



CITY OF REDDING

777 Cypress Avenue, Redding, CA 96001

PO BOX 496071, Redding, CA 96049-6071

cityofredding.org

**Public Works
Engineering Division**

530.225.4170

530.245.7024

NOTICE OF INTENT TO ADOPT A MITIGATED NEGATIVE DECLARATION FOR THE BUTTE STREET BOOGIE NETWORK PROJECT

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

The project is in west Redding, Shasta County, California. The project site is located along Butte Street, Shasta Street, and Placer Street (latitude 40.57900, longitude 122.41284 at the approximate center point of the project).

The purpose of the project is to safely accommodate active transportation, including people that walk, bike and roll. It is needed because the roadway and trail segments included in the project have discontinuous pedestrian and bicycle facilities, and for some sections, no facilities. Pedestrians and bicyclists are required to share roadways with motor vehicles, take circuitous detours, or use unimproved (dirt surface) paths. The project includes: three new 36-foot diameter traffic circles, new and upgraded ADA curb ramps, curbs, gutters, sidewalks, retaining walls, lighting, multi-use pathways, and a pedestrian bridge. Construction work will consist of earthwork, trenching, vegetation removal, utility relocation, drainage installation and modification, tree planting, installation of irrigation, paving, striping, and sign replacement/installation. Utilities will be relocated as needed to implement the ADA compliant improvements. Drainage improvements include the installation, modification, removal, or replacement of the City storm drain utility infrastructure to ensure positive drainage of the non-motorized improvements. The improvements will be constructed the City right of way and within easement areas. Construction is anticipated to begin in 2027 and continue through 2028.

All interested persons are invited to comment in writing on the draft Mitigated Negative Declaration to the Public Works Department prior to the end of the public review period. The public and state agency comment period on the IS/MND commences on April 30, 2026 and will end on May 29, 2026. Comments must be in writing and will be accepted until 5 p.m. on the due date. Comments may be sent to Amber Kelley, Environmental Compliance Manager, 777 Cypress Avenue, Redding, CA 96001, or via email to akelley@cityofredding.org. The project will be considered for approval at the June 16, 2026, City Council meeting.

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



MITIGATED NEGATIVE DECLARATION

BUTTE STREET BOOGIE NETWORK PROJECT STATE CLEARINGHOUSE NO. 2026XXXXXX

SUBJECT

Butte Street Boogie Network Project

PROJECT DESCRIPTION

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

The project includes: three new 36-foot diameter traffic circles, new and upgraded ADA curb ramps, curbs, gutters, sidewalks, retaining walls, lighting, multi-use pathways, and a pedestrian bridge. Construction work will consist of earthwork, trenching, vegetation removal, utility relocation, drainage installation and modification, tree planting, installation of irrigation, paving, striping, and sign replacement/installation. Utilities will be relocated as needed to implement the ADA compliant improvements. Drainage improvements include the installation, modification, removal, or replacement of the City storm drain utility infrastructure to ensure positive drainage of the non-motorized improvements. The improvements will be constructed the City right of way and within easement areas. Construction is anticipated to begin in 2027 and continue through 2028.

ENVIRONMENTAL SETTING

The proposed project is in the city of Redding (City), Shasta County, California. The proposed project area includes approximately 46 acres and spans a mixed-use corridor encompassing portions of Butte Street, Shasta Street, West Street, Placer Street, Orange Avenue, Walnut Avenue, Almond Avenue, Pleasant Street, and Yuba Street and includes both urbanized segments and an open space area north of Benton Airpark. The open space is characterized by rolling hills, oak trees, and an intermittent stream with a patchy riparian corridor. The project is located within the Redding USGS 7.5 Minute Quadrangle, Section 35, Township 32 N, Range 05 W, Mount Diablo Base and Meridian.

FINDINGS AND DETERMINATION

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

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

- 1) Based on the whole record (including the Initial Study and any supporting documentation) and the mitigation measures incorporated into the project, the City of Redding has determined that there is no substantial evidence that the project will have a significant effect on the environment.
- 2) The Mitigated Negative Declaration, with its supporting documentation, reflects the independent judgment and analysis of the lead agency, which is the City of Redding.

DOCUMENTATION

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

MITIGATION MEASURES

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

MM-1. The construction limits shall be clearly identified prior to construction and all areas containing elderberry shrubs to be avoided during construction shall be fenced or flagged off.

MM-2. For elderberry shrubs occurring adjacent to work locations, 15-foot avoidance buffers shall be established around the driplines of the shrubs to help protect the shrubs and their root zones during project activities. The avoidance buffers shall be maintained for the duration of work activities in the area.

MM-3. To the extent feasible, all activities that occur within 165 feet of an elderberry shrub, shall be conducted outside of the flight season of VELB (March-July).

MM-4. The City shall monitor the work area at project appropriate intervals to assure that all avoidance and minimization measures are implemented.

MM-5. Removal of vegetation within the dripline of an elderberry shrub shall be limited to August through February when adults are not active. Removal activities shall avoid damaging the elderberry shrub, and herbicide use is prohibited.

MM-6. If construction is to occur during the nesting season for birds (February 1 through August 31) or raptors (November 1 through July 15) a qualified biologist will conduct a pre-construction survey to locate active nests. The pre-construction survey will be conducted no more than seven (7) days prior to the initiation of construction activities. If a lapse in construction activities occurs for 7 days or longer, another pre-construction survey will be performed. If an active nest is found, a qualified biologist (in consultation with the CDFW) will determine the extent of a buffer zone to be established around the nest.

The pre-construction survey may be conducted concurrently with pre-construction surveys for other special-status species.

MM-7. Removal of large trees (10-inch dbh or greater) with cavities, crevices, or snags shall occur before maternity colonies form (i.e., prior to March 1) or after young are volant (i.e., after August 15). If construction (including the removal of large trees) occurs during the nonvolant season (March 1 through August 15), a qualified biologist shall conduct a preconstruction survey of the project area to locate maternity colonies and identify measures to protect the colonies from disturbance. The preconstruction survey will be performed no more than seven days prior to the implementation of construction activities. If a lapse in construction activities for seven days or longer occurs between those dates, another preconstruction survey will be performed. If a maternity colony is found a qualified biologist (in consultation with the CDFW) will determine the extent of a construction-free buffer zone to be established around the nest. If roosting bats are confirmed in a tree that must be trimmed or removed, CDFW bat eviction procedures shall be followed.

PUBLIC REVIEW DISTRIBUTION

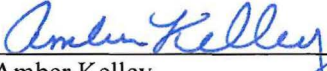
Draft copies or notice of this Mitigated Negative Declaration were distributed to:

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

PUBLIC REVIEW

- | | Date |
|---|----------------------------|
| (X) Draft document referred for comments | <u>4/30/2026–5/29/2026</u> |
| () No comments were received during the public review period. | |
| () Comments were received but did not address the draft Mitigated Negative Declaration findings or the accuracy/completeness of the Initial Study. No response is necessary. The letters are attached. | |
| () Comments addressing the findings of the draft Mitigated Negative Declaration and/or accuracy or completeness of the Initial Study were received during the public review period. The letters and responses follow (see Attachment D, Response to Comments). | |

Copies of the Mitigated Negative Declaration, the Initial Study, documentation materials, and the Mitigation Monitoring Program may be obtained at the Public Works Department, Engineering Division, City of Redding, 777 Cypress Avenue, Redding, CA 96001. Contact: Amber Kelley, Environmental Compliance Manager, (530) 225-4046 or akelley@cityofredding.org.

Date of
Draft Report: 4/30/2026 By: 
Name/Title: Amber Kelley
Environmental Compliance Manager

Date of
Final Report: _____

Attachments:

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

ATTACHMENT A

Project Location Map

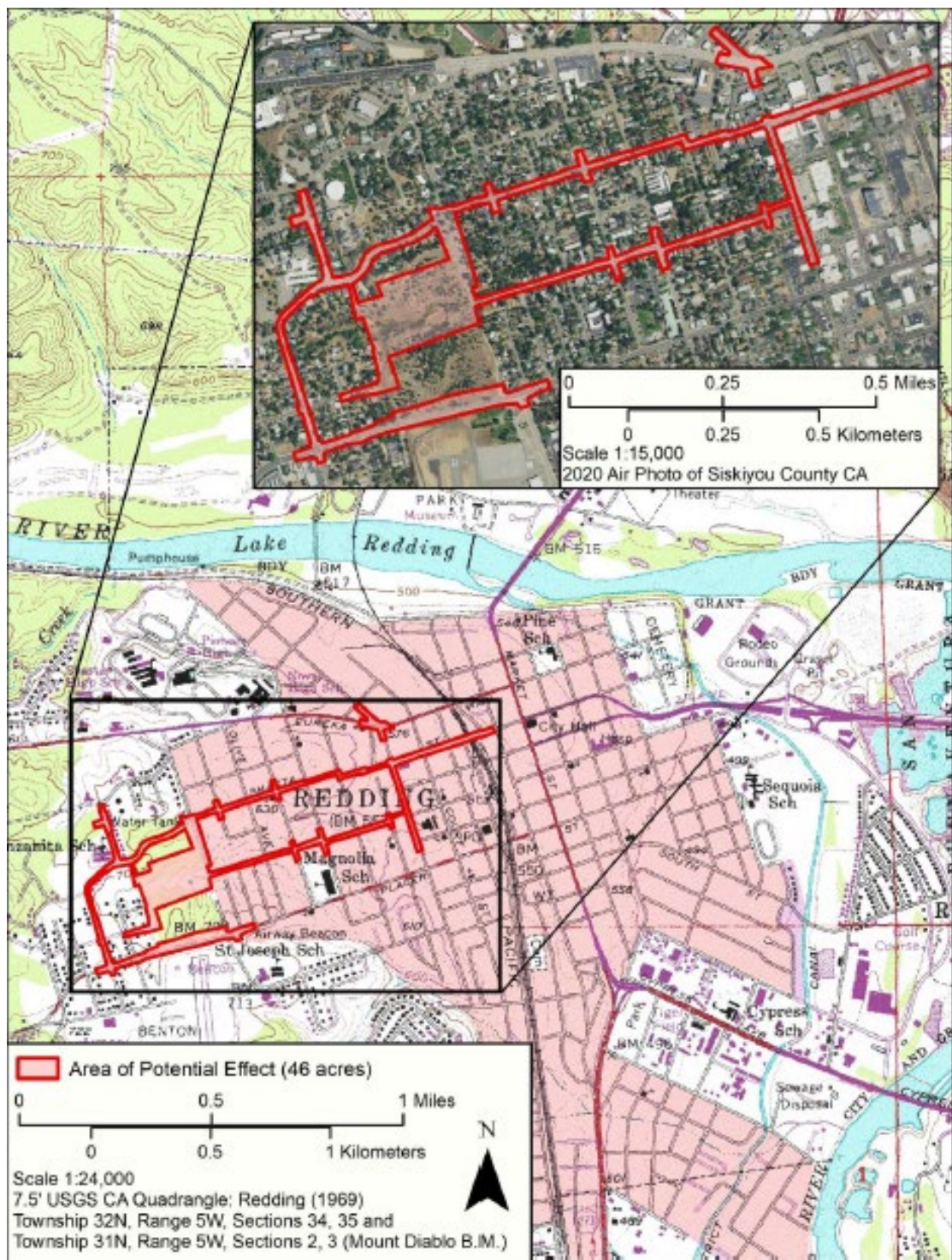


Figure 2. Project Area Map

ATTACHMENT B

Initial Study

CALIFORNIA ENVIRONMENTAL QUALITY ACT INITIAL STUDY

Butte Street Boogie Network Project State Clearinghouse No. 2026xxxxxx



Prepared by:

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

April 2026

City of Redding

CEQA Environmental Checklist

1. Project Title: Butte Street Boogie Network Project (project)

2. Lead agency name and address:

City of Redding
777 Cypress Avenue
Redding, CA 96001

3. Contact person and Phone number: Amber Kelley, Environmental Compliance Manager,
(530) 225-4046

4. Applicant's Name and Address:

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

5. Project Location:

The proposed project is in the city of Redding (City), Shasta County, California. The proposed project area includes approximately 46 acres and spans a mixed-use corridor encompassing portions of Butte Street, Shasta Street, West Street, Placer Street, Orange Avenue, Walnut Avenue, Almond Avenue, Pleasant Street, and Yuba Street and includes both urbanized segments and open space areas. The project is located within the Redding USGS 7.5 Minute Quadrangle, Section 35, Township 32 N, Range 05 W, Mount Diablo Base and Meridian.

