CITY OF REDDING
777 CYPRESS AVENUE, REDDING, CA 96001
P.O. BOX 496071, REDDING, CA 96049-6071

MITIGATED NEGATIVE DECLARATION

Permit No. SDP-2020-01714
State Clearinghouse No. _____

SUBJECT

Piper Way Senior Housing by Christian Church Homes

PROJECT DESCRIPTION

The project consists of a site development permit for the development of a new affordable senior housing project including 59-units and one manager's unit, administrative support offices, common facilities, and 32 parking spaces.

ENVIRONMENTAL SETTING

The project site is located on vacant property comprised entirely of blue oak-foothill pine woodland, and the surrounding area consists of blue oak-foothill pine woodlands and suburban development which include two subdivisions, Oakwood Place to the north, and Buenaventura Park to the west. The east side of the project is bordered by undeveloped residential parcels which extend to Placer Street. The south side of the project is adjacent to First Christian Church of Redding and West Redding Preschool. There is an ephemeral drainage that flows through the site taking drainage from under a culvert at Lear Way, which continues flowing southeast across the project area into the seasonal swale. The seasonal swale continues off-site to the southeast where it begins to narrow and channelize again before flowing into Linden Channel.

FINDINGS AND DETERMINATION

The City of Redding conducted an Initial Study (attached), which determined that the proposed project could have significant environmental effects. Subsequent revisions in the project proposal create the specific mitigation measures identified below. The project, as revised and as agreed to by the applicant, avoids or mitigates the potentially significant environmental effects identified, and the preparation of an environmental impact report will not be required. There is no substantial evidence, in light of the whole record before the City, that the project as revised may have a significant effect on the environment. If there are substantial changes that alter the character or impacts of the proposed project, another environmental impact determination will be necessary.

The project includes measures to mitigate potentially significant impacts to air quality and biological resources.

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 CEQA Section 15074.1, the lead agency may delete those mitigation measures and substitute other measures which it determines are equivalent or more effective. The lead agency would adopt written findings that the new measure is equivalent or more effective in mitigating or avoiding potential significant effects and that it, in itself, 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 a Mitigated Negative Declaration is appropriate. All potentially significant impacts would be reduced to less than significant.**

2. **The Mitigated Negative Declaration, with its supporting documentation, fully incorporated herein, 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

- **MM-1.** Prior to the issuance of a grading permit, the project applicant or contractor shall select construction equipment to minimize emissions and submit a construction management plan to the City of Redding for review and approval. The construction management plan shall demonstrate that the off-road equipment used on-site to construct the project would include the following:
  a. All diesel-fueled equipment used during project construction shall be equipped with at least Tier 4 engines. In the event that Tier 4 engines are not commercially available, use of alternatively fueled (i.e., non-diesel) equipment or other control technology (i.e., diesel particulate filters) may suffice, as long as an overall average reduction of 20 percent below NOx emission levels estimated for the standard fleet mix in the California Emissions Estimator Model can be demonstrated.
  b. All on-site vehicles shall be limited to a speed of 15 miles per hour on unpaved roads.
  c. All construction equipment shall be maintained and properly tuned in accordance with manufacturers' specifications. Equipment maintenance records shall be kept onsite and made available upon request by the City of Redding.
  d. Implement all applicable Standard Mitigation Measures included in City of Redding 2020 General Plan. The Standard Mitigation Measures are as follows:
     1. Nontoxic soil stabilizers shall be applied according to manufacturer's specification to all inactive construction areas (previously graded areas inactive for ten days or more).
     2. All grading operations shall be suspended when winds (as instantaneous gusts) exceed 20 miles per hour.
     3. Temporary traffic control shall be provided as appropriate during all phases of construction to improve traffic flow (e.g., flag person).

4. Construction activities that could affect traffic flow shall be scheduled in off-peak hours.
5. Active construction areas, haul roads, etc., shall be watered at least twice daily or more as needed to limit dust.
6. Exposed stockpiles of soil and other backfill material shall either be covered, watered, or have soil binders added to inhibit dust and wind erosion.
7. All truck hauling solid and other loose material shall be covered or should maintain at least two feet of freeboard (i.e., minimum vertical distance between top of the load and the trailer) in accordance with the requirements of CVC Section 23114. This provision is enforced by local law enforcement agencies.
8. All public roadways used by the project contractor shall be maintained free from dust, dirt, and debris caused by construction activities. Streets shall be swept at the end of the day if visible soil materials are carried onto adjacent public paved roads. Wheel washers shall be used where vehicles enter and exit unpaved roads onto paved roads, or trucks and any equipment shall be washed off leaving the site with each trip.
9. Alternatives to open burning of cleared vegetative material on the project site shall be used unless otherwise deemed infeasible by the City Planning Division. Suitable alternatives include, but are not limited to, on-site chipping and mulching and/or hauling to a biomass fuel site.
10. Provide energy-efficient process systems, such as water heaters, furnaces, and boilers units.
11. Reestablish ground cover on the construction site through seeding and watering prior to final occupancy.
12. All new wood burning devices shall be EPA Phase II certified.
13. Streets should be designed to maximize pedestrian access to transit stops.

- **MM-2.** If vegetation removal or construction activities will occur during the nesting season for birds or raptors (February 1 through August 31), a qualified biologist shall conduct a preconstruction survey 7 days before construction activities begin. If nesting birds or raptors are found, CDFW will be notified and consulted. An appropriate buffer, as determined by CDFW and the qualified biologist, will be placed around the nest until the young have fledged. If construction activities cease for a period greater than 7 days, additional preconstruction surveys will be required.

- **MM-3.** To the extent practicable, removal of large trees with cavities, crevices, or snags shall occur before bat maternity colonies form (i.e., prior to March 1) or after young are volant (i.e., after August 31). If construction (including the removal of large trees ≥12 inch dbh) occurs during the bat non-volant season (March 1 through August 31), a qualified professional shall conduct a pre-construction survey of the study area to locate maternity colonies and identify measures to protect colonies from disturbance. The preconstruction survey will be performed no more than 7 days prior to the implementation of construction activities. If a maternity colony is located within or adjacent to the study area, a disturbance free buffer shall be established by a qualified professional, in consultation with CDFW, to ensure the colony is protected from project activities.

- **MM-4.** Prior to issuance of a grading permit affecting any jurisdictional waters, including wetlands, as identified in the project wetland delineation, the project applicant shall provide written verification to the City of Redding Development Services Department that the following resource agency permits and mitigation requirements have been successfully

secured from the Corps, CDFW, RWQCB, or any other applicable agency (i.e., USFWS) identified through the permitting process:*

a. Prior to any discharge of dredged or fill material into "waters of the U.S.", including wetlands, authorization under a Nationwide Permit or Individual Permit shall be obtained from the Corps. For any features determined to not be subject to the Corps jurisdiction during the verification process, authorization to discharge (or a waiver from regulation) shall be obtained from the RWQCB. For fill requiring a Corps permit, water quality certification shall be obtained from the RWQCB prior to discharge of dredged or fill material. Verification shall be provided to the City of Redding Development Services Department prior to issuance the issuance of a grading permit.

b. Prior to any activities that would obstruct the flow of, or alter the bed, channel, or bank of any intermittent or ephemeral creeks, notification of streambed alteration shall be submitted to the CDFW; and, if required, a 1602 streambed alteration agreement shall be obtained by the project applicant. Verification shall be provided to the City of Redding Development Services Department prior to the issuance of a grading permit.

c. The project applicant shall achieve the mitigation for the permanent loss of streams, wetlands, and other waters through the purchase of mitigation credits at an agency-approved mitigation bank. If onsite/offsite habitat restoration is proposed a detailed mitigation plan, including success criteria, monitoring, maintenance, and reporting as required by the regulatory agencies (i.e., Corps, CDFW, RWQCB) shall be submitted for review and approval. The affected regulatory agency shall identify when measures shall be implemented and completed for those activities impacting streams, wetlands, or other waters. All measures contained in the permits or associated with any agency approvals shall be implemented to the satisfaction of the lead regulatory agency.

PUBLIC REVIEW DISTRIBUTION

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

- State Clearinghouse
- Shasta County Clerk
- U.S. Army Corp of Engineers, Redding
- California Department of Fish and Wildlife, Redding
- Central Valley Regional Water Quality Control Board, Redding
- California Native Plant Society, Shasta County
- Shasta County Air Quality Management District
- Interested Parties
- All property owners within 300 feet of the property boundary

PUBLIC REVIEW

(x) Draft document referred for comments May 28, 2021.

( ) 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 Response to Comments, attached).

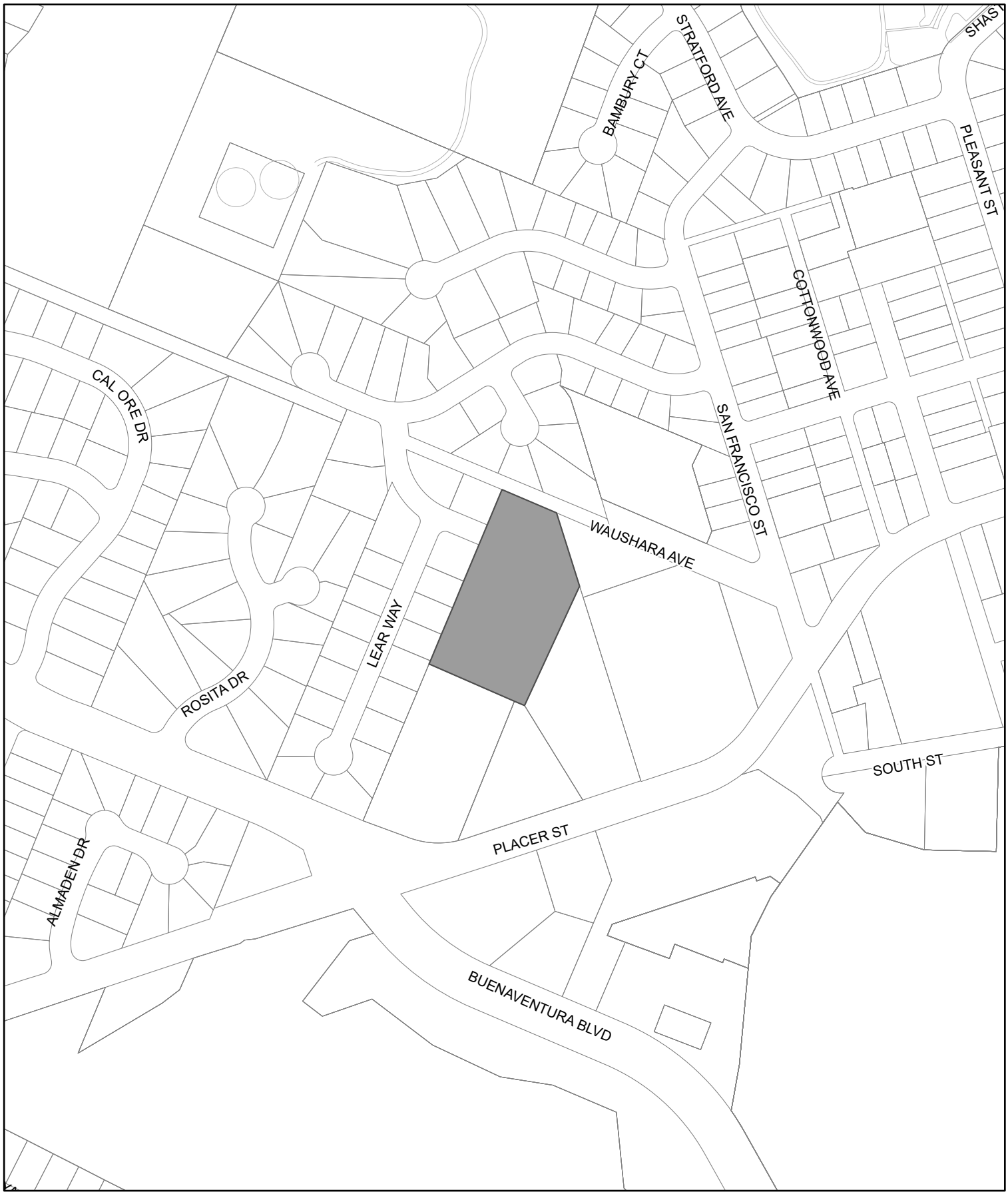
Copies of the Mitigated Negative Declaration, the Initial Study, documentation materials, and the Mitigation Monitoring Program may be obtained at the Planning Division of the Development Services Department, City of Redding, 777 Cypress Avenue, Redding, CA 96001 and online on the Planning/Projects page of the Development Services website at: www.cityofredding.org. Contact: Christian Martinusen, (530) 225-4361.

May 28, 2021

Lily Toy, Planning Manager — Date

Date of Final Report

Attachments:
A. Location map
B. Initial Study
C. Mitigation Monitoring Program



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GIS DIVISION
INFORMATION TECHNOLOGY DEPARTMENT

DATE PRODUCED:
JANUARY 8, 2021

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LOCATION MAP

SDP-2020-01714
C. M. WONG ARCHITECTURE
3592 PLACER STREET
AP# 104-680-003

MTG. DATE:

ITEM:

ATTACHMENT:

ENVIRONMENTAL INITIAL STUDY

INITIAL STUDY CHECKLIST
References and Documentation

Piper Way Senior Housing by Christian Church Homes
Site Development Permit Application SDP-2020-01714

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

May 28, 2021

CITY OF REDDING
ENVIRONMENTAL CHECKLIST FORM

1. **Project Title:** Piper Way Senior Housing by Christian Church Homes

2. Lead agency name and address:

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

3. Contact Person and Phone Number: Christian Martinusen, Assistant Planner, (530) 225-4361

4. Project Location: 3592 Placer Street

5. Applicant's Name and Address:
Jevon Allen
Christian Church Homes
303 Hegenberger Rd, Suite 201
Oakland, CA 94621

Representative's Name and Address:
Charles Wong
C.M. Wong Architecture
20861 Wilbeam Ave, Suite 7
Castro Valley, CA 94546

6. General Plan Designation: Residential, 2 to 3.5 units/acre & Residential, 6 to 10 units/acre

7. Zoning: "RS-3" Residential Single Family & "RM-9" Residential Multiple Family

8. **Description of Project:** Construction of a new affordable senior housing project including 59-units and one manager's unit, administrative support offices, common facilities, and 32 parking spaces.

