peak particle velocity (PPV) in inches per second (in/sec). PPV represents the maximum instantaneous positive or negative peak of a vibration signal and is most appropriate for evaluating the potential for building damage. Vibration can impact people, structures, and sensitive equipment. The primary concern related to vibration and people is the potential to annoy those working and residing in the area. Vibration with high enough amplitudes can damage structures (such as crack plaster or destroy windows). Groundborne vibration can also disrupt the use of sensitive medical and scientific instruments, such as electron microscopes.

Common sources of vibration within communities include construction activities and railroads. Groundborne vibration generated by construction projects is usually highest during pile driving, rock blasting, soil compacting, jack hammering, and demolition-related activities. Next to pile driving, grading activity has the greatest potential for vibration impacts if large bulldozers, large trucks, or other heavy equipment are used.

Groundborne noise is noise generated by vibrating building surfaces such as floors, walls, and ceilings that radiate noise inside buildings subjected to an external source of vibration. The vibration level, the acoustic radiation of the vibrating element, and the acoustical absorption of the room are all factors that affect potential groundborne noise generation.

4.5.2 Environmental Setting

The proposed project is located at 1500 Court Street in Redding, California. The noise environment near the project site is most influenced by the number of vehicles traveling on West Street and Court Street. Using noise contours developed for use in preparing the City's General Plan 2045, the project site is not located within a 65 CNEL Noise Exposure contour associated with either the Benton Airpark or the Redding Regional Airport (City of Redding 2024).

Noise Sensitive Receptors

Noise-sensitive receptors are buildings or areas where unwanted sound or increases in sound may have an adverse effect on people or land uses. Noise sensitive land uses are locations where people reside or where the presence of noise could adversely affect the use of the land, including places where people live, sleep, recreate, worship and study. In general, potential noise-sensitive receptors in the vicinity of the project area include:

- Single-family residences along the west side of Chestnut Street, approximately 325 feet west of the project site.
- Multifamily residences along the west side of West Street, approximately 460 feet north of the project site.
- Little Ones Daycare facility at the intersection of Willie Street and Butte Street, approximately 800 feet west of the project site.

4.5.3 Regulatory Setting

Federal

No federal regulations apply to noise or vibration from the proposed project, but the Federal Transit Administration (FTA) 2018 Transit Noise and Vibration Impact Assessment Manual establishes construction noise guidelines for a general quantitative assessment that recommends modeling typical construction equipment noise levels from the center of a project site (FTA 2018).

State

Caltrans

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The California Department of Transportation's (Caltrans) Transportation and Construction Vibration Guidance Manual provides a summary of vibration criteria that have been reported by researchers, organizations, and governmental agencies (Caltrans 2020). Chapters 6 and 7 of the aforementioned guidance manual summarize vibration detection and annoyance criteria from various agencies and provide Caltrans' recommended guidelines and thresholds for evaluating potential vibration impacts on buildings and humans from transportation and construction projects. These thresholds are summarized in Table 4-6 and Table 4-7.

Table 4-6: Caltrans' Vibration Threshold Criteria for Building Damage		
Structural Integrity	Maximum PPV (in/sec)	
	Transient	Continuous
Historic and some older buildings	0.50	0.12 to 0.2
Older residential structures	0.50	0.30
New residential structures	1.00	0.50
Modern industrial and commercial structures	2.00	0.50
<i>Source: Caltrans 2020</i>		

Table 4-7: Caltrans' Vibration Threshold Criteria for Human Response		
Human Response	Maximum PPV (in/sec)	
	Transient	Continuous
Slightly perceptible	0.035	0.01
Distinctly perceptible	0.24	0.04
Strongly perceptible	0.90	0.10
Severe/Disturbing	2.0	0.7 (at 2 Hz) to 0.17 (at 20 Hz)
Very disturbing	--	3.6 (at 2 Hz) to 0.4 (at 20 Hz)
<i>Source: Caltrans 2020</i>		

Regional

Shasta County General Plan

The Shasta County General Plan Chapter 5 Public Safety Group includes Section 5.5 Noise, which serves as a guideline in the development of a noise-compatible land use pattern in the land use element. According to the Shasta County General Plan Noise Element, significant noise sources include traffic on major roadways and highways, railroad operations, airports, representative industrial activities, and fixed noise sources. The Noise Element includes the

following objectives for addressing potential noise conflicts between various land uses and noise sources:

- N-1: To protect County residents from the harmful and annoying effects of exposure to excessive noise.
- N-2: To protect the economic base of the County by preventing incompatible land uses from encroaching upon existing or programmed land uses likely to create significant noise impacts.
- N-3: To encourage the application of state-of-the-art land use planning methodologies in the area of managing and minimizing potential noise conflicts.

The following policy may be relevant to the proposed project:

- N-b: Noise likely to be created by a proposed non-transportation land use shall be mitigated so as not to exceed the noise level standards of Table N–IV (see Shasta County General Plan Section 5.5.016) as measured immediately within the property line of adjacent lands designated as noise-sensitive. Noise generated from existing or proposed agricultural operations conducted in accordance with generally accepted agricultural industry standards and practices is not required to be mitigated.

Local

City of Redding Municipal Code

Division IV (Regulations Applying in All Districts), Chapter 18.40 (Development and Site Regulations), Section 18.40.100 (Noise Standards) includes the following standards that are relevant to the proposed project:

- Section 18.40.100(E)(1) sets the following exterior noise limits as shown in Table 4-8, below:

Table 4-8: City of Redding Exterior Noise Standards		
Receiving Land Use Category	Time Period	Noise Level (Hourly L_{eq}/dB)
Residential	10 p.m.—7 a.m.	45
	7 a.m.—10 p.m.	55
Office/Commercial	10 p.m.—7 a.m.	55
	7 a.m.—10 p.m.	65
Industrial	10 p.m.—7 a.m.	N/A
	7 a.m.—10 p.m.	N/A

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- Section 18.40.100(F)(1) prohibits the unloading, opening, closing or other handling of boxes, crates, containers, building materials or similar objects between the hours of ten p.m. and seven a.m. in such a manner as to cause a noise disturbance across a residential real property line;
- Section 18.40.100(F)(2) prohibits the 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.
- Section 18.40.100(H)(5) states street, utility and similar construction projects undertaken by or under contract to the city of Redding, county of Shasta or state of California or a public utility regulated by the California Public Utilities Commission are exempt from City of Redding noise standards.

4.5.4 Significance Thresholds

Per the CEQA Guidelines, project implementation would have a significant impact related to noise or vibration if it would:

- a) Generate a substantial temporary or permanent increase in ambient noise levels in excess of standards established in the local general plan or noise ordinance, or in other applicable local, state, or federal standards;
- b) Generate excessive ground-borne vibration or ground-borne noise levels; or
- c) For a project located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, expose people residing or working in the project area to excessive noise levels.

With regard to criterion (a) the proposed project would result in a significant construction impact if it would conflict with or violate any applicable provision of the FTA's construction noise analysis criteria. With regard to criterion (a) and potential long-term, operational noise levels, the proposed project would not result in long-term operational noise and, therefore, does not have the potential to generate a permanent increase in ambient noise levels above the City's standards.

With regard to criterion (b), the proposed project would result in a significant construction and/or operational vibration impact if it would:

- Generate construction-related vibration levels that exceed Caltrans' guidance for potential building damage (see Table 4-13) at any time; or
- Generate construction-related vibration levels that exceed Caltrans' criterion for human annoyance response to slightly perceptible vibrations (0.01 PPV in/sec; see Table 4-14).

4.5.5 Impacts and Mitigation Measures

This section evaluates potential noise and vibration impacts and recommends mitigation measures, as needed, to reduce potentially significant impacts.

Impact NOI-1: The construction of the project could result in the generation of a substantial temporary increase in ambient noise levels in excess of standards established in the local general plan or noise ordinance, or in other applicable local, state, or federal standards (Less Than Significant Impact)

As described in more detail below, the proposed project would not result in a substantial temporary or permanent increase in noise levels in the vicinity of the project site from construction or operational activities. This impact would be less than significant.

Construction

The proposed project would involve construction activities that temporarily increase ambient noise levels, primarily from the use of heavy-duty construction equipment. Project construction would occur over an approximately six-month period, which would include demolition of the existing courthouse and site preparation for the proposed parking lot. Construction activities would include demolition, site preparation, grading, paving, and architectural coating. Project construction activities would generate noise and vibration from the following sources:

- Heavy equipment operations throughout the project site. Some heavy equipment would consist of mobile equipment such as a loader and excavator that would move around work areas; other equipment would consist of stationary equipment (e.g., air compressors) that would generally operate in a fixed location until work activities are complete. Heavy equipment generates noise from engine operation, mechanical systems and components (e.g., fans, gears, propulsion of wheels or tracks), and other sources such as backup alarms. Mobile equipment generally operates at different loads, or power outputs, and produces higher or lower noise levels depending on the operating load. Stationary equipment generally operates at a steady power output that produces a constant noise level.
- Vehicle trips, including worker, vendor, and haul truck trips. These trips are likely to primarily occur on Court Street.

The anticipated construction sequencing and work activity duration, and typical equipment that would be used to conduct the work activities are summarized in Table 4-9, below.

Table 4-9: Project Construction Schedule and Phasing		
Phase	Duration (Active Days)	Equipment
Demolition	43	Concrete/Industrial Saw, Loader, Dozer
Site Preparation	3	Grader, Scraper, Loader
Grading	6	Grader, Loader, Dozer
Paving	10	Cement and Mortar Mixer, Paver, Roller
Architectural Coating	10	Air Compressor

Table 4-18 presents estimated noise levels for the types of equipment that would be used during work activities for the proposed project. Potential construction noise levels are presented for worst-case equipment operations at a distance of 50 feet (reference noise level) and at specific distances to sensitive receptors in proximity to the project site (e.g. 325 feet to single-family residences, the closest sensitive receptors).

Based on construction equipment information available from Caltrans, typical default heavy-duty off-road construction equipment available on the market may generate noise levels of 65 dBA L_{eq} at a distance of 325 feet (i.e., the approximate distance between the project site and the nearest sensitive receptor). The analysis presented in this section uses the Federal Transit Administration's (FTA) daytime (80 dBA L_{eq}) detailed construction noise analysis criteria to assess whether potential construction activities would result in a substantial temporary increase in noise levels in the vicinity of the project site (FTA 2018). As shown in Table 4-10, the project's construction activities could generate temporary construction noise levels of approximately 65 dBA L_{eq} at the nearest sensitive receptor. Therefore, the proposed project's potential construction noise levels would not exceed the FTA's daytime (7:00 AM to 10:00 PM) noise criterion of 80 dBA L_{eq} at modeled sensitive receptor locations. Furthermore, the potential construction noise levels described above are considered to be worst-case noise levels as the proposed project's construction noise levels would vary by the distance between the construction activity and receptor areas. Additionally, project construction activities would be phased which would limit which receptors would be most impacted at any one time. The above noise level estimates are based on worst case conditions and do not account for potential shielding by existing buildings along West Street from residential receptors west of the project site as equipment moves around work areas within the project site and operates farther away from nearby receptors. Thus construction noise associated with the proposed project would not significantly impact nearby receptors.

Table 4-10: Project Construction Equipment Noise Levels (dBA)

Equipment	Reference Noise Level at 50 Feet (L_{max}) ^(A)	Percent Usage Factor ^(B)	Predicted Noise Levels (L_{eq}) at Distance ^(C)					
			50 Feet	100 Feet	250 Feet	325 Feet	460 Feet	800 Feet
Backhoe	80	0.4	76	70	62	60	57	52
Bulldozer	85	0.4	81	75	67	65	62	57
Compressor	80	0.4	76	70	62	60	57	52
Concrete Mixer	85	0.4	81	75	67	65	62	57
Delivery Truck	85	0.4	80	74	66	64	61	56
Excavator	85	0.4	81	75	67	65	62	57
Front End Loader	80	0.4	76	70	62	60	57	52
Generator	82	0.5	79	73	65	63	60	55
Grader	85	0.4	81	75	67	65	62	57
Man Lift	85	0.2	78	72	64	62	59	54
Paver	85	0.5	82	76	68	66	63	58
Pneumatic Tools	85	0.5	82	76	68	66	63	58
Roller	85	0.2	78	72	64	62	59	54
Scraper	85	0.4	81	75	67	65	62	57
Tractor	84	0.4	80	74	66	64	61	56
Vacuum Truck	85	0.4	81	75	67	65	62	57
Welder	73	0.4	70	64	56	54	51	46

Source: Caltrans 2013 and FHWA 2010

(A) L_{max} noise levels based on manufacturer's specifications.

(B) Usage factor refers to the amount of time the equipment produces noise over the time period.

(C) Estimate does not account for any atmospheric or ground attenuation factors. Calculated noise levels based on Caltrans 2013: L_{eq} (hourly) = L_{max} at 50 feet – $20\log(D/50) + 10\log(UF)$, where: L_{max} = reference L_{max} from manufacturer or other source; D = distance of interest; UF = usage fraction or fraction of time period of interest equipment is in use.

Operations

As described above, upon completion of construction activities the proposed project would not directly result in long-term operational noise. Therefore, the proposed project would not generate a substantial permanent increase in ambient noise levels in the vicinity of the project site. This impact would be less than significant

Impact NOI-2: The construction of the project could result in the generation of excessive groundborne vibration or groundborne noise levels. (Less Than Significant Impact)

Construction activities have the potential to result in varying degrees of ground vibration, depending on the specific construction equipment used and activities involved. Vibration generated by construction equipment spreads through the ground and diminishes with increases in distance. The effects of ground vibration may be imperceptible at low levels, result in low rumbling sounds and detectable vibrations at moderate levels, and can disturb human activities such as sleep and vibration sensitive equipment at high levels. Ground vibration can also potentially damage the foundations and exteriors of existing structures even if it does not result in a negative human response. Construction vibration impacts generally occur when construction activities occur in close proximity to buildings and vibration-sensitive areas, during evening or nighttime hours, or when construction activities last extended periods of time. The construction activities associated with the proposed project would occur in phases over approximately six months. The ground-borne vibration levels generated by the type of equipment that would be used during construction activities of the proposed project are shown in Table 4-11.

Table 4-11: Potential Project Construction Vibration Levels								
Equipment	Peak Particle Velocity (in/sec)^(A)				Velocity Decibels (VdB)^(B)			
	25 feet	325 feet	460 feet	800 feet	25 feet	325 feet	460 feet	800 feet
Small bulldozer	0.003	0.000	0.000	0.000	58	24.6	20.1	12.8
Jackhammer	0.035	0.001	0.001	0.000	79	45.6	41.1	33.8
Loaded truck	0.076	0.003	0.002	0.001	86	52.6	48.1	40.8
Large bulldozer	0.089	0.003	0.002	0.001	87	53.6	49.1	41.8
Vibratory Roller	0.21	0.007	0.005	0.002	94	60.6	56.1	48.8
<i>Source: Caltrans 2020 and FTA 2018</i> (A) Estimated PPV calculated as: $PPV(D) = PPV(ref) * (25/D)^{1.1}$ where $PPV(D)$ = Estimated PPV at distance; $PPV(ref)$ = Reference PPV at 25 ft; D = Distance from equipment to receiver; and n = ground attenuation rate (1.3 for competent soils). (B) Estimated VdB calculated as: $VdB(D) = VdB(ref) - 30 * \log(D/25)$ where $VdB(D)$ = Estimated VdB at distance; $VdB(ref)$ = Reference VdB at 25 ft; D = Distance from equipment to receiver.								

As shown in Table 4-19, vibration levels associated with typical construction equipment during construction activities would not generate vibration levels in excess of Caltrans' criterion for human annoyance response to slightly perceptible vibrations. Additionally, as shown in Table 4-19, vibration levels associated with typical construction equipment during construction activities would not generate vibration levels in excess of Caltrans' criterion for potential building damage. Although some vibration associated with construction activities may be felt by nearby government building properties adjacent to the project site to the north and south, this potential vibration effect would not be excessive because it would be infrequent (occurring only when equipment is in full operation, not idling or in low power modes), be intermittent (equipment would not operate in the same location every day and would move around the site so that properties are not exposed to continuous peak vibration levels), and would not damage buildings or structures at any point. The proposed project, therefore, would not generate substantial or excessive groundborne vibration levels. This impact is less than significant.

Impact NOI-3: For a project located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, the project would expose people residing or working in the project area to excessive noise levels. (Less Than Significant Impact)

The project site is located approximately 0.5 miles northeast of Benton Airpark, the nearest airport or airstrip. As described in Section 4.5.2, the project site is not located within a 65 CNEL Noise Exposure contour associated with either the Benton Airpark. Therefore, the proposed project would not expose people residing or working in the vicinity of the project site to excessive airport-related noise levels. This impact would be less than significant.

4.5.6 References

California Department of Transportation (Caltrans). 2013. Technical Noise Supplement to the Traffic Noise Analysis Protocol. Sacramento, California. September 2013.

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U.S. Federal Highway Administration (FHWA) 2010. "Construction Noise Handbook, Chapter 9 Construction Equipment Noise Levels and Ranges." U.S. Department of Transportation FHWA. August 24, 2017. Accessed April 1, 2018 at: http://www.fhwa.dot.gov/environment/noise/construction_noise/handbook/handbook09.cfm

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U.S. Federal Transit Administration (FTA). 2018. Transit Noise and Vibration Impact Assessment Manual. FTA Report No. 0123. Prepared by John A. Volpe National Transportation Systems Center. Washington, DC. September 2018.

5 ALTERNATIVES TO THE PROPOSED PROJECT

Section 15126.6 of the CEQA Guidelines requires an EIR to *"describe a range of reasonable alternatives to the project, or to the location of the project, which would feasibly attain most of the basic objectives of the project, but would avoid or substantially lessen any of the significant effects of the project, and evaluate the comparative merits of the alternatives."* The section also states that *"the discussion of alternatives shall focus on alternatives to the project or its location which are capable of avoiding or substantially lessening any significant effects of the project, even if those alternatives would impede to some degree the attainment of the project objectives, or would be more costly."* Under Section 15126.6(a) of the CEQA Guidelines, an EIR does not need to consider alternatives that are not feasible, nor does it need to address every conceivable alternative to the project. The range of alternatives "is governed by the 'rule of reason' that requires the EIR to set forth only those alternatives necessary to permit a reasoned choice" (CEQA Guidelines § 15126.6(f).)

Pursuant to Section 15126.6, this chapter describes three alternatives to the Old Shasta County Courthouse Demolition Project:

- Alternative 1: the CEQA-mandated No Project Alternative;
- Alternative 2: Demolish Jail and Annex, Repurpose Courthouse Alternative; and
- Alternative 3: Demolish Courthouse and Annex, Pave Area for Parking, and Preserve Jail Alternative.

The impacts of each alternative are compared to the project. The ability of each alternative to meet the basic project objectives is also described, and the "environmentally superior" alternative among the four alternatives is identified, as required by the CEQA Guidelines.

5.1 IMPACTS OF THE PROPOSED PROJECT

5.1.1 Less Than Significant with Mitigation Project Impacts

CEQA requires the alternatives discussion to describe alternatives to the project that would avoid or substantially lessen any of the significant effects of the project. This EIR has identified the following significant but mitigable impacts that could result from the proposed demolition and redevelopment project.

Impact BIO-1: The project could have a significant adverse effect on special-status bats, maternity colonies, or hibernating bats which could be injured or killed if they are present during hazardous materials abatement or demolition activities. Implementation of Mitigation Measures BIO-1a through BIO-1f would reduce potential impacts on bats to a less than significant level.