6. General plan description:

- Greenway (GWY)
- Residential – 2 to 3.5 Dwelling Units Per Acre (2 to 3.5)
- Residential – 3.5 to 6 Dwelling Units Per Acre (3.5 to 6)
- Residential – 6 to 10 Dwelling Units Per Acre (6 to 10)
- Residential – 10 to 20 Dwelling Units Per Acre (10 to 20)
- Airport Service (AS)
- General Commercial (GC)
- General Office (GO)
- Greenway (GWY)
- Public Facilities (PF-I)

7. Zoning:

- Residential Single Family 2.5 Units Per Acre (RS-2.5)
- Residential Single Family 3 Units Per Acre (RM-3)

- Residential Single Family 12 Units Per Acre (RM-12)
- Open Space (OS)
- DMUD-SP-BH: Downtown Mixed Use District – Specific Plan Overlay District – Building Height Overlay District
- GC-VR: General Commercial – Visitor Retail
- LO: Limited Office
- PF: Public Facility

8. Description of project:

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

The street improvements that are primarily concentrated along Butte, Shasta and West streets, include three new 36-foot diameter traffic circles that are planned at the intersections of Shasta St and Walnut Ave, Shasta St and Orange Ave, and Butte St and Orange Ave. New and upgraded ADA curb ramps, curbs, gutters, and sidewalks are proposed within areas where there are existing gaps, particularly along Butte St. Improved sidewalks, curbs and gutters, are also proposed along West Street to improve connectivity to downtown across SR 299. Crosswalks and bulb-outs will be provided at key locations throughout the project area to increase pedestrian safety by reducing pedestrian crossing distance and increasing visibility

A new 1,600-foot (0.30 mile) sidewalk segment would be constructed along the north side of Placer Street. This area includes steep terrain on the western end where an approximate 225-foot long retaining wall would be constructed along the north side of Placer Street between the Mesa Street alley and Highland Avenue. Lighting will be installed and enhanced throughout the project to improve safety.

Mobility improvements are also proposed within the open space area located west of Butte Street and south of the Manzanita Elementary School. This includes a new 2,600-foot long and 10-foot wide multi-use and ADA-compliant paved trail. The trail will be constructed on an existing Wastewater Utility maintenance access road alignment, which begins at the intersection of Butte Street and Walnut Avenue and runs west. The path then splits with one alignment running north towards Manzanita Elementary School, and the other alignment running south and west to Yuba Street and Mesa Street. An 80-foot long and 10-foot wide prefabricated pedestrian bridge would be installed along the trail where it crosses Calaboose Creek. The bridge would be supported on concrete footings and concrete abutments. The superstructure would be steel and concrete. The bridge footings, abutments, and associated rock slope protection (RSP) would be placed behind the top of each bank and would be outside of the Calaboose Creek channel. Pedestrian scale lighting would be installed along the trail/access road to improve nighttime safety.

Construction will require excavation, grading, tree removal, drainage modification, utility modification, lighting, paving, striping, signage, irrigation, and landscaping. The project will be constructed on City property and City right of way; however, permission to enter and construct

may be needed to conform curb ramps, sidewalks, and driveways. Traffic control will be required and construction is scheduled for 2027 and 2028.

9. Surrounding land uses and setting:

The project area includes developed streets in residential and commercial areas, as well as an open space area located north of the Benton Airpark. The open space is characterized by rolling hills, oak trees, and an intermittent stream with a patchy riparian corridor.

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

- California Department of Fish and Wildlife (CDFW): Lake or Streambed Alteration Agreement (LSAA) under Section 1602.
- Caltrans Encroachment Permit: Required for work within Caltrans right-of-way (specifically along Route 299).

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

The City has received requests for notification for proposed projects from California Native American tribes pursuant to Public Resources Code Section 21080.3.1. Under Assembly Bill (AB) 52, notification letters were sent to the Redding Rancheria and Wintu Tribe of Northern California on September 29, 2025. A response was received from the Redding Rancheria indicating that they are not aware of any relevant cultural sites in the area, and requested to be notified if something significant is found.

ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED:

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

- | | |
|--|--|
| <input type="checkbox"/> Aesthetics | <input type="checkbox"/> Agriculture and Forestry |
| <input type="checkbox"/> Air Quality | <input checked="" type="checkbox"/> Biological Resources |
| <input type="checkbox"/> Cultural Resources | <input type="checkbox"/> Energy |
| <input type="checkbox"/> Geology/Soils | <input type="checkbox"/> Greenhouse Gas Emissions |
| <input type="checkbox"/> Hazards and Hazardous Materials | <input type="checkbox"/> Hydrology/Water Quality |
| <input type="checkbox"/> Land Use/Planning | <input type="checkbox"/> Mineral Resources |
| <input type="checkbox"/> Noise | <input type="checkbox"/> Population/Housing |
| <input type="checkbox"/> Public Services | <input type="checkbox"/> Recreation |
| <input type="checkbox"/> Transportation | <input type="checkbox"/> Tribal Cultural Resources |
| <input type="checkbox"/> Utilities/Service Systems | <input type="checkbox"/> Wildfire |
| <input checked="" type="checkbox"/> Mandatory Findings of Significance | |

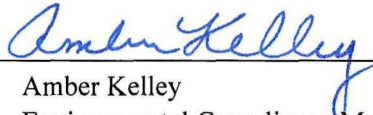
DETERMINATION

On the basis of this initial evaluation:

- I find that the proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.
- I find that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because revisions in the project have been made by or agreed to by the project proponent. A MITIGATED NEGATIVE DECLARATION will be prepared.
- I find that the proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.
- I find that the proposed project MAY have a "potentially significant impact" or "potentially significant unless mitigated" impact on the environment, but at least one effect 1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and 2) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets. An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed.
- I find that although the proposed project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier EIR or NEGATIVE DECLARATION pursuant to applicable standards, and (b) have been avoided or mitigated pursuant

to that earlier EIR or NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed upon the proposed project, nothing further is required.

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



Amber Kelley
Environmental Compliance Manager
Public Works - Engineering



Date

EVALUATION OF ENVIRONMENTAL IMPACTS

This section analyzes the potential environmental impacts associated with the proposed project. The environmental analysis in this section is patterned after the Initial Study Checklist recommended by the State of California's *CEQA Guidelines* and used by the City of Redding in its environmental review process. For the preliminary environmental assessment undertaken as part of this Initial Study's preparation, a determination that there is a potential for significant effects indicates the need to analyze the development's impacts more fully and to identify mitigation. For the evaluation of potential impacts, the questions in the Initial Study Checklist are stated and an answer is provided according to the analysis undertaken as part of the Initial Study. The analysis considers the long-term, direct, indirect, and cumulative impacts of the development. To each question, there are four possible responses:

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

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

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

List of Attachments/References

Figure 1 – Vicinity Map

Figure 2 – Project Study Boundary Map

Appendix A: Biological Resources Report, GHD. November 2025*

Appendix B: Aquatic Resources Delineation, GHD. September 2025*

Appendix C: Confidential Cultural Resources Investigation, Roscoe and Associates, LLC. September 2025*

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

I. AESTHETICS

Except as provided in Public Resources Code Section 21099, would the project:

| Question | CEQA Determination |
|---|------------------------------|
| a) Have a substantial adverse effect on a scenic vista? | No Impact |
| b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway? | No Impact |
| c) In non-urbanized areas, substantially degrade the existing visual character or quality of public views of the site and its surroundings? (Public views are those that are experienced from a publicly accessible vantage point). If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality? | No Impact |
| d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area? | Less Than Significant Impact |

Discussion

- a) **No Impact.** The project is located within a developed, mixed-use corridor in the City of Redding that includes residential neighborhoods, public streets, and open space. While the project would involve the removal of trees, this action would not result in an adverse effect, because the trees proposed for removal occur along the streets and the western edge of the open space area where there is an existing break in vegetation. The majority of trees would remain and the project would be consistent with the existing aesthetic as experienced from nearby homes and businesses, public recreational sites, and by travelers using the local roadways within the project area. There are no scenic vistas within the project area, and the project would have no impact.
- b) **No Impact.** The project is not located within or near a designated State Scenic Highway corridor, as defined by the California Department of Transportation. The nearest eligible scenic highway (SR 299) is not designated as scenic in this location. Therefore, no impact to scenic resources within a State Scenic Highway would occur.
- c) **No Impact.**
The project is located in an urbanized area and would not conflict with zoning or other regulations governing scenic quality. The project would have no impact on scenic quality.
- d) **Less than Significant Impact.** The project proposes new sources of light including along trail segments and at intersections. Lighting would be shielded and pointed downwards to reduce light pollution, to protect wildlife, and night-time views of the sky. The project would be designed to be consistent with the City's design guidelines, which includes standards for fixtures, shielding, wattage, placement, height, and illumination levels. No high-intensity lighting or reflective surfaces would be used. This would ensure lighting is contained within the sites and does not cause significant lighting and glare impacts for surrounding land uses.

Therefore, impacts related to light and glare would be less than significant.

Documentation

- California Department of Transportation. 2025. California State Scenic Highway Map. Available at: <https://caltrans.maps.arcgis.com/apps/webappviewer/index.html?id=465dfd3d807c46cc8e8057116f1aaca>. Accessed June 21, 2025.
- City of Redding. 2024. Municipal Code – Zoning Ordinance Chapter 18.40.090 (Lighting). August 21, 2025.

Mitigation

No mitigation required.

II. AGRICULTURE AND FOREST RESOURCES

Would the project:

| Question | CEQA Determination |
|--|--------------------|
| 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? | No Impact |
| b) Conflict with existing zoning for agricultural use, or a Williamson Act contract? | No Impact |
| c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))? | No Impact |
| d) Result in the loss of forest land or conversion of forest land to non-forest use? | No Impact |
| e) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use? | No Impact |

Discussion

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

Documentation

- California Department of Conservation. 2016. Farmland Mapping and Monitoring Program, Shasta County Important Farmland. Available at: <https://maps.conservation.ca.gov/DLRP/CIFF/>. Accessed June 21, 2025.
- California Department of Conservation (CDC). Farmland Mapping and Monitoring Program (FMMP) of the California Resources Agency. Accessed May 2025.
- City of Redding. 2024. City of Redding General Plan, Natural Resources Element.
- City of Redding GIS Parcel and Zoning Map Viewer. <https://gispub.cityofredding.org/reddingmap/>. Accessed June 21, 2025.

Mitigation

No mitigation required.

III. AIR QUALITY

Where available, the significance criteria established by the applicable air quality management district or air pollution control district may be relied upon to make the following determinations.

Would the project:

| Question | CEQA Determination |
|---|-------------------------------|
| a) Conflict with or obstruct implementation of the applicable air quality plan? | No Impact |
| 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? | Less Than Significant Impact |
| c) Expose sensitive receptors to substantial pollutant concentrations? | Less Than Significant Impact |
| d) Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people? | No Impact |

Discussion

- a) **No Impact.** The project would not conflict with, or obstruct implementation of the applicable air quality plan.
- b–c) **Less than Significant Impact.** The proposed project consists of mobility improvements and would not result in new permanent stationary sources of air pollutants or result in increased indirect air quality impacts due to increased population growth or a permanent increase in motor vehicle emissions. However, construction of the project would result in a temporary increase of air pollutants. Construction activities can produce many types of air pollutants, but dust and particulate matter less than 10 microns in diameter (PM₁₀) is the pollutant of greatest concern. PM₁₀ emissions can result from a variety of construction activities, including excavation, grading, demolition, vehicle travel on paved and unpaved surfaces, and vehicle exhaust (SCAQMD 2003).