9. Surrounding Land Uses and Setting: The project site is located on vacant property adjacent to two existing subdivisions which include Oakwood Place to the north, and Buenaventura Park to the west. Access to and from Buenaventura Park is provided by Piper Way which currently terminates at the west border of the project site. The east side of the project is bordered by undeveloped residential parcels which extend to Placer Street. The south side of the project is adjacent to First Christian Church of Redding and West Redding Preschool.

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

- U.S. Army Corps of Engineers
- Central Valley Regional Water Quality Control Board
- California Department of Fish and Wildlife

11. Have California Native American tribes traditionally and culturally affiliated with the project area requested consultation pursuant to Public Resources Code section 21080.3.1? If so, is there a plan for consultation that includes, for example, the determination of significance of impacts to tribal cultural resources, procedures regarding confidentiality, etc.?
Consultation letters were sent to the Redding Rancheria and the Wintu Tribe of Northern California on March 8, 2021, to invite their participation in the project development process. On April 22, 2020, Governor Newsom signed Executive Order N-54-20 that suspends the mandated timeline for tribal consultation for a period of 60 days. As of May 7, 2021, no request for consultation was received.

Note: *Conducting consultation early in the CEQA process allows tribal governments, lead agencies, and project proponents to discuss the level of environmental review, identify and address potential adverse impacts to tribal cultural resources, and*

reduce the potential for delay and conflict in the environmental review process. (See Public Resources Code section 21080.3.2.) Information may also be available from the California Native American Heritage Commission's Sacred Lands File per Public Resources Code section 5097.96 and the California Historical Resources Information System administered by the California Office of Historic Preservation. Please also note that Public Resources Code section 21082.3(c) contains provisions specific to confidentiality.

ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED:

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

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

DETERMINATION: (To be completed by the Lead Agency)

On the basis of the initial evaluation:

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

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

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

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

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

Copies of the Initial Study and related materials and documentation may be obtained at the Planning Division of the Development Services Department, 777 Cypress Avenue, Redding, CA 96001. Contact Christian Martinusen at (530) 225-4361.

Christian Martinusen
Development Services Department

5/28/21

Date

EVALUATION OF ENVIRONMENTAL IMPACTS:

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

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

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

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

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

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

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

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

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

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

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

List of attachments/references:

Attachment A – Figure 1 – Location Map
Figure 2 – Overall Site Plan
Figure 3 – Enlarged Site Plan
Figure 4 – Site Layout Plan 1
Figure 5 – Site Layout Plan 2
Figure 6 – Existing Conditions
Figure 7 – Tree Plan
Figure 8 – Preliminary Landscape Planting Plan

Figure 9 – Grading and Drainage Plan
Figure 10 – Utility Plan 1
Figure 11 – Utility Plan 2
Figure 12 – Stormwater Management Plan
Figure 13 – Building Elevations
Figure 14 – Building Sections & Elevations

Attachment B – Biological Resource Assessment, Gallaway Enterprises, August 2020 (on file with the Planning Division and available online)
Attachment C – Nationwide Permit 29 Application and Pre-construction Notification, Gallaway Consulting, March 2010 (on file with the Planning Division and available online)
Attachment D – Tree Inventory, Gallaway Enterprises, January 2020 (on file with the Planning Division and available online)
Attachment E – Operational Analysis: LOS and Queuing Analysis Summary Memorandum, GHD Inc., January 2021 (on file with the Planning Division and available online)
Attachment F – Transportation Impact Analysis – Memorandum of Assumptions, GHD Inc., January 2021 (on file with the Planning Division and available online)
Attachment G – Air Quality and Greenhouse Gas Study, Rincon Consultants, Inc., April 2021 (on file with the Planning Division and available online)
Attachment H – Energy Letter Report, Rincon Consultants, Inc., April 2021 (on file with the Planning Division and available online)
Attachment I – Archaeological Reconnaissance, Coyote & Fox Enterprises, March 2010 (on file with the Planning Division)
Attachment J – Proposed Onsite Storm Drain System Calculations, BKF Engineers, May 2021

SUMMARY OF MITIGATION MEASURES:

- **MM-1.** Prior to the issuance of a grading permit, the project applicant or contractor shall select construction equipment to minimize emissions and submit a construction management plan to the City of Redding for review and approval. The construction management plan shall demonstrate that the off-road equipment used on-site to construct the project would include the following:
  a. All diesel-fueled equipment used during project construction shall be equipped with at least Tier 4 engines. In the event that Tier 4 engines are not commercially available, use of alternatively fueled (i.e., non-diesel) equipment or other control technology (i.e., diesel particulate filters) may suffice, as long as an overall average reduction of 20 percent below NOx emission levels estimated for the standard fleet mix in the California Emissions Estimator Model can be demonstrated.
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deemed infeasible by the City Planning Division. Suitable alternatives include, but are not limited to, on-site chipping and mulching and/or hauling to a biomass fuel site.

10. Provide energy-efficient process systems, such as water heaters, furnaces, and boilers units.
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- **MM-4.** Prior to issuance of a grading permit affecting any jurisdictional waters, including wetlands, as identified in the project wetland delineation, the project applicant shall provide written verification to the City of Redding Development Services Department that the following resource agency permits and mitigation requirements have been successfully secured from the Corps, CDFW, RWQCB, or any other applicable agency (i.e., USFWS) identified through the permitting process:*

  a. Prior to any discharge of dredged or fill material into "waters of the U.S.", including wetlands, authorization under a Nationwide Permit or Individual Permit shall be obtained from the Corps. For any features determined to not be subject to the Corps jurisdiction during the verification process, authorization to discharge (or a waiver from regulation) shall be obtained from the RWQCB. For fill requiring a Corps permit, water quality certification shall be obtained from the RWQCB prior to discharge of dredged or fill material. Verification shall be provided to the City of Redding Development Services Department prior to issuance the issuance of a grading permit.

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  c. The project applicant shall achieve the mitigation for the permanent loss of streams, wetlands, and other waters through the purchase of mitigation credits at an agency-approved mitigation bank. If onsite/offsite habitat restoration is proposed a detailed mitigation plan, including success criteria, monitoring, maintenance, and reporting as required by the regulatory agencies (i.e., Corps, CDFW, RWQCB) shall be submitted for review and approval. The affected regulatory agency shall identify when measures shall be implemented and completed for those activities impacting streams, wetlands, or other waters. All measures contained in the permits or associated with any agency approvals shall be implemented to the satisfaction of the lead regulatory agency.

I. AESTHETICS: *Except as provided in Public Resources Code Section 21099, would the project:*	**Potentially Significant Impact**	**Less-Than-Significant With Mitigation Incorporated**	**Less-Than-Significant Impact**	**No Impact**
a) Have a substantial adverse effect on a scenic vista?				X

I. AESTHETICS: *Except as provided in Public Resources Code Section 21099, would the project:*	**Potentially Significant Impact**	**Less-Than-Significant With Mitigation Incorporated**	**Less-Than-Significant Impact**	**No Impact**
b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a State scenic highway?				X
c) In nonurbanized areas, substantially degrade the existing visual character or quality of public views of the site and its surroundings? *(Public views are those that area experienced from publicly accessible vantage point).* If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?			X	
d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?			X	

Discussion:

a-e) The project site is located on land that would be visible from existing subdivisions surrounding the development, primarily along the west side and north side of the development. The proposal consists of a 3-story housing complex in comparison to existing development that is primarily single-story. Given the height of the proposed development, the applicant has designed the building to keep the structure at two-stories facing the existing single-family development to the west (Buenaventura Park). The three-story portion of the structure is located on the northern side of the proposed building where the complex would be separated from the northerly residential development by over 100 feet. The dwellings in the Oakwood Place subdivision would be further separated by the extension of Piper Way, an additional 100 feet of undeveloped land within the project site, and 40 feet of undeveloped right-of-way for Waushara Avenue. The City's Planning Division has reviewed the site design and building elevations and has determined that the proposed design is in conformance with the City's Zoning Ordinance height requirements for the district and sky plane requirements where multi-family development abuts a residential single-family district. The project would not obstruct any documented scenic vistas.

While the entire complex consists of a single structure, the façade is broken up by varying rooflines, wall articulation, balconies and windows. In addition, the building features varying siding patterns such as fiber-cement panels and lap siding, with painted metal louvers, and laser/waterjet-cut patterns applied to the balcony guardrails. The appearance of the project will be further enhanced by the installation of landscape within the required buffer-yard to the west, the front-yard facing Piper Way, and within the parking lot. Existing trees will also be maintained within an open area located at the southeast corner of the project site.

d) There would not be an adverse effect on day or nighttime views views in the area. Shielding of lighting as required by City Ordinance will minimize any impact to a level of less than significant. The following standard condition will be applicable and therefore any potential impact will be less than significant.

Construction activities for the project will be limited to normal daytime hours (i.e., 6:00 a.m. to 7:00 p.m. on weekdays from May 15 through September 15, 7:00 a.m. to 7:00 p.m. on weekdays from September 16 through May 14, and from 9:00 a.m. to 8:00 p.m. on weekends and holidays in accordance with RMC Section 18.40.100). The proposed project would not require nighttime lighting for construction activities. Thus, no impact would occur in this regard.

In accordance with Chapter 18.40.090, Lighting, of the Redding Municipal Code, any new roof-mounted or freestanding exterior lighting shall be designed, located, directed, and shielded in such a manner so as to prevent objectionable light at, and glare across, the property lines. A lighting detail/photometric study demonstrating how this requirement will be satisfied shall be submitted with the building permit application.

Documentation:
City of Redding General Plan, Natural Resources Element, 2000

City of Redding Zoning Ordinance, Chapter 18.40.090

Mitigation:
None necessary.

II. AGRICULTURE RESOURCES: *In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural, Land Evaluation and Site Assessment Mode (1997) prepared by the California Dept. of Conservation as an optional model to use in assessing impacts on agriculture and farmland. In determining whether impacts to forest resources, including effects, lead agencies may refer to information compiled by the California Department of Forestry and Fire Protection regarding the state's inventory of forest land, including the Forest and Range Assessment Project and the Forest Legacy Assessment project; and forest carbon measurement methodology provided bin Forest Protocols adopted by the California Air Resources Board. Would the project:*	**Potentially Significant Impact**	**Less-Than-Significant With Mitigation Incorporated**	**Less-Than-Significant Impact**	**No Impact**
a) Convert Prime Farmland, Unique Farmland, or Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?				**X**
b) Conflict with existing zoning for agricultural use, or a Williamson Act Contract?				**X**
c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code Section 12220(g)), timberland (as defined by Public Resources Code Section 4526), or timberland zoned Timberland Production (as defined by Government Code Section 5110(g))?				**X**
d Result in the loss of forest land or conversion of forest land to non-forest use?				**X**
e) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland to non-agricultural use or conversion of forest land to non-forest land?				**X**

Discussion:
a-e) The project site does not contain designated farmland, forest land, or timberlands. The project site has not been historically used for agricultural purposes, nor does it possess soils that are prime for agricultural production. The site is not located within an area of Prime Farmland as identified by the California Department of Conservation's Important Farmland Series Mapping and Monitoring Program and is not under Williamson Act contract. The project would not convert or rezone any farmland to non-agricultural use, or any forest land to non-forest use.

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

Mitigation:
None necessary.

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

Discussion:

a) The California Clean Air Act requires that air districts create a plan that describes how the jurisdiction will meet air quality standards. The most recently adopted air quality plan is the 2018 Attainment Plan prepared by **Northern Sacramento Valley Planning Area (NSVPA)**. The 2018 Attainment Plan updates the most recent 2015 Attainment Plan, pursuant to air quality planning requirements defined in the California Health and Safety Code. Consistency of a proposed project with the 2018 Attainment Plan is determined by its consistency with air pollutant emission projections in the plan.

The 2018 Attainment Plan includes forecast ROG and NOX emissions for the entire NSVPA. The emissions are not specific to counties or municipalities. Implementation of the project would result in an additional 216 average daily trips and thus increased ROG and NOX emissions (GDH 2021). For the purposes of this analysis, the emissions resulting from project operations were quantified and compared with the 2018 Attainment Plan O3 precursor emissions projections.

The 2018 Attainment Plan includes control strategies necessary to attain the California O3 standard at the earliest practicable date, as well as developed emissions inventories and associated emissions projections for the region showing a downtrend for both ROG and NOX. The ROG emissions were forecasted to be reduced by 16 percent and the NOx were forecasted to be reduced by 32 percent from 2010 to 2020 (SVAQEEP 2018). The project would result in long-term emissions from area and mobile emission sources.