Impact BIO-2: The project could have a significant adverse effect on nesting birds. Implementation of Mitigation Measures BIO-2, Survey for and protection of nesting birds, would reduce potential impacts to a less than significant level.

Impact CUL-2: Ground-disturbing activities associated with building demolition and future development within the project site could directly or indirectly damage buried and unknown unique archaeological resources. Mitigation Measures CUL-2a (Stop Work Order in Case of Accidental Discovery) and CUL-2b (Mitigation Strategies in Case of Accidental Discovery) would reduce potential impacts to a less than significant level.

Impact CUL-3: Ground-disturbing activities associated with development within the project site could disturb human remains, including those interred outside of formal cemeteries. Mitigation Measure CUL 3 (Stop Work Order and Coroner Notification in case of Accidental Discovery) would reduce the impact to a less than significant level.

Impact TRIBCUL-1: Ground-disturbing activities associated with building demolition and future development within the Project site could directly or indirectly damage buried and unknown tribal cultural resources. Mitigation Measures TRIBCUL-1a (Stop Work Order in Case of Accidental Discovery) and TRIBCUL-1b (Mitigation Strategies in case of Accidental Discovery) would reduce the impact to a less than significant level.

Impact HAZ-2: The project would encounter hazardous materials during demolition activities. Implementation of Mitigation Measures HAZ-2a through HAZ-2d addressing asbestos, PCBs, LBP, and other hazardous materials would reduce the potential impact to a less than significant level.

5.1.2 Significant and Unavoidable Project Impacts

The following are the impacts that would remain significant, even with the implementation of proposed mitigation measures.

Impact CUL-1: The project would demolish historical resources - the existing old County Courthouse and jail. Implementation of Mitigation Measure CUL-1 (Historic American Buildings Survey Documentation) would reduce the potential impact, but would not lessen the impact to a less than significant level because the project would still result in the loss of historic resources. Therefore, the impact is considered significant and unavoidable.

5.2 RATIONALE FOR ALTERNATIVE SELECTION

In accordance with CEQA Guidelines Section 15126.6(a), an EIR does not need to evaluate every conceivable alternative. Section 15126.6(c) of the CEQA Guidelines states, “Among the factors that may be used to eliminate alternatives from detailed consideration in an EIR are: (i) failure to meet most of the basic project objectives, (ii) infeasibility, or (iii) inability to avoid significant environmental effects.” CEQA Guidelines Section 15126(f)(2) indicates that

alternatives that are remote or speculative, or the effects of which cannot be reasonably predicted, need not be considered.

CEQA Guidelines Section 15126.6(f) indicates that the Lead Agency should consider site suitability, economic viability, availability of infrastructure, general plan consistency, other regulatory limitations, jurisdictional boundaries, and the proponent's control over alternative sites in determining the range of alternatives to be evaluated in an EIR.

With respect to alternative sites, CEQA Guidelines Section 15126.6(f) indicates that alternative locations need not be evaluated in every case. For this project, examining an alternative location for the project is not a feasible alternative since the purpose of the project is to remove the building complex, and in addition, a replacement courthouse building has already been constructed at a location directly across the street from this building. Therefore, this chapter does not discuss an alternative project location.

A feasible range of alternatives has been evaluated that will allow decision-makers to make a reasoned choice and that meets most of the project objectives. The project objectives included in Chapter 3, Project Description, are:

1. Demolish the old County Courthouse Complex as the buildings are not energy efficient and contain significant amounts of hazardous materials.
2. Provide additional public parking in downtown Redding.
3. Allow potential for future development opportunities in Downtown Redding.

The County seeks to reduce costs of maintaining a vacant building, make the property available for future uses in a cost effective manner. The cost to maintain the vacant buildings is about \$15,000 per month to operate the HVAC system to prevent mold, and to operate lighting and alarm system for building security. Additionally, under existing conditions, hazardous materials would persist within the existing courthouse complex and would continue to age and decay until such time a future development project is approved for the site. Hazardous materials would remain present in the complex and could present a hazard for accidental release in the event there is a fire, flood, building accident (leaking roof, etc.) or due to building material decay over time.

While selecting alternatives to be considered for analysis, the County focused on alternatives which could potentially reduce the significant effects of the project and would also achieve most of the project objectives. The EIR impact analysis identified one significant and unavoidable impact, which is the loss of historic resources. All other impacts identified can be reduced to less than significant levels through the implementation of proposed mitigation measures.

5.3 ALTERNATIVE CONSIDERED BUT REJECTED

The following Alternatives were reviewed but not included for further evaluation in this EIR for the reasons discussed below.

Remodel/Repurpose Entire Complex for County Use Alternative

The Remodel/Repurpose Entire Building for County Use Alternative would allow the entire courthouse complex (Old County Courthouse, annex and jail buildings) to remain, with the necessary interior and exterior improvements made and hazardous materials remediation completed to facilitate continued use of the buildings for various County functions within a structure that is compliant with current building code requirements for accessibility and conservation of resources.

This Alternative would avoid the significant and unavoidable impact to historic resources (Impact CUL-1), as well as potentially significant impacts related to biological resources including roosting bats (Impact BIO-1), nesting birds (Impact BIO-2), buried cultural resources during construction activities (Impact CUL-2), human remains (Impact CUL-3), and tribal cultural resources (Impact TRIBCUL-1). However, it would not avoid potential impacts related to exposure of hazardous materials (Impact HAZ-2).

Section 15126.6(f) of the CEQA Guidelines indicates that other factors, including economic viability, should be considered by the Lead Agency in determining the range of alternatives to be evaluated in an EIR. The financial obligation to the County of completing the required restoration and remediation work necessary to make this an energy-efficient, code-compliant and safely functioning office complex was determined by County staff to be substantial, given the current condition of the buildings. County officials, during testimony at Board hearings on February 25 and March 18, 2025, have testified that the buildings are not energy efficient and contain significant amounts of hazardous materials, and that both of these conditions would render remodeling and repurposing the building for continued use as cost prohibitive. Descriptions of the potential uses of the building by County departments were provided and the limitations in renovation due to asbestos mitigation, costs to update the building to meet modern safety and ADA standards, and other potential issues were cited at the hearings. As a result of the lack of interest in repurposing the entire building (complex) during the discussion at the February 25th meeting, that option was no longer included in the staff recommendations presented to the Board at the March 18th hearing. This Alternative is considered infeasible due to economic viability.

Section 15126.6(c) states that one of the factors that may be used to eliminate alternatives from detailed consideration in an EIR is failure to meet most of the basic project objectives. In addition to not meeting the first of the project objectives as described above, this Alternative would not provide additional public parking in downtown Redding and would not allow the potential for future development opportunities in Downtown Redding. The Remodel/Repurpose

Entire Building for County Use Alternative project would therefore meet none of the three project objectives.

For these reasons the Remodel/Repurpose Entire Building for County Use Alternative was considered but rejected for consideration in this EIR.

Demolish Entire Building and Leave Site Undeveloped Until Later Date Alternative

While this Alternative meets two of the project objectives including provision of additional public parking and allowing the potential for future development opportunities in Downtown Redding, it was removed from further consideration in this EIR because it does not lessen any of the identified potentially significant effects of the proposed project. Significant unavoidable impacts to historic resources and potentially significant impacts to other cultural and tribal cultural resources, biological resources, and hazards and hazardous materials, would be the same as the proposed project for this Alternative. This Alternative would result in similar, but reduced LTS impacts for air quality, GHG, and noise due to the reduced construction (parking lot construction eliminated).

5.4 ALTERNATIVES SELECTED

The following alternatives have been evaluated in comparison to the proposed project:

- Alternative 1: No Project Alternative
- Alternative 2: Demolish Jail and Annex, Repurpose Courthouse Alternative
- Alternative 3: Demolish Courthouse and Annex, Pave Area for Parking, and Preserve Jail Alternative

Per CEQA Guidelines Section 15126.6(d), the discussion of impacts associated with the alternatives is less detailed than the evaluation included in Chapters 4.1 through 4.11.1. The alternatives' potential impacts are evaluated in the following Sections 5.4.1 through 5.4.4. Also, in accordance with Section 15126.6, an “environmentally superior alternative” has been identified.

5.4.1 Alternative 1: No Project

CEQA Guidelines Section 15126.6(e) requires an EIR to analyze the specific alternative of “No Project.” The purpose of describing and analyzing the No Project Alternative is to allow decision makers to compare the impacts of approving a proposed project with the impact of not approving the proposed project. The No Project Alternative must discuss the existing conditions at the time the Notice of Preparation is published for the EIR, as well as what would be reasonably expected to occur in the foreseeable future if the project were not approved, based on current plans and consistent with available infrastructure and community services. The No Project Alternative

Chapter 5 Alternatives to the Proposed Project

(Alternative 1) is presented below for informational purposes, as required by CEQA Guidelines Section 15126.6(e).

Principal Characteristics

Under Alternative 1, the County would not demolish the old Shasta County Courthouse, annex or jail buildings and a parking lot would not be developed in the complex's place at 1500 Court Street in Redding, California. The County would continue to keep the building complex vacant, unused, and minimally maintained. Additional parking would not be made available to downtown Redding visitors. Existing parking and landscaping areas would be maintained until such time as another project is proposed for the site. Hazardous materials would persist in the unused buildings and the buildings would not be efficient in energy or natural resource use and would continue to be deficient by modern standards for safety and accessibility.

Analysis of Alternative 1

The impacts of Alternative 1 are examined qualitatively to allow comparison with the proposed project. The project site does not contain Agricultural, Forestry, or Mineral Resources, and is not located in a Very High Fire Hazard Severity zone and consequently does not represent features that would substantially alter the wildfire risk in the area. The project also does not involve Hydrology and Water Quality, Population and Housing, Public Services, Recreation, Transportation or Utilities and Service Systems-related issues. Therefore, these topics are not discussed below. They are discussed in Chapter 6 - CEQA Mandated Sections of this EIR.

- a. *Aesthetics*. The DEIR analysis found that the aesthetic impacts of the proposed project are less than significant as the project is in an urban downtown setting and replaces an existing building complex containing surface parking with a new surface parking lot at the site. Lighting for the new surface parking lot would comply with existing outdoor lighting regulations. No mitigation is required to reduce potential impacts of the proposed project to less than significant levels. Alternative 1 would maintain all existing site features and would represent no change compared to existing conditions. Therefore, Alternative 1 would have less aesthetic impact compared to the proposed project.
- b. *Air Quality*. The DEIR analysis found the impacts of the proposed project to be less than significant. Short-term construction vehicle emissions of criteria pollutants and fugitive dust emissions are anticipated during demolition and construction activities, however these impacts are determined to be less than significant and do not require mitigation.

The No Project Alternative would require no demolition or new construction activities at the project site. Therefore, there would be no demolition or construction related emissions of criteria pollutants or fugitive dust, and Alternative 1 would result in less overall emissions than are anticipated for the proposed project, resulting in no air quality impacts.

- c. *Biological Resources.* The DEIR analysis found the impacts of the proposed project on biological resources to be potentially significant under Impact BIO-1 (bats and bat habitat) and Impact BIO-2 (nesting birds). However, implementation of Mitigation Measures BIO-1a through BIO-1f, and BIO-2 would reduce the project's potentially significant impacts to these biological resources to a less than significant level. Alternative 1, which proposes no building demolition, tree removal or parking lot construction activities, would have no impact on bats, bat habitat or nesting birds on or in the immediate vicinity of the site. For these reasons, Alternative 1 would have no impact on Biological Resources and would therefore have a reduced level of impact on Biological Resources compared to the proposed project.
- d. *Cultural Resources and Tribal Cultural Resources.* The DEIR analysis concluded that the project would have both potentially significant and significant and unavoidable impacts related to Cultural Resources and Tribal Cultural Resources. The project includes Mitigation Measures (MM CUL-2, MM CUL-3, and TRIBCUL-1) that would reduce the proposed project's impacts on cultural and tribal cultural resources to less than significant levels. The project includes Mitigation Measures (MM CUL-1) that would reduce the impact for the loss of historical resources, however the reduction does not reduce the impact to less than significant, therefore the impact remains significant and unavoidable, even with the implementation of mitigation measures.

Under Alternative 1, there would be no demolition or construction activities that could impact cultural resources and tribal cultural resources. Thus, Alternative 1 is considered to have a reduced level of impact compared to the project.

- e. *Energy.* The DEIR found the project would have a less than significant impact with respect to energy use. The project would result in temporary energy use to power equipment used during demolition and construction activities and would also result in operational energy use for the proposed parking lot lighting at the site. Alternative 1 would maintain the existing vacant structures, though use of the HVAC system to prevent mold in the building and to maintain lighting and alarm systems to maintain building security. It currently costs approximately \$15,000 to maintain the building. Energy use for the proposed project would be less than the existing use.
- f. *Geology and Soils.* The DEIR found the project would have a less than significant impact on geology and soils due to the ground disturbance necessary for demolition and construction. Alternative 1 would have less impact than the proposed project in this respect as no demolition or construction-related ground disturbance would occur.
- g. *Greenhouse Gases.* The DEIR found the project would have a less than significant impact with respect to greenhouse gas emissions primarily from the operation of the motorized equipment that would be used for demolition and construction activities. Alternative 1 would have less impact than the proposed project in this respect as no demolition or construction activities would occur.

- h. *Hazards and Hazardous Materials.* The DEIR analysis found that the project's impacts related to Hazards and Hazardous Materials would be less than significant with mitigation measures incorporated. The project would require handling and remediation of known hazardous materials prior to demolition of the existing buildings. Proposed project Mitigation Measures HAZ-2a through HAZ-2d would protect workers and the environment from accidental exposure to hazardous materials during demolition activities. Demolition and construction vehicles and equipment would require the use of hazardous materials (fuels, oils and other vehicle-related products), however these hazardous materials would be used in relatively small quantities, and in compliance with local and state safety requirements.

No demolition or construction activities would occur under Alternative 1, therefore no hazardous materials abatement nor use or transport of hazardous materials would occur. Under Alternative 1, hazardous materials would persist within the existing courthouse complex and would continue to age and decay until such time a future development project is approved for the site. Because Alternative 1 would not create a significant new hazard nor mitigate the existing hazard related to the potential release of hazardous materials in the courthouse building complex, it would result in no impact on the environment compared to the proposed project.

- i. *Land Use.* The DEIR analysis found that the project's impacts related to Land Use are less than significant, as no new land uses are proposed at the site. The proposed surface parking lot is already an existing use at the site, accessory to the existing office building use. Alternative 1 would result in no change in land use or site features and therefore also represents no impacts to land use. These impacts would be considered less than the proposed project because it does not eliminate the primary use of the site, which is an office building complex.
- j. *Noise and Vibration.* The DEIR analysis found that the project's impacts related to noise are less than significant and primarily related to temporary demolition and construction activities. Noise and vibration impacts under Alternative 1 would be considered less than the proposed project with respect to Noise and Vibration as no construction or demolition activities would occur at the site under this Alternative.

Attainment of Project Objectives

Alternative 1 would not meet any of the project objectives. It preserves a building complex that is not energy efficient, contains hazardous materials, and doesn't meet current codes for modern safety and accessibility requirements, making it impossible to occupy. Alternative 1 does not increase available parking at the site and does not facilitate future redevelopment of the site.

5.4.2 Alternative 2: Demolish Jail and Annex, Repurpose Courthouse Alternative

Principal Characteristics

This Alternative (Alternative 2) would demolish only the jail and annex portions of the complex and would repurpose the Old County Courthouse building for future use as an office building. This Alternative would allow the building to remain, with the necessary interior and exterior improvements made and hazardous materials remediation completed to facilitate continued use of the buildings for various office functions, County or otherwise, within a structure that is compliant with building code requirements for accessibility and conservation of resources. The area occupied by the jail and annex buildings could be used to provide additional surface parking or used for other public purposes.

Analysis of Alternative 2

The impacts of Alternative 2 are examined qualitatively to allow comparison with the proposed project. The project site does not contain Agricultural, Forestry, or Mineral Resources, and is not located in a Very High Fire Hazard Severity zone and consequently does not represent features that would substantially alter the wildfire risk in the area. The project also does not involve Hydrology and Water Quality, Population and Housing, Public Services, Recreation, Transportation or Utilities and Service Systems-related issues. Therefore, these topics are not discussed below. They are discussed in Chapter 6 - CEQA Mandated Section of this EIR.

- a. *Aesthetics.* The DEIR analysis found that the aesthetic impacts of the proposed project are less than significant as the project is in an urban downtown setting and replaces an existing building complex containing surface parking with a new surface parking lot at the site. Lighting for the new surface parking lot would comply with existing outdoor lighting regulations. No mitigation is required to reduce potential impacts of the proposed project to less than significant levels. Alternative 2 would preserve the Old County Courthouse building, but demolish the jail and annex buildings, which would have less aesthetic impact compared to the proposed project as it maintains the largest and most visually prominent of the three structures at the site.
- b. *Air Quality.* The DEIR analysis found the impacts of the proposed project to be less than significant. Potential impacts were related to short-term construction vehicle emissions of criteria pollutants and fugitive dust emissions. Alternative 2 would result in less demolition and construction emissions due to the reduced amount of building structure being demolished and from the reduced number of haul trucks that would be required to export demolished building materials from the site. Overall, Alternative 2 would have less air quality impacts compared to the project.
- c. *Biological Resources.* The DEIR analysis found the impacts of the proposed project on biological resources to be potentially significant under Impact BIO-1 (bats and bat

habitat) and Impact BIO-2 (nesting birds). However, implementation of Mitigation Measures BIO-1a through BIO-1f, and BIO-2 would reduce the project's potentially significant impacts to these biological resources to a less than significant level. Because Alternative 2 still involves demolition and construction activities, it would have the same, although slightly less significant biological resources impact compared to the project, as the noise and vibration-generating activities associated with this Alternative would likely occur for a shorter duration compared to the proposed project.

- d. *Cultural Resources and Tribal Cultural Resources.* The DEIR analysis concluded that the project would have a significant and unavoidable impact due to the demolition of the courthouse and jail, which were are considered significant historical resources. Alternative 2 would have less impact to historical resources than the proposed project because it preserves the historic courthouse (one of the two historic resources identified), as opposed to the proposed project which demolishes both historic resources.

Ground disturbing activities associated with demolishing the jail and annex could impact buried archaeological and historical resources, including tribal cultural resources discovered during construction of the project. Therefore, Mitigation Measures CUL-2, CUL-3 and TRIBCUL-1 would still remain relevant for Alternative 2. Impact CUL-1 would still remain significant and unavoidable due to the demolition of the historic jail and inability of Mitigation Measure CUL-1 to reduce the potential impact to a less than significant level but would be less than the proposed project which would demolish both the courthouse and the jail. Under Alternative 2, construction that could potentially impact buried archaeological resources would be limited to ground-disturbing activities within the demolished jail and annex building footprints.

Alternative 2 is considered to have a reduced level of impact to archaeological and tribal cultural resources compared to the project due to the reduced footprint of disturbance and only results in the demolition of one identified historic resource as opposed to two historic resources with the proposed project.

- e. *Energy.* The DEIR found the project would have a less than significant impact with respect to energy use. The project would result in temporary energy use to power equipment used during demolition and construction activities and would also result in operational energy use for the proposed parking lot lighting at the site. Alternative 2 would preserve and restore the courthouse building, which would require increased consumption of energy resources to bring the building into and maintain regulatory compliance as a functioning office building. This, combined with the temporary use of energy resources during the demolition phases, would generate increased impacts to energy consumption compared to the proposed project.
- f. *Geology and Soils.* The DEIR found the project would have a less than significant impact on geology and soils due to the ground disturbance necessary for demolition and construction. Alternative 2 would have less impact than the proposed project in this

respect as less ground disturbance would occur due to the smaller demolition and construction footprint.