Shasta County currently exceeds the state's ambient standards for ozone (smog) (CARB 2020). Consequently, this pollutant is a primary focus of local air quality policy, especially when related to land use and transportation planning. Even with application of measures to reduce emissions for individual projects, cumulative impacts are unavoidable when ozone emissions are involved. For example, the primary source of emissions contributing to ozone is from vehicles. Any project that generates vehicle trips has the potential to incrementally contribute to the problem. The Environmental Impact Report for the City's *General Plan* acknowledged this dilemma; and as a result, the City Council adopted *Findings* and a *Statement of Overriding Considerations* for impacts on air quality resulting from growth supported under the General Plan (City of Redding 2000).

Although the proposed project has a moderate construction footprint, construction activities would result in limited temporary emissions of Reactive Organic Gases (ROG) and oxides of nitrogen (NO_x), which are ozone precursors, and inhalable PM₁₀. Thresholds of significance for these pollutants in the City's General Plan Air Quality Element are based on the SCAQMD thresholds as listed in the table below.

City of Redding and SCAQMD Thresholds of Significance

| Threshold | Emissions (pounds per day) | | |
|--|----------------------------|-----|------------------|
| | NO _x | ROG | PM ₁₀ |
| Level A Thresholds | 25 | 25 | 80 |
| Level B Thresholds | 137 | 137 | 137 |
| Source: City of Redding General Plan, SCAQMD | | | |

To determine if thresholds of significance would be exceeded, construction-related emissions were calculated using CalEEMod version 2022.1.1.30, project-specific phasing and construction equipment. The modeling indicates that the project would not exceed the SCAQMD's Level B thresholds of significance; therefore, the project would have a less than significant impact.

Although the project will have a less than significant impact, City standards implemented through the Grading Ordinance and Uniform Building Code require the implementation of conservation measures and best management practices (BMPs) that contribute to achieving the City's goal of at least a 20% reduction in emissions or the best reduction otherwise feasible.

The following standard conservation measures and BMPs will be used during construction to limit PM₁₀ emissions:

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

- d) **No Impact.** The project would not create emissions that could generate objectionable odors affecting a substantial number of people. Therefore, the project would result in no impact with regard to odor.

Documentation

- California Air Resources Board (CARB). 2020. Area Designation Maps/State and National. Accessed at: <https://www.arb.ca.gov/desig/adm/adm.htm>. July 2025.
- City of Redding. 2024. General Plan, Air Quality Element.
- City of Redding. 2024. CEQA Findings of Fact and Statement of Overriding Considerations for the City of Redding General Plan Final Environmental Impact Report, as adopted by the Redding City Council on March 26, 2024, by Resolution 2022050300.
- Shasta County Air Quality Management District. 2003. Protocol for Review, Land Use Permitting Activities, Procedures for Implementing the California Environmental Quality Act.
- Shasta County Air Quality Management District. 2003. Environmental Review Guidelines, Procedures for Implementing the California Environmental Quality Act. November.

Mitigation

No mitigation required.

IV. BIOLOGICAL RESOURCES

Would the project:

| Question | CEQA Determination |
|---|--|
| a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife, U.S. Fish and Wildlife Service, or NOAA Fisheries? | Less Than Significant with Mitigation Incorporated |
| b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service? | No Impact |
| 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? | Less Than Significant Impact |
| 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? | Less Than Significant Impact |
| e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance? | No Impact |
| f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan? | No Impact |

Discussion

A Biological Resources Report (BRR) was prepared to assess the impacts of the proposed project on biological resources in the project area and vicinity (GHD 2025). The analyses presented in the BRR are based on database reviews, species list reviews, biological field surveys, delineation of jurisdictional waters, and consultation with relevant agencies.

- a) **Less than Significant Impact with Mitigation Incorporated.** The project area contains potential habitat for one special status animal species, and five special status plant species:

Special Status Plant Species

A scoping list of special status plant species with recorded occurrences in the project vicinity was compiled from database searches prior to field surveys. Five plant species were determined to have the potential to occur which include: Koch's cord moss (*Entosthodon kochii*), silky cryptantha (*Cryptantha crinite*), woolly meadowfoam (*Limnathes floccose* ssp. *Floccose*), maverick clover (*Trifolium piorkowskii*), and Sulphur Creek brodiaea (*Brodiaea matsonii*). GHD conducted surveys for special

status plant species and vegetation assessments during the spring and summer of 2025 (May 5 and 6, and July 9 and 10). No special status plant species were identified during the two floristic surveys.

Special Status Animal Species

One species, the valley elderberry longhorn beetle (*Desmocerus californicus dimorphus*, VELB) has the potential to be present in the project area. During the biological surveys elderberry shrubs, the VELB host plant, were determined to be present in the project area.

There are four clusters of elderberry shrubs along the section of the Calaboose Creek riparian corridor east of the open space area (located between Almond Avenue and Butte Street). Of the four clusters, exit holes were observed in the eastern three clusters during the May 2025 and July 2025 site visits. Exit holes were not observed at the western-most cluster (closest to Almond Avenue). Given that exit holes were identified within elderberry shrubs located in a riparian corridor, VELB is assumed to be present.

Project activities along the eastern riparian corridor include trail installation which includes placement, grading and compaction of fill, and installation of trail lighting. These activities would occur adjacent to the four clusters on an existing road; however, in this area the trail and lighting will be constructed on imported fill and there would be no excavation that could harm the roots of the plants.

Other occurrences of elderberry shrubs are present within the project area; however, they are scattered throughout the open space area outside of the Calaboose Creek riparian corridor. Non-riparian occurrences of elderberry shrubs are located within the open space area east of Almond Avenue. Project work and fill for the trail within the open space area, would occur at least 15 feet from the dripline of the elderberry shrubs and at an elevation sufficient to avoid the root systems.

The project does not propose work that would remove, trim, or impact the root systems of the elderberry bushes; therefore, there will be no direct impact to VELB. Due to the exit holes and assumption of presence Mitigation Measures (MMs) 1 through 5 will be implemented to avoid and minimize potential impacts to the species. The project would have a less than significant impact with mitigation incorporated.

Special Status, Migratory, and Nesting Birds

Although it is unlikely that project activities would adversely affect special status birds, project activities have the potential to affect nesting birds protected by the Migratory Bird Treaty Act and Fish & Game Code due to the destruction of active nests. In addition, temporary increases in noise or vibration from workers or equipment could result in nest abandonment.

The project will impact up to 74 trees that are 2-inches in diameter at breast height (dbh) or greater (trimming or removal). Tree species that will be impacted include ornamental, non-native trees, native pine, and native oaks. Approximately 43 of the trees will be removed for construction of the trail through open space area and construction of the sidewalk along Placer Street. Approximately 31 street and landscape trees will be removed to construct sidewalk and the traffic circles. Outside of the avian breeding season foraging birds and birds within or adjacent to the project area would not be adversely impacted by construction activities due to their high mobility and available habitat outside

of the project area. With incorporation of MM-6, nesting bird surveys there would be a less-than-significant impact on avian species.

Special Status Bat Species

Four special status bat species (pallid bat, sliver haired bat, western red bat, and long-eared myotis) have potential to occur within the project area. The trees within the project area provide potential foraging habitat, and may contain suitable roosting habitat in snags and tree hollows large enough to support a maternity colony.

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

Incorporation of MM-7 would reduce the potential for direct or indirect impacts on bat maternity colonies and roosting bats. With incorporation of MM-7, impacts on bat species would be less than significant.

- b) **No Impact.** The proposed bridge would span the intermittent watercourse but would not displace riparian habitat.

Sensitive Natural Communities

Protocol level vegetation assessments and mapping of vegetation communities occurred on May 5 and 6, 2025 and July 9 and 10, 2025. Vegetation communities observed within the project area were classified at the alliance level according to the Manual of California Vegetation (Sawyer et al. 2009). Any alliances with a NatureServe State Rank of S1, S2, and S3 or that are listed on the California Sensitive Natural Community (SNC) List were determined to be SNCs.

The vegetation community survey was conducted by walking the project area and identifying all plant species encountered to the lowest taxonomic level necessary for plant identification. Much of the project area is comprised of an existing urban residential and commercial landscape with pavement, lawns, ornamental landscaping, and both native and non-native street trees. The open space area between Almond Avenue and Highland Avenue contains multiple distinct natural vegetative communities, however none of them meet the NatureServe ranking to be considered “Sensitive” (GHD 2025a).

Thus, there are no SNCs in the project area. The project would have no impact on riparian habitat and SNCs.

- c) **Less than Significant Impact.** An aquatic resources delineation was completed on May 5 and 6, 2025 to determine the extent of wetlands and other waters within the project area. Potentially

jurisdictional waters within the project area include palustrine emergent wetland (0.035 ac), intermittent stream (0.15 ac), and ephemeral stream (0.01 ac).

Project components would not permanently impact any aquatic resources because the trail alignment would occur away from the Calaboose Creek corridor and the bridge would occur above the OHWM of the creek. Therefore, no permanent impacts to aquatic resources would occur. The project would have a less than significant impact on jurisdictional aquatic resources.

Although the project will have a less than significant impact to aquatic resources, standard conservation measures and BMPs HAZ-1 through HAZ-5, WQ-1 through WQ-3, and BIO-1 through BIO-3 are incorporated into all projects that require earthwork and work near streams.

- **BIO-1.** As required by the City of Redding Stormwater Quality Management and Discharge Control Ordinance, an erosion and sediment control plan (ESCP) or will be prepared to address BMPs that will be used to prevent erosion and sediment loss. The ESCP must also address dust control, spill control, pollution control, waste management, equipment maintenance and fueling, and materials storage within the project site.
 - **BIO-2.** Appropriate erosion and sediment control measures (e.g., silt fences, straw wattles) shall be in place prior to the onset of construction activities near jurisdictional waters and in project areas where there is a potential for surface runoff to drain into jurisdictional waters. The measures shall be monitored and maintained until construction activities have ceased.
 - **BIO-3.** High visibility fencing, flagging, or markers will be installed along the edges of the work zone near avoided waters and riparian areas. In addition, equipment entry and exit points; and staging, storage, and stockpile areas must be clearly marked prior to the entry of mechanized equipment or vehicles into the construction area.
- d) **Less than Significant Impact.** The proposed project is not expected to disrupt the habitat connectivity in the project area. Habitat corridors often consist of riparian areas along streams, rivers, or other natural features. Calaboose Creek in the project area has the potential to be a corridor for wildlife. While the project will not impact the creek or the associated riparian vegetation, construction equipment, noise, or workers may temporarily cause wildlife to avoid the area during active construction. Construction within the open space area will be temporary; therefore, the proposed project's impact on wildlife migratory and travel corridors would be less than significant.
- e) **No Impact.** The City has adopted a Tree Management Ordinance (Chapter 18.45 of the Redding Municipal Code) that promotes the conservation of mature, healthy trees in the design of new development. The ordinance also recognizes that the preservation of trees sometimes conflicts with necessary land development requirements. Within the open space area, the project is largely aligned within an existing access road way, with limited encroachment into vegetated areas. There are no conflicts associated with the project that would prevent implementation of the Tree Preservation Ordinance or other resource protection ordinances.

- f) **No Impact.** There are no adopted Habitat Conservation, Community Conservation, or approval local, regional, or state habitat conservation plans that apply to the project area. No impact would result.