Operation of the project would increase both 2020 ROG and NOx by less than 0.01 daily tons. The marginal increase in emissions would represent an approximately 0.01 percent increase in ROG emissions and an approximately 0.04 percent increase in NOx emissions for 2020. The project may conflict with implementation of the 2018 Attainment Plan by resulting in an increase of O3 precursor emissions.2 However, no single project by itself would be sufficient in size to result in non- attainment of ambient air quality standards. Furthermore, the 2018 Attainment Plan projected a population of 210,320 persons with an average daily vehicle miles traveled (VMT) of 5,816,000 miles in Shasta County by 2025. The project would be fully operational in 2024 at the earliest and have an approximate population of 60 residents that would generate a VMT of approximately 657 miles (GHD 2021). The project's proposed residential population is only 0.03 percent of the total 2025 projected population and the project VMT is less than 0.01 percent of the forecasted average daily VMT. Thus, the project is within the growth projections of the 2018 Attainment Plan. Therefore, the project would not conflict with or obstruct the implementation of an applicable air quality plan and the project would have a less than significant impact.

b) **Construction Emissions**

Project construction would involve site preparation, grading, building construction, paving, and architectural coating activities that have the potential to generate air pollutant emissions. **Table 1** summarizes the estimated maximum daily emissions of ROG, NOX, PM10, PM2.5, and CO during project construction. As shown in **Table 1**, project construction emissions for all criteria pollutants would be below the **Shasta County Air Quality Management District (SCAQMD)** Level A thresholds of significance except for daily NOx emissions. No pollutants would exceed the Level B thresholds of significance. Therefore, the project must demonstrate at least a 20 percent reduction in emissions by applying Best Available Mitigation Measures. **With Mitigation**

Measure MM-1, NOx construction-related emissions would be below Level A threshold. Therefore, construction-related criteria pollutant emissions would be less than significant with mitigation.

Table 1 – Unmitigated Project Construction Maximum Daily Emissions

	Unmitigated Maximum Emissions (lbs/day)					
Year	ROG	NO_X	CO	PM_{10}	$PM_{2.5}$	SO_X
2022	7	39	30	20	11	<1
2023	6	17	20	1	1	<1
Maximum Daily Emissions	7	39	30	20	11	6
Level A Threshold	25	25	N/A	80	N/A	N/A
Threshold Exceeded?	No	Yes	N/A	No	N/A	N/A
Level B Threshold	137	137	N/A	137	N/A	N/A
Threshold Exceeded?	No	No	N/A	No	N/A	N/A

Source: See Table 2.0 "Overall Construction-Unmitigated" emissions. Highest of winter and summer emissions results are shown for all emissions. See CalEEMod worksheets in Appendix B.

N/A = not applicable; no SCAQMD threshold for CO, $PM_{2.5}$, or SO_X

Significance After Mitigation

With the implementation of **Mitigation Measure MM-1**, daily maximum NOx emissions would be reduced to 20 pounds per day, which is below the SCAQMD Level A threshold of 25 pounds per day. As shown in **Table 2**, all other criteria pollutants would be further reduced with implementation of **Mitigation Measure MM-1** with the exception of CO **Mitigation Measure MM-1** assumes the entire construction equipment fleet meets the USEPA and CARB standard for Tier 4 interim diesel engines. The Tier 4 standard was primarily designed to further reduce NOx and PM emissions by over 90 and 95 percent, respectively (U.S. EPA 2004). Due to engine design to reduce NOx emissions there is a trade-off between NOx and soot (i.e. particulates from the exhaust that includes CO) where reductions in NOx can lead to a slight increase in soot (Fiebig et al. 2014). Therefore, **Mitigation Measure MM-1** results in a minimal increase in daily CO emissions. The increase in CO is not an impact because SCAQMD does not have a threshold for CO emission.

Table 2 – Mitigated Project Construction Maximum Daily Emissions

	Mitigated Maximum Emissions (lbs/day)					
Year	ROG	NO_X	CO	PM_{10}	$PM_{2.5}$	SO_X
2022	5	20	37	8	5	<1
2023	5	13	21	1	<1	<1
Maximum Daily Emissions	5	20	30	8	5	<1
Level A Threshold	25	25	N/A	80	N/A	N/A
Threshold Exceeded?	No	No	N/A	No	N/A	N/A
Level B Threshold	137	137	N/A	137	N/A	N/A
Threshold Exceeded?	No	No	N/A	No	N/A	N/A

Source: See Table 2.0 "Overall Construction-Mitigated" emissions. Highest of winter and summer emissions results are shown for all emissions. See CalEEMod worksheets in Appendix B.

N/A = not applicable; no SCAQMD threshold for CO, $PM_{2.5}$, or SO_X

Operational Emissions

Long-term emissions associated with project operation are shown in **Table 3**. Emissions would not exceed SCAQMD daily

thresholds for any criteria pollutant. Since project emissions would not exceed SCAQMD thresholds for operation, the project would not violate an air quality standard or result in a cumulatively considerable net increase in criteria pollutants and operational air quality impacts would be less than significant.

Table 3 – Project Operational Maximum Daily Emissions

	Maximum Daily Emissions (lbs/day)					
Sources	**ROG**	**NO_X**	**CO**	**PM_{10}**	**$PM_{2.5}$**	**SO_X**
Area	1	<1	5	<1	<1	<1
Energy	0	<1	<1	<1	<1	<1
Mobile	0	3	4	1	<1	<1
Total Project Emissions	**2**	**4**	**9**	**1**	**<1**	**<1**
Level A Threshold	25	25	N/A	80	N/A	N/A
Threshold Exceeded?	No	No	N/A	No	No	N/A

Source: See Table 2.2 "Overall operational-mitigated" Winter or summer emissions, whichever reports higher emissions. See CalEEMod worksheets in Appendix B. Numbers may not add up due to rounding.

N/A = not applicable; no SCAQMD threshold for CO, $PM_{2.5}$, or SO_X

c) The project would not increase carbon monoxide concentrations such that it would create carbon monoxide hotspots, and construction of the project would not result in emissions of Toxic Air Contaminants (TACs) sufficient to exceed applicable health risk criteria. The project would involve construction of new sensitive receptors in proximity to existing major roadways, which may result in future residents of the project being exposed to health risks. However, the project would include filtration as part of the project design to reduce health risk exposure.

Carbon Monoxide Hotspots

A carbon monoxide (CO) hotspot is a localized concentration of CO that is above a CO ambient air quality standard. Localized CO hotspots can occur at intersections with heavy peak hour traffic. Specifically, hotspots can be created at intersections where traffic levels are sufficiently high such that the local CO concentration exceeds the federal one-hour standard of 35.0 parts per million (ppm) or the federal and state eight-hour standard of 9.0 ppm (CARB 2016).

As discussed above SCAQMD is in attainment for the CO standard and concentrations in the area have historically been low and well within compliance of both the state and federal standards. As such SCAQMD does not require the analysis of CO hotspots. The overall effect in the County is that CO concentrations remain relatively low, and it is not anticipated that CO from project traffic would generate a CO hotspot. The following qualitative analysis is presented to support the conclusion that CO impacts from the project are highly unlikely to result in a CO hotspot or a violation of any CO ambient air quality standard.

The analysis prepared for CO attainment in the South Coast Air Quality Management District's 1992 Federal Attainment Plan for Carbon Monoxide (1992 CO Plan) in Southern California was conducted for four busy intersections in Los Angeles County during the peak morning and afternoon periods. The busiest intersection evaluated had a traffic volume of approximately 100,000 vehicles per day, and the level of service (LOS) was LOS E at peak morning traffic and LOS F at peak afternoon traffic—i.e., from highly congested to practically stopped. Even under these conditions, the CO analysis concluded that there was no violation of CO standards (South Coast Air Quality Management District 1992).

According to trip generation estimates in the project traffic study there would be approximately 216 new vehicle trips to the site per day (GHD 2021). The project trip generation is far below 100,000 vehicles per day and would not increase traffic volumes at any intersection to more than 100,000 vehicles per day. Therefore, the impact of localized CO emissions would not be significant.

Toxic Air Contaminants

Construction Impacts

Construction-related activities would result in temporary project-generated emissions of diesel particulate matter (DPM) exhaust emissions from off-road, heavy-duty diesel equipment for site preparation, grading, building construction, and other construction activities. DPM was identified as a TAC by California Air Resources Board (CARB) in 1998 (CARB 2017b).

Generation of DPM from construction projects typically occurs in a single area for a short period. Construction of the proposed project would occur over approximately 15 months. The dose to which the receptors are exposed is the primary factor used to determine health risk. Dose is a function of the concentration of a substance or substances in the environment and the extent of exposure that person has with the substance. Dose is positively correlated with time, meaning that a longer exposure period would result in a higher exposure level for the Maximally Exposed Individual. The risks estimated for a Maximally Exposed Individual are higher if a fixed exposure occurs over a longer period of time. According to the Office of Environmental Health Hazard Assessment, health risk assessments, which determine the exposure of sensitive receptors to toxic emissions, should be based on a 70-year exposure period; however, such assessments should be limited to the period/duration of activities associated with the project. Thus, the duration of proposed construction activities (i.e., 15 months) is less than 2 percent of the total exposure period used for health risk calculation. Current models and methodologies for conducting health-risk assessments are associated with longer-term exposure periods of 9, 30, and 70 years, which do not correlate well with the temporary and highly variable nature of construction activities, resulting in difficulties in producing accurate estimates of health risk (Bay Area Air Quality Management District 2017). Therefore, this analysis qualitatively discusses potential health risks associated with construction-related emissions of TACs, focusing on construction activities most likely to generate substantial TAC emissions and the duration of such activities relative to established, longer-term health risk exposure periods.

The maximum PM10 and PM2.5 emissions would occur during site preparation and grading activities. These activities would last for approximately two weeks. PM emissions would decrease for the remaining construction period because construction activities such as building construction and architectural coating would require less construction equipment. While the maximum DPM emissions associated with site preparation and grading activities would only occur for a portion of the overall construction period, these activities represent the maximum exposure condition for the total construction period. The duration of site preparation and grading activities would represent less than one percent of the total exposure period for a 70-year health risk calculation.3 Therefore, DPM generated by project construction would not create conditions where the probability is greater than 10 in one million of contracting cancer for the Maximally Exposed Individual or to generate ground-level concentrations of non-carcinogenic TACs that exceed a Hazard Index greater than one for the Maximally Exposed Individual. This impact would be less than significant.

Operational Impacts

Project operations would not include any stationary sources, such as backup generators, that would increase TACs in the project vicinity. Nor would the project include a significant number of diesel-powered vehicles during operation that would emit toxic diesel particulate emissions. However, the project would construct new sensitive receptors, residences, at the project site that may be exposed to long-term TACs from area roadways. The primary concern with respect to heavy-traffic roadway adjacency is the long-term effect of TACs, such as diesel exhaust particulates, on sensitive receptors. The primary source of diesel exhaust particulates is heavy-duty trucks on freeways and high-volume arterial roadways. SCAQMD has not developed a threshold for TAC impacts from heavy-traffic roadways. However, the Bay Area Air Quality Management District (BAAQMD) is the nearest air district to the project site that has established screening thresholds to determine if sensitive receptors would be exposed to a potential health risk. BAAQMD considers freeways or major roadways with greater than 10,000 vehicles per day as a significant traffic volume roadway that may expose sensitive receptors to health risks (Bay Area Air Quality Management District 2017).

The project site is approximately 400 feet north of the centerline of Placer Street and approximately 550 feet northeast of the centerline of Buenaventura Boulevard. There are no other high traffic roadways within 1,000 feet of the project site. According to the traffic consultant, Placer Street has an existing average daily traffic of 13,560 vehicles and Buenaventura Boulevard has an ADT of 10,100 vehicles. The project would add 40 trips on Placer Street (13,660 ADT) and 22 trips on Buenaventura Boulevard (10,122 ADT). Therefore, both roadways exceed the BAAQMD threshold of 10,000 vehicles per day and are potential sources of local risks and hazards. However, the project would be required to install Minimum Efficiency Reporting Value (MERV) 13 filters in the building ventilation systems, pursuant to the 2019 California Energy Code Subchapter 7, Section 150(m). MERV 13 filters remove approximately 90 percent of diesel PM from the intake air (Singer et al. 2016). With filtration installed in the residential building, the proposed residences would not be exposed to health risks from the nearby roadways. This impact would be less than significant.

d) The project would generate oil and diesel fuel odors during construction from equipment use as well as odors related to asphalt paving. The odors would be limited to the construction period and would be temporary. Land uses commonly associated with odor complaints to include, but not limited to, wastewater treatment plants, landfills, confined animal facilities, composting stations, food manufacturing plants, painting/coating operations, refineries, and chemical plants. Residential uses are not identified as odorous uses (CARB 2005). Therefore, the proposed project would not generate objectionable odors affecting a substantial number of people, and impacts would be less than significant.