- g. *Greenhouse Gases.* The DEIR found the project would have a less than significant impact with respect to greenhouse gas emissions primarily from the operation of the motorized equipment that would be used for demolition and construction activities. Alternative 2 would have less impact than the proposed project in this respect as less demolition or construction activities would occur. This Alternative could result in a greater operational generation of GHG due to increased energy use since the courthouse building would be converted to a fully operational structure.
- h. *Hazards and Hazardous Materials.* The DEIR analysis found that the project's impacts related to Hazards and Hazardous Materials would be less than significant with mitigation measures incorporated. The project would require handling and remediation of known hazardous materials prior to demolition of the existing buildings. Proposed project Mitigation Measures HAZ-2a through HAZ-2d would protect workers and the environment from accidental exposure to hazardous materials during demolition activities. Demolition and construction vehicles and equipment would require the use of hazardous materials (fuels, oils and other vehicle-related products), however they would be used in relatively small quantities, and in compliance with local and state safety requirements.

There would be less demolition and construction activities associated with Alternative 2 because the courthouse building would remain. Hazardous materials abatement would still need to occur prior to demolishing the jail and annex, and abatement activities would occur in the repurposed courthouse building to make it usable again. Use and/or transport of hazardous materials would still occur under Alternative 2, however there would be a reduced amount of demolition and construction activities, therefore the use or transport of hazardous materials would be less than it would be under the proposed project. For this reason, Alternative 2 would have a reduced impact compared to the project.

- i. *Land Use.* The DEIR analysis found that the project's impacts related to Land Use are less than significant, as no new land uses are proposed at the site. The proposed surface parking lot is already an existing use at the site, accessory to the existing office building use. Alternative 2 would result in a slight change in land use, and therefore also represents less than significant land use impacts. However, the impacts would be considered less than the proposed project because it does not completely eliminate the existing uses of the site, which are office buildings and a jail. Alternative 2 would preserve and restore one of the existing office buildings and could potentially include the construction of a new surface parking area, which would be similar to the existing uses on the site.
- j. *Noise.* The DEIR analysis found that the project's impacts related to noise are less than significant and primarily related to temporary demolition and construction activities.

Alternative 2 would have less temporary impacts with respect to Noise and Vibration compared to the proposed project due to the reduced demolition and construction activities that would occur at the site.

Attainment of Project Objectives

Alternative 2 would partially meet the three project objectives identified in Chapter 3.2 Project Objectives. It would be partially meet Objective #1 by removing some of the structures within the complex that are not energy efficient and contain hazardous materials. Alternative 2 would only partially meet Objective #2 because it does not specifically include the addition of parking uses on the site. Alternative 2 would only partially meet Objective #3, because it does not specifically allow for future redevelopment opportunities on the site.

5.4.3 Alternative 3: Demolish Courthouse and Annex, Pave Area for Parking, and Preserve Jail Alternative

Principal Characteristics

This Alternative (Alternative 3) would demolish only the courthouse and annex portions of the complex and would pave that part of the site for parking use while preserving the jail for reuse.

Analysis of Alternative 3

The impacts of Alternative 3 are examined qualitatively to allow comparison with the project. The project site does not contain Agricultural, Forestry, or Mineral Resources, and is not located in a Very High Fire Hazard Severity zone and consequently does not represent features that would substantially alter the wildfire risk in the area. The project also does not involve Hydrology and Water Quality, Population and Housing, Public Services, Recreation, Transportation or Utilities and Service Systems-related issues. Therefore, these topics are not discussed below. Therefore, these topics are not discussed below. They are discussed in Chapter 6 - CEQA Mandated Section of this EIR.

- a. *Aesthetics*. The DEIR analysis found that the aesthetic impacts of the proposed project are less than significant as the project is in an urban downtown setting and replaces an existing building complex containing surface parking with a new surface parking lot at the site. Lighting for the new surface parking lot would comply with existing outdoor lighting regulations. No mitigation is required to reduce potential impacts of the proposed project to less than significant levels. Alternative 3 would preserve the jail building, but demolish the courthouse and annex buildings. Alternative 3 would have less aesthetic impact than demolition of all of the existing buildings, as proposed by the project.
- b. *Air Quality*. The DEIR analysis found the impacts of the proposed project to be less than significant. Potential impacts were related to short-term construction vehicle emissions of criteria pollutants and fugitive dust emissions. Alternative 3 would result in less demolition and construction emissions due to the reduced amount of building structure

being demolished and from the reduced number of haul trucks that would be required to export demolished building materials from the site, as well as from a smaller area of construction for surface parking. Overall, Alternative 3 would have less air quality impacts compared to the project.

- c. *Biological Resources.* The DEIR analysis found the impacts of the proposed project on biological resources to be potentially significant under Impact BIO-1 (bats and bat habitat) and Impact BIO-2 (nesting birds). However, implementation of Mitigation Measures BIO-1a through BIO-1f, and BIO-2 would reduce the project's potentially significant impacts to these biological resources to a less than significant level. Because Alternative 3 still involves demolition and construction activities, it would have the same, although slightly less significant biological resources impact compared to the project, as the noise and vibration-generating activities associated with this Alternative would likely occur for a shorter duration compared to the proposed project.
- d. *Cultural Resources and Tribal Cultural Resources.* The DEIR analysis concluded that the project would have a significant and unavoidable impact due to the demolition of the courthouse and jail, which were are considered significant historical resources. Alternative 3 would have less impact to historical resources than the proposed project because it preserves the historic jail (one of the two historic resources identified), as opposed to the proposed project which demolishes both historic resources.

Ground disturbing activities associated with demolishing the courthouse and annex could impact buried archaeological and historical resources, including tribal cultural resources discovered during construction of the project. Therefore, Mitigation Measures CUL-2, CUL-3 and TRIBCUL-1 would still remain relevant for Alternative 3. Impact CUL-1 would still remain significant and unavoidable due to the demolition of the historic jail and inability of Mitigation Measure CUL-1 to reduce the potential impact to a less than significant level but would be less than the proposed project which would demolish both the courthouse and the jail. Under Alternative 3, construction that could potentially impact buried archaeological resources would be limited to the demolished buildings and new surface parking area.

Alternative 3 is considered to have a reduced level of impact to archaeological and tribal cultural resources compared to the project due to the reduced footprint of disturbance and only results in the demolition of one identified historic resource as opposed to two historic resources with the proposed project.

- e. *Energy.* The DEIR found the project would have a less than significant impact with respect to energy use. The project would result in temporary energy use to power equipment used during demolition and construction activities and would also result in operational energy use for the proposed parking lot lighting at the site. Alternative 3 would preserve and restore the jail building, which would require increased consumption of energy resources to bring the building into and maintain regulatory compliance as a

functioning building. This, combined with the temporary use of energy resources during the demolition phases, would generate increased impacts to energy consumption compared to the proposed project.

- f. Geology and Soils.* The DEIR found the project would have a less than significant impact on geology and soils due to the ground disturbance necessary for demolition and construction. Alternative 3 would have less impact than the proposed project in this respect as less ground disturbance would occur due to the smaller demolition and construction footprint.
- g. Greenhouse Gases.* The DEIR found the project would have a less than significant impact with respect to greenhouse gas emissions primarily from the operation of the motorized equipment that would be used for demolition and construction activities. Alternative 3 would have less impact than the proposed project in this respect as less demolition activities would occur. This Alternative could result in a greater operational generation of GHG due to increased energy use since the jail building would be converted to a fully operational structure.
- h. Hazards and Hazardous Materials.* The DEIR analysis found that the project's impacts related to Hazards and Hazardous Materials would be less than significant with mitigation measures incorporated. The project would require handling and remediation of known hazardous materials prior to demolition of the existing buildings. Proposed project Mitigation Measures HAZ-2a through HAZ-2d would protect workers and the environment from accidental exposure to hazardous materials during demolition activities. Demolition and construction vehicles and equipment would require the use of hazardous materials (fuels, oils and other vehicle-related products), however they would be used in relatively small quantities, and in compliance with local and state safety requirements.

There would be less demolition and construction activities associated with Alternative 3 because the jail building would remain and the parking area would be smaller than for the proposed project. Hazardous materials abatement would still need to occur prior to demolishing the courthouse and annex, and abatement activities would occur in the jail building to make it usable again. Use and/or transport of hazardous materials would still occur under Alternative 3, however there would be a reduced amount of demolition and construction activities, therefore the use or transport of hazardous materials would be less than it would be under the proposed project. For this reason, Alternative 3 would have a reduced impact compared to the project.

- i. Land Use.* The DEIR analysis found that the project's impacts related to Land Use are less than significant, as no new land uses are proposed at the site. The proposed surface parking lot is already an existing use at the site, accessory to the existing office building use. Alternative 3 would result in a slight change in land use, and therefore also represents a less than significant land use impact. However, the impacts would be

considered less than the proposed project because it does not completely eliminate the existing uses of the site, which are office buildings and a jail. Alternative 3 would preserve and restore the jail buildings and construct a new surface parking area, which would be similar to the existing uses on the site.

- j. *Noise.* The DEIR analysis found that the project’s impacts related to noise are less than significant and primarily related to temporary demolition and construction activities. Alternative 3 would have less temporary impacts with respect to Noise and Vibration compared to the proposed project due to the reduced demolition and construction activities that would occur at the site.

Attainment of Project Objectives

Alternative 3 would partially meet the three project objectives identified in Chapter 3.2 Project Objectives. It would partially meet Objective #1 by removing some, but not all of the structures within the complex that are not energy efficient and contain hazardous materials. Alternative 3 would meet Objective #2 because it does include the construction of parking uses on the site. Alternative 3 would not meet Objective #3, because it does not allow for future redevelopment opportunities on the site.

5.5 ENVIRONMENTALLY SUPERIOR ALTERNATIVE

If an alternative is considered clearly superior to the project relative to identified impacts, Section 15126.6 of the CEQA Guidelines requires that alternative to be identified as the environmentally superior alternative. By statute, if the environmentally superior alternative is the No Project Alternative, an EIR must also identify an environmentally superior alternative among the other alternatives. Table 5-1 summarizes the potential impacts of the alternatives compared to the impacts associated with implementation of the project. The alternatives’ potential impacts are evaluated in Section 5.3.

Table 5-1: Alternatives Impacts Compared to Project Impacts				
Impact/Resource	Proposed Project	Alternative 1: No Project	Alternative 2: Demolish Jail and Annex, Repurpose Courthouse	Alternative 3: Demolish Courthouse and Annex, Pave Area for Parking and Preserve Jail
Aesthetics	LTS	No Impact	Reduced LTS	Reduced LTS
Air Quality	LTS	No Impact	Reduced LTS	Reduced LTS
Biological Resources	LTSWM	No Impact	Reduced LTSWM	Reduced LTSWM

Table 5-1: Alternatives Impacts Compared to Project Impacts				
Impact/Resource	Proposed Project	Alternative 1: No Project	Alternative 2: Demolish Jail and Annex, Repurpose Courthouse	Alternative 3: Demolish Courthouse and Annex, Pave Area for Parking and Preserve Jail
Cultural Resources and Tribal Cultural Resources	SU	No Impact	Reduced SU	Reduced SU
Energy	LTS	No Impact	Greater LTS	Greater LTS
Geology and Soils	LTS	No Impact	Reduced LTS	Reduced LTS
Greenhouse Gases	LTS	No Impact	Greater LTS	Greater LTS
Hazards and Hazardous Materials	LTSWM	No Impact	Reduced LTSWM	Reduced LTSWM
Land Use	LTS	No Impact	Reduced LTS	Reduced LTS
Noise	LTS	No Impact	Reduced LTS	Reduced LTS

Source: MIG, 2026

SU = Significant and Unavoidable Impact. LTS = Less than Significant Impacts, LTSWM = Less than Significant Impacts with Mitigation Incorporated

Alternative 1: No Project. While Alternative 1, the No Project Alternative would result in mostly reduced impacts compared to the project due to the lack of any construction, it would not eliminate the County's financial obligation to preserve vacant buildings that are not energy efficient and contain significant amounts of hazardous materials and does not include future occupancy. Alternative 1 would meet none of the three project objectives.

Alternative 2: Demolish Jail and Annex, Repurpose Courthouse Alternative. Alternative 2, the Demolish Jail and Annex, Repurpose Courthouse Alternative would result in reduced impacts for all areas, with the exception of Energy and Greenhouse Gas emissions impacts, compared to the project. It would result in a reduced Significant Unavoidable impact by only demolishing one of two historic resources. Alternative 2 would only partially meet the three project objectives, as previously described.

Alternative 3: Demolish Courthouse and Annex, Pave Area for Parking, and Preserve Jail Alternative. Alternative 3, the Demolish Courthouse and Annex, Pave Area for Parking, and Preserve Jail Alternative would result in reduced impacts compared to the project for all areas, with the exception of Energy and Greenhouse Gas emission impacts. Alternative 3 would partially meet one of the project objectives (Objective #1), and fully meet one of the three project objectives (Objective #2).

Alternative 1 would result in reduced impacts in all environmental issue areas compared to the proposed project, making it the environmentally superior alternative. However, it would not meet any of the project objectives. None of the three Alternatives meet all of the project objectives. However, Alternative 3 would fully meet one of the three objectives (versus none for Alternative 1 and only partially for Alternative 2) and would result in reduced impacts compared to the proposed project in the same environmental issue categories, with the exception of Energy and Greenhouse Gas emissions, as shown in Table 5-1. Therefore, in accordance with Section 15126.6 of the CEQA Guidelines, Alternative 3 would be considered the environmentally superior alternative among the three alternatives.

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6 CEQA MANDATED SECTIONS

6.1 IMPACTS FOUND LESS THAN SIGNIFICANT

6.1.1 Aesthetics

Environmental Setting

The project is located in downtown Redding and surrounded by urban development. Refer to Figures 3-5 through 3-9 in Chapter 3 Project Description for photos of areas surrounding the project site. Other public facility buildings surrounding the project site include the Shasta Superior Court to the east, the County Administration Building and associated parking garage to the north, and the Public Defender's office to the south. Single-family residential, commercial and public facility uses are located to the west of the project site. No cohesive architectural style exists across the various parcels in the project area.

Scenic Resources

Scenic vistas are defined in this document as natural landscapes that provide views of unique flora, geologic or other natural features that are generally free from urban intrusions. Typical scenic vistas include views of mountains and hills, large, uninterrupted open spaces, and waterbodies. Scenic vistas generally play a large role in the way a community defines itself and also affects development patterns, as development projects are designed to take advantage of viewsheds. Scenic vistas can be impacted by development in two ways. First, a structure may be constructed that blocks the view of the vista. Second, the vista itself may be altered (i.e., development on a scenic hillside). Scenic resources identified in the City's General Plan include the Sacramento River and its tributaries; mountains and foothills; and open hillsides.

State Scenic Highways

There are two highways within the City that are eligible for State Scenic Highway designation: Interstate 5, and SR 299. There are no officially designated State Scenic Highways near the project area (Caltrans 2018). The closest highway that is eligible for scenic highway designation is SR 299, which is located approximately 0.24 miles north of the project site. The proposed project is not within the viewshed of SR 299, as immediate views surrounding the project site are blocked by intervening trees and development.

Light and Glare

The project site is located in an urban area surrounded by other county buildings, and commercial buildings as well as residential neighborhoods. Typical sources of light surrounding the project site include traffic lights, pedestrian and street lights, and light from buildings and cars traveling on roadways.

Regulatory Setting

Shasta County General Plan

The Scenic Highways Element of the County's General Plan includes important concepts and guidelines that apply to the type, location and character of both private and public development projects for new and existing areas of the County. The General Plan contains the following Objectives and Policies related to scenic highways.

Objectives

SH-1: Protection of the natural scenery along the official scenic highways of Shasta County from new development which would diminish the aesthetic value of the scenic corridor.

SH-2: New development along scenic corridors of the official scenic highway should be designed to relate to the dominant character of the corridor (natural or natural and man-made contrast) or of a particular segment of the corridor. Relationships shall be achieved in part through regulations concerning building form, site location, and density of new development.

Policies

SH-a: To protect the value of the natural and scenic character of the official scenic highway corridors and the County gateways dominated by the natural environment, the following provisions, along with the County development standards, shall govern new development:

- setback requirements
- regulations of building form, material, and color
- landscaping with native vegetation, where possible
- minimizing grading and cut and fill activities
- requiring use of adequate erosion and sediment control programs
- siting of new structures to minimize visual impacts from highway
- regulation of the type, size, and location of advertising signs
- utility lines shall be underground wherever possible; where undergrounding is not practical, lines should be sited in a manner which minimizes their visual intrusion.

Shasta County Parks, Trails and Open Space Plan

The 2009 Shasta County Parks, Trails and Open Space Plan contains the following Policy and Objective. This Plan would qualify as an “other land use planning document”:

Policy OS.1 Conserve important natural and scenic areas that provide wildlife habitat, cultural and historical resources and significant views as well as sensitive lands including wetlands and steep slopes.

Objective OS.1.3 Preserve panoramic views of ridgelines, hills and other significant features.

Shasta County Zoning Ordinance

Section 17.84.040, Landscaping, of the County Zoning Ordinance, (as amended through March 25, 2025) states that the following general landscaping requirements apply:

A. Areas Requiring Landscaping.

1. Parking Areas. Open parking areas containing five or more required vehicle spaces which abut a public street shall be landscaped to a depth of ten feet, measured from the abutting street right-of-way line, with openings for walkway and/or driveway purposes, in accordance with county standards.
2. Large Parking Areas. Open parking areas, excluding underground or structural parking, which contain twenty or more spaces, shall landscape a minimum of five percent of the gross lot area used for off street parking and access thereto, exclusive of any landscaped strip abutting the street right-of-way or area used for walkways or driveways. This required landscaping shall include one tree, of a species suited to the area climate zone, for every eight parking spaces.
3. Parking Next to Residential Areas. A minimum three-foot-wide landscaped strip shall be planted and maintained along the edge of parking areas that abut residential districts. This shall be counted as a part of the five percent landscaped area described in subsection (A)(2), if applicable.
4. Commercial, Industrial and Multi-family Yard Areas. For commercial, industrial or multifamily residential uses, required yards adjoining public streets shall be landscaped to a depth of ten feet.

B. Landscaping Materials. Required landscaping may consist of a combination of plant and non-plant material, provided no less than fifty percent of the required landscaped area shall be living plant material, based on mature plant size.

C. Watering. All required planted areas shall be served with adequate and permanent watering systems, except where native plants that do not need a watering system are used. All plants shall be maintained in a living condition.

D. Border Materials. Except where abutting a sidewalk, all required landscaped areas shall be enclosed by either a concrete curb having a minimum height of six inches or a wooden frame constructed from materials such as railroad ties or other heavy lumber materials which measure no less than six inches in diameter.

E. Maintenance. All required landscaped areas shall be maintained in a neat and clean condition.

F. Sight Distance. In order to provide safe sight distance at driveways and street intersections, all plant material within a thirty-foot triangle at the intersection of streets, and a fifteen-foot triangle at the intersection of driveways and streets, shall be no more than two feet in height above the curb level, except for trees which are trimmed so that no branches extend lower than six feet above curb level.