Documentation

- California Department of Fish and Wildlife: California Natural Diversity Database, 2025
- City of Redding General Plan, Natural Resources Element, 2024.
- City of Redding Municipal Code, Chapter 18.45, Tree Management Ordinance
- GHD. Biological Resources Report, 2025
- GHD Aquatic Resource Delineation, 2025

Mitigation

- **MM-1.** The construction limits shall be clearly identified prior to construction and all areas containing elderberry shrubs to be avoided during construction shall be fenced or flagged off.
- **MM-2.** For elderberry shrubs occurring adjacent to work locations, 15-foot avoidance buffers shall be established around the driplines of the shrubs to help protect the shrubs and their root zones during project activities. The avoidance buffers shall be maintained for the duration of work activities in the area.
- **MM-3.** To the extent feasible, all activities that occur within 165 feet of an elderberry shrub, shall be conducted outside of the flight season of VELB (March-July).
- **MM-4.** The City shall monitor the work area at project appropriate intervals to assure that all avoidance and minimization measures are implemented.
- **MM-5.** Removal of vegetation within the dripline of an elderberry shrub shall be limited to August through February when adults are not active. Removal activities shall avoid damaging the elderberry shrub, and herbicide use is prohibited.
- **MM-6.** If construction is to occur during the nesting season for birds (February 1 through August 31) or raptors (November 1 through July 15) a qualified biologist will conduct a pre-construction survey to locate active nests. The pre-construction survey will be conducted no more than seven (7) days prior to the initiation of construction activities. If a lapse in construction activities occurs for 7 days or longer, another pre-construction survey will be performed. If an active nest is found, a qualified biologist (in consultation with the CDFW) will determine the extent of a buffer zone to be established around the nest. The pre-construction survey may be conducted concurrently with pre-construction surveys for other special-status species.
- **MM-7.** Removal of large trees (10-inch dbh or greater) with cavities, crevices, or snags shall occur before maternity colonies form (i.e., prior to March 1) or after young are volant (i.e., after August 15). If construction (including the removal of large trees) occurs during the nonvolant season (March 1 through August 15), a qualified biologist shall conduct a preconstruction survey of the project area to locate maternity colonies and identify measures to protect the colonies from disturbance. The preconstruction survey will be performed no more than seven days prior to the implementation of construction activities. If a lapse in construction activities for seven days or

longer occurs between those dates, another preconstruction survey will be performed. If a maternity colony is found a qualified biologist (in consultation with the CDFW) will determine the extent of a construction-free buffer zone to be established around the nest. If roosting bats are confirmed in a tree that must be trimmed or removed, CDFW bat eviction procedures shall be followed.

CULTURAL RESOURCES

Would the project:

| Question | CEQA Determination |
|---|------------------------------|
| a) Cause a substantial adverse change in the significance of a historical resource pursuant to in §15064.5? | Less Than Significant Impact |
| b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5? | Less Than Significant Impact |
| c) Disturb any human remains, including those interred outside of dedicated cemeteries? | Less Than Significant Impact |

Discussion

a-c) Less Than Significant Impact. The records search indicate that no historical resources are present within the APE (Roscoe and Associates 2025). Two previously documented historic-era built environment resources (Harvey Cottage [P-45-003273] and the Women’s Improvement Club [P-45-003274]) were located adjacent to the APE but have since been demolished and replaced by a parking garage. No other historical structures or features were observed during the field survey. Based on the findings, there are no historic resources within the APE. Thus, no impact would result.

No archaeological resources were identified within the APE during the pedestrian survey, however, two Native American Archaeological Sites (P-45-000731 and P-45-000733) occur adjacent to the project area. No evidence of these sites was observed during the field investigation, and no archaeological resources were identified within the project area. Project-related impacts on cultural resources are not anticipated, therefore the project will have a less than significant impact.

The following conservation measures are included in all projects to protect cultural resources:

CR-1. If cultural materials are discovered during construction, work activity within a 30-foot radius of the discovery will be stopped and the area secured until a qualified archaeologist can assess the nature and significance of the find in consultation with SHPO.

CR-2. If human remains and related items are discovered on private or State land, they will be treated in accordance with State Health and Safety Code § 7050.5. Further disturbances and activities will cease in any area or nearby area suspected to overlie remains, and the Shasta County Coroner contacted. Pursuant to California Public Resources Code (PRC) § 5097.98, if the remains

are thought to be Native American, the coroner will notify the Native American Heritage Commission (NAHC) who will then notify the Most Likely Descendent (MLD).

Documentation

- Roscoe and Associates, LLC. Cultural Resource Investigation Report, 2025 (confidential)

Mitigation

None Required.

V. ENERGY

Would the project:

| Question | CEQA Determination |
|---|------------------------------|
| a) Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation? | Less Than Significant Impact |
| b) Conflict with or obstruct a state or local plan for renewable energy or energy efficiency? | Less Than Significant Impact |

Discussion

- a-b) Less than Significant Impact.** During construction, vehicles including worker commuter vehicles and construction equipment, would require the use of gasoline and diesel fuel for power. Construction is anticipated to be completed in one summer construction season. Construction would result in a short-term consumption of energy, representing a small demand on local and regional fuel supplies that would be easily accommodated and would be temporary. The short duration of equipment usage and incorporation of energy efficiencies would not create a wasteful or significant increase in demand for fuel supplies; therefore, impacts on energy resources would be less than significant.

The proposed project is an active transportation project to improve non-motorized mobility and would not require the additional use of energy for operations. The proposed project would not prohibit energy conservation or the use of renewable energy (City of Redding 2009) and would not conflict with or obstruct the City's plan for renewable energy. Because operations would be consistent with existing conditions, there would be no operational impact. Construction of the proposed project would have a less-than-significant impact on state or local plans related to renewable energy.

Documentation

- City of Redding. 2045 General Plan, Natural Resources Element. 2024.
- California Long-Term Energy Efficiency Strategic Plan, 2011
- Regional Transportation Plan for Shasta County, 2018

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

Mitigation

No mitigation required.

VI. GEOLOGY AND SOILS

Would the project:

| Question | CEQA Determination |
|---|------------------------------|
| a) Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving: <ul style="list-style-type: none"> i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42. | Less Than Significant Impact |
| ii) Strong seismic ground shaking? | Less Than Significant Impact |
| iii) Seismic-related ground failure, including liquefaction? | Less Than Significant Impact |
| iv) Landslides? | Less Than Significant Impact |
| b) Result in substantial soil erosion or the loss of topsoil? | Less Than Significant Impact |
| 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? | Less Than Significant Impact |
| 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? | Less Than Significant Impact |
| 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? | No Impact |
| f) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature? | No Impact |

Discussion

- a, c, d) **Less than Significant Impact.** The project area is not located within an Alquist-Priolo Earthquake Fault Zone. While the broader Redding region is subject to seismic activity like much of California, the risk of strong ground shaking at the site is considered moderate and typical of inland Northern California (CGS 2025a). Project improvements involve shallow ground disturbance limited grading, sidewalk and trail installation, and use of conventional

construction equipment such as jackhammers and small excavators. No habitable structures or critical facilities are proposed that would house people. Project implementation would not increase risk of strong seismic ground shaking or exposure to strong seismic ground shaking above existing conditions. If strong seismic ground shaking were to damage the proposed project, it is unlikely that human lives would be put at risk because the project does not involve the construction of habitable structures. All improvements would be designed and constructed in compliance with applicable California Building Code seismic safety standards, thereby reducing the risk of injury or damage due to ground shaking to a less-than-significant level.

Liquefaction is a phenomenon involving loss of soil strength and resulting in fluid mobility through the soil. Liquefaction typically occurs when loose, uniformly sized, saturated sands or silts are subjected to repeated shaking in areas where the groundwater is less than 50 feet below ground surface. In addition to the necessary soil and groundwater conditions, the ground acceleration must be high enough, and the duration of the shaking must be sufficient, for liquefaction to occur. The project area is located in a relatively low-slope urban and open space environment within the western portion of the City of Redding and the potential for liquefaction in this area is considered low due to the absence of shallow groundwater and the presence of dense, clay-loam soils. The project is not located within a mapped landslide hazard area, and no steep or unstable slopes are present that would pose a landslide risk.

The proposed retaining wall along a segment of Placer Street would be engineered in compliance with California Building Code requirements for slope stability and seismic safety. The proposed grading along Placer Street between Highland Ave and Almond Ave would be at a gradient that is similar to the existing hillside, and the area would be seeded with grasses for slope stability. Therefore, the potential for a landslide occurrence is not increased by the project. Expansive soils can cause considerable distress to roads and building foundations as they “rise-and-fall” in accordance with the cycles of soil wetting (swelling) and drying (shrinking), and thus these soils may be considered unstable. Soils with high percentages of silicate clays are those that have the potential for shrinking and swelling. The project area contains clay loam and gravelly loam soils with moderate shrink-swell potential. While some soils in Redding may exhibit expansive characteristics, the project does not involve construction of habitable structures or foundations susceptible to soil movement. The presence of soils with moderate shrink-swell potential could result in cracks in sidewalk, trail and/or traffic circle pavement, or settling in the retaining wall. The impact would be less than significant.

- c) **Less than Significant Impact.** Project construction would involve ground-disturbing activities such as grading, trenching, and traffic circle, trail and sidewalk installation, which would temporarily expose soils susceptible to wind and water erosion. A Stormwater Pollution Prevention Plan (SWPPP) would be developed and implemented in accordance with the requirements of the State Water Resources Control Board’s Construction General Permit, which references the California Stormwater Quality Association’s Stormwater Best Management Practice (BMP) Handbook – Construction as a guiding document (CASQA 2022). Additionally, the City of Redding Construction Standards and Handouts would be applied to the project. The BMPs in the forthcoming SWPPP may include silt fencing, straw wattles, inlet protection, and stabilized construction entrances. With implementation of these practices and compliance with applicable City and state stormwater regulations, potential

impacts related to erosion and topsoil loss would be less than significant.

- e) **No Impact.** The project does not include the installation of septic tanks or alternative wastewater disposal systems. Therefore, there will be no impact.
- f) **No Impact.** A review of published data (Paleobiology Database 2018; UCMP 2019) indicates that there are no reported fossil collections in the project area. The proposed project consists of replacement of an existing bridge within a relatively small area adjacent to Olney Creek that has been previously disturbed from construction of the existing bridge. The proposed project is not anticipated to result in impacts on unique paleontological resources or geological features.

Documentation

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

Mitigation

- **GEO-1.** In the event that fossils are encountered during construction (i.e., bones, teeth, or unusually abundant and well-preserved invertebrates or plants), construction activities shall be diverted away from the discovery within 50 feet of the find, and a professional paleontologist shall be notified to document the discovery, evaluate the potential resource, and assess the nature and importance of the find, as needed. Based on the scientific value or uniqueness of the find, the paleontologist may record the find and allow work to continue, or recommend salvage and recovery of the material, if it is determined that the find cannot be avoided. The paleontologist shall make recommendations for any necessary treatment that is consistent with currently accepted scientific practices. Any fossils collected from the area shall then be deposited in an accredited and permanent scientific institution where they will be properly curated and preserved.

VII. GREENHOUSE GAS EMISSIONS

Would the project:

| Question | CEQA Determination |
|--|------------------------------|
| a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment? | Less Than Significant Impact |
| b) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases? | No Impact |

Discussion

- a) **Less than Significant Impact.** Greenhouse gases (GHGs) are recognized by wide consensus among the scientific community to contribute to global warming/climate change and associated environmental impacts because of their ability to trap heat in the atmosphere and affect climate. The major GHGs that are released from human activity include carbon dioxide, methane, and nitrous oxide (Governor's Office of Planning and Research 2008). The primary sources of GHGs

are from industrial facilities, transportation vehicles (including planes and trains), energy/electricity plants, and industrial and agricultural activities (such as dairies and hog farms) (CARB 2021). GHG emissions from the proposed project would be generated offsite from the production of project materials (e.g., pipeline), as well as onsite construction-related equipment emissions. While the project would have an incremental contribution in the context of the county and region, construction-related GHG emissions would be short term and minor. BMPs AQ-1 through AQ-6 (Section III Air Quality) will be incorporated into the proposed project which would reduce construction-related GHG emissions. Project operation would be consistent with existing conditions and the project would have no direct or indirect impact on measurable GHGs in the project area. The impact would be less than significant.