Documentation:
Air Quality and Greenhouse Gas Study, Rincon Consultants, Inc., April 2021
Shasta County APCD Air Quality Maintenance Plan and Implementing Measures
City of Redding General Plan, Air Quality Element
City of Redding General Plan Final Environmental Impact Report, 2000, SCH #1998072103, Chapter 8.6, Air Quality,
CEQA Findings of Fact and Statement of Overriding Considerations for the *City of Redding General Plan Final Environmental Impact Report*, as adopted by the Redding City Council on October 3, 2000, by Resolution 2000-166
City of Redding General Plan Background Report, Chapter 9.7, Natural Resources and Air Quality

Mitigation:

- **MM-1.** Prior to the issuance of a grading permit, the project applicant or contractor shall select construction equipment to minimize emissions and submit a construction management plan to the City of Redding for review and approval. The construction management plan shall demonstrate that the off-road equipment used on-site to construct the project would include the following:
  a. All diesel-fueled equipment used during project construction shall be equipped with at least Tier 4 engines. In the event that Tier 4 engines are not commercially available, use of alternatively fueled (i.e., non-diesel) equipment or other control technology (i.e., diesel particulate filters) may suffice, as long as an overall average reduction of 20 percent below NOx emission levels estimated for the standard fleet mix in the California Emissions Estimator Model can be demonstrated.
  b. All on-site vehicles shall be limited to a speed of 15 miles per hour on unpaved roads.
  c. All construction equipment shall be maintained and properly tuned in accordance with manufacturers' specifications. Equipment maintenance records shall be kept onsite and made available upon request by the City of Redding.
  d. Implement all applicable Standard Mitigation Measures included in City of Redding 2020 General Plan. The Standard Mitigation Measures are as follows:
     1. Nontoxic soil stabilizers shall be applied according to manufacturer's specification to all inactive construction areas (previously graded areas inactive for ten days or more).
     2. All grading operations shall be suspended when winds (as instantaneous gusts) exceed 20 miles per hour.
     3. Temporary traffic control shall be provided as appropriate during all phases of construction to improve traffic flow (e.g., flag person).
     4. Construction activities that could affect traffic flow shall be scheduled in off-peak hours.
     5. Active construction areas, haul roads, etc., shall be watered at least twice daily or more as needed to limit dust.
     6. Exposed stockpiles of soil and other backfill material shall either be covered, watered, or have soil binders added to inhibit dust and wind erosion.
     7. All truck hauling solid and other loose material shall be covered or should maintain at least two feet of freeboard (i.e., minimum vertical distance between top of the load and the trailer) in accordance with the requirements of CVC Section 23114. This provision is enforced by local law enforcement agencies.
     8. All public roadways used by the project contractor shall be maintained free from dust, dirt, and debris caused by construction activities. Streets shall be swept at the end of the day if visible soil materials are carried onto adjacent public paved roads. Wheel washers shall be used where vehicles enter and exit unpaved roads onto paved roads, or trucks and any equipment shall be washed off leaving the site with each trip.
     9. Alternatives to open burning of cleared vegetative material on the project site shall be used unless otherwise deemed infeasible by the City Planning Division. Suitable alternatives include, but are not limited to, on-site chipping and mulching and/or hauling to a biomass fuel site.
     10. Provide energy-efficient process systems, such as water heaters, furnaces, and boilers units.
     11. Reestablish ground cover on the construction site through seeding and watering prior to final occupancy.
     12. All new wood burning devices shall be EPA Phase II certified.
     13. Streets should be designed to maximize pedestrian access to transit stops.

IV. BIOLOGICAL RESOURCES: *Would the project:*	**Potentially Significant Impact**	**Less-Than-Significant With Mitigation Incorporated**	**Less-Than-Significant Impact**	**No Impact**
a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special-status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?		X		
b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local of regional plans, policies, regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?		**X**		
c) Have a substantial adverse effect on state or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?		**X**		
d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?		**X**		
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?		X		
f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community, Conservation Plan, or other approved local, regional, or State habitat conservation plan?				**X**

Discussion:

a-d) A biological report was prepared by for the project by Gallaway Enterprises (dated August 2020). The biological survey area (BSA) is comprised entirely of blue oak-foothill pine woodland, and the surrounding area consists of blue oak-foothill pine woodlands and suburban development. Subdivision housing lies to the north and west of the BSA, blue oak-foothill pine woodland and annual grassland to the east, and First Christian Church of Redding and West Redding Preschool to the south. There is an ephemeral drainage that flows into a seasonal swale within the BSA; these features likely convey water during storm events in the winter.

The study contains the following determinations:

- There are no special-status botanical species present within the BSA; therefore, there will be no effects to botanical species or their habitats and no avoidance and minimization measures are proposed.
- Impacts to oaks within the BSA must be mitigated as required by the City of Redding. The City of Redding enacted a Tree Preservation Ordinance (Chapter 18.45 of the Municipal Code) and oak tree preservation guide. Prior to Project entitlement a Tree Protection Plan, which includes a tree delineation, impacts assessment, tree health survey, and tree protection requirements will be required. This report identifies the type, location, and number of trees that will be preserved on-site.

The study also includes a Draft Delineation of Waters of the United States, prepared by Gallaway Consulting (dated February 2010). The result of the delineation prepared by Gallaway found a total of 0.042 acres of pre-jurisdictional waters of the U.S. within the Project area. The only waters of the U.S. identified on the site are distinguished as seasonal swales and ephemeral drainages. In response to the Draft Delineation, the U.S. Army Corps of Engineers (ACOE) issued a preliminary jurisdictional determination (dated May 2010) concurring with the results of the Draft Delineation. The determination also recognized that the proposed senior housing project would result in the permanent loss of approximately 0.042 acres of waters of the United States. Furthermore, the determination indicated that work authorized by a Nationwide Permit Number NWP 29 would

necessitate the purchase of 0.019 credits of open water and 0.023 credits of seasonal wetland at a Stillwater Plains Mitigation Bank to mitigate for the loss.

On January 8, 2021, the City of Redding Planning Division sent notification of the project to the ACOE and the Regional Water Quality Control Board (RWQCB) for comments. Since that time, project information has been available on the City of Redding's website. To date, no comments have been received from the ACOE or RWQCB.

The City has not established its own mitigation standards for replacement of wetlands impacted by development and, instead, relies on criteria recognized by state and federal resource agencies. Based upon the submitted Draft Delineation and prior May 2010 determination of the ACOE, mitigation measures are established below to ensure that, prior to issuance of a City grading permit, the necessary wetland mitigation credits are secured, and sufficient mitigation is performed in accordance with the ACOE and DFW permitting requirements.

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

A tree inventory was prepared for the project by Gallaway Enterprises from surveys conducted by ISA Certified Arborist Elena Gregg and Robertson Erickson Civil Engineers & Surveyors (Project engineer). A total of 163 blue oak trees, 9 foothill pine trees, 3 live oak, 1 mulberry, and 1 Chinese tallow tree were identified as being 6 inches or greater in dbh within the Project site. A number of additional blue oaks and foothill pine trees were also observed on the Project site during the site visit; however, these trees were all under 6 inches in dbh and were, thus, not assessed.

As part of the inventory, a health assessment of the trees was performed by conducting a level 2 basic visual assessment (per ISA's ANSI A300 Part 9 and companion BMP guidelines) of each tree from the ground, walking completely around the tree and looking at the site, trunk, trunk collar, and branches. Following this visual assessment, each inventoried tree was assigned a health rating of 0 to 5, with 0 being dead, 1 being poor and 5 being excellent. The average health rating of the oaks present on the site was 2.12. The average health rating for all of the trees assessed on the site was a 2.15. The low average health rating was largely due to the growth form of the trees, with many of them having significant leans and being elongated due to overcrowding and showing signs of stress or decay. Trees given a health rating of 1 were in very poor condition with obvious signs of decay and decline. The submitted tree inventory indicates that there are 48 trees with a health rating of 3 or greater (only a few trees that had a health rating of 4) and recommends that these trees by retained if feasible. DFW also recommends and encourages retaining and working around the existing mature, healthy oaks, concurring with the recommendation in the Biological Resources Assessment (BRA), dated August 2019 and prepared by Gallaway Enterprises, to mitigate for the loss of oak woodland habitat.

Due to the footprint of the proposed building, parking, required street improvements, and associated grading to accommodate development, many of the existing trees will not preserved south of the Piper Way extension. Additionally, the proposed project will result in the permanent loss of approximately 0.042 acres of waters of the United States. Although, the project will necessitate the purchase of credits to mitigate for the loss, the applicant is proposing to maintain an open area where the existing seasonal swale is currently located. Within this area, 12 Blue Oaks are currently proposed for preservation, 5 of which have a health rating of 3 or greater. Additional measures may be needed to mitigate hazards and improve the health/longevity of the remaining trees with a health rating of 2. The setting aside of natural areas within a project for the planting, retention, and/or natural regeneration of trees is considered to be a desirable means of accomplishing the goals of the Tree Management Ordinance. The only removals permitted within the existing open area shall be those as specified on the proposed tree plan. Additionally, the removal of trees north of the Piper Way extension shall not be permitted without the review and approval of an administrative tree permit.

Standard zoning requirements for proposed development require that shade trees be provided for all required parking spaces on

a ratio of 1 tree for every 4 parking spaces, and that street frontages are planted with approximately one tree for every 30 feet of street frontage. Due to the adjacent residential district, the applicant is also required to provide a landscaped buffer yard including trees as a screening measure. The proposed landscape plan evenly distributes new trees throughout the site wherever feasible planting locations are present. With the addition of 25 shade trees to the project, and the proposed preservation of trees in in combination with mitigation measures, the project is consistent with the intent of the Tree Management Ordinance.

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

Documentation:
California Department of Fish and Wildlife: Natural Diversity Data Base
City of Redding General Plan, Natural Resources Element, 2000
City of Redding Municipal Code, Chapter 18.45, Tree Management Ordinance
City of Redding General Plan Environmental Impact Report, 2000, SCH #1998072103
Biological Resource Assessment, Gallaway Enterprises, August 2020
Nationwide Permit 29 Application and Pre-construction Notification, Gallaway Consulting, March 2010
Tree Inventory, Gallaway Enterprises, January 2020

Mitigation:

- **MM-2.** If vegetation removal or construction activities will occur during the nesting season for birds or raptors (February 1 through August 31), a qualified biologist shall conduct a preconstruction survey 7 days before construction activities begin. If nesting birds or raptors are found, CDFW will be notified and consulted. An appropriate buffer, as determined by CDFW and the qualified biologist, will be placed around the nest until the young have fledged. If construction activities cease for a period greater than 7 days, additional preconstruction surveys will be required.

- **MM-3.** To the extent practicable, removal of large trees with cavities, crevices, or snags shall occur before bat maternity colonies form (i.e., prior to March 1) or after young are volant (i.e., after August 31). If construction (including the removal of large trees ≥12 inch dbh) occurs during the bat non-volant season (March 1 through August 31), a qualified professional shall conduct a pre-construction survey of the study area to locate maternity colonies and identify measures to protect colonies from disturbance. The preconstruction survey will be performed no more than 7 days prior to the implementation of construction activities. If a maternity colony is located within or adjacent to the study area, a disturbance free buffer shall be established by a qualified professional, in consultation with CDFW, to ensure the colony is protected from project activities.

- **MM-4.** Prior to issuance of a grading permit affecting any jurisdictional waters, including wetlands, as identified in the project wetland delineation, the project applicant shall provide written verification to the City of Redding Development Services Department that the following resource agency permits and mitigation requirements have been successfully secured from the Corps, CDFW, RWQCB, or any other applicable agency (i.e., USFWS) identified through the permitting process:*

  a. Prior to any discharge of dredged or fill material into "waters of the U.S.", including wetlands, authorization under a Nationwide Permit or Individual Permit shall be obtained from the Corps. For any features determined to not be subject to the Corps jurisdiction during the verification process, authorization to discharge (or a waiver from regulation) shall be obtained from the RWQCB. For fill requiring a Corps permit, water quality certification shall be obtained from the RWQCB prior to discharge of dredged or fill material. Verification shall be provided to the City of Redding Development Services Department prior to issuance the issuance of a grading permit.

  b. Prior to any activities that would obstruct the flow of, or alter the bed, channel, or bank of any intermittent or ephemeral creeks, notification of streambed alteration shall be submitted to the CDFW; and, if required, a 1602 streambed alteration agreement shall be obtained by the project applicant. Verification shall be provided to the City of Redding Development Services Department prior to the issuance of a grading permit.

  c. The project applicant shall achieve the mitigation for the permanent loss of streams, wetlands, and other waters through the purchase of mitigation credits at an agency-approved mitigation bank. If onsite/offsite habitat restoration is proposed a detailed mitigation plan, including success criteria, monitoring, maintenance, and reporting as required by

the regulatory agencies (i.e., Corps, CDFW, RWQCB) shall be submitted for review and approval. The affected regulatory agency shall identify when measures shall be implemented and completed for those activities impacting streams, wetlands, or other waters. All measures contained in the permits or associated with any agency approvals shall be implemented to the satisfaction of the lead regulatory agency.

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

Discussion

a-c) An archaeological reconnaissance, dated March 2010 was prepared by Trudy Vaughan of Coyote & Fox Enterprises. Based upon archaeological reports, records searches, pedestrian survey conduct, and the absence of any historic properties within the project area, the report concludes that development of this parcel will not affect any historic properties, pursuant to 36 CFR Part 800.4(d)(1). While the project is not anticipated to affect cultural resources, a condition of approval will require if, during the course of development, any archaeological, historical, or paleontological resources are uncovered or otherwise detected or observed, construction activities in the area affected shall cease and the City shall be notified immediately. A qualified archaeological professional must then be retained by the developer to investigate the discovered cultural object to determine its significance. If the cultural object is deemed potentially significant by the archaeologist, appropriate treatment and measures shall be followed in accordance with applicable laws, as reviewed and approved by the City, prior to the resumption of work in the affected area.

Documentation:
City of Redding General Plan Background Report, 1998
City of Redding General Plan Final Environmental Impact Report, 2000, SCH #1998072103
Archaeological Reconnaissance, Coyote & Fox Enterprises, March 2010

Mitigation:
None necessary.