G. Exception. Any portion of this section may be modified if a use permit is obtained.

H. Landscaping Plan. All landscaping required by this section shall be installed and maintained in accordance with a landscaping plan. The plan shall be submitted to and approved by the planning director prior to issuance of a building permit or use permit, and shall show the location, size and variety of all plantings, water supply and other pertinent improvements. This plan may be combined with a parking plan.

Section 17.84.050, Lighting, of the County Zoning Ordinance states: All lighting, exterior and interior, shall be designed and located so as to confine direct lighting to the premises. A light source shall not shine upon or illuminate directly on any surface other than the area required to be lighted. No lighting shall be of the type or in a location that constitutes a hazard to vehicular traffic, either on private property or on abutting streets.

City of Redding General Plan

The Redding General Plan 2045 identifies the Sacramento River and its tributaries, mountains, foothills, and open hillsides as scenic resources (City of Redding 2025). The following are aesthetics General Plan goals and policies that are related to the project.

Goal CDD9: Preserve existing community character and fabric and promote the development of livable and cohesive neighborhoods and districts

Policy CDD9A - Require new residential, office, and commercial development to reflect enduring, interesting, and attractive designs, and to provide community amenities, as appropriate.

Policy CDD9B - Consider adopting development guidelines that address, among other things:

- Ensuring that buildings are designed to be attractive assets to the neighborhood and City and exhibit attributes of quality and permanence, minimize the use of blank, unarticulated walls, and include interesting architectural features and details.
- Pedestrian oriented designs and amenities are provided that include, among other items, appropriate scale lighting, benches, landscape, and shade trees.
- Incorporates Crime Prevention through Environmental Design (CPTED) principles, as appropriate.

Goal CDD14: Encourage project development that is compatible with surrounding properties, and which improves the image of the City.

CDD14A - Establish design and performance standards for commercial development as may be appropriate to ensure that building and site design are vibrant, convenient, attractive, and are compatible with the surroundings in terms of scale, mass, building patterns, building details, location, and visibility of parking, signage, and landscape and enhance views from major streets and other public areas.

Goal CDD16: Improve the visual attractiveness of the City's arterial and collector streets; encourage walking, biking, and public transit use, and make these transportation options safe and convenient choices for all.

CDD16D - Enhance efforts to screen unattractive or distracting elements with landscape to alter the effect of large retaining walls, large parking lots, bleak surfaces, and unattractive views by considering appropriate amendments to the Zoning Ordinance and the development review process.

The project site is not within a Focus Area established by the City's General Plan. It is located between the Downtown Focus Area and the Magnolia Neighborhood Focus Areas.

City of Redding Zoning Ordinance

Section 18.40.090 of the City of Redding's Zoning Ordinance has lighting standards for interior and exterior lighting that require shielding and prevention of lighting spillover.

Thresholds of Significance

The project would have a significant impact to visual and design factors if it would:

- Substantially degrade the existing visual character or quality of the site and its surroundings.

- Have a substantial adverse effect on a scenic vista.
- Substantially degrade the view from a scenic highway, including, but not limited to, trees, rock outcroppings and historic buildings.
- Expose people to substantial light or glare, which would adversely affect day or nighttime views in the area.

Impacts

Impact AES-1 – The project would not have a substantial adverse effect on a scenic vista. (No Impact)

CEQA does not establish the definition of a scenic vista. Communities can define and identify scenic vistas in a general plan or afford protection to scenic vistas through other land use planning documents. The project is located on a developed parcel in the middle of downtown Redding in an urban and built environment and is not considered to be an important natural or scenic area nor is it part of panoramic views of ridgelines, hills, or other significant features. Therefore, the project would have no impact on a scenic vista.

Impact AES-2 – The project would not substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway. (No Impact)

SR 299 is located approximately 0.25 miles north of the project site and is eligible for scenic highway designation, however, it does not yet have an official State Scenic Highway designation. Therefore, there would be no impact from damage to scenic resources within a designated state scenic highway.

Impact AES-3 – Public views are those that are experienced from publicly accessible vantage points. The project would not substantially degrade the existing visual character or quality of public views of the site and its surroundings or conflict with applicable zoning and other regulations governing scenic quality. (Less Than Significant Impact)

The proposed project consists of the demolition of an existing building complex and development of a surface parking lot with landscaping. It does not propose the construction of any new building structures. During demolition and construction, public views of the project site would change temporarily due to the presence and operation of various construction equipment, such as bulldozers, excavators, cranes, security fencing around work and staging areas, and large trucks hauling away debris. This impact would be temporary for the duration of the building complex's demolition as the visual obstructions would be removed once project construction is completed. The project includes new parking and landscaping which would be integrated into the current layout of the site within the demolished building complex's footprint. The large lawn and landscape area fronting Court Street would remain.

Although views of the site following construction of the new parking lot and installation of new landscaping would be altered in comparison to the existing conditions, the retention of existing lawn and landscaping along the Court Street frontage of the property would retain at least some of the visual character of the site. The removal of the existing vacant buildings complex on the site and its replacement with a surface parking lot and new landscaping would not represent a substantial degradation of visual character or quality, as the building complex's removal would open views to adjoining parcels and beyond. Additionally, the character of the area would remain an urban downtown setting as there are numerous buildings of various ages immediately surrounding the site and existing surface parking. Therefore, the impact is considered less than significant.

Impact AES-4 – The project would not result in new sources of substantial light or glare which would adversely affect day or nighttime views in the area. (Less Than Significant Impact)

The project involves demolition of an existing building complex. Demolition and construction activities would not occur in the evenings or overnight, therefore night lighting during construction is not anticipated. Following the building's demolition, the footprint of the demolished building would be paved to provide a parking lot. The parking lot would not contain significant new reflective surfaces resulting in significant new sources of glare. New lighting is proposed for the parking lot area, however the lighting would be similar to existing street and urban development lighting, would be designed to be consistent with Shasta County Municipal Code Section 17.84.050, which mandates that all lighting (interior/exterior) must keep direct light within the property boundaries, that light sources shouldn't shine directly onto surfaces other than the intended area, and that light sources must not create hazards for vehicles on private property or adjacent streets. Additionally, Section 18.40.090 of the City of Redding's Zoning Ordinance has lighting standards for interior and exterior lighting that require shielding and prevention of lighting spillover. Compliance with these ordinance provisions would result a less than significant impact related to light or glare as a result of the project.

References

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6.1.2 Agriculture and Forestry Resources

Environmental Setting

The project is located in the City of Redding on land designated as ‘Urban and Built-Up Land’ which is defined as land that is developed with structures and is used for developed purposes, such as residential, commercial, and industrial uses (California Department of Conservation 2022). The project site is surrounded by urban uses and served by local utilities. Further, the project site is not under a Williamson Act Contract.

Thresholds of Significance

The project would have a significant impact on agriculture and forestry resources if it would:

- 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,
- b) Conflict with existing zoning for agricultural use or conflict with a Williamson Act contract,
- c) Result in the loss of forest land or conversion of forest land to non-forest use, or
- d) Involve other changes in the existing environment that, 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.

Impacts

Impact AGFOR-1: The project would not 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. (No Impact)

Impact AGFOR-2: The project would not conflict with existing zoning for agricultural use or conflict with a Williamson Act contract. (No Impact)

Impact AGFOR-3: The project would not 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)). (No Impact)

Impact AGFOR-3: The project would not result in the loss of forest land or conversion of forest land to non-forest use. (No Impact)

Impact AGFOR-4: The project would not involve other changes in the existing environment that, 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. (No Impact)

There are no forest or timberland areas, forest lands, or agricultural lands on or near the proposed project site. As such, the project would not convert or cause the conversion of any farmland or forest land to non-agricultural/non-forest use. The proposed project would not impact Prime Farmland, Unique Farmland, Farmland of Statewide Importance, forest land, or land under a Williamson Act contract. Thus, the project would not result in impacts to any agricultural or forestry resources.

References

California Department of Conservation. 2022. California Important Farmland Finder. Accessed July 3, 2025 at <https://maps.conservation.ca.gov/DLRP/CIFF/>.

California Department of Conservation. 2025. Important Farmland Categories. Accessed July 3, 2025 at <https://www.conservation.ca.gov/dlrp/fmmp/Pages/Important-Farmland-Categories.aspx>.

6.1.3 Energy

Environmental Setting

Energy consumption is closely tied to the issues of air quality and GHG emissions, as the burning of fossil fuels and natural gas for energy has a negative impact on both.

Energy is primarily categorized into three areas: electricity, natural gas, and fuels used for transportation. According to the U.S. Energy Information Administration (U.S. EIA), California is the second largest energy consumer, second only to Texas in total energy consumption, but is fourth lowest in terms of energy per capita consumption. This is a result of California's mild climate, extensive efforts to increase energy efficiency, and implementation of alternative technologies. California leads the nation in electricity generation from solar, geothermal, and biomass resources (U.S. EIA 2024a).

In general, California's per capita energy consumption is relatively low, in part due to mild weather that reduces energy demand for heating and cooling, and in part due to the government's

proactive energy-efficiency programs and standards. According to the California Energy Commission, Californians consumed about 282,783 gigawatt hours (GWh) of electricity and 11,104 million therms of natural gas in 2024 (CEC 2025a and CEC 2025b).

In 2024, Shasta County accounted for less than 1% of statewide electricity consumption and natural gas consumption. Total electricity use in Shasta County was approximately 1,591 GWh, including 814 GWh of consumption for non-residential land uses (CEC 2025a). Natural gas consumption was 36.8 million therms in 2024, including 19.7 million therms from non-residential uses (CEC 2025b).

Regulatory Setting

Since increased energy efficiency is closely tied to the State's efforts to reduce GHG emissions and address global climate change, the regulations, policies, and action plans aimed at reducing GHG emissions also promote increased energy efficiency and the transition to renewable energy sources. The U.S. EPA and the State address climate change through numerous pieces of legislation, regulations, planning, policy-making, education, and implementation programs aimed at reducing energy consumption and the production of GHG. The proposed project would not involve the development of facilities that include energy intensive equipment or operations. While there are numerous regulations that govern GHG emissions reductions through increased energy efficiency, the following regulatory setting description focuses only on regulations that: 1) provide the appropriate context for the proposed project's potential energy usage; and 2) may directly or indirectly govern or influence the amount of energy used to develop and operate the proposed improvements.

Federal Regulations

Federal Vehicle Standards

In 2009, the NHTSA issued a final rule regarding fuel efficiency and GHG emissions from cars and light-duty trucks for model year 2011; and, in 2010, the U.S. EPA and NHTSA issued a final rule regulating cars and light-duty trucks for model years 2012–2016. In 2010, U.S. EPA and NHTSA proposed stringent, coordinated federal GHG and fuel economy standards for model years 2017–2025 light-duty vehicles. The proposed standards projected to achieve 163 grams per mile of carbon dioxide (CO₂) in model year 2025, on an average industry fleetwide basis, which is equivalent to 54.5 miles per gallon if this level were achieved solely through fuel efficiency. The final rule was adopted in 2012 for model years 2017–2021.

In addition to the regulations applicable to cars and light-duty trucks described above, in 2011, the U.S. EPA and NHTSA announced fuel economy and GHG standards for medium- and heavy-duty trucks for model years 2014–2018. The standards for CO₂ emissions and fuel consumption are tailored to three main vehicle categories: combination tractors, heavy-duty pickup trucks and vans, and vocational vehicles. According to the U.S. EPA, this regulatory

program will reduce GHG emissions and fuel consumption for the affected vehicles by six percent to 23 percent over the 2010 baselines.

In August 2016, the U.S. EPA and NHTSA announced the adoption of the phase two program related to the fuel economy and GHG standards for medium- and heavy-duty trucks. The phase two program will apply to vehicles with model year 2018–2027 for certain trailers, and model years 2021–2027 for semi-trucks, large pickup trucks, vans, and all types and sizes of buses and work trucks. The final standards are expected to lower CO₂ emissions by approximately 1.1 billion metric tons (MT) and reduce oil consumption by up to two billion barrels over the lifetime of the vehicles sold under the program (U.S. EPA and NHTSA 2016).

In August 2018, the U.S. EPA and NHTSA released a notice of proposed rulemaking called Safer Affordable Fuel-Efficient (SAFE) Vehicles Rule for Model Years 2021–2026 Passenger Cars and Light Trucks (SAFE Vehicles Rule). On September 27, 2019, the U.S. EPA and the NHTSA published the SAFE Vehicles Rule Part One: One National Program.” (84 Fed. Reg. 51,310 (Sept. 27, 2019)). The Part One Rule revoked California’s authority to set its own greenhouse gas emissions standards and set zero emission vehicle (ZEV) mandates in California.

In April 2020, the U.S. EPA and NHTSA issued the SAFE Vehicles Rule for Model Years 2021–2026 Passenger Cars and Light Trucks (Final SAFE Rule) that relaxed federal greenhouse gas emissions and fuel economy standards. The Final SAFE Rule relaxed federal greenhouse gas emissions and Corporate Average Fuel Economy (CAFE) standards to increase in stringency at approximately 1.5 percent per year from model year (MY) 2020 levels over MYs 2021–2026. The previously established emission standards and related “augural” fuel economy standards would have achieved approximately 4 percent per year improvements through MY 2025. The Final SAFE Rule affects both upstream (production and delivery) and downstream (tailpipe exhaust) CO₂ emissions (CARB 2020). NHTSA repealed and the U.S. EPA rescinded the SAFE Rule Part One in December 2021 and March 2022, respectively, restoring California’s authority to implement its GHG standards and ZEV mandates (NHTSA 2024 and U.S. EPA 2023).

State

Senate Bill 350 Clean Energy and Pollution Reduction Act) and Senate Bill 100

SB 350 was signed into law in September 2015 and establishes tiered increases to the state’s Renewable Portfolio Standard (RPS). The bill requires 40 percent of the state’s energy supply to come from renewable sources by 2024, 45 percent by 2027, and 50 percent by 2030. SB 350 also set a new goal to double the energy efficiency savings in electricity and natural gas through energy efficiency and conservation measures. The state’s RPS program was further strengthened by the passage of SB 100 in 2018. SB 100 revised the state’s RPS Program to require retail sellers of electricity to serve 50 percent and 60 percent of the total kilowatt-hours sold to retail end-use customers be served by renewable energy sources by 2026 and 2030, respectively, and requires 100 percent of all electricity supplied come from renewable sources by 2045.

Chapter 6 CEQA Mandated Sections

Energy Use in a Wasteful, Inefficient, or Unnecessary Manner

The CEQA Guidelines Appendix F (Energy Conservation) describes how energy conservation should be addressed in EIRs and states, “[CEQA] requires that EIRs include a discussion of the potential energy impacts of proposed projects, with particular emphasis on avoiding or reducing inefficient, wasteful, and unnecessary consumption of energy.” The CEQA Guidelines Appendix F also states that:

“The goal of conserving energy implies the wise and efficient use of energy. The means of achieving this goal include:

- 1) Decreasing overall per capita energy consumption
- 2) Decreasing reliance on fossil fuels, such as coal, natural gas and oil, and
- 3) Increasing reliance on renewable energy sources.”

Specifically, Section II(C) of the CEQA Guidelines Appendix F provides that environmental impacts associated with energy resources may include:

1. The project’s energy requirements and its energy use efficiencies by amount and fuel type for each stage of the project including construction, operation, maintenance, and/or removal. If appropriate, the energy intensiveness of materials may be discussed.
2. The effects of the project on local and regional energy supplies and the requirements for additional capacity.
3. The effects of the project on peak and base period demands for electricity and other forms of energy.
4. The degree to which the project complies with existing energy standards.
5. The effects of the project on energy resources.
6. The project’s projected transportation energy use requirements and its overall use of efficient transportation alternatives.

Regional

Shasta County General Plan

The Shasta County General Plan Chapter 6 Resources Group includes Section 6.4 Energy, which contains the following objectives and policies related to energy issues that are potentially relevant to the proposed project.

Objective E-1: Promote energy savings by integrating transportation, land use, and air quality planning.

Objective E-4: Conserve nonrenewable energy resources, specifically raw materials, transportation fuels, and resource land area.

Policy E-b: Encourage development patterns which reduce the number of miles driven in personal vehicles through consideration of higher density and mixed land uses, transit- and pedestrian-oriented developments, and increased jobs-to-housing balance. At the community level, the County shall adopt land use plans which reduce the need to travel outside the community for basic commercial services.

Policy E-k: Encourage and promote increased telecommunication activities for both private and public sector employees in order to help decrease energy use and reduce air quality impacts.

Thresholds of Significance

In compliance with Appendix G of the State CEQA Guidelines, the project would result in a significant energy impact if it would:

- a) Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation; or
- b) Conflict with or obstruct a state or local plan for renewable energy or energy efficiency;

Impacts

Impact Energy-1 – The project would not generate energy usage, either directly or indirectly, that may have a significant impact on the environment. (Less Than Significant Impact) and

Impact Energy2 – The project would not conflict with an applicable plan, policy, or regulation adopted for the purposes of reducing the emissions of greenhouse gases. (Less Than Significant Impact)

The proposed project would demolish an existing courthouse complex and construct a parking lot in its place. The project would not result in operational uses that would significantly increase energy consumption. The only energy use anticipated is from the operation of lighting in the new parking lot areas. Project construction would require the use of construction equipment and construction-related vehicle trips that would combust fuel, primarily diesel and gasoline. Heavy-duty construction equipment would be required to comply with CARB's airborne toxic control measures, which restrict heavy-duty diesel vehicle idling to five minutes. Construction activities would consume approximately 6,588 gallons of diesel fuel to power on-site, off-road heavy-duty

construction equipment. Worker, vendor, and haul truck trips during construction activities are anticipated to consume 497 gallons of gasoline, 3,735 gallons of diesel, and 342 kWh of mobile source electricity (see Appendix C for fuel consumption calculations, which are based on a fuel consumption factor contained in the CARB Carl Moyer Program Guidelines (2017 Revisions) and fuel consumption rates for on-road vehicles derived from EMFAC2025 V2.0.0 data).

Since fuel use during construction would be temporary for the duration of construction, it would not be wasteful or unnecessary. Therefore, the proposed project would not result in a potentially significant environmental effect due to wasteful, inefficient, or unnecessary consumption of energy resources. In addition, as the proposed project involves the demolition of a courthouse and construction of a parking lot, the proposed project would not increase energy consumption over the long term, it would not conflict with nor obstruct a state or local plan adopted for the purposes of increasing the amount of renewable energy or energy efficiency.

References

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6.1.4 Geology and Soils

Environmental Setting

Existing Terrain

The project site is fully developed and slopes gently from the western side of the parcel at approximately 590 feet in elevation down to the eastern side of the parcel at approximately 558 feet in elevation. The existing building complex is generally located in the central/northwestern portion of the parcel, with a small parking lot located northeast of the annex and another slightly larger parking area in the southwest corner of the site. The “front” of the courthouse is oriented toward Court Street and looks over landscaping and a large lawn area.

Geologic Setting

Shasta County is a seismically active region, however it is not as active as other areas of the State. The closest fault considered potentially active (exhibits evidence of Late Quaternary fault displacement during the last 700,000 years) is the Battle Creek fault, located approximately 15 miles south of Redding (Kleinfelder 2002 and Department of Conservation 2025). The Redding General Plan notes that while no “active” faults have been identified within 30 miles of the City, the Redding area has experienced a number of earthquake events, the strongest of which was a reported magnitude 3.5 and that little is known about the fault, except that the events appear to originate approximately five miles northwest of Redding at a depth of 15.7 miles (City of Redding 2024). The City's General Plan notes the seismic hazards most likely to affect the City are seismic ground shaking and liquefaction, and locates the project site within a low liquefaction potential area (City of Redding 2024). There has been no significant property damage or loss of life due to earthquakes occurring within or near the City (City of Redding 2023). It also states that seismically triggered landslides are possible within the westernmost parts of the City's Planning Area. Other types of ground failure, including expansive soils (those that swell when wet and shrink as they dry) and subsidence (gradual settling or sinking of an area with little or no horizontal motion), are not considered to pose a significant hazard (City of Redding 2024).