- b) **No Impact.** The proposed project would not conflict with any applicable plans, policies, or regulations adopted to reduce GHG emissions. As noted in impact “a” and in Section III Air Quality, the proposed project is in conformance with the City’s air quality policies and thresholds, follows state guidelines and regulations, and incorporates BMPs AQ-1 through AQ-6. The proposed project would have no impact on the City’s applicable plans, policies, or regulations related to GHG emissions.

Documentation

- City of Redding General Plan, Air Quality Element, 2024
- California Air Resources Board (CARB). 2023. Current California GHG Emission Inventory Data. Available at: Current California GHG Emission Inventory Data | California Air Resources Board. Accessed 2025.

Mitigation

No mitigation required.

VIII. HAZARDS AND HAZARDOUS MATERIALS

Would the project:

| Question | CEQA Determination |
|--|--|
| a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials? | Less Than Significant with Mitigation Incorporated |
| b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment? | Less Than Significant Impact |
| c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school? | Less Than Significant Impact |
| d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment? | Less Than Significant Impact |

| Question | CEQA Determination |
|---|------------------------------|
| e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard or excessive noise for people residing or working in the project area? | No Impact |
| f) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan? | Less Than Significant Impact |
| g) Expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires? | Less Than Significant Impact |

Discussion

- a, b) **Less than Significant Impact.** The proposed project would not present a significant risk due to the use of hazardous materials or emissions. The project area is not on any lists of properties known to contain hazardous materials. A review of known hazardous materials sites databases identified one leaking underground storage tank (LUST) within 0.5 miles of the project area. The active Cleanup Program site is located approximately 365 feet east of the project area boundary (SWRCB 2025). The leaking underground storage tank site does not pose a threat to the proposed project in the form of hazardous material leaks or spills.

Construction activities pose a slight risk for solvent or fuel spills or leaks. In accordance with the City's Stormwater Management Program, and as a part of the Clean Water Act Section 402, National Pollutant Discharge Elimination System, an erosion and sediment control plan (ESCP) is required when obtaining a general construction permit. Compliance under water quality regulations and the ESCP would require use of the following standard conservation measures and BMPs to avoid or minimize the potential for accidental release of hazardous materials from spills or fuel leaks during project construction:

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

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

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

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

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

The implementation of the ESCP required by state and local regulations would ensure that the proposed project would not pose a significant risk for solvent or fuel spills. The potential for project construction and operation to create a hazard to the public or the environment through the accidental spill or pollutants would be less than significant.

- c) **Less than Significant Impact.** The Manzanita Elementary School is located immediately adjacent to the project area boundary. Project construction activities involving heavy equipment, such as grading and trail building, would occur at least 350 feet away from the school. Project activities within 350 feet of the school include painting a crosswalk at or near the school and potentially other roadway features to alert drivers of pedestrians. These activities, both within and in excess of 350 feet, are assumed to include the use of hazardous materials such as fuels, lubricants, degreasers, paints, and solvents. These materials are commonly used during construction, are not acutely hazardous, and would be used in small quantities. Numerous laws and regulations ensure the safe transportation, use, storage, and disposal of hazardous materials (see Impact discussion in Section 3.9 (a) and (b) above). Although project activities could result in the inadvertent release of small quantities of hazardous substances, a spill or release at a construction area is not expected to endanger individuals at nearby schools given the nature of the materials, the small quantities that would be used, the intent of the use of paint (for pedestrian safety), and the distance of the schools from the project Area. Therefore, because the City and its contractors would be required to comply with existing and future hazardous materials laws and regulations covering the transport, use, and disposal of hazardous materials, and because of the nature and quantity of the hazardous materials to be potentially used by the project, the impact related to the use of hazardous materials during construction adjacent to the schools would be less than significant. Project operations would have a less than significant impact on the Manzanita Elementary School for the same reasons.
- d) **Less than Significant Impact.** The project area is not located on any active sites listed in the DTSC EnviroStor database, and the closest active Cortese List site is Iron Mountain Mine which is located approximately nine miles northwest of the City of Redding (DTSC 2025). According to the State Water Resources Control Board GeoTracker database, there is one active Cleanup Program site (Case Number SLT5R933), four closed Cleanup Program sites, and 47 closed leaking underground storage tank (LUST) within 0.5 miles of the project area (SWRCB 2025). The active Cleanup Program site is located approximately 365 feet east of the project area boundary (SWRCB 2025). Off-site construction activities are not planned, and impacts related to these two off-site closed cleanup sites would not occur.
- e) **No Impact.** The nearest airport is the Benton Airpark, which is located immediately south of Placer Street. The Benton Airpark Master Plan describes the existing facility, aviation demand forecasts, facility requirements, alternatives and airport plans (Coffman Associates, Inc. 2005). The project is an active transportation project (trail, sidewalk, crosswalks, etc.) and would not result in a safety hazard or excessive noise for people residing or working in the project area.
- f) **Less than Significant Impact.** A review of the City's Local Hazard Mitigation Plan (LHMP) and Community Wildfire Protection Plan (CWPP) indicates that the project would not permanently impair emergency response activities nor established evacuation routes (City of Redding 2023; City of Redding 2024b). Placer Street and Eureka Way are identified in the LHMP as an evacuation route out of the City during a flood event, and into the City during a wildfire event (City of Redding 2023). Project activities along Placer Street and Eureka Way would not impair or physically interfere with use of these roadways as evacuation routes, because traffic would remain operating during project construction. There may be a temporary lane closure during project construction, however traffic would still be able to continue with minimal interruptions. Emergency vehicles would be allowed

through the work area. Therefore, the proposed project does not interfere with these plans. A less than significant impact would occur during construction.

- g) **Less than Significant Impact.** The use of construction equipment in and around vegetated areas increases the potential for wildfire ignition. Portions of the project site consist of vegetated areas that could be susceptible to wildfires. However, the proposed project would be constructed in compliance with applicable local, state, and federal requirements, including the California Fire Code, which would minimize the potential for construction equipment to spark a wildland fire. Operation of the proposed project (i.e., use of the new bridge) would not increase the existing wildfire potential. The potential for wildfire ignition from construction and operation of the proposed project would be less than significant.

Documentation

- City of Redding General Plan, Health and Safety Element, 2024
- California State Water Resources Control Board. 2025. Geotracker available at: <http://geotracker.waterboards.ca.gov/>.
- California Department of Toxic Substances Control. 2025. EnviroStor – Hazardous Waste and Substances Site List (Cortese) available at: <https://www.envirostor.dtsc.ca.gov/>.
- City of Redding Storm Water Management Program available at: https://www.cityofredding.gov/government/departments/public_works/environmental_management/storm_water_management/index.php
- Shasta County Airport Land Use Commission, Comprehensive Land Use Plan Map, 1981
- California Fire Hazard Severity Zone Viewer, 2025
- Caltrans, California Manual on Uniform Traffic Control Devices Standards, 2021

Mitigation

No mitigation required.

IX. HYDROLOGY AND WATER QUALITY

Would the project:

| Question | CEQA Determination |
|--|------------------------------|
| a) Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality? | Less Than Significant Impact |
| b) Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such the project may impede sustainable groundwater management of the basin? | No Impact |
| 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: | Less Than Significant Impact |
| (i) result in substantial erosion or siltation on- or off-site; | Less Than Significant Impact |

| Question | CEQA Determination |
|---|--------------------|
| (ii) substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or offsite; | No Impact |
| (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 | No Impact |
| (iv) impede or redirect flood flows? | No Impact |
| d) In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation? | No Impact |
| e) Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan? | No Impact |

Discussion

- a) **Less than Significant Impact.** The project would not involve any discharge of waste material into ground or surface waters. Construction and operation of the project would not violate any water quality standards or waste discharge requirements established by the Central Valley Regional Water Quality Control Board (RWQCB) in its Basin Plan for the Sacramento River and San Joaquin River Basins. Water pollution BMPs were incorporated into the project and are required. The City's construction standards require that all projects prepare an erosion and sediment control plan (ESCP) prior to construction to address water pollution control as described in conservation measures BIO-1 (see Section IV, Biological Resources). The ESCP will help ensure that water quality standards are not substantially affected by the project during construction. In addition to the ESCP, and conservation measures HAZ-1 through HAZ-5, the following conservation measures have been incorporated into the project. The ESCP, BMPs, HAZ-1 through HAZ-5, as well as the following BMPs would be implemented:

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

BMPs may include the use of silt fencing or fiber rolls to reduce sediment transport, storm drain inlet protection, stabilized construction entrances, dust control, and proper material storage and disposal practices near the intermittent creek or stormwater drainage inlets. Work would be confined to designated disturbance areas, and no permanent fill would be placed within jurisdictional Waters of the U.S. or State.

With regulatory compliance and BMP implementation, the project would not violate water quality standards or waste discharge requirements, nor would it substantially degrade surface or groundwater quality. Impacts would be less than significant.

- b) **No Impact.** The project involves surface-level improvements such as sidewalk gap closures, trail

construction, curb ramp upgrades, traffic circles, and associated grading and drainage features. It would not involve groundwater extraction, the installation of wells, or activities that would affect regional groundwater levels. Stormwater from new impervious areas would be managed through existing or improved drainage systems, and in some cases gently graded areas would facilitate infiltration. As such, the project would not interfere with groundwater recharge or impact sustainable groundwater management within the region. Therefore, no impact would occur.

- c) **Less than Significant Impact.** The project would result in minor increases in impervious surface through the addition of new sidewalks, paved trail segments, curb ramps and traffic circles. However, these improvements, with the exception of the trail, would occur within an already urbanized corridor with existing drainage systems and have the capacity to accommodate the anticipated increase in stormwater runoff. Where new impervious areas are proposed, the project includes drainage improvements such as gutters and appropriately graded surfaces to direct stormwater toward existing drainage infrastructure. In the open space area, minor grading designed to maintain existing drainage patterns would be implemented, and runoff from the trail would infiltrate following the natural topography. Therefore, flooding is not anticipated because the existing stormwater system can accommodate the increase in runoff, and because existing drainage patterns would be utilized. For these reasons, a less than significant impact would occur.

Improvements such as sidewalks, trails, and minor drainage features would be located within existing public rights-of-way or previously disturbed open space and would not impede the natural conveyance of surface water. As such, the project would not impede or redirect flood flows, and no impact would occur.

- d) **No Impact** The project is located in the City of Redding, 97 miles inland from the Pacific Ocean (as the crow flies) and the closest reservoir that could potentially generate flooding or seiche activity is 2 miles away. Due to the project's location in Zone X of FEMA's National Flood Hazard Layer, it is not subject to flooding under the 1-percent annual chance event (100-year flood). Therefore, the potential for pollutant releases due to inundation from flooding, tsunami, or seiche is low and not considered a significant risk for the project. No impact would occur.
- e) **No Impact.** As described above, the project is located within the jurisdiction of the CVRWQCB, the Central Valley Basin Plan, and the Redding Area Groundwater Basin. The Redding Area Groundwater Basin is designated as a low-priority basin. Due to this ranking, there are no groundwater management plans required within the Redding Area Groundwater Basin. No changes to groundwater management are proposed under the project, and the project would not conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan. No impact would occur.

Documentation

- City of Redding. 2024-2045 General Plan. Health and Safety Element figures 4-1 (Ground Shaking Potential) and 4.2 (Liquefaction Potential).
- Federal Emergency Management Agency (FEMA), Floodplain regulations, Floodplain Atlas Map P11, July 5, 2025.

Mitigation

No mitigation required.

X. LAND USE AND PLANNING

Would the project:

| Question | CEQA Determination |
|--|--------------------|
| a) Physically divide an established community? | No Impact |
| 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? | No Impact |

Discussion

- a) **No Impact.** The project does not have the potential to physically divide an established community. Conversely, this active transportation project will be implemented to increase mobility and connectivity for all users.
- b) **No Impact.** The project is compatible with the applicable policies and regulations of the City's General Plan and Zoning Ordinance and would not conflict with any other land use plan, policy, or regulation.