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

Discussion

a) The project would not result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation. Direct energy use would involve the short-term use of energy for construction activities. Project construction would primarily consume diesel and gasoline through operation of construction equipment, material deliveries, and debris hauling. Construction is estimated to result in a short-term consumption of energy, representing a small demand on local and regional fuel supplies that would be easily accommodated and would be temporary. Long-term use of electricity for operations within the warehouses such a lighting, and heating and cooling in the office portions of the building is excepted to be less than significant due to the small scale of the project.

   Project operation would involve the consumption of energy in the form of electricity and fuel; however, the project's energy usage would be in conformance with the latest version of California's Green Building Standards Code and the Building Energy Efficiency Standards, and reasonable measures, as described above, would be taken to maximize energy efficiency in project operations. Therefore, the project would not involve wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation and would therefore have a less than significant impact related to consumption of energy resources.

b) The project will not conflict with any State or local plans for renewable energy or energy efficiency. SB 100 mandates 100 percent clean electricity for California by 2045. Because the project would be powered by the existing electricity grid, the project would eventually be powered by renewable energy mandated by SB 100 and would not conflict with this statewide plan. Additionally, the project would be subject to energy efficiency standards pursuant to CCR Title 24 requirements.

   In 2012 Shasta County developed a Draft Regional Climate Action Plan (RCAP) that includes the City of Redding.18 Chapter 5 of the RCAP serves as the City of Redding Climate Action Plan (CAP). The Redding CAP includes GHG reduction measures, including energy efficiency retrofits and solar photovoltaic systems. However, the Draft RCAP was never adopted and is thus not considered in this analysis as a local plan. The City of Redding General Plan (2000) contains applicable goals and policies related to energy reduction.19 Specifically, Goal NR14 is to reduce consumption of nonrenewable energy sources and support the development and utilization of new energy sources. Policy NR14E is to encourage design that takes advantage of solar orientation and access. The project would implement Building Energy Efficiency Standards and CALGreen requirements of CCR Title 24 and include an electric vehicle parking space. In addition, in accordance with Section 150.1(b)14 of the Building Energy Efficiency Standards, all new residential units under three stories must install photovoltaic solar panels. The project would be consistent with state and local plans for renewable energy and energy efficiency. Impacts would be less than significant.

Documentation:
City of Redding General Plan, Air Quality Element, 2000
California Long-Term Energy Efficiency Strategic Plan, 2011
Regional Transportation Plan for Shasta County, 2015
Energy Letter Report, Rincon Consultants, Inc., April 2021

Mitigation:
None necessary.

VII. GEOLOGY AND SOILS: *Would the project:*	**Potentially Significant Impact**	**Less-Than-Significant With Mitigation Incorporated**	**Less-Than-Significant Impact**	**No Impact**
a) Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving: i) Rupture of a known earthquake, fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publications 42. ii) Strong seismic ground shaking? iii) Seismic-related ground failure, including liquefaction? iv) Landslides?				**X**
b) Result in substantial soil erosion or the loss of topsoil?			**X**	
c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse?				**X**
d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial direct or indirect risks to life or property?				**X**
e) Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of waste water?				**X**
f) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?				**X**

Discussion:

a, c, d) There are no Alquist-Priolo earthquake faults designated in the Redding area of Shasta County. There are no other documented earthquake faults in the immediate vicinity that pose a significant risk, and the site is located in an area designated in the Health and Safety Element of the *General Plan* as having a low ground-shaking potential. The project is not located on or near any documented landslide hazard areas, and there is no evidence of ground slippage or subsidence occurring naturally on the site. The type of soils and underlying geology is identified as having no potential for liquefaction. No portion of the site falls within the 100-year floodplain of the Sacramento River or any creek.

b) The project site contains soil classified as Auburn loam (AnB). This classification is characterized by slopes of 0 to 8% and slow to medium runoff with a hazard of erosion that is slight to moderate. Proposed grading will consist of that necessary for improvement of property in preparation for paving, landscaping, building construction and preservation of the existing seasonal swale area for the purposes of tree preservation.

The project is subject to certain erosion-control requirements mandated by existing City and State regulations. These requirements include:

- *City of Redding Grading Ordinance.* This ordinance requires the application of "Best Management Practices" (BMPs) in accordance with the City Erosion and Sediment Control Standards Design Manual (Redding Municipal Code Section 16.12.060, Subsections C, D, E). In practice, specific erosion-control measures are determined upon review of the final project improvement plans and are tailored to project-specific grading impacts.

- *California Regional Water Quality Board "Construction Activity Storm Water Permit."* This permit somewhat overlaps the City's Grading Ordinance provision by applying state standards for erosion-control measures during construction of the project.
- *California Regional Water Quality Control Board "Project Storm Water Pollution Prevention Plan (SWPPP)."* This plan emphasizes stormwater best management practices and is required as part of the Construction Activity Storm Water Permit. The objectives of the SWPPP are to identify the sources of sediment and other pollutants that affect the quality of stormwater discharges and to describe and ensure the implementation of practices to reduce sediment and other pollutants in stormwater discharges.
- *California Department of Fish and Wildlife "1600 Agreement."* This notification is required for any work within a defined streambed.
- *U.S. Army corps of Engineers Nationwide Permit.* A new Nationwide 29 Permit (residential developments) will be required from the U.S. Army Corps of Engineers to address impacts to jurisdictional waters.

Actions for compliance with these regulations are addressed under standard conditions of approval, which are uniformly applied to all land development projects. Since the project is subject to uniformly applied ordinances and policies and the overall risk of erosion is low, potential impacts related to soil erosion and sedimentation are less than significant.

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

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

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

Mitigation:
None necessary.

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

Discussion:

a) In 2005, the Governor of California signed Executive Oder S-3-05, establishing that it is the State of California's goal to reduce statewide greenhouse gas (GHG) emission levels. Subsequently, in 2006, the California State Legislature adopted Assembly Bill AS 32, the California Global Warming Solutions Act. In part, AB 32 requires the California Air Resources Board to develop and adopt regulations to achieve a reduction in the State's GHG emissions to year 1990 levels by year 2020.

California Senate Bill SB97 established that an individual project's effect on GHG emission levels and global warming must be

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

As the Lead Agency, the City has opted to utilize a quantitative non-zero project-specific threshold using a methodology recommended by the California Air Pollution Officers (CAPCOA) and accepted by the California Air Resources Board. According to CAPCOA's *Threshold 2.3, CARB Reporting Threshold,* 10,000 metric tons of carbon-dioxide equivalents per year (mtCO2eq/yr) is recommended as a quantitative non-zero threshold. According to the CAPCOA, this threshold would be equivalent to 550 dwelling units, 400,000 square feet of office use, 120,000 square feet of retail, or 70,000 square feet of supermarket use. This approach is estimated to capture over half the future residential and commercial development projects and is designed to support the goals of AB 32 and not hinder it.

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

- **Carbon Dioxide (CO_2):** Emitted primarily through the burning of fossil fuels. Other sources include the burning of solid waste and wood and/or wood products and cement manufacturing.
- **Methane (CH_4):** Emissions occur during the production and transport of fuels, such as coal and natural gas. Additional emissions are generated by livestock and agricultural land uses, as well as the decomposition of solid waste.
- **Nitrous Oxide (N_2O):** The principal emitters include agricultural and industrial land uses and fossil fuel and waste combustion.
- **Fluorinated Gases:** These can be emitted during some industrial activities. Also, many of these gases are substitutes for ozone-depleting substances, such as CFC's, which have been used historically as refrigerants. Collectively, these gases are often referred to as "high global-warming potential" gases.

The primary generators of GHG emissions in the United States are electricity generation and transportation. The EPA estimates that nearly 85 percent of the nation's GHG emissions are comprised of carbon dioxide (CO_2). The majority of CO_2 is generated by petroleum consumption associated with transportation and coal consumption associated with electricity generation. The remaining emissions are predominately the result of natural-gas consumption associated with a variety of uses.

With regard to the project, the predominant associated GHG is CO_2 generated by motor-vehicle travel to and from the site. To a substantially lesser degree, the project will result in CH_4 emissions associated with use of electric power generated by the Redding Electric Utility (REU), though it should be noted that REU distributes power from a variety of sources, including hydroelectric, wind, and natural gas.

Given the scope and nature of the proposed project compared to that of similar projects, emissions from the project would be significantly below the thresholds put forth by CARB, as well as the City's air-quality thresholds. Therefore, the project would not contribute significantly to GHG emissions in the air basin. Additionally, the City and State's construction standards and BMPs, including Air Quality SSM 1 through 9 (listed in Section III, Air Quality, above), will be used during construction to further limit any potential contribution to negative impacts from GHG emissions. The project's direct or indirect impact on measurable GHGs in the Redding area would be less than significant.

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

Construction Emissions

Project-related construction emissions are confined to a relatively short period in relation to the overall life of the project. **Table 4** shows that project construction would result in a total of approximately 579 MT of CO2e.

Table 4 – Estimated Construction GHG Emissions

Construction	Project Emissions MT CO_2e
2022	366
2023	213
Total	**579**

Operational Emissions

Table 5 shows GHG emissions associated with operation of the proposed project. As shown therein, the project would generate approximately 361 MT of CO2e per year.

Table 5 – Operational Annual GHG Emissions

Emission Source	Project Emissions (MT of CO_2e) in 2024
Operational	**87**
Area	1
Energy	65
Solid Waste	14
Water	8
Mobile	**274**
CO_2 and CH_4	263
N_2O	11
Total Emissions	**361**

MT = metric tons; CO_2e = carbon dioxide equivalents

b) The project would not conflict with any applicable plan, policies, or regulations adopted to reduce GHG emission. As noted, in "a" above, the project is in conformance with the City's air quality policies and thresholds, and with state guidelines and regulations, and Standard Mitigation Measures listed in Section III Air Quality, above. The proposed project would have no impact on any plans, policies, or regulations related to GHG emissions.

The principal state plan and policy regulating GHG emissions is SB 32. The quantitative goal of SB 32 is to reduce GHG emissions to 40 percent below 1990 levels by 2030. Pursuant to the SB 32 goal, the 2017 Scoping Plan was created to outline goals and measures for the state to achieve the reductions. The 2017 Scoping Plan's strategies that are applicable to the proposed project include reducing fossil fuel use, energy demand, and vehicle miles traveled (VMT); maximizing recycling and diversion from landfills; and increasing water conservation. The project would be consistent with these goals through project design, which includes complying with the latest Title 24 Green Building Code and Building Efficiency Energy Standards, providing an electrical vehicle charging station space, and two bike parking spaces. The project would be served by REU, which is required to increase its renewable energy procurement in accordance with SB 100 targets. The project would be located in an area well-served by transit and within walking and biking distance of several commercial and recreational destinations with downtown Redding being approximately one mile west of the project site. Two Redding Area Bus Authority stops from Route 2 are also within walking distance (approximately 600 feet) of the project site, including Buenaventura Boulevard at Placer Street and Placer Street at San Francisco Street. Route 2 travels to the Downtown Transfer Center where the Redding Amtrak Station is located. Being in proximity to public transit would reduce

future residents' VMT and associated fossil fuel usage.

Documentation:
City of Redding General Plan, 2000
CPCOA website, July 19, 2010
California Office of the Attorney General, "The California Environmental Quality Act Addressing Global Warming Impacts at the Local Agency Level," updated January 6, 20010.
Air Quality and Greenhouse Gas Study, Rincon Consultants, Inc., April 2021

Mitigation:
None necessary.

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

Discussion:

a-d) The nature of the project as a residential project serving low and very-low income seniors does not present a significant risk related to hazardous materials or emissions. There is no documented hazardous material sites located on or near the project.

e) The project site is located within the Westside Area Plan/Benton Airpark Comprehensive Land Use Plan and is located over 2,000 feet west of the runway. The predominant local policies governing Benton Airpark safety issues were contained in Chapter 18.48 of the Redding Municipal Code (now referenced as Chapter 18.50) and ALUC Resolution No. 79-1. Chapter 18.50 establishes airport approach, transition, horizontal, and conical zones for Benton for the purpose of regulating height limits in the vicinity of the airport and, thereby, prevent the establishment of aircraft hazards.

The project site is located within the horizontal zone of Benton Airpark, which does not include the approach zones and transition zones. In the area lying within the limits of the horizontal zone and the conical zone, no permit shall be required for any tree or structure less than 75 feet of vertical height above the ground except when because of terrain, land contour, or topographic features, the tree or structure would extend above the height limits prescribed for the zone. The proposed project will be well within these limits. Therefore, no formal meeting of the Airport Land Use Commission Board of Administrative Review is

necessary.

The project site is also located outside of areas affected by the 55 CNEL noise level and outside of designated F.A.A. Extended Approach Areas, thereby exempting the project from land use restrictions limiting density. Per the recommendation of the City Airports Manager, a condition of approval will require that the owner records an avigation and noise easement to the benefit of the airport.

f) The project does not involve a use or activity that could interfere with emergency-response or emergency-evacuation plans for the area.

g) The project site is located within the Very High Fire Hazard Severity Zone (VHFHSZ) and as such, the proposed landscape improvements for the project will avoid combustible bark/mulches within the Structure Ignition Zone (SIZ) against the building. The preliminary landscape plans for the project propose a number of trees (as required) to enhance the appearance of the development. As the trees mature and spread, they have the potential to obstruct access to the building by an aerial apparatus gaining access to the roof and balconies. A condition of approval will require that ongoing maintenance plans shall be prepared and submitted for approval by the City Fire Marshal and Development Services Director in conjunction with improvement plans to maintain the minimum fire access lane requirements for height and width.