Paleontological Resources

Paleontology is a branch of geology that studies the life forms of the past, especially prehistoric life forms, through the study of plant and animal fossils. Paleontological resources represent a limited, non-renewable, and impact-sensitive scientific and educational resource. As defined in this section, paleontological resources are the fossilized remains or traces of multi-cellular invertebrate and vertebrate animals and multi-cellular plants, including their imprints, from a previous geologic period.

Fossil remains such as bones, teeth, shells, and leaves are found in the geologic deposits (rock formations) where they were originally buried. Paleontological resources include not only the actual fossil remains, but also the collecting localities, and the geologic formations containing those localities. Paleontological resources preserve an aspect of Northern California's scientific prehistory that is important in understanding the development of the region as a whole.

Protection of potential paleontological resources can be achieved by estimating the probability of finding such resources in the project area, looking for formations in which they occur, and taking precautions, such as construction monitoring in areas with equivalent or similar formations, to avoid damaging sites.

Regulatory Setting

Alquist-Priolo Earthquake Fault Zoning Act

The Alquist-Priolo Earthquake Fault Zoning Act regulates development in California near known active faults due to hazards associated with surface fault ruptures. As noted above, there are no Alquist Priolo Earthquake Fault Zones within the City.

Seismic Hazard Mapping Act

The Seismic Hazard Mapping Act was passed in 1990 following the Loma Prieta earthquake to reduce threats to public health and safety and to minimize property damage caused by earthquakes. The act directs the California Department of Conservation (CDC) California Geological Survey (CGS) to identify and map areas prone to the earthquake hazards of liquefaction, earthquake-induced landslides, and amplified ground shaking. The act requires site-specific geotechnical investigations to identify potential seismic hazards and formulate mitigation measures prior to permitting most developments designed for human occupancy within the Zones of Required Investigation. The project site is located in an area that has not yet been evaluated for seismic hazards by the CGS (CDC 2026).

California Public Resources Code

Section 5097 of the Public Resources Code specifies the procedures to be followed in the event of the unexpected discovery of historic, archaeological, and paleontological resources, including human remains, historic or prehistoric resources, paleontological resources on nonfederal land.

The disposition of Native American burials falls within the jurisdiction of the California Native American Heritage Commission (NAHC). Section 5097.5 of the Code states the following:

No person shall knowingly and willfully excavate upon, or remove, destroy, injure or deface any historic or prehistoric ruins, burial grounds, archaeological or vertebrate paleontological site, including fossilized footprints, inscriptions made by human agency, or any other archaeological, paleontological or historical feature, situated on public lands, except with the express permission of the public agency having jurisdiction over such lands. Violation of this section is a misdemeanor.

Shasta County General Plan 5.0 Public Safety Group

The seismic and geologic hazards section of the Shasta County General Plan addresses seismic hazards including surface faulting, ground shaking, and ground failure. Non-seismic hazards addressed in this section include volcanoes, erosion, and expansive soils. Relevant policies include:

Policy SG-d - Shasta County shall develop and maintain standards for erosion and sediment control plans for new land use development. Special attention shall be given to erosion prone hillside areas, including those with extremely erodible soils types such as those evolved from decomposed granite.

City of Redding Final Local Hazard Mitigation Plan 2022-2027

Adopted in January 2023, the purpose of the City of Redding Local Hazard Mitigation Plan (LHMP) is to implement and sustain actions that reduce vulnerability and risk from hazards or reduce the severity of the effects of hazards on people and property. The LHMP includes resources and information to assist in planning for hazards, including short-term and long-term mitigation activities, preparedness, response, and recovery measures. The plan provides a list of actions that may assist the City of Redding in reducing risk and preventing loss from future hazard events. The actions address hazards, as well as specific activities for Wildland Fire, Flood, Hazardous Material, Severe Winter Weather, Earthquakes, Utility Disruption, Aviation Disaster, Chemical, Biological, Radiological, Nuclear, Explosives, Dam Overflow or Failure, and Volcanic issues.

Thresholds of Significance

Per the CEQA Guidelines, implementation of the project would have a significant impact related to geology and soils if it would:

- a) Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving:
 - i. Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or

based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42;

- ii. Strong seismic ground shaking;
 - iii. Seismic-related ground failure, including liquefaction; or
 - iv. Landslides;
- b) Result in substantial soil erosion or the loss of topsoil;
- c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse;
- d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial direct or indirect risks to life or property; or
- e) Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water.
- f) Directly or indirectly destroy a unique paleontological resource or site or unique geological feature.

Impacts

Impact GEO-1: The project would not directly or indirectly cause potential substantial adverse effects involving faults, liquefaction, or seismic-related ground failure. (No Impact)

No active faults have been recognized on, or mapped through the project site and there are no Alquist Priolo Earthquake Fault zones are mapped trending through or immediately adjacent to the project site. As noted above, the nearest mapped active fault is over 15 miles south of Redding and the project site is in an area of low potential for liquefaction. The project proposes to demolish existing buildings and construct a new surface parking lot. Therefore, there would be no impact.

Impact GEO-2: The project would not result in substantial soil erosion or the loss of topsoil. (Less Than Significant Impact)

As previously described in Chapter 3.0 Project Description, following the demolition of the existing building complex, the majority of the site would be paved with impermeable surfaces or covered in landscaping. The site is fairly flat and would employ water quality BMPs to prevent significant erosion during and after construction of the proposed surface parking lot. The project would therefore not result in substantial soil erosion or the loss of topsoil and would result in a less than significant impact.

Impact GEO-3: The project would not directly or indirectly cause potential substantial adverse effects involving landslides or be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project. (No Impact)

No significant seismic hazards have been identified at the project site. The project consists of the demolition of existing buildings and construction of a parking lot in a relatively flat area in an urban downtown setting. Additionally, the project would not include construction of habitable structures and is not expected to result in soil instability as a result of the project. The project would therefore result in no impact.

Impact GEO-4: The project would not involve expansive soils, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial direct or indirect risks to life or property. (No Impact)

As stated above, expansive soils and subsidence are not considered to pose a significant hazard within the City of Redding. The project consists of the demolition of existing buildings and construction of a surface parking lot and does not include construction of habitable structures. Therefore, the project is not expected to create substantial risks to life or property because of expansive soil.

Impact GEO-5: The project would not involve soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water. (No Impact)

Septic tanks or alternative wastewater facilities are not included as part of the proposed project.

Impact GEO-6: The project would not cause a substantial adverse impact to unique paleontological resources or sites or unique geological features. (Less Than Significant Impact)

There are no known unique geologic features or anything that could be construed as unique geological features in the project vicinity. There would be no impact to unique geologic features.

Due to the previously disturbed and developed nature of the site and the proposed development as a surface parking lot, the likelihood of the discovery of fossilized material in the underlying bedrock of the area or the chance of discovery of a unique paleontological resource is extremely limited. However, the project would conform to California Public Resources Code Section 5097 regulations, which specify the procedures to be followed in the event of the unexpected discovery of historic, archaeological, and paleontological resources. The impact is considered less than significant.

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6.1.5 Greenhouse Gas Emissions

Environmental Setting

Gases that absorb and emit infrared thermal radiation (heat) in the atmosphere and affect regulation of the Earth's temperature are known as greenhouse gases (GHGs). There are many compounds present in the Earth's atmosphere which are GHGs, including but not limited to water vapor (H₂O), carbon dioxide (CO₂), methane (CH₄), and nitrous oxide (N₂O). GHGs allow solar radiation (sunlight) to enter the atmosphere freely. When solar radiation strikes the earth's surface, it is either absorbed by the atmosphere, land, and ocean surface, or reflected back toward space. The land and ocean surface that has absorbed solar radiation warms up and emits infrared radiation toward space. GHGs absorb some of this infrared radiation and "trap" the energy in the earth's atmosphere. Entrapment of too much infrared radiation produces an effect commonly referred to as the "Greenhouse effect." Human activities since the beginning of the Industrial Revolution (approximately 1750) have increased atmospheric GHG concentrations. Average global surface temperatures have risen as a result of GHG emissions. This increase in globally

averaged surface temperatures is commonly referred to as “Global Warming,” although the term “Global Climate Change” is preferred because effects associated with increased GHG concentrations are not just limited to higher global temperatures (NOAA, 2023).

GHGs that contribute to climate regulation are a different type of pollutant than criteria or hazardous air pollutants because climate regulation is global in scale, both in terms of causes and effects. Some GHGs are emitted to the atmosphere naturally by biological and geological processes such as evaporation (water vapor), aerobic respiration (carbon dioxide), and off-gassing from low oxygen environments such as swamps or exposed permafrost (methane); however, GHG emissions from human activities such as fuel combustion (e.g., carbon dioxide) and refrigerant use (e.g., hydrofluorocarbons) significantly contribute to overall GHG concentrations in the atmosphere, climate regulation, and global climate change.

Human production of GHG has increased steadily since pre-industrial times (approximately pre-1880) and atmospheric carbon dioxide concentrations have increased from a pre-industrial value of 280 parts per million (ppm) in the early 1800’s to 427 ppm in December 2025 (NOAA 2026). The effects of increased GHG concentrations in the atmosphere include climate change (increasing temperature and shifts in precipitation patterns and amounts), reduced ice and snow cover, sea level rise, and acidification of oceans. These effects in turn will impact food and water supplies, infrastructure, ecosystems, and overall public health and welfare.

The 1997 United Nations’ Kyoto Protocol international treaty set targets for reductions in emissions of four specific GHGs – carbon dioxide, methane, nitrous oxide, and sulfur hexafluoride – and two groups of gases – hydrofluorocarbons and perfluorocarbons. These GHGs are the primary GHGs emitted into the atmosphere by human activities. The six common GHGs are described below.

- Carbon Dioxide (CO₂). CO₂ is released to the atmosphere when fossil fuels (oil, gasoline, diesel, natural gas, and coal), solid waste, and wood or wood products are burned.
- Methane (CH₄). CH₄ is emitted during the production and transport of coal, natural gas, and oil. Methane emissions also result from the decomposition of organic waste in municipal solid waste landfills and the raising of livestock.
- Nitrous oxide (N₂O). N₂O is emitted during agricultural and industrial activities, as well as during combustion of solid waste and fossil fuels.
- Sulfur hexafluoride (SF₆). SF₆ is commonly used as an electrical insulator in high voltage electrical transmission and distribution equipment such as circuit breakers, substations, and transmission switchgear. Releases of SF₆ occur during maintenance and servicing as well as from leaks of electrical equipment.
- Hydrofluorocarbons (HFCs) and perfluorocarbons (PFCs). HFCs and PFCs are generated in a variety of industrial processes.

GHG emissions from human activities contribute to overall GHG concentrations in the atmosphere and the corresponding effects of global climate change (e.g., rising temperatures, increased severe weather events such as drought and flooding). GHGs can remain in the atmosphere long after they are emitted. The potential for a GHG to absorb and trap heat in the atmosphere is considered its global warming potential (GWP). The reference gas for measuring GWP is CO₂, which has a GWP of one. By comparison, CH₄ has a GWP of 25, which means that one molecule of CH₄ has 25 times the effect on global warming as one molecule of CO₂. Multiplying the estimated emissions for non-CO₂ GHGs by their GWP determines their carbon dioxide equivalent (CO₂e), which enables a project's combined global warming potential to be expressed in terms of mass CO₂ emissions. GHG emissions are often discussed in terms of Metric Tons of CO₂e, or MTCO₂e.

Regulatory Setting

California Global Warming Solutions Act (AB 32) and Related Legislation

In September 2006, Governor Arnold Schwarzenegger signed Assembly Bill (AB) 32, the California Climate Solutions Act of 2006. AB 32 establishes the caps on Statewide greenhouse gas emissions proclaimed in Executive Order S-3-05 and established the timeline for meeting State GHG reduction targets. The deadline for meeting the 2020 reduction target is December 31, 2020.

As part of AB 32, CARB determines 1990 GHG emissions levels and projected a “business-as-usual” (BAU) ⁸ estimate for 2020, to determine the amount of GHG emission reductions that would need to be achieved. In 2007, CARB approved a Statewide 1990 emissions level and corresponding 2020 GHG emissions limit of 427 million MTCO₂e (CARB, 2007). In 2008, CARB adopted its Climate Change Scoping Plan, which projects 2020 Statewide GHG emissions levels of 596 million MTCO₂e and identifies numerous measures (i.e., mandatory rules and regulations and voluntary measures) that will achieve at least 174 million MTCO₂e of GHG reductions and bring Statewide GHG emissions to 1990 levels by 2020 (CARB, 2009).

Executive Order B-30-15, 2030 Carbon Target and Adaptation, issued by Governor Brown in April 2015, set a target of reducing GHG emissions by 40 percent below 1990 levels in 2030. To achieve this ambitious target, Governor Brown identified five key goals for reducing GHG emissions in California through 2030:

- Increase renewable electricity to 50 percent.
- Double energy efficiency savings achieved in existing buildings and make heating fuels cleaner.

⁸ BAU is a term used to define emissions levels without considering reductions from future or existing programs or technologies.

- Reduce petroleum use in cars and trucks by up to 50 percent.
- Reduce emissions of short-lived climate pollutants.
- Manage farms, rangelands, forests and wetlands to increasingly store carbon.

By directing State agencies to take measures consistent with their existing authority to reduce GHG emissions, Executive Order B-30-15 establishes coherence between the 2020 and 2050 GHG reduction goals set by AB 32 and seeks to align California with the scientifically established GHG emissions levels needed to limit global warming below two degrees Celsius.

To reinforce the goals established through Executive Order B-30-15, Governor Brown went on to sign SB 32 and AB 197 on September 8, 2016. SB 32 made the GHG reduction target (to reduce GHG emissions by 40 percent below 1990 levels by 2030) a requirement, as opposed to a goal. AB 197 gives the Legislature additional authority over CARB to ensure the most successful strategies for lowering emissions are implemented, and requires CARB to, “protect the State’s most impacted and disadvantaged communities ...[and] consider the social costs of the emissions of greenhouse gases.”

On September 16, 2022, Governor Newsom signed into law AB 1279, the California Climate Crisis Act, that codified California’s 2045 carbon neutrality goal and established a GHG emission reduction target of 85 percent below 1990 levels by 2045.

CARB Scoping Plan

The CARB Scoping Plan is the comprehensive plan primarily directed at identifying the measures necessary to reach the GHG reduction targets stipulated in AB 32. The key elements of the 2008 Plan were to expand and strengthen energy efficiency programs, achieve a Statewide renewable energy mix of 33 percent, develop a cap-and-trade program with other partners (including seven States in the United States and four territories in Canada) in the Western Climate Initiative, establish transportation-related targets, and establish fees (CARB, 2009). CARB estimated that implementation of these measures will achieve at least 174 million MTCO_{2e} of reductions and reduce Statewide GHG emissions to 1990 levels by 2020 (CARB, 2009).

On February 10, 2014, CARB released the public draft of the “First Update to the Scoping Plan.” “The First Update” built upon the 2008 Scoping Plan with new strategies and recommendations and identified opportunities to leverage existing and new funds to further drive GHG emission reductions through strategic planning and targeted low carbon investments. “The First Update” defined CARB’s climate change priorities over the next five years, and set the groundwork to reach post-2020 goals set forth in Executive Orders S-3-05 and B-16-12. It also highlighted California’s progress toward meeting the 2020 GHG emission reduction goals defined in the 2008 Scoping Plan. “The First Update” evaluated how to align the State’s long-term GHG

reduction strategies with other State policy priorities for water, waste, natural resources, clean energy, transportation, and land use. “The First Update” to the Scoping Plan was approved by the Board on May 22, 2014.

The second update to the scoping plan, the *2017 Climate Change Scoping Plan Update* (CARB, 2017), was adopted by CARB in December 2017. The primary objective for the *2017 Scoping Plan Update* is to identify the measures required to achieve the mid-term GHG reduction target for 2030 (i.e., reduce emissions by 40 percent below 1990 levels by 2030) established under Executive Order B-30-15 and SB 32. The *2017 Scoping Plan Update* identifies an increased need for coordination among State, Regional, and local governments to realize the potential for GHG emissions reductions that can be gained from local land use decisions.

The third update to the scoping plan, the *2022 Scoping Plan* (CARB 2022), was released in May 2022 and adopted by CARB in December 2022. The plan presents a scenario for California to meet the State goal of reducing GHG emissions 40 percent below 1990 levels by 2030 and to achieve carbon neutrality by 2045 (CARB 2022). Specifically, the *2022 Scoping Plan*:

- Identifies a path to keep California on track to meet its SB 32 GHG reduction target of at least 40 percent below 1990 emissions by 2030.
- Identifies a technologically feasible, cost-effective path to achieve carbon neutrality by 2045 and a reduction in anthropogenic emissions by 85 percent below 1990 levels.
- Focuses on strategies for reducing California’s dependency on petroleum to provide consumers with clean energy options that address climate change, improve air quality, and support economic growth and clean sector jobs.
- Integrates equity and protecting California’s most impacted communities as driving principles throughout the document.
- Incorporates the contribution of natural and working lands (NWL) to the state’s GHG emissions, as well as their role in achieving carbon neutrality.
- Relies upon the most up-to-date science, including the need to deploy all viable tools to address the existential threat that climate change presents, including carbon capture and sequestration, as well as direct air capture.
- Evaluates the substantial health and economic benefits taking action.
- Identifies key implementation actions to ensure success.

Unlike the previous scoping plans, the *2022 Scoping Plan* relies more heavily on the implementation, adoption, and use of existing technologies to reduce GHG emissions over the coming decades, as opposed to technologies that need to be developed. Examples of existing technologies the *2022 Scoping Plan* relies upon include the use of renewable energy and energy

storage systems (as opposed to polluting alternatives) for the electrical grid and transitioning the transportation sector's mobile sources to zero-emission technologies for light- and heavy-duty vehicles. The *2022 Scoping Plan* also differs from its predecessors in that it takes into account carbon sources and sinks from California's NWL and identifies the need for active carbon capture and sequestration (CCS) technologies for some emissions sectors, such as petroleum refining and the production / processing of stone, clay, glass, and cement.

The continued implementation of existing plans, policies, and regulations adopted for the purposes of reducing GHG emissions remain critical for achieving the State's 2030 and 2045 GHG reduction goals. For example, the *2022 Scoping Plan* identifies a goal of achieving a per capita VMT reduction of at least 25 percent below 2019 levels by 2030 and 30 percent below 2019 levels by 2045, which is related to the implementation of SB 375 and recommendations provided by the Scoping Plan's Environmental Justice Advisory Committee. The *2022 Scoping Plan* also acknowledges that, "local governments are also frequently the sources of innovative and practical climate solutions that can be replicated in other areas. Their efforts to reduce GHG emissions within their jurisdictions are vital to achieving the state's near-term air quality and long-term climate goals... and can also provide important co-benefits such as improved air quality, local economic benefits, healthier and more sustainable communities, and improved quality of life" (CARB 2022).

Thresholds of Significance

The project would have a significant impact on the environment if it would:

- a. Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment, or
- b. Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases.

Impacts

Global climate change is the result of GHG emissions worldwide; individual projects do not generate enough GHG emissions to influence global climate change. Thus, the analysis of GHG emissions is by nature a cumulative analysis focused on whether an individual project's contribution to global climate change is cumulatively considerable.