Documentation

- City of Redding. 2045. 2045 General Plan.
- City of Redding. 2024. Municipal Code.

Mitigation

No mitigation required.

XI. MINERAL RESOURCES

Would the project:

| Question | CEQA Determination |
|---|--------------------|
| 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? | No Impact |
| 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? | No Impact |

Discussion

- a) **No Impact.** The proposed project would not result in the use or extraction of any mineral or energy resources and would not restrict access to known mineral resource areas or as being located within a “Critical Mineral Resource Overlay” area. Furthermore, the proposed project would not result in the loss of availability of a known mineral resource. No impact would occur.
- b) **No Impact.** The proposed project would have no impact on mineral resources. No Impact would occur.

Documentation

- City of Redding. 2045. 2045 General Plan, Natural Resources Element.
- California Geological Survey, Aggregate Sustainability in California, 2018

Mitigation

No mitigation required.

XII. NOISE

Would the project:

| Question | CEQA Determination |
|---|------------------------------|
| a) Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies? | Less Than Significant Impact |
| b) Generation of excessive groundborne vibration or groundborne noise levels? | No Impact |
| 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, would the project expose people residing or working in the project area to excessive noise levels? | Less Than Significant Impact |

Discussion

- a) **Less than Significant Impact.** The project area is located in proximity to residences, a school, and the Benton Airpark. Existing sources of noise in the area include vehicles traveling on the local roadways, typical sounds from residential land use, typical school noise, and small aircraft using Benton Airpark. Construction noise generated by the proposed project would be intermittent and noise levels would vary depending on the type of construction activity. The most noticeable construction noise/vibration would be related to the temporary use of grading and excavation equipment. Heavy construction equipment that may be used for this project can generate noise levels as high as 88 decibels at a distance of 50 feet. The City’s General Plan Noise Element specifies goals to protect residents from exposure to excessive transportation-related noise (greater than 65 decibels), including considerations of the significance of noise level increases associated with roadway improvement projects needed to accommodate buildout of the General Plan (Goal N2D). Noise from construction between equipment and receptors generally reduces more quickly over longer distances. Construction activities would

be temporary in nature and are anticipated to occur during normal daytime working hours. Noise would also be generated during the construction phase by increased truck traffic on area roadways. This noise increase would be of short duration. The City of Redding Noise Ordinance (RMC Chapter 18.40.100.A) limits the acceptable hours of construction and demolition activity.

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

However, the Ordinance also includes exemptions for specific activities, including Public Works Construction projects. Construction of the proposed project would be under contract to the City of Redding Public Works Department; therefore, the Exterior Noise Standards are not applicable. Temporary construction noise impacts would be less than significant. Ambient noise associated with project operation would be consistent with existing conditions. While the impact has been determined to be less than significant, nighttime work is not anticipated, and work would generally occur between 7 a.m. and 6 p.m.

- b) **No Impact.** Potentially sensitive receptors such as nearby residences and businesses would not be subject to excessive ground-borne vibration or noise levels.
- c) **Less than Significant Impact.** The proposed project is located within an airport land use plan for Benton Airpark. Construction noise will be intermittent and temporary. The project does not require the use of pile drivers or other activities that would cause disruption or expose people residing or working in the project area to excessive noise levels. Operation of the project would not result in any noise increase. The impact would be less than significant.

Documentation

- City of Redding General Plan, Noise Element, 2024
- City of Redding General Plan, Transportation Element, 2024
- City of Redding Zoning Ordinance Redding Municipal Code, Section 18.40.100
- Redding Municipal Airport. 2004. Redding Municipal Airport Master Plan.
https://www.cityofredding.gov/government/departments/airports/airport_projects.php, last accessed April 23, 2026.
- City of Redding Grading Ordinance, RMC Chapter 16.12

Mitigation

No mitigation required.

XIII. POPULATION AND HOUSING

Would the project:

| Question | CEQA Determination |
|---|--------------------|
| a) Induce substantial unplanned population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)? | No Impact |
| b) Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere? | No Impact |

Discussion

- a) **No Impact.** The proposed project does not include the construction of new homes or businesses, nor does it include extension or construction of new roadways which could potentially induce growth. Therefore, the project would have no potential to induce substantial population growth in the area, either directly or indirectly. No impact would occur.
- b) **No Impact.** The project will not displace any existing people or housing, and would not necessitate the construction of replacement housing. No impact would occur.

Documentation

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

Mitigation

No mitigation required.

XIV. PUBLIC SERVICES

Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the following public services:

| Question | CEQA Determination |
|-----------------------------|--------------------|
| a) Fire protection? | No Impact |
| b) Police protection? | No Impact |
| c) Schools? | No Impact |
| d) Parks? | No Impact |
| e) Other public facilities? | No Impact |

Discussion

- a-e) **No Impact.** The proposed active transportation project would not require new governmental facilities or changes to governmental facilities to maintain acceptable service ratios or other performance objectives. Similarly, access to residences, schools, parks, and other public facilities would not be affected since the project is located within public right-of-way. The project would have no impact on public services.

Documentation

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

Mitigation

No mitigation required.

XV. RECREATION

| Question | CEQA Determination |
|--|------------------------------|
| a) Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated? | Less Than Significant Impact |
| b) Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment? | Less Than Significant Impact |

Discussion

- a) **Less than Significant Impact.** The project would result in a minor increase in use of neighborhood recreational facilities, including the open space area. The enhanced accessibility is modest and does not substantially increase population or demand, and therefore would not cause accelerated physical deterioration of these facilities.
The impact would be less than significant.
- b) **Less than Significant Impact.** The project would result in the construction of recreational facilities such as a multi-use trail in the open space area. These improvements involve only minor vegetation removal, grading, and paving occurring in areas that are already disturbed, and are small in scale. The impact would be less than significant.

Documentation

- City of Redding. 2045. 2045 General Plan, Recreation Element.

Mitigation

No mitigation required.

XVI. TRANSPORTATION

Would the project:

| Question | CEQA Determination |
|--|------------------------------|
| a) Conflict with a program, plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities? | No Impact |
| b) Would the project conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b)? | No Impact |
| c) 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 |
| d) Result in inadequate emergency access? | Less Than Significant Impact |

Discussion

- a,b) **No Impact.** Construction of the proposed project would temporarily generate vehicle trips associated with worker commutes and material and equipment hauling. The increases in trips per day on local and regional roadways within the City would be minimal and would not affect roadway capacity or circulation compared to the current local conditions. The proposed project would not conflict with the City of Redding General Plan policies, and would not conflict with any program, ordinance, or policy addressing the circulation system.

Section 15064.3(b) of the CEQA Guidelines shifts transportation impact analysis from a level of service (LOS) standard to a vehicle miles traveled (VMT) standard, which refers to the amount and distance of automobile trips attributable to a project. However, VMT is currently only applied to development projects such as new single-family subdivisions, as well as commercial and industrial development. The project proposes to enhance pedestrian, bicycle, and motorist safety and connectivity and does not include components that could be characterized as resulting in a potential increase to VMT. The proposed project would require some haul, vendor, and worker trips over the construction period; however, this activity would not conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b). The proposed project would result in no impact to VMT.

- c) **No Impact.** The project would decrease hazards because roadway and trail improvements would be designed and constructed in accordance with City of Redding and Caltrans standards, which are specifically intended to avoid hazardous geometric design features and ensure compatibility with surrounding land uses (City of Redding 2024b). The new sidewalk segments would follow straight alignments along existing streets, avoiding sharp curves or unsafe configurations, and the three traffic circles would be installed within the City's right-of-way at key intersections to calm traffic and improve safety and operations. As a result, the project would not create sharp curves, unsafe intersections, or introduce uses that could increase transportation hazards. For these reasons, no impact would occur.

- d) **Less than Significant Impact.** Emergency access to the project area would be maintained during both construction and operation of the project. Construction would be phased and coordinated to minimize disruptions, and no roadway would be completely closed during construction. Emergency responders would retain access throughout the project area and be given preference under one way traffic control conditions. Operation of the project would not affect emergency access. Therefore, a less than significant impact would occur.

Documentation

- City of Redding General Plan, Transportation Element, 2024.
- City of Redding Parks, Trails, and Open Space Master Plan, 2018.
- California Office of Planning and Research (OPR). 2018. Technical Advisory on Evaluating Transportation Impacts in CEQA. <https://lci.ca.gov/ceqa/sb-743/>, last accessed April 22, 2026

Mitigation

No mitigation required.

XVII. TRIBAL CULTURAL RESOURCES

Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:

| Question | CEQA Determination |
|---|--------------------|
| a) Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k), or | No Impact |
| b) A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resource Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe. | No Impact |

Discussion

1. a, b) **No Impact.** Project consultation letters were sent to the Nor-Rel-Muk Wintu Nation, Redding Rancheria, Round Valley Rancheria/Covelo Indian Community, Winnemem Wintu Tribe, Wintu Tribe of Northern California and the Shasta Nation. The City has not received any information from the Tribes that would indicate Tribal Cultural Resources (TCRs) are present or are a concern in this location. In addition, the project area does not contain any listed TCRs, or those that are eligible for listing, in the California Register of Historical Resources or in a

local register of historical resources.

Documentation

- California Governor’s Office of Climate and Land Use Innovation, <https://lci.ca.gov/ceqa/tribal>, last accessed April 22, 2026
- Roscoe and Associates, LLC. September 2025. Cultural Resource Investigation Report (confidential)

Mitigation

None necessary.

XVIII. UTILITIES AND SERVICE SYSTEMS

Would the project:

| Question | CEQA Determination |
|--|------------------------------|
| a) Require or result in the relocation or construction of new or expanded water, wastewater treatment or storm water drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects? | Less Than Significant Impact |
| b) Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years? | No Impact |
| c) Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project’s projected demand in addition to the provider’s existing commitments? | No Impact |
| 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? | Less Than Significant Impact |
| e) Comply with federal, state, and local management and reduction statutes and regulations related to solid waste? | Less Than Significant Impact |

Discussion

- a) **Less than Significant Impact.** The project would involve minor vertical adjustments to existing utility infrastructure, including water valve covers, water meter boxes, sewer and storm drain manholes, storm drain catch basins, telecommunications and electrical boxes, and valve covers. In addition, new drainage infrastructure structures would be installed at select locations, and pedestrian-scale trail lighting and street lighting at intersections would be added.

These improvements would not require the construction of new water or wastewater treatment facilities, major stormwater conveyance systems, or expanded electrical, gas, or telecommunications infrastructure. All work would occur within existing right-of-way or previously disturbed areas, and utility relocations would be limited in scope. Because the project’s utility and drainage work involves only minor modifications and localized

installations, it would result in less than significant environmental effects related to the construction or relocation of utility facilities.

- b) **No Impact.** The proposed project would not create an increased demand for domestic water service. The project would require relatively small quantities of water during the construction phase (e.g., for dust control and concrete/asphalt applications). The water demands resulting from the project would not be substantial and can be met by existing entitlements and resources. The project would not induce population growth or result in land uses that would increase demand for water supplies. Therefore, the project would not result in the need for the construction of new water facilities, or the expansion of existing facilities. No impact would result.
- c) **No Impact.** The project does not involve sewage facilities or involve the construction of facilities that would require wastewater treatment. The project would potentially require minor adjustment of existing sewer covers, but it would not impact existing municipal wastewater infrastructure. No impact would result.
- d,e) **Less than Significant Impact.** The solid waste provider in the area is the City of Redding's Solid Waste Utility. The proposed project would generate limited solid waste during construction and no waste during operation. Construction solid waste would include the one-time temporary generation of excess soils, aggregate road base, vegetation, and construction materials that would be stored within designated staging areas. Excess materials may be re-used on site for backfill and finished grading, and would be taken to a local landfill once construction is complete. The local facilities accept both residential and commercial solid waste from throughout Shasta County. These facilities have sufficient capacity to serve the project's solid waste disposal needs, and the project would not generate solid waste in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals. The project would have a less than significant impact.