The footprint of the proposed building, parking, street improvements, and associated grading to accommodate development, will result in the removal of many trees south of the Piper Way extension. Existing trees will still be saved in the remaining seasonal swale area and undeveloped portion north of Piper Way. While tree preservation is desirable, the removals will result in a reduction of potential fire fuel sources. Additionally, the applicant is proposing to utilize fire resistant plantings within the new development which will further reduce the potential for fire hazards on site. With fire resistant plantings, noncombustible mulches, and the required maintenance condition, the impacts associated with fire hazards would be considered less than significant, and no mitigation measures are necessary.

Documentation:
City of Redding General Plan, Health and Safety Element, 2000
Westside Area Plan/Benton Airpark Comprehensive Land Use Plan, June 1993

Mitigation:
None necessary.

X. HYDROLOGY AND WATER QUALITY: *Would the project:*	**Potentially Significant Impact**	**Less-Than-Significant With Mitigation Incorporated**	**Less-Than-Significant Impact**	**No Impact**
a) Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?			**X**	
b) Substantially decease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?				**X**
c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would:				
i) Result in substantial erosion or siltation on- or off-site;			**X**	
ii) Substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site;			**X**	
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			**X**	

X. **HYDROLOGY AND WATER QUALITY:** *Would the project:*	Potentially Significant Impact	Less-Than-Significant With Mitigation Incorporated	Less-Than-Significant Impact	No Impact
iv) Impede or redirect flood flows?			X	
d) In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?				X
e) Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?				X

Discussion:

a) The project proposes to extend the public sewer system to flow east with a sewer main extension though San Francisco Street and terminating at an existing sanitary sewer manhole on Placer Street. Construction and operation of the project would not violate any water quality standards 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 best management practices are required and will be incorporated into the improvement plans for the project. The City's construction standards require that all projects prepare an erosion and sediment control plan (ESCP) prior to construction to address water pollution control. The ESCP will ensure that water quality standards are not substantially affected by the project during construction.

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

c) The main drainage within the Project area flows from under a culvert at Lear Way and continues to flow southeast across the Project area into the seasonal swale. The seasonal swale continues off-site to the southeast where it begins to narrow and channelize again before flowing into Linden Channel, a tributary of the Sacramento River. The project will direct storm water flow both through the west side of the property and along Piper Way via storm drain pipes which will be captured by separate bioretention areas within the remaining open area of the site which contains the seasonal swale. The applicant will be required to secure the necessary wetland mitigation credits for the loss of waters of the United States which will allow for appropriately sized detention while ensuring that the natural areas with existing trees are protected. The project design will not result in substantial erosion, surface runoff, flooding on- or off- site, or otherwise substantially degrade water quality with construction.

The project is subject to standard requirements defined under Section VII., *Geology and Soils*, and mitigation measures (if any) under Section IV., *Biological Resources*, above that minimize the potential for erosion or siltation on- or off-site. The final improvement plans for the project must also incorporate specific design measures intended to limit pollutant discharges in stormwater from urban improvements as established under the State's National Pollutant Elimination System (NPDES) general permit, which the City is now obligated to follow in accordance with State Water Quality Control Order No. 2003-0005-DWQ. Feasible Best Management Practices (BMPs) would be incorporated in the final design of the project's storm-drain system, as approved by the City Engineer, based on the BMPs listed in the latest edition of the California Storm Water Quality Association Storm Water Best Management Practices Handbook.

City of Redding Policy 1806 requires that developments include stormwater detention facilities designed to maintain existing predevelopment rates of runoff during a 10-, 25-, and 100-year storm event with a 6-hour duration. The project application includes a preliminary stormwater hydrology analysis prepared by BKF Engineers, dated May 2021. The project will be complaint with the 1806 policy and will not have a significant impact on stormwater at the time of improvement plan approval.

d) The project site is not located in a flood hazard, tsunami or seiche zone.

e) The project would not conflict with a water quality control plan or groundwater management plan.

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

Federal Emergency Management Agency Floodplain regulations, FIRM map 06089C1535G, dated March 17, 2011
City of Redding Storm Drain Master Plan, Montgomery-Watson Engineers 1993
Proposed Onsite Storm Drain System Calculations, BKF Engineers, May 2021

Mitigation:
None necessary.

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

Discussion:

a) The project does not have the potential to physically divide an established community.

b) The project is approximately 2.65 acres is size. The project area is located within "RS-3" Residential Single Family and "RM-9" Residential Multiple Family Districts, and has a General Plan designation of Residential, 2 to 3.5 units per acre & Residential, 6 to 10 units per acre. The use of affordable senior housing is appropriate within the Residential Multiple Family District. Since the zoning district boundary does not align with the project design, a determination can be made and approved by the Board of Administrative Review that the "RM-9" District boundary can extend out to the centerline of the future right-of-way of Piper Way. The remaining land to the north would remain in the "RS-3" District.

The project proposes to exceed the maximum density permitted for the District to accommodate additional dwelling units. The area in which the proposed senior housing will be provided is 2.2 acres in area. For the proposed area of multiple family development on-site, the base density would provide for 20 units. Density increases beyond this are allowable for housing developments for low/moderate income senior citizens which may be approved at 200% of the based density for one bedroom units. This brings the allowable density for the proposed project to 40 dwelling units. Additionally, a density bonus consistent with Government Code section 65915 is applicable which allows an 80% increase for 100% affordable housing. Therefore, the project is eligible for a total allowance of 72 units. This is consistent with General Plan goals to facilitate the creation of new affordable housing opportunities through density bonuses and other incentives as cost-saving development concessions to encourage the development. The project will be also be consistent with Zoning Ordinance requirements with respect to parking, lot coverage, setbacks, building height, as well as sky plane and buffer yard requirements necessary for the westerly adjacent "RS-3" District.

Accommodating the development will require the removal of many existing trees on site, however, the design for proposes keeping an open area where an existing seasonal swale is located to allow the preservation of trees. Based upon the landscaping requirements of the project, the trees proposed for preservation, and mitigation measures identified above under IV, *Biological Resources*, the project is consistent with the Tree Management Ordinance.

Documentation:
City of Redding General Plan, Community Development Element, 2000
City of Redding General Plan Environmental Impact Report, 2000, SCH #1998072103
City of Redding General Plan, Housing Element, 2000
City of Redding Zoning Ordinance Redding Municipal Code
Government Code Section 65915

Mitigation:
None necessary.

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

Discussion:

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

Documentation:
City of Redding General Plan, Natural Resources Element, 2000

Mitigation:
None necessary.

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

Discussion:

a, b) Due to the nature of the project as a senior housing complex, it would not result in a permanent increase in ambient noise levels and would not result in generation of excessive ground-borne vibration or ground-borne noise levels.

During the construction of the proposed project, there will be a temporary increase in noise in the project vicinity above existing ambient noise levels. The most noticeable construction noise will be related to grading, utility excavation, and land-clearing activity. The City's Grading Ordinance (RMC Chapter 16.12.120.H) limits grading-permit-authorized activities to between the hours of 7:00 a.m. and 7:00 p.m., Monday through Saturday. No operations are allowed on Sunday. Since heavy construction work associated with the project is limited in scope and by existing regulation, the anticipated noise impact to neighboring residents is considered less than significant.

The City of Redding *General Plan* Noise Element establishes 60 dB Ldn as the standard acceptable exterior noise level for

residential land use and 45dB Ldn for interior noise levels (40dB in sleeping areas). (Table 5-4, Noise Element of *General Plan*).

Table 5-2 of the Noise Element presents projected noise contours from the major road segments in the City. This table indicates that the projected 60 dB noise contour for Placer Street (between Buenaventura Boulevard to Pleasant Street) extends 65 feet, well away from the project site. Current Building Code requires a higher level of energy compliance that mitigates for noise by requiring greater insulation to below the 40 dB in sleeping areas for interior noise levels.

c) The project site is located within the Westside Area Plan/Benton Airpark Comprehensive Land Use Plan and is located over 2,000 feet west of the runway. This places the project outside of areas affected by the 55 CNEL noise level, thereby exempting the project from land use restrictions limiting density. Per the recommendation of the City Airports Manager, a condition of approval will require that the owner records an avigation and noise easement to the benefit of the airport.

Documentation:
City of Redding General Plan, Noise Element, 2000
City of Redding Grading Ordinance Redding Municipal Code, Section 16.12.120
City of Redding General Plan, Transportation Element, 2000
City of Redding Zoning Ordinance Redding Municipal Code, Section 18.40.100
Westside Area Plan/Benton Airpark Comprehensive Land Use Plan, June 1993

Mitigation:
None necessary.

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

Discussion:

a, b) The project would create opportunity for the construction of new multiple family dwellings as planned and anticipated by the Redding *General Plan*. As previously noted, the project is located within the appropriate district for multiple family development and is consistent with the density allowances permitted for low/moderate income senior citizens, and Government Code section 65915 which allows an 80% increase for 100% affordable housing. The project would not induce unplanned population growth and does not propose the extension of any new roads or utilities not anticipated by the *General Plan*. The project does not displace substantial numbers of people or housing. The project will be providing housing.

Documentation:
City of Redding General Plan, Housing Element, 2014
City of Redding Zoning Ordinance Redding Municipal Code
Government Code Section 65915

Mitigation:
None necessary.

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

Discussion:

Fire and Police Protection:

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

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

Schools:

The project is an affordable senior housing project and will have a less than significant impact to schools. Senior typically do not have school age children, therefore, no impact to schools.

Parks:

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

Other public facilities:

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

Documentation:
City of Redding General Plan, Public Facilities Element, 2000

Mitigation:
None necessary.

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

Discussion:

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

There are no neighborhood or regional parks in the vicinity of this project. Residents do have the potential to utilize other parks within the City outside the vicinity of the project. Recreational development fees are collected by the City at the time of issuance of a building permit to offset any impacts to regional park facilities and to raise funds to provide for new recreational facilities. There would not be any potentially significant impacts to recreation associated with the project.

b) The project does not propose any recreational facilities or require construction or expansion of facilities. There would not be any potentially significant impacts to recreation associated with the project.

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

Mitigation:
None necessary.

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

Discussion:

a, b, c) An operational analysis memorandum was prepared by GHD Inc. (sub-consultant to Circlepoint) that demonstrates compliance with the policies of the General Plan, including traffic movements and operational hazards. The project design addressed any potential concerns and is described in the attached report.

Transportation Impact Analysis

SB 743 was signed into law in 2013, with the intent to better align CEQA practices with statewide sustainability goals related to efficient land use, greater multimodal choices, and greenhouse gas reductions. The provisions of SB 743 became effective Statewide on July 1, 2020. Under SB 743, automobile delay, traditionally measured as level of service (LOS), will no longer be considered an environmental impact under CEQA. Instead, impacts will be determined by changes to vehicle miles traveled (VMT). VMT measures the number and length of vehicle trips made on a daily basis. VMT is a useful indicator of overall land use and transportation efficiency, where the most efficient system is one that minimizes VMT by encouraging shorter vehicle trip lengths, more walking and biking, or increased carpooling and transit.

GHD has reviewed available literature, guidance, and documentation from the City of Redding and Shasta Regional Transportation Agency (SRTA) to identify any draft or advisory VMT baseline estimates and/or threshold recommendations. Absent adopted or guiding threshold values, GHD has presumed a reduction of 15% below regional baseline as the VMT impact threshold consistent with the Governor's Office of Planning and Research (OPR) Technical Advisory and CEQA Guidelines. Based on instruction from the City of Redding, the California Statewide Travel Demand Model (CSTDM) was utilized to estimate baseline and project-level VMT per capita.

In December 2018, the Governor's Office of Planning and Research (OPR) released its final Technical Advisory on Evaluating Transportation Impacts in CEQA. Generally, OPR recommends that a reduction of 15% or more in VMT should be the target, with the measure for residential projects being VMT per capita. In absence of VMT threshold of significance policy by the City of Redding, this recommended threshold will be used for Project impact determination.

Under CEQA, project impacts must be evaluated by comparing environmental conditions after project implementation to conditions at a point in time referred to as the baseline. The baseline provided in this memorandum is estimated from the California Statewide travel Demand Model (CSTDM), which has a base year of 2010.

Impact Determination & Mitigation Measures

SB 743 required changes to the State CEQA Guidelines regarding the analysis of transportation impacts. OPR proposed, and the California Natural Resource Agency has certified and adopted, changes to the CEQA Guidelines that identify VMT as the most appropriate metric to evaluate a project's impacts on transportation. OPR's Technical Advisory recommends the following standards of significance that apply to this transportation impact analysis. If the project is identified as having a significant impact, measures will be recommended to mitigate said impacts.

Recommended threshold for residential projects: A proposed project exceeding a level of 15 percent below existing VMT per capita may indicate a significant transportation impact.

The existing regional baseline VMT per capita for Shasta County is 13.39. Therefore, the 15% below regional baseline threshold of significance is 11.38 VMT per capita.

The estimated Project VMT per capita is 9.95, which is lower than the threshold of significance. Therefore, the Project VMT impact is less than significant. No mitigation measures are required.

d) Access to the site is provided by way of the existing First Christian Church parking lot which provides access to Placer Street at the south end of the project and through an extension of Piper Way at the west end of the site. The proposed turning restriction/median for the church driveway on Placer Street will not impact fire truck turning access for the adjacent fire station driveway. The Redding Fire Marshal has deemed this to be adequate access for emergency access and fire protection.

Documentation:

City of Redding General Plan, Transportation Element, 2000
City of Redding General Plan Environmental Impact Report, 2000, SCH #1998072103

City of Redding Parks, Trails, and Open Space Master Plan, 2018
City of Redding Traffic Impact Fee Program
City of Redding Active Transportation Plan, 2018
Redding Area Bus Authority System Map and Route Guide, October 2000
Operational Analysis: LOS and Queuing Analysis Summary Memorandum, GHD Inc., January 2021
Transportation Impact Analysis – Memorandum of Assumptions, GHD Inc., January 2021

Mitigation:
None necessary.