Impact GHG-1: The project would not generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment. (Less than Significant Impact)

Impact GHG-2: The project would not conflict with an applicable plan, policy or regulation adopted for the purpose of reducing emissions of greenhouse gases. (Less than Significant Impact)

The proposed project would generate GHG emissions from short-term construction activities. Construction activities would generate GHG emissions from equipment fuel combustion and worker, vendor, and haul trips to and from the project site. Construction activities would last approximately six months and would not result in substantial GHG emissions upon completion. The project would not generate substantial long-term, operational GHG emissions because it does not involve direct active operations upon completion of demolition and construction activities. The SCAQMD has not adopted a threshold of significance for construction-related GHG emissions, nonetheless, construction-related emissions were quantified and amortized over the lifetime of the proposed project (presumed to be 30 years). This normalizes construction emissions so that they can be grouped with operational emissions and compared to appropriate thresholds, plans, etc. The project's amortized GHG emissions are estimated to be 11.2 MTCO₂e per year (see Appendix C). The proposed project has been designed to minimize potential GHG emissions from construction activities. For example, the project would maintain the existing approximately 34,500 square feet of landscaping and minimize idling time of diesel-powered construction equipment to five minutes. Given the low magnitude of the project's construction related GHG emissions and the means and methods that would be employed to reduce potential GHG emissions, the project's construction related GHG impacts would be less than significant. The project also would not conflict with any plan or policy adopted for the purposes of reducing GHG emissions, including the CARB Scoping Plan. Most of the policies and control measures contained in these plans would be implemented at the state or regional level and would not directly apply to the project. Therefore, these impacts would be less than significant.

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6.1.6 Hydrology and Water Quality

Environmental Setting

Surface Water

The City of Redding is located within the Lower Sacramento Watershed, which encompasses approximately 20,125 square miles, including the Sacramento Valley, the northern Sierra Nevada, the south end of the Cascade Range, and some of the eastern slopes of the northern Coast Ranges. The Lower Sacramento watershed is divided into several subbasins. The City is in the Clear Creek-Sacramento River Subbasin, covering approximately 686 square miles and lying almost entirely within the boundaries of Shasta County, from the north end of the Sacramento Valley and extending northwest into the Trinity Mountains and east into the Cascade Range (CDFW 2022). The Sacramento River runs from north to south through the central part of the watershed and through the middle of the City. The City of Redding and surroundings are set on plains in the north end of the Sacramento Valley and dissected by numerous rivers and streams emerging from the Trinity Mountains to the west and the Cascade Range to the north and east. Major dams in the region include Shasta Dam, on the Sacramento River approximately seven miles north of the City, and Whiskeytown Dam, on Clear Creek approximately five miles northwest of the City (City of Redding 2024). Shasta Dam provides water storage, flood control, and hydroelectric power and is a key component of the federal Central Valley Project, which supplies water to various agencies and jurisdictions throughout the State. Shasta Lake and Whiskeytown Lake also provide water-related recreational opportunities for the local area as well as the State.

The segment of the Sacramento River from Keswick Dam to Cottonwood Creek is listed on the Clean Water Act Section 303(d) List of Water-Quality Limited Segments for contamination with unknown toxicity. The affected segment extends through the City of Redding and south to east of the Community of Cottonwood. The segment of Clear Creek below Whiskeytown Lake to the convergence with the Sacramento River is listed on the Clean Water Act Section 303(d) List of Water-Quality Limited Segments for contamination with mercury. No other water bodies near Redding are listed on the Section 303(d) List (SWRCB 2022).

Groundwater

The City of Redding encompasses the Enterprise, Anderson, and Millville Subbasins of the Redding Groundwater Basin, which covers approximately 544 square miles in the north end of the Sacramento Valley. (CDFW 2022). Groundwater Quality Water from the Redding Groundwater Basin is generally very high quality (USGS 1983). However, two wells that have been removed from regular service have shown arsenic levels above the primary contaminant

level (MCL), the highest concentration level allowed in drinking water. Manganese levels are also a challenge for some of the wells located in the Enterprise SubBasin. The challenge is currently being addressed by adjusting pumping rates to achieve blending between wells to provide water below the secondary MCL (City of Redding, 2024).

Flooding

The project site is located approximately 3,300 feet southwest of the Sacramento River at its closest point and is not within a FEMA-designated flood hazard zone. The site has a designation of X on the FEMA National Flood Hazard Layer FIRMette map, which represents areas of minimal flood hazard.

Regulatory Setting

In addition to CEQA, other federal and state laws and local regulation apply to hydrology and water quality. Each of these laws and regulations is identified and discussed below.

Clean Water Act

The Clean Water Act (CWA) is the primary federal legislation governing water quality and forms the basis for several state and local laws throughout the nation. The objective of the CWA is “to restore and maintain the chemical, physical, and biological integrity of the Nation’s waters.” Important and applicable sections of the Act are:

- Section 404 authorizes the United States (U.S.) Army Corps of Engineers (USACE) to regulate the discharge of dredged or fill material to waters of the U.S., including wetlands. The USACE issues individual site-specific or general (Nationwide) permits for such discharges.
- Sections 303 and 304 provide for water quality standards, criteria, and guidelines. The state implements Section 303 through the State Water Resources Control Board and Regional Water Quality Control Board (RWQCB), as discussed below. Section 304 requires the U.S. EPA to publish water quality criteria that accurately reflects the latest scientific knowledge on the kind of effects and extent of effects that pollutants in water may have on health and welfare. Section 304 also provides guidance to the state in adopting water quality standards.
- Section 401 requires an applicant for any federal permit that proposes an activity that may result in a discharge to “waters of the U.S.” to obtain certification from the state that the discharge will comply with other provisions of the CWA. In California, a Water Quality Certification is provided by the State Water Resources Control Board and/or RWQCB.

- Section 402 establishes the NPDES, which is a permitting system for the discharge of any pollutant (except for dredge or fill material) into waters of the U.S. In California, this permit program is administered by the RWQCBs and is discussed in detail below.

The CWA provides jurisdiction over waters of the United States and authorizes the United States Environmental Protection Agency (EPA) to implement water quality regulations. The intent of the CWA is to maintain and restore the chemical, physical, and biological integrity of the waters of the United States. The CWA includes regulatory and nonregulatory guidance to reduce direct and indirect pollution discharges into waterways.

National Pollutant Discharge Elimination System

The CWA has nationally regulated the discharge of pollutants to the waters of the U.S. (e.g., streams, lakes, bays, etc.) from any point source since 1972. In 1987, amendments to the CWA added Section 402(p), which established a framework for regulating nonpoint source storm water discharges under the National Pollutant Discharge Elimination System (NPDES) permit program. These regulations are implemented at the regional level by the RWQCBs. Shasta County and the City of Redding are within the jurisdiction of the Central Valley RWQCB.

Section 402(p) of the CWA establishes the NPDES permit program. The NPDES permit program regulates stormwater discharges into the waters of the United States. The EPA has given authority for NPDES permitting to the California State Water Resources Control Board (SWRCB) and the nine regional water quality boards. The Central Valley Regional Water Quality Control Board (RWQCB) regulates water quality for Shasta County and the City of Redding.

National Flood Insurance Program

The National Flood Insurance Program branch of the Federal Emergency Management Agency (FEMA) maintains maps of floodways and floodplains for the United States. FEMA maps these areas on Flood Insurance Rate Maps or FIRMs. A typical FIRM will show specific flood hazard areas, flood risk zones, and floodplains at a local level of detail. In some identified flood hazard zones, certain types of construction and/or uses are prohibited or property owners are required to carry flood insurance. The project site is within an area designated as Zone X, defined by FEMA as an area of minimal flood hazard.

Porter-Cologne Water Quality Control Act

The state's Porter-Cologne Water Quality Control Act, as revised in January 2023 (California Water Code Sections 13000-14290), provides for protection of the quality of all waters of the State of California for use and enjoyment by the people of California. It further provides that all activities that may affect the quality of waters of the state shall be regulated to obtain the highest water quality that is reasonable, considering all demands being made and to be made on those waters. The Act also establishes provisions for a statewide program for the control of water quality, recognizing that waters of the state are increasingly influenced by interbasin water

development projects and other statewide considerations, and that factors such as precipitation, topography, population, recreation, agriculture, industry, and economic development vary regionally within the state. The statewide program for water quality control is, therefore, administered most effectively on a local level with statewide oversight. Within this framework, the Act authorizes the State Water Resources Control Board (SWRCB) and RWQCBs to oversee the coordination and control of water quality within California.

The Act provides the basis for water quality regulation within California. It defines water quality objectives as the limits or levels of water constituents that are established for protection of beneficial uses. The SWRCB administers water rights, water pollution control, and water quality functions throughout California. The RWQCB conducts planning, permitting, and enforcement activities. The Act requires the RWQCB to establish water quality objectives for specific water bodies. The City of Redding in which the project site is located is included in the Sacramento Hydrologic Basin Planning Area established by the Central Valley RWQCB's Water Quality Control Plan (Basin Plan), which establishes water quality objectives and implementation programs to meet these objectives. Additionally, the Act authorizes the NPDES program and permit requirements for the City of Redding.

State Water Resources Control Board (SWRCB)

Created by the California State Legislature in 1967, the SWRCB holds authority over water resources allocation and water quality protection within the State. The five-member SWRCB allocates water rights, adjudicates water right disputes, develops statewide water protection plans, establishes water quality standards, and guides the nine RWQCBs. The mission of the SWRCB is to, "preserve, enhance, and restore the quality of California's water resources, and ensure their proper allocation and efficient use for the benefit of present and future generations." The proposed project is under the jurisdiction of the Central Valley RWQCB (RWQCB).

Statewide Construction General Permit

The SWRCB has implemented an NPDES General Construction Permit for the State of California (Construction General Permit). For projects disturbing one acre or more of soil, a Notice of Intent (NOI) and Storm Water Pollution Prevention Plan (SWPPP) must be prepared by a qualified professional prior to commencement of construction. The Construction General Permit includes requirements for training, inspections, record keeping, and, for projects of certain risk levels, monitoring. The general purpose of the requirements is to minimize the discharge of pollutants and to protect beneficial uses and receiving waters from the adverse effects of construction-related storm water discharges. Projects that disturb one (1) or more acres of soil are required to obtain coverage under the General Permit for Discharges of Storm Water Associated with Construction Activity Construction General Permit Order 2009-0009-DWQ (Construction General Permit). Construction activity subject to this permit includes clearing, grading and disturbances to the ground such as stockpiling, or excavation, but does not include regular maintenance activities performed to restore the original line, grade, or capacity of the facility. The Construction General Permit requires the development of a Storm Water Pollution

Prevention Plan (SWPPP) by a certified Qualified SWPPP Developer. Typical best management practices (BMPs) contained in SWPPPs are designed to minimize erosion during construction, stabilize construction areas, control sediment, control pollutants from construction materials, and address post construction runoff quantity (volume) and quality (treatment). The SWPPP must also include a discussion of the program to inspect and maintain all BMPs.

Central Valley RWQCB Basin Plan

See discussion under Porter-Cologne Water Quality Control Act, above.

Central Valley MS4 Permit

The RWQCB's Municipal Storm Water Permitting Program regulates storm water discharges from municipal separate storm sewer systems (MS4s). Shasta County's stormwater system (its MS4) is regulated under the comprehensive, regional Central Valley MS4 Permit that was adopted by the RWQCB in June 2016.

Pursuant to CWA section 402(p)(3)(B), NPDES permits shall (a) include a requirement to effectively prohibit non-stormwater discharges into the MS4, and (b) "require controls to reduce the discharge of pollutants to the maximum extent practicable (MEP), including management practices, control techniques and system, design and engineering methods, and such other provisions as the Administrator or the State determines appropriate for the control of such pollutants." The regional Central Valley MS4 Permit prescribes conditions to assure compliance with the CWA requirements for owners and operators of MS4s to effectively prohibit non-stormwater discharges into the MS4s and requires controls to reduce the discharge of pollutants in stormwater from MS4s to the MEP.

Under the provisions of the permit, new and redevelopment projects deemed "Priority development projects", which includes parking lots with 5,000 square feet or more or with 25 or more parking spaces, are required to implement site design, source control, and Low Impact Development (LID)-based stormwater treatment controls to treat post-construction stormwater runoff, and or hydromodification strategies, as needed. These controls are intended to maintain or restore the site's natural hydrologic functions, maximizing opportunities for infiltration and evapotranspiration, and using stormwater as a resource (e.g., rainwater harvesting for non-potable uses). The permit also requires that stormwater treatment measures be properly installed, operated, and maintained. The applicability of these requirements to the proposed project will be determined at the time of the final design of the proposed parking lot.

Shasta County Municipal Code

The Shasta County Municipal Code includes the following applicable codes related to stormwater quality:

Chapter 18.10 – Storm Water Quality Management and Discharge Control: Division III.
– Prevention and Reduction of Pollutants in in Storm Water Chapter 18.10.150 – General requirements.

- A. The resource management or public works director and/or state or federal agencies may designate as subject activities any activities, including construction and industrial activities, considered potential sources of discharges of pollutants to the county storm water conveyance system or receiving waters. The subject activity may occur at stationary facilities or as a mobile activity that takes place at various job sites. State or federal agencies may require the county to enforce regulatory measures against the subject activity in question.
- B. Industrial activities for which the MS4 permit specifies that the county shall routinely inspect, or which are listed in MS4 Permit Section E.9. are hereby designated as subject activities.

Chapter 18.10.160 - Authorization to adopt and impose best management practices.

- A. Any person whom the resource management or public works director determines is conducting any subject activity shall prevent or reduce the discharge of pollutants from those activities, to the MEP, through the implementation of BMPs.
- B. The resource management director may require any business in the county that is engaged in activities that may result in non-storm water or pollutant discharges to develop and implement a SWPPP in accordance with the requirements established by the resource management director,
- C. The resource management or public works director may adopt standards or requirements and describe BMPs for specified subject activities. Where BMP requirements are promulgated by the county or any federal, state, or regional agency for any activity, operation, or facility which would otherwise cause the discharge of pollutants to the county storm water conveyance system or receiving waters, every person undertaking such activity or operation, or owning or operating such facility shall comply with such requirements.
- D. Any alternative BMP implemented pursuant to subsection (C) of this section shall be subject to review and approval by the resource management director or public works director. If a person conducting subject activities implements alternative BMPs without the prior written approval of the resource management director or public works director and subsequently receives written notice from the resource management director or public works director that the alternative BMPs do not provide the required equivalent level of protection from pollutant-

laden storm or exempted non-storm water discharges, the continued implementation of such alternative BMPs shall be deemed to be a violation of requirements of this chapter as of the date of delivery of such notice.

E. Notwithstanding the presence or absence of requirements promulgated pursuant to subsections (A), (B) and (C) any person engaged in activities or operations, or owning facilities or property which will or may result in pollutants entering the county storm water conveyance system or receiving waters shall implement BMPs to the MEP.

F. Persons implementing BMPs will be required to establish, document, and conduct a maintenance program, subject to approval by the resource management or public works director, for any BMP. This requirement applies to BMPs required by the county and BMPs that were voluntarily installed. Maintenance requirements established pursuant to this section must be appropriate for site conditions, design of the BMPs, and must protect public safety, health, infrastructure, the environment and meet the purposes of this chapter.

Chapter 18.10.190 - Construction sites.

A. Any person owning or operating a construction site within an MS4 permit area shall implement BMPs to control the discharge of pollutants to the county storm water conveyance system or receiving waters to the MEP in compliance with Section E.10, "Construction Site Storm Water Runoff Control Program," of the MS4 permit, the construction general permit and applicable county requirements.

B. Requirements established pursuant to subsection (A) may be included in various county standards, the Shasta County Code, as conditions of permits issued by the county, county development standards, conditions of approval or any other appropriate instrument administered by the county. The owner and developer shall comply with the terms, provisions, and conditions as required in this chapter.

Shasta County General Plan

The Water Resources chapter of the Shasta County General Plan contains the following Objectives and Policies regarding water quality.

Objective W-8 - Update the current Groundwater Management Plan to reflect new state requirements and to address any changes that result from selection of a preferred alternative for basinwide water resources management.

Objective W-9 - Institute effective measures to protect groundwater quality from potential adverse effects of increased pumping or potential sources of contamination.

Chapter 6 CEQA Mandated Sections

Policy W-a - Sedimentation and erosion from proposed developments shall be minimized through grading and hillside development ordinances and other similar safeguards as adopted and implemented by the County.

Policy W-f - The County shall encourage and participate in interagency planning efforts, such as the Redding Area Water Council, to protect and enhance the quality of all groundwater and surface water resources.

Thresholds of Significance

Consistent with CEQA Guidelines Appendix G, the project would have a significant impact on hydrology and water quality if it would:

- a) Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality.
- b) Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin.
- c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would:
 - i. Result in substantial erosion or siltation on- or off-site.
 - ii. Substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site.
 - iii. Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff; or
 - iv. Impede or redirect flood flows.
- d) In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation; or
- e) Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan.

Impacts

Impact HYD-1: The project would not violate any water quality standard or waste discharge requirements or otherwise substantially degrade surface or ground water quality. (Less Than Significant Impact)

Construction Period

The proposed project would not violate any water quality standards or waste discharge requirements. The project would not impact water quality over the long term. However, the proposed project could impact water quality during the short-term construction period through the accidental release of construction fuels or fluids or through an increase in sedimentation or erosion due to ground disturbance.

During all demolition and construction activities, standard BMPs will be used to minimize erosion and impacts to water quality. The project would be subject to conformance with the Construction General Permit, which requires the development and implementation of a SWPPP, which in turn contains BMPs for the management of hazardous materials as well as erosion and sediment control during construction.

Post Construction

Following the demolition of the existing buildings on the site, the project proposes to develop the site as a paved surface parking lot. The new parking facility would include approximately 75,000 square feet of paved surface area and over 160 parking stalls, which qualifies it as a priority development project under the Central Valley MS4 Permit. As such, it will be required to conform to the applicable provisions of the Permit, including the implementation of site design, source control, and LID-based stormwater treatment controls to treat post-construction stormwater runoff.

Conformance with the Construction General Permit and applicable provisions of the Central Valley MS4 Permit would ensure that the project would not violate any water quality standard or waste discharge requirements or otherwise substantially degrade surface or ground water quality and would result in a less than significant impact.

Impact HYD-2: The project would not substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin. (No Impact)

The proposed demolition of existing structures and construction of a parking lot would not result in the generation of any substantial demand for water, and the project site is not located in a known groundwater recharge area. Therefore, the project would not affect groundwater supplies, quality, or management.

Impact HYD-3: The project would not 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 result in substantial erosion or

siltation on- or off-site, substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site; 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 impede or redirect flood flows. (Less Than Significant Impact)

There are no streams or rivers on or in the immediate vicinity of the project site. The Sacramento River is located approximately 0.65 miles north of the site.

The proposed building demolition and parking lot construction project would replace most of the existing impervious surface areas on the site (building roofs, paved parking areas and walkways) with new impervious surface area (paved parking lot) and would preserve most of the existing pervious surface area (landscaping). The project would add limited amounts of pervious surface area by constructing planted areas along the parking lot on West Street and in planter islands in the parking lot. The net effect would be a minimal net increase in pervious area and decrease in impervious area on the site, resulting in a reduction in post-construction runoff. With the incorporation of the site design, source control, and LID-based stormwater treatment control measures required by the Central Valley MS4 Permit, impacts to the existing storm drain system and local receiving waters from post-construction runoff would be minimized. These measures would reduce the volume, velocity and pollutant load (including sediment) of runoff from the project site. The impact would be considered less than significant.