Documentation

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

Mitigation

No mitigation required.

XIX. WILDFIRE

If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project:

| Question | CEQA Determination |
|--|------------------------------|
| a) Substantially impair an adopted emergency response plan or emergency evacuation plan? | Less Than Significant Impact |
| 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? | Less Than Significant Impact |
| 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? | No Impact |
| 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? | Less Than Significant Impact |

Discussion

- a) **Less than Significant Impact.** The project is not located in or near state responsibility areas or on lands classified as very high fire hazard severity. The majority of the project area is outside of a mapped fire hazard severity zone, and the western most portion of the project (in and near the open space) is in a moderate fire hazard severity zone. As discussed in Section 3.9 (Hazards and Hazardous Materials) response to question (f), a review of the City's Local Hazard Mitigation Plan (LHMP) and Community Wildfire Protection Plan (CWPP) indicates that the project would not impair emergency response activities nor established evacuation routes (City of Redding 2023; City of Redding 2024a). Placer Street and Eureka Way are identified in the LHMP as an evacuation route out of the City during a flood event, and into the City during a wildfire event (City of Redding 2023). Project activities along Placer Street and Eureka Way would not impair or physically interfere with use of these roadways as evacuation routes, because traffic would remain in operation during project construction. There may be a temporary lane closure during project construction, however traffic would still be able to continue with minimal interruptions. The project would not interfere with an adopted emergency response plan or emergency evacuation plan, the impact would be less than significant.
- b) **Less Than Significant Impact.** Although slope, prevailing winds, and other factors can exacerbate wildfire risks, impacts would be less than significant because the project is primarily located in a developed urban area with relatively flat topography, with the exception of the open space area. In addition, Redding participates in the county-wide evacuation zone system identified in the Shasta County Community Wildfire Protection Plan, which facilitates organized evacuation during wildfire events (City of Redding 2024b). The project would not expose occupants to substantial pollutant concentrations from wildfire or result in the

uncontrolled spread of a wildfire because it does not introduce new ignition sources, is located adjacent to existing infrastructure, and would be constructed in compliance with current standards. Fire ignition risk associated with construction activities is low and limited to accidental ignition from heavy machinery-related incidents, and the majority of work would occur within paved areas, further reducing ignition potential. The project would not otherwise increase exposure to wildfire hazards above existing conditions. The impact would be less than significant.

- c) **No Impact.** Development of the project would not result in a need to expand infrastructure in the project area or its immediate vicinity because the project would not generate an increase in population or new land uses that would require additional services. New roads for fire defense, expanded water sources, or new power lines would not be required. Therefore, no impacts would result.
- d) **Less Than Significant Impact.** The project would not expose people or structures to significant risks from flooding, landslides, or post-fire slope instability because most of the construction occurs within topographically flat and existing urbanized corridors which are outside of high fuel-load landscapes. Although a portion of the project extends into a natural open space area, the improvements are limited to a prefabricated pedestrian bridge and a multi-use paved and lighted trail with minimal vegetation disturbance. For these reasons, potential impacts would be less than significant.

Documentation

- CAL FIRE. 2026. <https://osfm.fire.ca.gov/what-we-do/community-wildfire-preparedness-and-mitigation/fire-hazard-severity-zones>, last accessed April 22, 2026.
- City of Redding. 2045 General Plan. Health and Safety Element.

Mitigation

No mitigation required.

XX. MANDATORY FINDINGS OF SIGNIFICANCE

| Question | CEQA Determination |
|--|--|
| a) Does the project have the potential to substantially degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory? | Less Than Significant with Mitigation Incorporated |
| b) Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)? | Less Than Significant Impact |

| Question | CEQA Determination |
|---|--------------------|
| c) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly? | No Impact |

Discussion

- a) **Less than Significant with Mitigation Incorporated.** The proposed project would have minimal potential to degrade the quality of the environment, affect wildlife populations or their habitats, or reduce the number or restrict the range of rare or endangered plant and animal species. Although special-status wildlife species could be affected by implementation of the proposed project, standard conservation measures, BMPs, and mitigation measures would be used to avoid adverse impacts on these species. Implementation of the proposed project would not eliminate examples of history or prehistory. The project's impacts would be less than significant with mitigation incorporated.
- b) **Less than Significant Impact.** As described in Section III, the proposed project could temporarily contribute to regionwide cumulative air quality impacts during construction. However, these impacts would be considered less than significant and adherence to policies of the City's General Plan and application of standard BMPs would avoid the potential for air quality impacts during project construction. By its nature, project operation is intended to reduce the potential for cumulatively considerable impacts on resources like air quality and traffic. The project's potential cumulative impacts would be less than significant.
- c) **No Impact.** As discussed in this document, the proposed project does not include any activities that cannot be mitigated to a less-than-significant level or that could otherwise cause substantial adverse impacts on human beings, either directly or indirectly.

Documentation

Determinations for Section XXI Mandatory Findings of Significance are based on all review and documentation provided in the Initial Study Checklist sections above.

Mitigation

- **MM-1.** The construction limits shall be clearly identified prior to construction and all areas containing elderberry shrubs to be avoided during construction shall be fenced or flagged off.
- **MM-2.** For elderberry shrubs occurring adjacent to work locations, 15-foot avoidance buffers shall be established around the driplines of the shrubs to help protect the shrubs and their root

- zones during project activities. The avoidance buffers shall be maintained for the duration of work activities in the area.
- **MM-3.** To the extent feasible, all activities that occur within 165 feet of an elderberry shrub, shall be conducted outside of the flight season of VELB (March-July).
 - **MM-4.** The City shall monitor the work area at project appropriate intervals to assure that all avoidance and minimization measures are implemented.
 - **MM-5.** Removal of vegetation within the dripline of an elderberry shrub shall be limited to August through February when adults are not active. Removal activities shall avoid damaging the elderberry shrub, and herbicide use is prohibited.
 - **MM-6.** If construction is to occur during the nesting season for birds (February 1 through August 31) or raptors (November 1 through July 15) a qualified biologist will conduct a pre-construction survey to locate active nests. The pre-construction survey will be conducted no more than seven (7) days prior to the initiation of construction activities. If a lapse in construction activities occurs for 7 days or longer, another pre-construction survey will be performed. If an active nest is found, a qualified biologist (in consultation with the CDFW) will determine the extent of a buffer zone to be established around the nest. The pre-construction survey may be conducted concurrently with pre-construction surveys for other special-status species.
 - **MM-7.** Removal of large trees (10-inch dbh or greater) with cavities, crevices, or snags shall occur before maternity colonies form (i.e., prior to March 1) or after young are volant (i.e., after August 15). If construction (including the removal of large trees) occurs during the nonvolant season (March 1 through August 15), a qualified biologist shall conduct a preconstruction survey of the project area to locate maternity colonies and identify measures to protect the colonies from disturbance. The preconstruction survey will be performed no more than seven days prior to the implementation of construction activities. If a lapse in construction activities for seven days or longer occurs between those dates, another preconstruction survey will be performed. If a maternity colony is found a qualified biologist (in consultation with the CDFW) will determine the extent of a construction-free buffer zone to be established around the nest. If roosting bats are confirmed in a tree that must be trimmed or removed, CDFW bat eviction procedures shall be followed.