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

Discussion:

a, b) In accordance with Assembly Bill 52 (AB 52), the City consulted with the local Native American tribes requesting notification pursuant to Section 21080.3 of CEQA. This consultation included contacting the local Native American via letters sent on March 8, 2021. No tribal cultural resources were identified within the project area and the proposed project would therefore, not cause a substantial adverse change in the significance of any known tribal cultural resources.

Mitigation:
None necessary.

XIX. UTILITIES AND SERVICE SYSTEMS: *Would the project:*	**Potentially Significant Impact**	**Less-Than-Significant With Mitigation Incorporated**	**Less-Than-Significant Impact**	**No Impact**
a) Require or result in the relocation or construction of new or expanded water or wastewater treatment or storm water drainage, electric power, natural gas, or telecommunications facilities , the construction or relocation of which could cause significant environmental effects?				**X**
b) Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years?				**X**

XIX. **UTILITIES AND SERVICE SYSTEMS:** *Would the project:*	Potentially Significant Impact	Less-Than-Significant With Mitigation Incorporated	Less-Than-Significant Impact	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?				**X**
d) Generate solid waste in excess of State or local standards, or infrastructure, or otherwise impair the attainment of solid waste reduction goals?				**X**
e) Comply with Federal, State, and local management and reduction statutes and regulations related to solid waste?				**X**

Discussion:

a) The proposed development does not generate the need for relocation or construction of new or expanded water or wastewater treatment or stormwater drainage, electric power, natural gas, or telecommunications facilities.

b) Potable water is available from the City to serve the project with adequate pressure and flows for fire suppression. The demands of the project can be accommodated within the City's existing water resources. Sufficient water supplies are available to serve the project and reasonably forseeable future development during normal, dry, and multiple day years.

c) The project will utilize the City's sanitary sewer system to dispose of wastewater by extending the public sewer system to flow east from Piper Way with a sewer main extension though San Francisco Street and terminating at an existing sanitary sewer manhole on Placer Street. Adequate sewer capacity and wastewater treatment is available in the City's existing system.

d) The project would not generate solid waste in excess of State or local standards, or infrastructure, or otherwise impair the attainment of solid waste reduction goals. The City provides solid waste disposal (curbside pick-up) service, which the project would utilize. Adequate capacity is available to serve the needs of the project without need of special accommodation.

e) The project will comply with Federal, State, and local management and reduction statutes and regulations related to solid waste. The City regulates and operates programs that promote the proper disposal of toxic and hazardous materials from households, including those created by the project.

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

Mitigation:
None necessary.

XX. **WILDFIRE:** *If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project:*	Potentially Significant Impact	Less-Than-Significant With Mitigation Incorporated	Less-Than-Significant Impact	No Impact
a) Substantially impair an adopted emergency response plan or emergency evacuation Plan?				**X**

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

Discussion:

a) While the project is located within a mapped very high fire severity zone, the location is within an accessible area for access, therefore, it would not impair an emergency response plan or emergency evacuation plan.

b) The project would not exacerbate wildfire risks or expose project occupants to pollutant concentrations from a wildfire.

c) The project would not require the installation or maintenance of associated infrastructure that could exacerbate wildfire risks. The proposed landscape improvements for the project incorporate fire resistant plantings, and will avoid combustible bark/mulches within the Structure Ignition Zone (SIZ) against the building. For trees that will mature and spread overtime, a condition of approval will require that ongoing maintenance plans shall be prepared and submitted for approval by the City Fire Marshal and Development Services Director to maintain the minimum fire access lane requirements for height and width.

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

Documentation:
CalFire, Fire Hazard Severity Zone Maps, Shasta County, 2008

Mitigation:
None necessary.

XXI. MANDATORY FINDINGS OF SIGNIFICANCE:	**Potentially Significant Impact**	**Less-Than-Significant With Mitigation Incorporated**	**Less-Than-Significant Impact**	**No Impact**
a) Does the project have the potential to 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 the 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?		**X**		

XXI. MANDATORY FINDINGS OF SIGNIFICANCE:	Potentially Significant Impact	Less-Than-Significant With Mitigation Incorporated	Less-Than-Significant Impact	No Impact
b) Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?			**X**	
c) Does the project have potential environmental effects which may cause substantial adverse effects on human beings, either directly or indirectly?				**X**

Discussion:

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

a) As discussed under Item IV, *Biological Resources*, if unmitigated, the project has the potential to result in the loss of approximately 0.042 acres of Waters of the United States. **Mitigation Measure MM-4** is established to reduce potential impact to less than significant.

b) As discussed in Section V, the project will contribute to regionwide cumulative air quality impacts. However, under policy of the *General Plan*, application of existing grading and construction standards will reduce potential impacts from this project to a level less than significant.

c) As discussed herein, the project does not have characteristics which could cause substantial adverse effects on human beings, either directly or indirectly.

Documentation:
See all Sections above.

Mitigation:

- **MM-1.** Prior to the issuance of a grading permit, the project applicant or contractor shall select construction equipment to minimize emissions and submit a construction management plan to the City of Redding for review and approval. The construction management plan shall demonstrate that the off-road equipment used on-site to construct the project would include the following:
  a. All diesel-fueled equipment used during project construction shall be equipped with at least Tier 4 engines. In the event that Tier 4 engines are not commercially available, use of alternatively fueled (i.e., non-diesel) equipment or other control technology (i.e., diesel particulate filters) may suffice, as long as an overall average reduction of 20 percent below NOx emission levels estimated for the standard fleet mix in the California Emissions Estimator Model can be demonstrated.
  b. All on-site vehicles shall be limited to a speed of 15 miles per hour on unpaved roads.
  c. All construction equipment shall be maintained and properly tuned in accordance with manufacturers' specifications. Equipment maintenance records shall be kept onsite and made available upon request by the City of Redding.
  d. Implement all applicable Standard Mitigation Measures included in City of Redding 2020 General Plan. The Standard Mitigation Measures are as follows:
     1. Nontoxic soil stabilizers shall be applied according to manufacturer's specification to all inactive construction areas (previously graded areas inactive for ten days or more).
     2. All grading operations shall be suspended when winds (as instantaneous gusts) exceed 20 miles per hour.
     3. Temporary traffic control shall be provided as appropriate during all phases of construction to improve traffic flow (e.g., flag person).
     4. Construction activities that could affect traffic flow shall be scheduled in off-peak hours.
     5. Active construction areas, haul roads, etc., shall be watered at least twice daily or more as needed to limit

dust.

6. Exposed stockpiles of soil and other backfill material shall either be covered, watered, or have soil binders added to inhibit dust and wind erosion.
7. All truck hauling solid and other loose material shall be covered or should maintain at least two feet of freeboard (i.e., minimum vertical distance between top of the load and the trailer) in accordance with the requirements of CVC Section 23114. This provision is enforced by local law enforcement agencies.
8. All public roadways used by the project contractor shall be maintained free from dust, dirt, and debris caused by construction activities. Streets shall be swept at the end of the day if visible soil materials are carried onto adjacent public paved roads. Wheel washers shall be used where vehicles enter and exit unpaved roads onto paved roads, or trucks and any equipment shall be washed off leaving the site with each trip.
9. Alternatives to open burning of cleared vegetative material on the project site shall be used unless otherwise deemed infeasible by the City Planning Division. Suitable alternatives include, but are not limited to, on-site chipping and mulching and/or hauling to a biomass fuel site.
10. Provide energy-efficient process systems, such as water heaters, furnaces, and boilers units.
11. Reestablish ground cover on the construction site through seeding and watering prior to final occupancy.
12. All new wood burning devices shall be EPA Phase II certified.
13. Streets should be designed to maximize pedestrian access to transit stops.

- **MM-2.** If vegetation removal or construction activities will occur during the nesting season for birds or raptors (February 1 through August 31), a qualified biologist shall conduct a preconstruction survey 7 days before construction activities begin. If nesting birds or raptors are found, CDFW will be notified and consulted. An appropriate buffer, as determined by CDFW and the qualified biologist, will be placed around the nest until the young have fledged. If construction activities cease for a period greater than 7 days, additional preconstruction surveys will be required.

- **MM-3.** To the extent practicable, removal of large trees with cavities, crevices, or snags shall occur before bat maternity colonies form (i.e., prior to March 1) or after young are volant (i.e., after August 31). If construction (including the removal of large trees ≥12 inch dbh) occurs during the bat non-volant season (March 1 through August 31), a qualified professional shall conduct a pre-construction survey of the study area to locate maternity colonies and identify measures to protect colonies from disturbance. The preconstruction survey will be performed no more than 7 days prior to the implementation of construction activities. If a maternity colony is located within or adjacent to the study area, a disturbance free buffer shall be established by a qualified professional, in consultation with CDFW, to ensure the colony is protected from project activities.

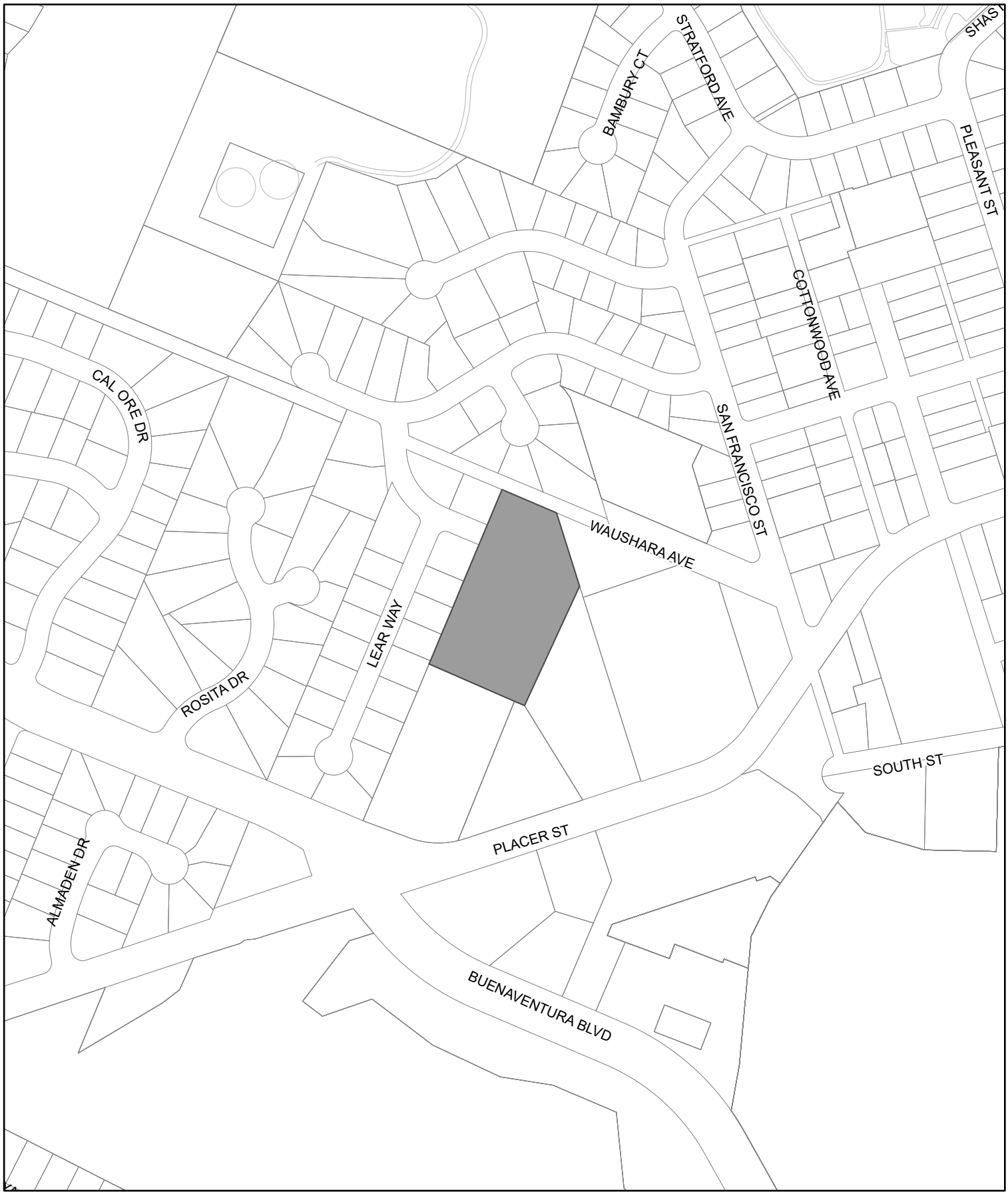
- **MM-4.** Prior to issuance of a grading permit affecting any jurisdictional waters, including wetlands, as identified in the project wetland delineation, the project applicant shall provide written verification to the City of Redding Development Services Department that the following resource agency permits and mitigation requirements have been successfully secured from the Corps, CDFW, RWQCB, or any other applicable agency (i.e., USFWS) identified through the permitting process:*

  d. Prior to any discharge of dredged or fill material into “waters of the U.S.”, including wetlands, authorization under a Nationwide Permit or Individual Permit shall be obtained from the Corps. For any features determined to not be subject to the Corps jurisdiction during the verification process, authorization to discharge (or a waiver from regulation) shall be obtained from the RWQCB. For fill requiring a Corps permit, water quality certification shall be obtained from the RWQCB prior to discharge of dredged or fill material. Verification shall be provided to the City of Redding Development Services Department prior to issuance the issuance of a grading permit.

  e. Prior to any activities that would obstruct the flow of, or alter the bed, channel, or bank of any intermittent or ephemeral creeks, notification of streambed alteration shall be submitted to the CDFW; and, if required, a 1602 streambed alteration agreement shall be obtained by the project applicant. Verification shall be provided to the City of Redding Development Services Department prior to the issuance of a grading permit.

  f. The project applicant shall achieve the mitigation for the permanent loss of streams, wetlands, and other waters through the purchase of mitigation credits at an agency-approved mitigation bank. If onsite/offsite habitat restoration is proposed a detailed mitigation plan, including success criteria, monitoring, maintenance, and reporting as required by the regulatory agencies (i.e., Corps, CDFW, RWQCB) shall be submitted for review and approval. The affected regulatory

agency shall identify when measures shall be implemented and completed for those activities impacting streams, wetlands, or other waters. All measures contained in the permits or associated with any agency approvals shall be implemented to the satisfaction of the lead regulatory agency.