Impact HYD-4: The project is not located in an area subject to flood and tsunami hazards, but is within an inundation area in the unlikely event of a failure of Shasta Dam; however the risk of release of pollutants is low as the primary pollutants on the site are the existing hazardous building materials, which would be removed from the site at the start of the proposed demolition process. (Less Than Significant Impact)

According to the Shasta County General Plan (Chapter 5.3 Dam Failure Inundation), failure of Shasta Dam would result in the inundation of most of Redding within less than an hour of the dam failure. It states that considering the existing development patterns and trends, particularly in the South Central Region (which is the region of the City most likely to be impacted by the failure of the Shasta Dam) and the unlikelihood of a dam failure, it would be infeasible to preclude future development from locating in dam inundation areas. It further states that it is possible, however, to discourage critical structures (hospitals, fire, and police stations) and high occupancy structures (schools, theaters, and public meeting places) from locating in these areas.

The proposed project does not propose development of any structures, therefore the risk of release of pollutants in an inundation scenario would be limited to the asbestos, lead-based paint and PCBs present in the buildings proposed for demolition. These hazardous materials would be removed prior to the actual demolition of the buildings for a duration estimated to be two months (D. Renz, Redding Public Works Dept.). The risk would therefore be considered minimal.

Impact HYD-5: The project would not conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan. (No Impact)

The proposed project would not conflict with a water quality control plan or sustainable groundwater management plan. As stated previously, BMPs are incorporated into the project to protect water quality during construction, and no water quality impacts are anticipated following construction with the incorporation of on-site measures required by the Central Valley MS4 Permit. The project would not utilize groundwater or increase impervious surface area such that groundwater recharge would be impeded. Therefore, the project would not inhibit water quality control or groundwater management.

References

Shasta County. 2004. *Shasta County General Plan As Amended Through September 2004*.

6.1.7 Land Use

Environmental Setting

The project site is located in downtown Redding and surrounded by urban development. The project site is owned and operated by the County and therefore the County has primary jurisdiction over the land use and zoning standards for the site and proposed development. The project site does not have any County land use or zoning designation.

Because the County land use and zoning standards do not exist for the project parcel, the City of Redding standards can be used as a frame of reference for determining potential impacts. The project parcel has a zoning designation of Public Facility (PF) and a General Plan land use designation of Public and Institutional (PF-I) in the City of Redding. Under the City's zoning regulations, public parking is a permitted use after review and approval by the City's Board of Administrative Review. The zoning district allows office, school or college, or other public facilities that do not emit dust, odor, smoke, bright light, vibration, or unacceptable levels of noise or which do not involve hazardous materials. The PF-I General Plan designation is intended for public and quasi-public facilities, including, but not limited to, government services and facilities, fire stations, wastewater treatment facilities, electrical substations, airports, domestic water treatment and storage, landfills, and similar uses.

Thresholds of Significance

The project would result in a significant land use impact if it would:

- a) Physically divide an established community; or
- b) Cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect.

Impacts

Impact LAND-1: The project would not physically divide an established community. (No Impact)

The proposed project would demolish an existing courthouse complex and construct a surface parking lot in its place. The project does not include any physical barriers such as new roads or barriers such that existing land use patterns would change resulting in the division of an established community.

Impact LAND-2: The project would not cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect. (Less Than Significant Impact)

The project would not conflict with the land use goals and policies in the County's General Plan or the City's General Plan. No new uses are proposed at the project site. Parking currently exists on the project site and new parking areas would be established in the courthouse complex footprint once the courthouse is demolished.

As described in this EIR, mitigation is included with the project to reduce potential environmental effects of the project to less than significant levels for biological resources, cultural resources, and hazards and hazardous materials. Impacts to historic resources have been determined significant and unavoidable even with the implementation of mitigation measures (see Section 4.3 Cultural and Tribal Cultural Resources).

References

City of Redding Municipal Code. [Chapter 18.36 - "PF" PUBLIC FACILITIES DISTRICT | Code of Ordinances | Redding, CA | Municode Library](#)

Shasta County Code. 2025. Title 17: Zoning. Chapter 17.60 Public Facilities District.. Updated April 23. Accessed on September 19, 2025 at https://library.municode.com/ca/shasta_county/codes/code?nodeId=TIT17ZO_CH17.60P_UFAPFDI

6.1.8 Mineral Resources

Environmental Setting

Mineral resources are defined as any naturally occurring chemical elements or compounds, formed from inorganic processes and organic substances. Minalable minerals are minerals having a value in excess of the cost of developing, mining, and processing the mineral and reclaiming the project area. Mineral resource areas are locations that have been classified by the State Department of Conservation’s Division of Mines and Geology or designated by the State Mining and Geology Board, as well as existing surface mining operations. Mineral deposits within the City of Redding consist of copper, gold, tungsten, and gravel. In addition, the area around the Redding Municipal Airport contains gas-bearing strata. The westerly portion of the City has been mined in the past for placer and lode gold, tungsten, and copper (City of Redding 2024).

Regulatory Setting

Surface Mining and Reclamation Act

The Surface Mining and Reclamation Act of 1975 (SMARA), as codified in the California Public Resources Code (Section 2710 et seq.), provides a comprehensive surface mining and reclamation policy to minimize adverse environmental impacts and allow mined lands to be restored to a usable condition. SMARA also encourages the production, conservation, and protection of the State’s mineral resources. Section 2207 of the California Public Resources Code provides annual reporting requirements for all mines in the State, and the State Mining and Geology Board is granted authority and obligations under this section. SMARA also mandates the classification of lands with valuable mineral resources so that land use decisions that may affect mineral-bearing lands can be made with the knowledge of these resources.

SMARA requires the State Geologist to classify areas with potential for significant mineral resources. It states that: “The primary objective of the mineral land classifications is to assure that mineral potential and its significance is recognized and considered before land use decisions that could preclude mining are made. The availability of mineral resources is vital to our society. Yet for most types of minerals, economic deposits are rare, isolated occurrences. Access to terrain for purposes of mineral exploration and mine development has become increasingly difficult because California is also faced with growing land use competition.” The SMBG has

classified land in California based on the availability of mineral resources. Four mineral resources zone (MRZ) designations established for classifying sand, gravel, and crushed rock resources are defined below:

- MRZ-1: Adequate information indicates that no significant mineral deposits are present or likely to be present.
- MRZ-2: Adequate information indicates that significant mineral deposits are present or there is a high likelihood for their presence, and development should be controlled.
- MRZ-3: The significance of mineral deposits cannot be determined from the available data.
- MRZ-4: There is insufficient data to assign any other MRZ designation. Under SMARA, aggregate materials are classified as reserves or resources. Reserves are defined as aggregate materials believed to be acceptable for commercial use that exist within property boundaries owned or leased by an aggregate-producing company, and for which permission allowing extraction and processing has been granted by the proper authorities.”

The City of Redding is mapped within MRZ-2a, defined as areas underlain by mineral deposits where geologic data indicates that significant measured or indicated resources are present, MRZ-2b, areas underlain by mineral deposits where geologic information indicates that significant inferred resources are present, and MRZ-3, where the significance of mineral deposits cannot be determined from available data. The City currently contains two active mining facilities: Aggregate Products, a tailings processing facility, is mined for sand and gravel and Pedrotti Materials, LLC, an open pit quarry, that is mined for sand and gravel. Both facilities are located along Clear Creek (City of Redding 2024b).

The presence of existing incompatible development preclude mineral-extraction activities in those locations. Conversely, areas classified as MRZ-2a and 2b, where mineral-extraction activities are considered feasible, have been designated with a “Critical Mineral Resources Overlay”. The project site is within a developed and urbanized area and is not located within a Critical Mineral Resources Overlay zone (City of Redding 2024a).

Thresholds of Significance

The project would have a significant impact to mineral resources if it would:

- a. Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state.
- b. Result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan.

Impacts

Impact MIN-1: The project would not 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, nor would it 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. (No Impact)

As noted above, the project site is located on an already developed site in an urbanized area which precludes any mineral resource extraction activities. Additionally, the project site is not located within a Critical Mineral Resource Overlay Zone. Therefore, the proposed project would not result in the loss of known minerals nor result in the loss of availability of locally important mineral resource recovery site delineated on a local general plan, specific plan, or other land use plan.

References

City of Redding. 2024a. City of Redding General Plan 2045. Adopted March 2024. Accessed June 28 2025 at https://www.cityofredding.gov/government/departments/development_services/general_plan.php.

City of Redding. 2024b. City of Redding General Plan Draft Environmental Impact Report. Accessed July 3, 2025 at https://www.cityofredding.gov/government/departments/development_services/general_plan.php.

6.1.9 Population and Housing

Environmental Setting

The project site is located in the downtown area of Redding, surrounded on three sides by other government and government-related buildings and land uses, and commercial buildings and uses on the other side. There are no existing residential uses directly adjacent to the site, but there are single- and multi-family neighborhoods located to the west, beginning one block away.

Thresholds of Significance

Per the CEQA Guidelines, implementation of the project would have a significant impact related to population and housing if it would:

- a. Induce substantial population unplanned population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure); or

- b. Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere.

Impacts

Impact POP-1: The project would not induce unplanned population growth in an area, either directly or indirectly (No Impact).

The project proposes to demolish a former County Courthouse building and associated annex and jail buildings. The project, which proposes the demolition of the existing buildings and replacement with a paved surface parking lot to serve the government and commercial uses in the vicinity, does not provide housing or facilities that would induce any unplanned population growth in the area. Therefore there would be no direct or indirect impact related to unplanned population growth.

Impact POP-2: The project would not displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere. (No Impact)

As there are no existing residential uses on the site, no people or housing would be displaced as a result of the project. As stated in the response to Impact POP-1, above, the proposed project would not induce population growth, either directly or indirectly. No impact would occur.

6.1.10 Public Services and Recreation

Environmental Setting

The project site is located within the Redding city limits and there are existing public services available that currently serve the site.

Fire protection and medical emergency services in Redding are provided by the City of Redding Fire Department. The closest fire station to the site is Fire Station 1, located at 1335 Shasta Street which is approximately 0.6 miles northeast of the project site.

The Redding Police Department is responsible for public safety in the project area. The Police Department has an office at 777 Cypress Avenue, approximately 1.3 miles southeast of the project site. The project site is within Beat 5 which includes Downtown Redding and areas to the west and south.

Several school districts serve the residents of Redding. These include the Redding Elementary School District and the Shasta Union High School District. The nearest schools to the project site are Sequoia Middle School, approximately 0.9 miles east of the project site and Shasta High School approximately 1.1 mile northwest of the project site.

The project site is located in an urban downtown setting. The closest park is Magnolia Park, approximately 0.5 miles west of the project site.

Thresholds of Significance

The project would have a significant impact with regard to public services and recreation if it would:

- a) 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 following public services:
 - 1. Fire protection.
 - 2. Police protection.
 - 3. Schools.
 - 4. Libraries, or
 - 5. Parks and Recreation Facilities.
- b) Result in increased use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated.
- c) Include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment.

Impacts

Impact PUB-1: The project would not 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 fire protection, police protection, schools, libraries, or parks and recreation facilities. (No Impact)

The proposed project is the demolition of an existing building complex and construction of a paved surface parking lot on the site. The proposed demolition and construction phases of the project could restrict access in the area during construction; however the demolition/construction site would be managed in accordance with established mandates regarding access for emergency service vehicles and would not necessitate the alteration of any other facilities, including fire protection, police protection, schools, libraries or parks, and recreation facilities to accommodate the demolition or construction processes.

The proposed project does not include new housing and would not induce population; therefore, it would not increase enrollment at local schools or require the provision of new or physically altered schools, nor would it increase the use of local and regional parks or require the provision of new or physically altered parks or other government facilities.

Impact REC-1: The project would not increase the use of existing neighborhood or regional parks or other recreational facilities such that significant physical deterioration of the facility would occur or be accelerated or include recreational facilities or require or expansion of recreational facilities which might have an adverse effect on the environment. (Less than Significant Impact)

The County proposes to demolish an existing building complex in an urban developed downtown area and construct a parking lot. The project may restrict some adjacent uses during demolition and construction, due to construction vehicles and equipment accessing the site. However, these impacts would be temporary, lasting only for the duration of the demolition and construction phases of the project.

The project would not, therefore increase the use of existing neighborhood and regional parks or other recreational facilities and would not include or require the construction or expansion of recreational facilities.

References

City of Redding. 2025. GIS Map Viewer. Accessed December 4, 2025 at <https://gispub.cityofredding.org/reddingmap/>

Redding Elementary School District. 2025. Boundary Map information. Accessed December 4, 2025 at https://www.reddingschools.net/schools/boundary_map

Shasta Union High School District. 2025. Boundary Map. Accessed December 4, 2025 at https://www.suhsd.net/documents/Parents/Shasta_mapside/Shasta_Mapside.pdf

6.1.11 Transportation

Environmental Setting

The project is located within City of Redding on Court Street. Regional access to the site is provided by Interstate 5 (I-5), which provides regional access to the area from the north and south, and by State Route (SR) 44 and SR 299 which provides access from the east and west. Local streets surrounding the site include Court Street on the east, West Street on the west, Tehama Street to the north, and Placer Street to the south. Sidewalks surround the project parcel. No transit stops are located along Court Street or West Street along the project frontages. Crosswalks are present crossing Court Street at Yuba Street (near the southeastern corner of the site) and at Butte Street (near the northeastern corner of the site).

Regulatory Setting

California Department of Transportation

The California Department of Transportation (Caltrans) has jurisdiction over the design, construction, maintenance, and operation of California's State Highway System, including freeways and interstates. Access points to and from I-5, SR-44, or SR 299 from the project site for demolition and construction-related traffic (i.e., construction equipment trucks, haul trucks, etc.) have not been determined at this time, however, it should be noted that temporary traffic controls that encroach onto Caltrans' rights-of-way require a Caltrans-issued encroachment permit, and in addition, work requiring the movement of oversized or excessive load vehicles on State roadways requires a transportation permit that is issued by Caltrans.

Shasta County General Plan

The Circulation Element of the current Shasta County General Plan contains the following Objectives and Policies:

Objective: C-9 - To guide all segments of the County's transportation program in a manner that addresses, responds to, and meets State and Federal air quality standards.

Policy C-9b - Project proponents shall be required to implement effective measures included in the County's lists of Standard Mitigation Measures (SMM) and Best Available Mitigation Measures (BAMM) to reduce vehicle use and associated emissions related to existing and future land use development as part of the environmental review process.

Redding 2045 General Plan

The City of Redding updated its General Plan in 2023. The following policies are contained in the Circulation Element:

Policy T1D – Consider requiring that development projects dedicate street rights-of-way and construct both on- and off-site improvements as appropriate to provide access and street connectivity for users of all ages and abilities, mitigate the effects of vehicle miles traveled (VMT) attributable to the project, and not degrade peak-hour LOS below the following adopted thresholds nor conflict with multi-modal performance standards. The City Council may, at its sole discretion, determine that the degradation of LOS is appropriate given the extraordinary circumstances of the project being proposed. The traffic analysis used to establish mitigation or improvement measures shall be based on the regional travel demand model or other City-approved methods. At the option of the City and as may be provided by City ordinance, improvements may be deferred by the City upon approval of a Deferred Improvement Plan which identifies improvements needed, costs, funding sources, and other pertinent data required by the City.

Downtown Goal T6: Reinforce the urban land use pattern of Downtown Redding.

Policy T6A – Strive to retain alleys and streets in the Downtown area to create shared spaces for bicycling and walking, and convenient service access, to local businesses.

Parking Goal T7: Convenient on-street and off-street parking facilities for motorized and electric vehicles (including charging stations) and bicycles that supports economic development, livable neighborhoods, sustainability, and public safety.

Policy T7A – Strive to maintain adequate on-street and public off- street parking areas, including electric vehicle charging stations, to meet ongoing parking demands by considering the following measures:

- Pursue funding options and strategies for the construction and maintenance of shared parking facilities/structures Downtown.
- Seek funding to provide electric charging stations at parking lots and rest areas for cars, trucks, and bicycles throughout the City.
- Encourage and facilitate the provision of electric-vehicle charging facilities in new parking lots and multi-family residential developments.
- Strive to install secure bicycle parking with electric charging stations and large enough for cargo bikes in the Downtown area and at City parks, civic buildings, and other community centers.

Policy T7C – Generally, avoid on-street automobile parking on arterial streets if there is not adequate space for bike lanes and parking lanes outside the Downtown area to reduce congestion and conflicts.

Policy T7D – Work to ensure the provision of adequate curbside or off-street space where applicable to accommodate passenger pick-up/drop-off activity by transportation network companies (TNC) and delivery services. ?

Shasta County 2025 Emergency Operations Plan

The Emergency Operations Plan is an all-hazard plan that describes how Shasta County will organize and respond to emergencies and disasters in the community. It facilitates coordination between agencies and jurisdictions within Shasta County while ensuring the protection of life, property, and the environment during disasters. It assigns tasks and responsibilities to County departments and other agencies and organizations specifying their roles before, during, and after an emergency or disaster situation.

Thresholds of Significance

Per the CEQA guidelines, the proposed project would have a significant impact related to transportation if it would:

- a. Conflict with a program, plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities.
- b. Conflict or be inconsistent with CEQA Guidelines § 15064.3, subdivision (b).
- c. Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment); or
- d. Result in inadequate emergency access.

Impacts

Impact TRANS-1: The project would not conflict with a program, plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities. (No Impact)

The proposed project does not propose any changes along the site frontages on Court Street or West Street and therefore would not affect existing roadway, bicycle or pedestrian facilities, or otherwise affect the existing circulation system. conflict with a program, plan, ordinance or policy addressing the circulation system. The project would implement a traffic control plan including measures such as the use of flaggers, barricades, fencing, and/or warning or directional signage which would be utilized during construction to ensure the safe transport of construction equipment and materials to and from the project site, consistent with any applicable County and/or City of Redding requirements. Any required temporary street or sidewalk closures would similarly be subject to conformance with applicable County policy or City municipal code regulations.

Impact TRANS-2: The project would not conflict or be inconsistent with CEQA Guidelines § 15064.3, subdivision (b). (No Impact)

The proposed project consists of the demolition of an existing building complex and construction of a new paved surface parking lot, and does not involve a new land use, or employees or residents at the site that have the potential to generate vehicle miles traveled (VMT). The proposed project would have no impacts whatsoever on vehicle miles traveled in and around the proposed project site. The proposed new parking lot would serve existing uses in the immediate vicinity and would not be expected to draw additional traffic to the site. The project could potentially increase traffic congestion on local roads during the temporary demolition and construction phases of the project, however, given the temporary nature of the proposed demolition and construction activities, impacts related to VMT would be less than significant. Therefore, the project will not conflict with CEQA Guidelines section 15064.3(b).

Impact TRANS-3: The project would not substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment). (No Impact)

The proposed project demolishes existing buildings and constructs a parking lot. Driveways providing access to existing parking areas on the site would be maintained and no new access points are proposed. Therefore, there would be no increased hazards from geometric design features. Additionally, a parking lot is not considered an incompatible use in an urban downtown area. Therefore, the project would not increase hazards due to a geometric design feature or incompatible uses.

Impact TRANS-4: The project would not result in inadequate emergency access. (No Impact)

The proposed project would demolish an existing courthouse complex and construct a new parking lot. The project does not include the construction of new buildings or above-ground habitable structures. Construction vehicles would use designated access routes and emergency access would be maintained during construction. Therefore, the project would not impact emergency access.