Appendix 1: Figures

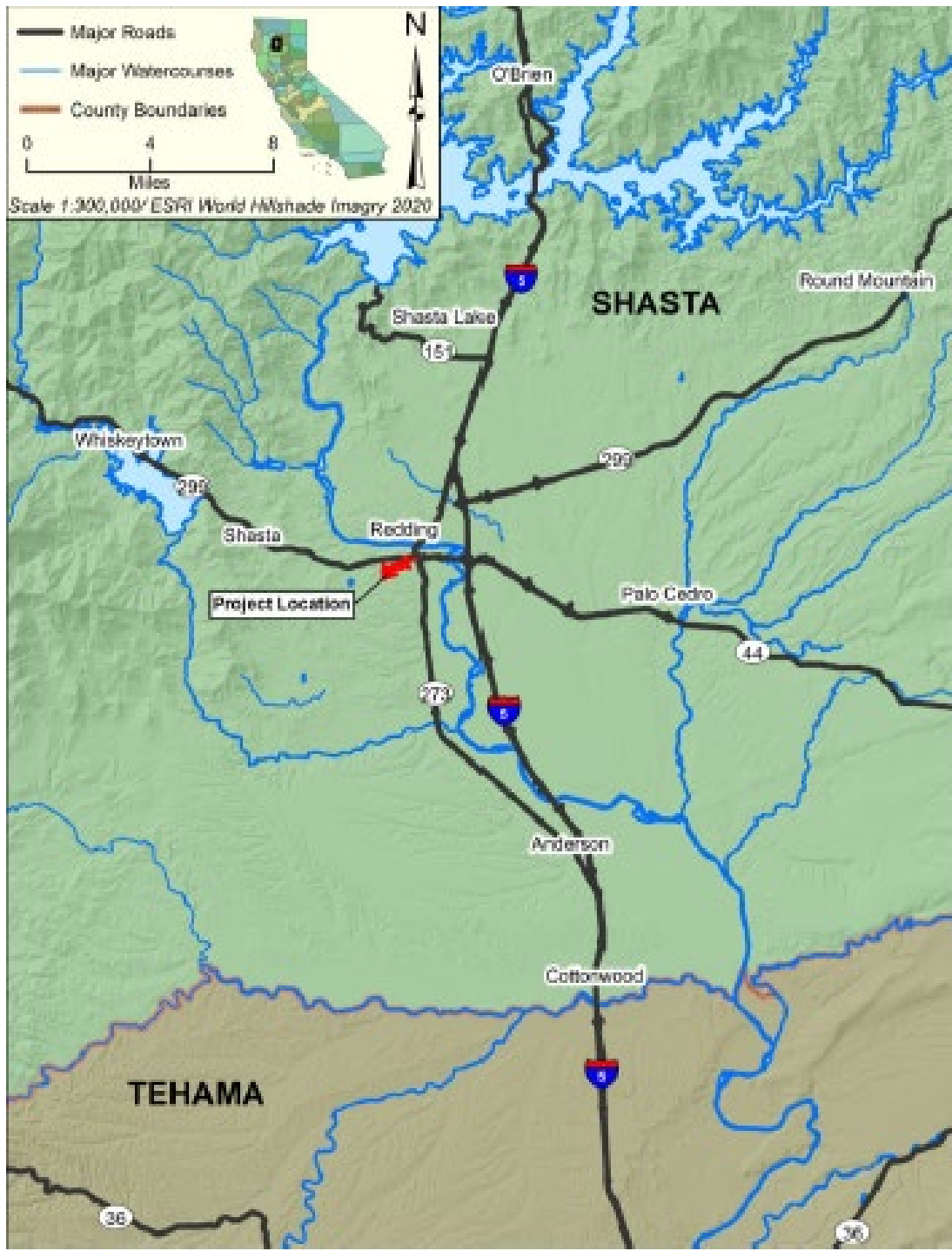


Figure 1. Project Vicinity Map

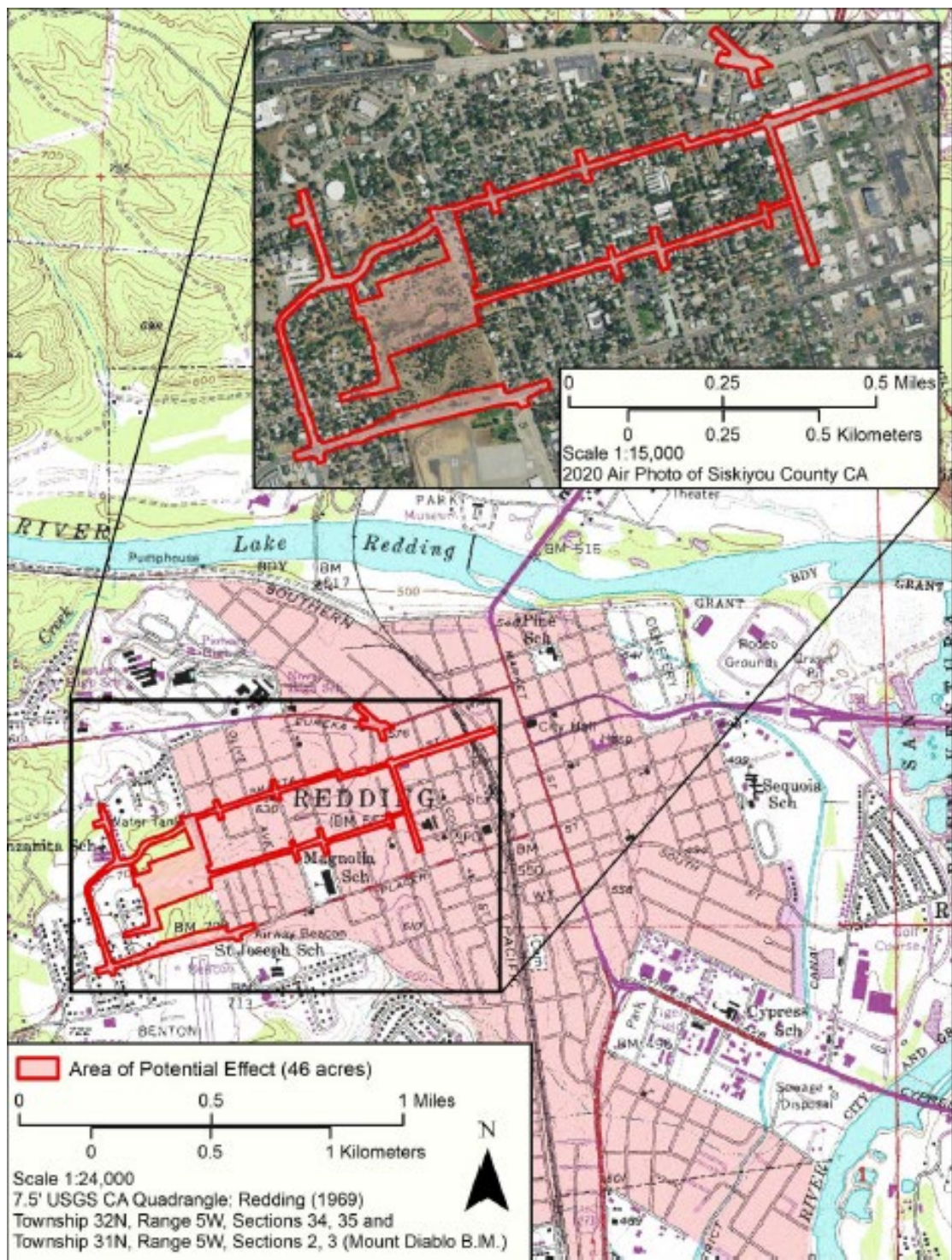


Figure 2. Project Area Map

ATTACHMENT C

Mitigation Monitoring and Environmental Commitment Program

MITIGATION MONITORING AND ENVIRONMENTAL COMMITMENT PROGRAM

BUTTE STREET BOOGIE NETWORK PROJECT STATE CLEARINGHOUSE NO. 2026XXXXXX

MITIGATION MONITORING PROGRAM CONTENTS

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

LEGAL BASIS OF AND PURPOSE FOR THE MITIGATION MONITORING PROGRAM

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

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

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

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

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

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

MITIGATION MONITORING/ENVIRONMENTAL COMMITMENT PROGRAM TABLE

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

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

NONCOMPLIANCE COMPLAINTS

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

**MITIGATION MONITORING AND ENVIRONMENTAL COMMITMENT PROGRAM TABLE
FOR THE BUTTE STREET BOOGIE NETWORK PROJECT
MITIGATION MONITORING PROGRAM
STATE CLEARINGHOUSE NO. 2026XXXXXX**

ENVIRONMENTAL COMMITMENTS

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

| Best Management Practices | Timing/ Implementation | Enforcement/ Monitoring | Verification (Date and Initials) |
|--|----------------------------------|-------------------------------|-------------------------------------|
| Air Quality (AQ) | | | |
| AQ-1. Nontoxic soil stabilizers will be applied according to manufacturer’s specification to all inactive construction areas. | Construction | Construction Management | |
| AQ-2. All grading operations will be suspended when winds (as instantaneous gusts) exceed 20 miles per hour. | Construction | Construction Management | |
| AQ-3. Water all stockpiles, access roads, and disturbed or exposed areas, as necessary, to prevent airborne dust. | Construction | Construction Management | |
| AQ-4. Pursuant to the California Vehicle Code (Section 23114(e)(4)) (California Legislative Information 2016), all trucks hauling soil and other loose material to and from the construction site will be covered or will maintain at least 6 inches of freeboard (i.e., minimum vertical distance between top of load and the trailer). | Construction | Construction Management | |
| AQ-5. All public roadways used by the project contractor will be maintained free from dust, dirt, and debris caused by construction activities. Streets will be swept at the end of the day if visible soil materials are carried onto adjacent public paved roads. | Construction | Construction Management | |
| Biological Resources (BIO) | | | |
| BIO-1. As required by the City of Redding Stormwater Quality Management and Discharge Control Ordinance, an erosion and sediment control plan (ESCP) or will be prepared to address BMPs that will be used to prevent erosion and sediment loss. The ESCP must also address dust control, spill control, pollution control, waste management, equipment maintenance and fueling, and materials storage within the project site. | Preconstruction/ Construction | City/ Construction Management | |
| BIO-2. Appropriate erosion and sediment control measures (e.g., silt fences, straw wattles) shall be in place prior to the onset of construction activities near jurisdictional waters and in project areas where there is a potential for surface runoff to drain into jurisdictional waters. The measures shall be monitored and maintained until construction activities have ceased. | Construction | Construction Management | |

| Best Management Practices | Timing/ Implementation | Enforcement/ Monitoring | Verification (Date and Initials) |
|---|---------------------------|-------------------------------|-------------------------------------|
| BIO-3. High visibility fencing, flagging, or markers will be installed along the edges of the work zone near avoided waters and riparian areas. In addition, equipment entry and exit points; and staging, storage, and stockpile areas must be clearly marked prior to the entry of mechanized equipment or vehicles into the construction area. | Construction | Construction Management | |
| Cultural Resources (CR) | | | |
| CR-1. If previously unidentified cultural materials are unearthed during construction, it is City/Caltrans policy that work be halted in that area until a qualified archaeologist can assess the significance of the find. Additional archaeological surveys will be needed if the proposed project undertaking limits are extended beyond the present survey APE limits. | Construction | City/ Construction Management | |
| CR-2. If human remains are discovered during project activities, all activities in the vicinity of the find will be stopped and the Shasta County Sheriff-Coroner’s Office shall be notified. If the coroner determines that the remains may be those of a Native American, the coroner will contact the Native American Heritage Commission (NAHC). Treatment of the remains shall be conducted in accordance with further direction of the County Coroner or the NAHC, as appropriate. | Construction | City/NAHC/ County Coroner | |
| Hazards and Hazardous Materials (HAZ) | | | |
| HAZ-1. Hazardous materials, including fuels, oils, cement, and solvents will be stored and contained in an area protected from direct runoff and away from areas where they could enter waters of the United States. | Construction | City/ Construction Management | |
| HAZ-2. Construction equipment will be inspected daily for leaks. Leaking fluids will be contained upon detection, and equipment repairs will be made as soon as practicable, or the leaking equipment will be moved offsite. | Construction | City/ Construction Management | |
| HAZ-3. Secondary containment such as drip pans or absorbent materials will be used to catch spills or leaks when removing or changing fluids. Secondary containment will be used for storage of all hazardous materials. | Construction | City/ Construction Management | |
| HAZ-4. Spill containment and clean-up materials will be kept onsite at all times for use in the event of an accidental spill. | Construction | City/ Construction Management | |
| HAZ-5. Absorbent materials will be used on small spills rather than hosing down or burying the spill. The absorbent material will be promptly removed and disposed of properly. | Construction | City/ Construction Management | |

| Best Management Practices | Timing/ Implementation | Enforcement/ Monitoring | Verification (Date and Initials) |
|--|----------------------------------|----------------------------------|-------------------------------------|
| Hydrology and Water Quality (WQ) | | | |
| WQ-1. All construction work and stockpiling of materials shall be confined to the project disturbance area. | Preconstruction/ Construction | City/ Construction Management | |
| WQ-2. Temporary stockpiling of excavated or imported material shall be placed in upland areas. | Preconstruction/ Construction | City/ Construction Management | |
| WQ-3. Excess soil shall be used onsite or disposed of at a regional landfill or other appropriate facility. | Construction | City/ Construction Management | |

CALIFORNIA ENVIRONMENTAL QUALITY ACT MITIGATION MEASURES

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

| Mitigation Measure (MM) | Timing/ Implementation | Enforcement/ Monitoring | Verification (Date and Initials) |
|--|--|----------------------------------|-------------------------------------|
| Biological Resources (BIO) | | | |
| MM-1. The construction limits shall be clearly identified prior to construction and all areas containing elderberry shrubs to be avoided during construction shall be fenced or flagged off. | Preconstruction/ Construction/ Post-Construction | City/ Construction Management | |
| MM-2. For elderberry shrubs occurring adjacent to work locations, 15-foot avoidance buffers shall be established around the driplines of the shrubs to help protect the shrubs and their root zones during project activities. The avoidance buffers shall be maintained for the duration of work activities in the area. | Preconstruction/ Construction | City/ Construction Management | |
| MM-3. To the extent feasible, all activities that occur within 165 feet of an elderberry shrub, shall be conducted outside of the flight season of VELB (March-July). | Preconstruction/ Construction/ Post-Construction | City/ Construction Management | |
| MM-4. The City shall monitor the work area at project appropriate intervals to assure that all avoidance and minimization measures are implemented. | Preconstruction/ Construction | City/ Construction Management | |
| MM-5. Removal of vegetation within the dripline of an elderberry shrub shall be limited to August through February when adults are not active. Removal activities shall avoid damaging the elderberry shrub, and herbicide use is prohibited. | Preconstruction/ Construction | City/ Construction Management | |
| MM-6. If construction is to occur during the nesting season for birds (February 1 through August 31) or raptors (November 1 through July 15) a qualified biologist will conduct a pre-construction survey to locate active nests. The pre-construction survey will be conducted no more than seven (7) days prior to the initiation of construction activities. If a lapse in construction activities occurs for 7 days or longer, another pre-construction survey will be performed. If an active nest is found, a qualified biologist (in consultation with the CDFW) will determine the extent of a buffer zone to be established around the nest. The pre-construction survey may be conducted concurrently with pre-construction surveys for other special-status species. | Preconstruction/ Construction | City/ Construction Management | |

| Mitigation Measure (MM) | Timing/ Implementation | Enforcement/ Monitoring | Verification (Date and Initials) |
|--|--|--|-------------------------------------|
| <p>MM-7. Removal of large trees (10-inch dbh or greater) with cavities, crevices, or snags shall occur before maternity colonies form (i.e., prior to March 1) or after young are volant (i.e., after August 15). If construction (including the removal of large trees) occurs during the nonvolant season (March 1 through August 15), a qualified biologist shall conduct a preconstruction survey of the project area to locate maternity colonies and identify measures to protect the colonies from disturbance. The preconstruction survey will be performed no more than seven days prior to the implementation of construction activities. If a lapse in construction activities for seven days or longer occurs between those dates, another preconstruction survey will be performed. If a maternity colony is found a qualified biologist (in consultation with the CDFW) will determine the extent of a construction-free buffer zone to be established around the nest. If roosting bats are confirmed in a tree that must be trimmed or removed, CDFW bat eviction procedures shall be followed.</p> | <p>Preconstruction/ Construction</p> | <p>City/ Construction Management</p> | |

ATTACHMENT D

Comments and Response to Comments (if any)