References

City of Redding. 2024a. City of Redding General Plan 2045. Adopted March 2024. Accessed December 3, 2025 at https://www.cityofredding.gov/government/departments/development_services/general_plan.php.

Shasta County. 2025. Emergency Operations Plan. Accessed on December 3, 2025 at: <https://www.shastacounty.gov/media/711>

Shasta County. 2024. General Plan Circulation Element. Accessed on December 3, 2025 at <https://www.shastacounty.gov/media/63106>

6.1.12 Utilities and Service Systems

Environmental Setting

The project site is located in an urban setting in downtown Redding and is served by existing utilities –storm, sanitary sewer and water lines (City of Redding), and electric and gas lines (Pacific Gas & Electric). The City of Redding is also the primary wastewater service provider, with the City of Redding Public Works Department managing municipal collection and treatment for this part of the City at the Clear Creek Wastewater Treatment Plant, located approximately 6.6 miles south of the site.

Thresholds of Significance

Per the CEQA Guidelines, implementation of the project would have a significant impact related to utilities and service systems if it would:

- 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 telecommunication.
- b. Have insufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry, and multiple dry years.
- c. Result in a determination by the wastewater treatment provider which serves or may serve the project that it has inadequate capacity to serve the projected demand in addition to the provider's existing commitments.
- d. Generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals; or
- e. Not comply with federal, state, and local management and reduction statutes and regulations related to solid waste.

Impacts

Impact UTS-1 – The project would not 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. (Less than Significant Impact)

The project would demolish an existing courthouse complex and construct a paved surface parking lot in its place. No new off-site utility connections are required for the proposed parking lot as it will utilize the existing utility infrastructure such as water to support new on site landscaping irrigation, and would connect to existing electrical utilities to support on-site lighting, and would be designed to direct surface runoff to existing storm drain lines. The project will be required to adhere to the local and regional policies and NPDES Permit requirements regarding onsite stormwater treatment (see Section 6.1.6 Hydrology and Water Quality). Therefore, the project would have a less than significant impact on utilities and would not require relocation of existing utilities that could cause significant environmental effects.

Impact UTS-2 – The proposed project would not have insufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry, and multiple dry year. (Less than Significant Impact)

Impact UTS-3 – The project would not result in a determination by the wastewater treatment provider which serves or may serve the project that it has inadequate capacity to serve the projected demand in addition to the provider's existing commitments. (No Impact)

The project, which is essentially a short-term demolition and construction project and long-term operation as a parking lot, would not generate a significant demand for water supplies or wastewater treatment. Limited water use is anticipated for the irrigation of new drought tolerant landscaping at the proposed parking lot, and no sewer /wastewater needs are anticipated as the parking lot does not include the provision of restroom facilities. Portable toilet facilities will be provided for workers during the demolition of the existing buildings and construction of the parking lot. Therefore, the project would have a less than significant impact on water supplies and no impact to wastewater facilities.

Impact UTS-4 – The proposed project would not 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. (Less Than Significant Impact)

The project would result in the generation of construction and demolition waste and debris over the short-term. Waste disposal services are provided by the City of Redding's Solid Waste Utility. All collected materials are transported to the City's Transfer Station and Material Recovery Facility located at 2255 Abernathy Lane which processes an average of 500 tons of garbage daily and is designed to operate at 750 tons per day (City of Redding 2025). However, the maximum daily tonnage allowed is 700 tons per day according to the landfill's solid waste facilities permit (CalRecycle 2025). All garbage is transferred to the West Central Landfill for disposal, which is also operated by the City's Solid Waste Utility, but is owned by the County. The landfill has a maximum capacity of 13,115,844 cubic yards and as of June 2025 had 2,687.673 cubic yards of remaining capacity (CalRecycle 2025) which is approximately 20 percent of the facility's maximum permitted capacity. The West Central Landfill is landfill is planned for closure in 2032. The impact is considered less than significant.

Impact UTS-5 – The proposed project would comply with federal, state, and local management and reduction statutes and regulations related to solid waste. (Less than Significant Impact)

The project would not conflict with any federal, state or local statutes and regulations related to solid waste. Hazardous materials are present in the buildings to be demolished and will be properly remediated and handled during demolition. See Hazardous Materials Chapter 4.4 for additional information. In addition, because the project is located in Redding, it would be expected to comply with the state CalGreen Code mandates that require 65 percent diversion of construction and demolition waste from landfills, using a Waste Management Plan and documentation to prove reuse/recycling. Redding follows this requirement.

References

CalRecycle. SWIS Facility/Site Activity Details: West Central Landfill (45-AA-0043). Accessed on December 2, 2025. Available at:
<https://www2.calrecycle.ca.gov/SolidWaste/SiteActivity/Details/1056?siteID=3463> .

City of Redding. 2025. Recycling and Solid Waste. Accessed on December 2, 2025 at https://www.cityofredding.gov/government/departments/recycling_solid_waste/index.php.

6.1.13 Wildfire

Environmental Setting

The California Department of Forestry and Fire Protection (Calfire) has a legal responsibility to provide fire protection on all State Responsibility Area (SRA) lands, which are defined based on land ownership, population density and land use. For example, Calfire does not have responsibility for densely populated areas, incorporated cities, agricultural lands, or lands administered by the federal government. The SRA dataset provides areas of legal responsibility for fire protection, including State Responsibility Areas (SRA), Federal Responsibility Areas (FRA), and Local Responsibility Areas (LRA). The State Fire Marshal is mandated to classify lands within State Responsibility Areas into Fire Hazard Severity Zones. Fire Hazard Severity Zones fall into one of three classifications: Moderate; High; and Very High.

According to Calfire, the project site is located within a designated LRA, and not within a designated SRA. Additionally, the site is not within a designated Very High Fire Hazard Severity Zone (Calfire 2025). The nearest area with a Very High Fire Hazard Severity Zone designation is located in a State Responsibility Area approximately 0.85 miles west of the project site on Pleasant Street. However, the City of Redding Final Local Hazard Mitigation Plan (LHMP) designates the City as high risk for wildfires, as the City encompasses and is adjacent to many natural open space areas.

Regulatory Setting

California Department of Forestry and Fire Protection

The California Department of Forestry and Fire Protection (Calfire) protects life and property through fire prevention engineering programs, law and code enforcement and education. Calfire identifies areas within SRAs and LRAs, and recommends Fire Hazard Severity Zones.

City of Redding Final Local Hazard Mitigation Plan 2022-2027

Adopted in January 2023, the purpose of the City of Redding Local Hazard Mitigation Plan (LHMP) is to implement and sustain actions that reduce vulnerability and risk from hazards or reduce the severity of the effects of hazards on people and property. The LHMP includes resources and information to assist in planning for hazards, including short-term and long-term mitigation activities, preparedness, response, and recovery measures. The plan provides a list of actions that may assist the City of Redding in reducing risk and preventing loss from future hazard events. The actions address hazards, as well as specific activities for Wildland Fire, Flood, Hazardous Material, Severe Winter Weather, Earthquakes, Utility Disruption, Aviation

Chapter 6 CEQA Mandated Sections

Disaster, Chemical, Biological, Radiological, Nuclear, Explosives, Dam Overflow or Failure, and Volcanic issues.

City of Redding General Plan 2045

The Public Safety Element of the City's General Plan discusses potential hazards that must be considered when planning the location, type, and density of development throughout the City and provides guidance to mitigate the various identified risks. The Public Safety Element identifies proposed evacuation routes correlated to specific events, including dam failures, flooding, earthquakes, and wildfires. Figure PS-6 in the Public Safety Element identifies roads within the City that connect to California SR 273, SR 44, and SR 299 as potential evacuation routes to be used in the event of a wildfire (City of Redding 2024).

City of Redding Community Wildfire Protection Plan

The Community Wildfire Protection Plan assesses wildfire hazard protection across the City of Redding and the Buckeye Fire Protection District (one of 40 special districts created by Shasta County to deliver specific services within the district's boundaries) and offers recommendations on ways to reduce collective exposure to wildfire-caused losses. These include, but are not limited to, vegetation management, prescribed burns, public outreach regarding wildfire awareness, defensible space, and structure hardening, and regular removal of trash and debris from encampments.

Thresholds of Significance

Based on Appendix G of the State CEQA Guidelines, implementation of projects located in or near state responsibility areas or lands classified as Very High Fire Hazard Severity Zones would have an impact related to wildfire if it would:

- a. Substantially impair an adopted emergency response plan or emergency evacuation plan;
- b. Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to, pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire;
- c. Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment; or
- 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.

Impacts

Impact WILD-1: The project would not substantially impair an adopted emergency response plan, or emergency evacuation plan, due to slope, prevailing winds and other factors exacerbate wildland fire risks, require the installation of associated infrastructure, 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. (Less than Significant Impact)

As discussed in the Environmental Setting provided above, the project is not located in a Very High Fire Hazard Severity zone. However, the project is located less than one mile from a SRA that is designated as a Very High Fire Hazard Severity Zone. The project consists of the demolition of existing structures and construction of a parking lot. The project does not change any access routes around the site and therefore, would not affect emergency response or evacuation. Additionally, the project does not construct occupied structures, therefore, there is no pollutant exposure risk to occupants, nor does the project require the installation or maintenance of infrastructure that exacerbates wildfire risk. The site is flat and after construction would be largely paved, and therefore not susceptible to downstream flooding or landslides as a result of runoff or post wildfire instability or drainage changes. Therefore, the impact is determined Less than Significant.

References

- California Department of Forestry and Fire Protection (CalFire) Office of the State Fire Marshal. 2025. Fire Hazard Severity Zones. Accessed December 16, 2025 at <https://experience.arcgis.com/experience/5065c998b4b0462f9ec3c6c226c610a9>.
- California Department of Forestry and Fire Protection .2023. State Responsibility Area (SRA) Viewer. Accessed December 16, 2025 at <https://data.ca.gov/dataset/state-responsibility-area-sra-viewer/resource/c988a1d5-ecbd-45c9-a057-9a86e941a0ef>.
- County of Shasta. 2025. Fire Hazard Severity Zones (SRA-2024 & LRA-2025). Accessed July 8, 2025, at <https://www.shastacounty.gov/fire/page/fire-hazard-severity-zones>.
- City of Redding. 2023. City of Redding Final Local Hazard Mitigation Plan 2022-2027. Accessed July 8, 2025 at https://files.cityofredding.gov/Document%20Center/Departments/Fire/Community%20Risk%20Reduction/Emergency%20Preparedness/City%20of%20Redding%20LHMP_02232.pdf.

City of Redding Fire Department and Deer Creek Resources. 2024. City of Redding Community Wildfire Protection Plan. October 8. Accessed on December 4, 2025 at https://files.cityofredding.gov/Document%20Center/Departments/Fire/FINAL_Redding_CWPP.pdf

6.2 CUMULATIVE IMPACTS

Under Section 15065(a)(3) of the CEQA Guidelines, a lead agency shall find that a project may have a significant effect on the environment where there is substantial evidence that the project has potential environmental effects “that are individually limited, but cumulatively considerable.” As defined in Section 15065(a)(3) of the CEQA Guidelines, cumulatively considerable means “that the incremental effects of an individual project are significant when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects.” Using this definition, a project that has no impact in a given impact category cannot have a cumulatively considerable contribution because its contribution is zero.

The project evaluated in this EIR is limited to the demolition of an existing building complex and construction of a parking lot with landscaping. There are no operational aspects of the project following construction and therefore many types of impacts that are frequently associated with development projects (e.g., housing, offices, commercial uses, etc.) would not occur. For example, as described in Section 6.1, demolition and construction activities of the project would have no adverse impacts on agriculture and forestry resources, mineral resources, population and housing, public services and recreation, utilities and service systems, and wildfire.

There is one potential project that would be under construction in the same general area as the proposed project: the City of Redding’s North Willis Water Main Improvements Project. This project includes water main replacements on streets near the proposed project site including but not limited to Magnolia Street, Willis Street, Chestnut Street, Rose Avenue, West Street, Butte Street, Shasta Street as well as storm drain improvements on Shasta Street, Orange Street, Magnolia Avenue, and West Street (City of Redding 2025a, 2025b, 2026a, 2026b, Approved Projects).

As described in Section 4.1 Air Quality, the proposed project would not result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under applicable federal or state ambient air quality standards. Additionally, the Shasta County General Plan requires all projects to implement SMMs to prevent cumulative impacts from construction emissions. Therefore, the project would not result in significant cumulative air quality impacts.

As described in Section 4.2 Biological Resources, the project could affect sensitive biological resources in the short-term. These impacts, however, would not result in a cumulatively significant loss of such resources because there are no other proposed projects impacting special-

status species that would be under construction in the same general area as the proposed project. The North Willis Water Main Improvements Project would install below-ground infrastructure beneath the existing streets without impacting potential roosting or nesting sites for special-status species (bats) or nesting birds in the way that the proposed project would. In addition, the project would implement a number of measures to reduce impacts on both common and special-status species, as described in Section 4.2. Therefore, the project would not contribute to cumulative impacts on biological resources.

As described in Section 4.3 Cultural Resources and Tribal Cultural Resources, project specific mitigation measures are in place to reduce significant impacts to unknown buried archaeological and tribal cultural resources that may be uncovered during construction to a less than significant level. Various City and County policies, as well as State laws, would be applied for all ground-disturbing projects occurring in the vicinity of the subject project, ensuring that cumulative impacts to archaeological and tribal cultural resources would be less than significant. However, a significant and unavoidable impact is identified for the loss of historic resources, the courthouse and jail. This impact is not considered cumulatively considerable because no other projects in the area include demolition of documented historic resources. Therefore, the project would not result in a cumulative cultural resource impact.

As described in Section 4.4 Hazards and Hazardous Materials, mitigation measures are in place to protect workers and the environment from known hazardous materials within the building to be demolished to a less than significant level. Use of hazardous materials would be limited to small quantities of construction fuels and fluids during the short-term demolition and construction period. These materials would be stored and used in accordance with the manufacturer's specifications. In addition, under the provisions of the Construction General Permit, the project would be required to develop and implement a SWPPP that contains BMPs to address the fueling, washing, and maintenance of vehicles to avoid and contain fluid leaks, and for the proper storage, containment and cleanup of spills of hazardous materials. The same regulations would apply to other construction projects in the area. Therefore the project would not result in significant cumulative hazards or hazardous materials impacts.

As described in Section 4.5, Noise and Vibration, the proposed project would not result in significant impacts associated with construction noise. Construction noise associated with City of Redding's North Willis Water Main Improvements Project is unlikely to result in significant impacts due to the fact that construction activities would move around the water main segments, and so it is unlikely that any one location would experience high noise levels continuously for extended periods of time. Therefore, residential receptors located along Chestnut Street, i.e. the nearest noise sensitive receptors to the project site, would also be unlikely to experience cumulatively high noise levels for extended periods of time resulting from the combination of the North Willis Water Main Improvements Project and the proposed courthouse demolition project. Thus, the proposed project would not result in significant cumulative impacts with respect to construction noise. Once operational, the proposed project would not directly result in long-term operational noise, and therefore there would be no cumulative impact associated with operational noise.

Cumulative aesthetic impacts are not anticipated as the only other project occurring near the project site is a water main improvement project, which would install facilities that are primarily located underground. Cumulative hydrology and water quality impacts are not anticipated because existing City and County policies and State regulations to protect water quality during construction would apply to all projects being constructed in the area, including the proposed project and the water main improvement project, reducing the impact to less than significant..

References

- City of Redding. 2025a. Approved Projects. Accessed on December 12, 2025 at https://www.cityofredding.gov/government/departments/development_services/approved_projects.php
- City of Redding 2025b. Current Project Applications. Accessed on December 12, 2025 at https://www.cityofredding.gov/government/departments/development_services/current_project_applications.php
- City of Redding. 2026a. City of Redding Capital Improvement Plan (CIP) 2024-2029. Accessed March 27, 2026 at <https://files.cityofredding.gov/Document%20Center/Departments/Public%20Works/Engineering/Additional%20Resources/CIP%202025-29%20Final.pdf?t=202601211356490&t=202601211356490>
- City of Redding. 2026b. Public Works Bid Opportunities, North Willis Area Water Main Improvements Project Phase 1. Accessed March 25, 2026 at https://www.cityofredding.gov/T65_R535.php

6.3 GROWTH INDUCEMENT

CEQA Guidelines Section 15126.2(d) requires that the EIR discuss "...the ways in which the proposed project could foster economic or population growth, or the construction of additional housing, either directly or indirectly, in the surrounding environment."

The project is a building demolition project. The purpose of project is to remove buildings with significant amounts of hazardous materials, provide parking and allow for a potential future development site within downtown Redding. The construction of the project would not result in new jobs related to a new use at the site nor does it involve the construction of new housing or uses that requires housing to support. Therefore, the project would not foster growth inducement either directly or indirectly.

6.4 SIGNIFICANT UNAVOIDABLE IMPACTS

CEQA Guidelines Section 15126.2(b) requires that the EIR discuss "significant environmental effects which cannot be avoided if the proposed project is implemented." As described in the environmental analyses contained in Chapter 4 of this EIR, a significant unavoidable impact was identified due to a significant adverse effect due to the loss of historic resources because of the proposed project demolition.

All other impacts were found less than significant with the implementation of mitigation measures. These include air quality (Section 4.1), biological resource impacts (Section 4.2), archaeological and tribal cultural resources (Section 4.3), hazards and hazardous materials (Section 4.4) and noise impacts (Section 4.5). Implementation of the mitigation measures described in these sections would reduce potential impacts to less than significant levels.

6.4.1 Significant Irreversible Changes

Section 15126.2(c) of the CEQA Guidelines requires a discussion of "significant irreversible environmental changes which would be caused by the proposed project should it be implemented." An example of such an irreversible commitment is the construction of highway improvements that would provide public access to previously inaccessible areas. A project would generally result in a significant irreversible impact if:

- Primary and secondary impacts would commit future generations to similar uses.
- The project would involve a large commitment of nonrenewable resources.
- The project would involve uses in which irreversible damage could result from any potential environmental accidents associated with the project.

The provision of a parking lot does not commit future generations to similar uses. The very nature of the project, and one of the objectives of the project is to allow for future uses at the site. The project does not require a large commitment of non-renewable resources at post-construction, as the only resources needed to support the proposed project is a limited amount of power for lighting and water for landscaping. The new parking lot use does not result in irreversible damage from any potential environmental accidents as no significant amounts of hazardous materials or hazardous material use are proposed at the site.

6.4.2 Commitment of Future Generations to Similar Uses

As noted above in Section 6.4.1, the very nature of the project and one of the objectives of the project is to allow for future uses at the site. Therefore, future generations would be not committed to similar uses as a parking lot would allow flexibility for various types of future development.

6.4.3 Commitment of Non-Renewable Resources

The consumption or destruction of non-renewable or slowly renewable resources would result during demolition and construction phases of the project. These resources would include, but would not be limited to, petroleum products (fuels for construction equipment) concrete, sand, gravel, asphalt, masonry, metals, and water. Project implementation would also result in the generation of solid waste from demolition and construction activities. However, the demolition and construction activities of the proposed project would not involve a large commitment of those resources relative to supply, nor would it consume any of those resources wastefully, inefficiently or unnecessarily. As noted in the Energy section (section 6.1.3), fuel use during construction would be temporary for the duration of construction and the parking lot use would not increase energy consumption over the long term.

7 LIST OF PREPARERS

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