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GIS DIVISION
INFORMATION TECHNOLOGY DEPARTMENT

DATE PRODUCED:
JANUARY 8, 2021

0 200 400 Feet

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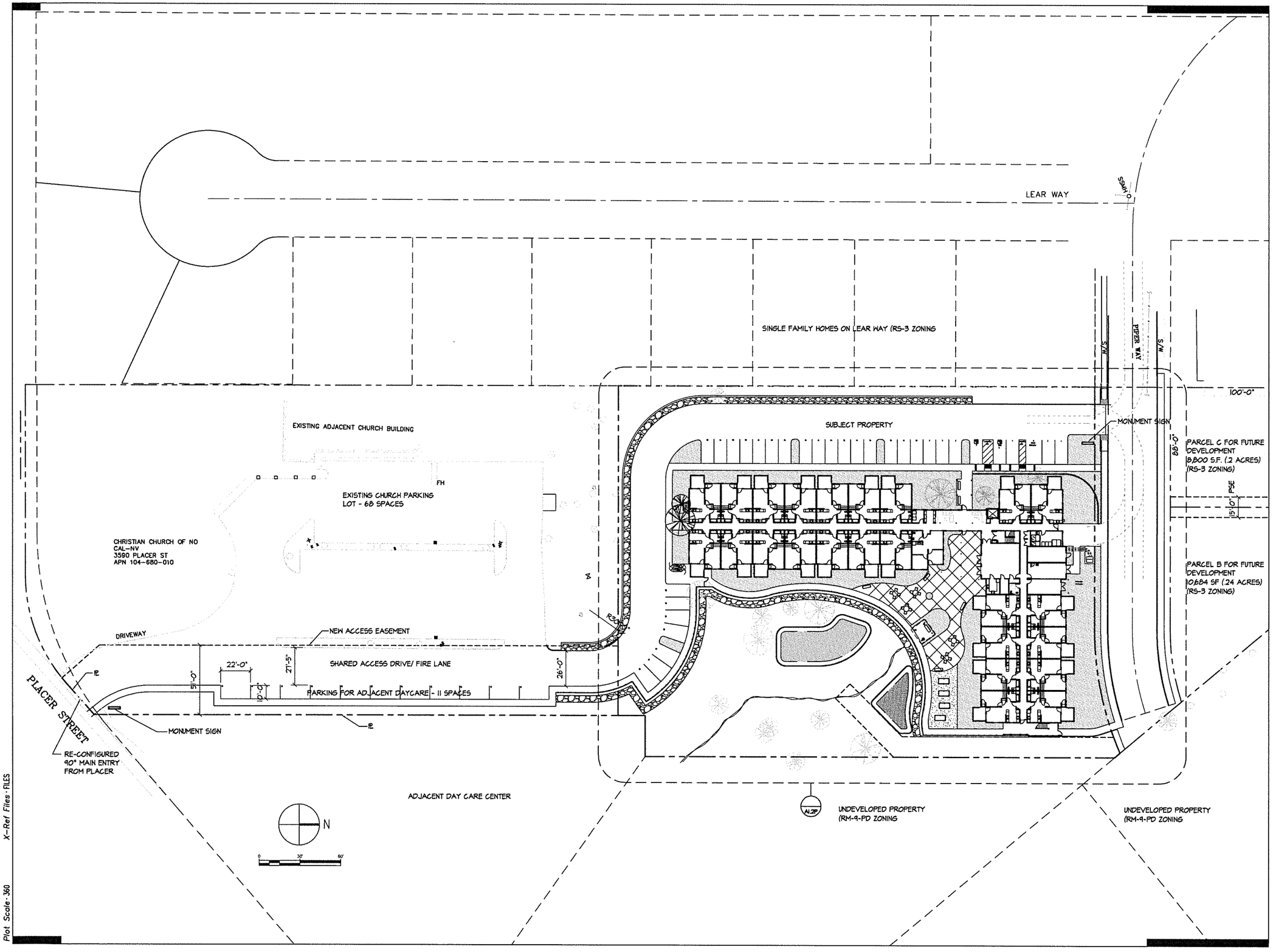
LOCATION MAP

SDP-2020-01714
C. M. WONG ARCHITECTURE
3592 PLACER STREET
AP# 104-680-003

MTG. DATE:

ITEM:

ATTACHMENT:



Plot Scale · 360 X-Ref Files · FILES

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PIPER WAY SENIOR HOUSING

REDDING, CALIFORNIA

CHRISTIAN CHURCH HOMES

- Date Issued:

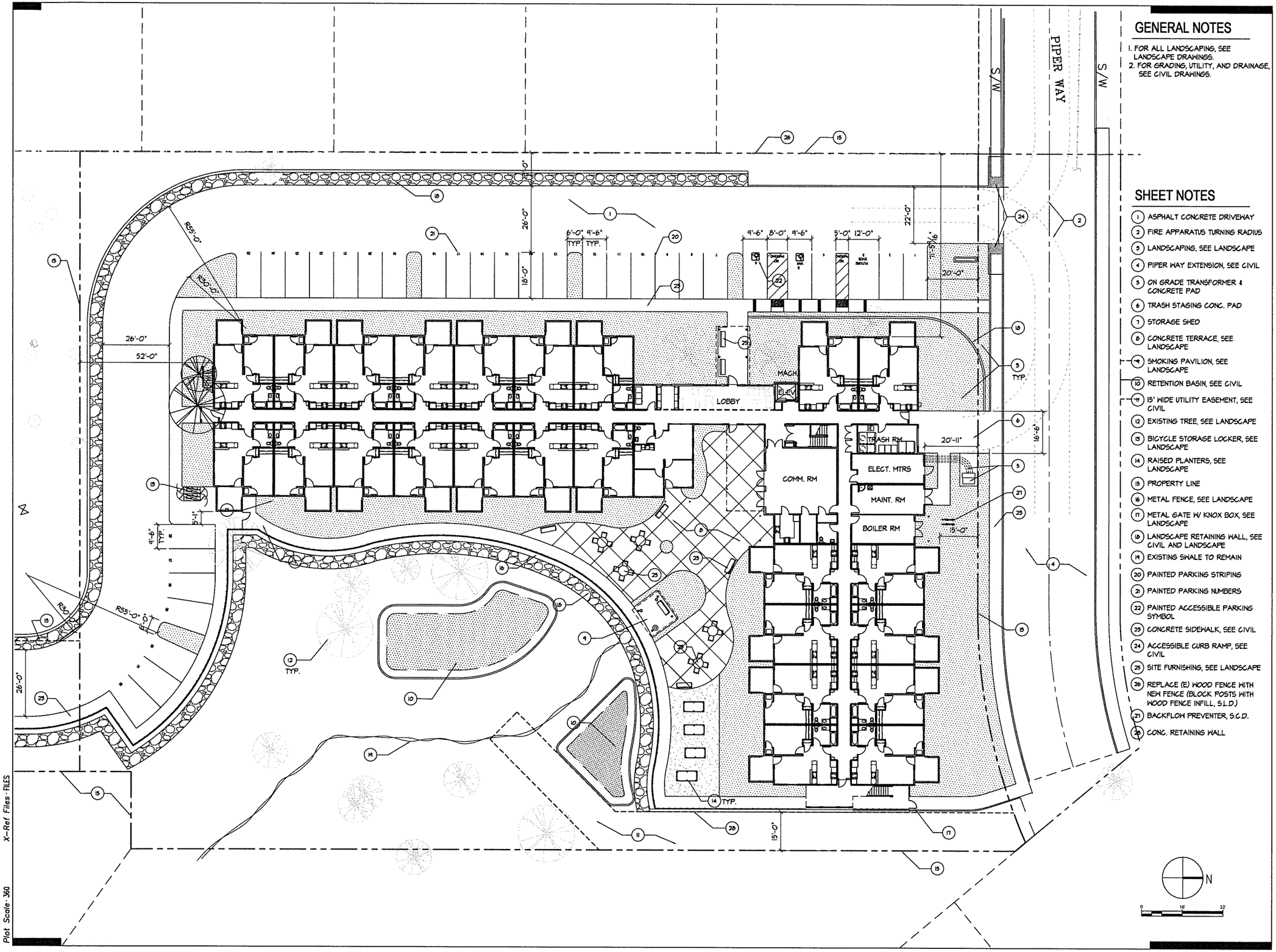
11/23/20 SITE DEVEL PERMIT
5/4/21 SITE DEV PERMIT RESUB

- Sheet Title

OVERALL
SITE PLAN

- Drawn · CW
- Date · 10/19/20
- Scale · 1" = 30'-0"
- File ·

Sheet A1.1P



GENERAL NOTES

1. FOR ALL LANDSCAPING, SEE LANDSCAPE DRAWINGS.
2. FOR GRADING, UTILITY, AND DRAINAGE, SEE CIVIL DRAWINGS.

SHEET NOTES

1. ASPHALT CONCRETE DRIVEWAY
2. FIRE APPARATUS TURNING RADIUS
3. LANDSCAPING, SEE LANDSCAPE
4. PIPER WAY EXTENSION, SEE CIVIL
5. ON GRADE TRANSFORMER & CONCRETE PAD
6. TRASH STAGING CONC. PAD
7. STORAGE SHED
8. CONCRETE TERRACE, SEE LANDSCAPE
9. SMOKING PAVILION, SEE LANDSCAPE
10. RETENTION BASIN, SEE CIVIL
11. 15' WIDE UTILITY EASEMENT, SEE CIVIL
12. EXISTING TREE, SEE LANDSCAPE
13. BICYCLE STORAGE LOCKER, SEE LANDSCAPE
14. RAISED PLANTERS, SEE LANDSCAPE
15. PROPERTY LINE
16. METAL FENCE, SEE LANDSCAPE
17. METAL GATE W/ KNOX BOX, SEE LANDSCAPE
18. LANDSCAPE RETAINING WALL, SEE CIVIL AND LANDSCAPE
19. EXISTING SWALE TO REMAIN
20. PAINTED PARKING STRIPING
21. PAINTED PARKING NUMBERS
22. PAINTED ACCESSIBLE PARKING SYMBOL
23. CONCRETE SIDEWALK, SEE CIVIL
24. ACCESSIBLE CURB RAMP, SEE CIVIL
25. SITE FURNISHING, SEE LANDSCAPE
26. REPLACE (E) WOOD FENCE WITH NEW FENCE (BLOCK POSTS WITH WOOD FENCE INFILL, S.I.D.)
27. BACKFLOW PREVENTER, S.C.D.
28. CONC. RETAINING WALL

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PIPER WAY SENIOR HOUSING
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CHRISTIAN CHURCH HOMES

■ *Date Issued:*

11/23/20 SITE DEVEL. PERMIT
5/4/21 SITE DEV PERMIT RESUB

■ *Sheet Title*

ENLARGED SITE PLAN

■ *Drawn* · CW
■ *Date* · 10/19/20
■ *Scale* · 1/16" = 1'-0"
■ *File* ·

Sheet A1.2P

X-Ref Files · FILES
Plot Scale · 360

CONTINUATION, SEE SHEET C2.1

PROPOSED PARCEL 2
± 2.20 AC

PROPOSED PARCEL 1
± 0.45 AC

PIPER WAY

352.00'
S22°01'36"W

N22°01'06"E
56.00'

N22°01'06"E
100.00'

56' PROPOSED
RIGHT OF WAY
(14,100 SF)

N67°58'54"W
155.13'

N67°58'54"W
178.00'

N67°58'54"W
242.30'

S14°04'53"E
9.90'

31' PROPOSED ACCESS
EASEMENT FOR BENEFIT
OF PARCEL 2

N67°58'54"W
30.00'

N67°01'06"E
59.13'

N22°58'54"W
10.00'

N67°01'06"E
65.27'

S22°01'06"W
187.07'

10' PROPOSED
UTILITY EASEMENT
(2,213 SF)

156.93'
S22°01'06"W

N22°01'06"E
159.77'

L=93.48'
R=228.00'
Δ=023°29'30"

L=54.00'
R=177.00'
Δ=017°29'24"

119.01'
S17°38'54"E

N17°38'54"W
64.41'

GRAPHIC SCALE
20 0 20 40

Plot Scale·192
X-Ref Files·FILES

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ARCHITECTURE
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MAYERS ARCHITECTURE
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Sacramento, CA. 95814
Ph: (916) 556-5800 F: (916) 556-5899
BKF Project Number 20200168-10

REGISTERED PROFESSIONAL ENGINEER
JAMES T. KOCZANOWSKI
C 64858
EXP. 6/30/21
CIVIL
STATE OF CALIFORNIA

■ *Date Issued:*

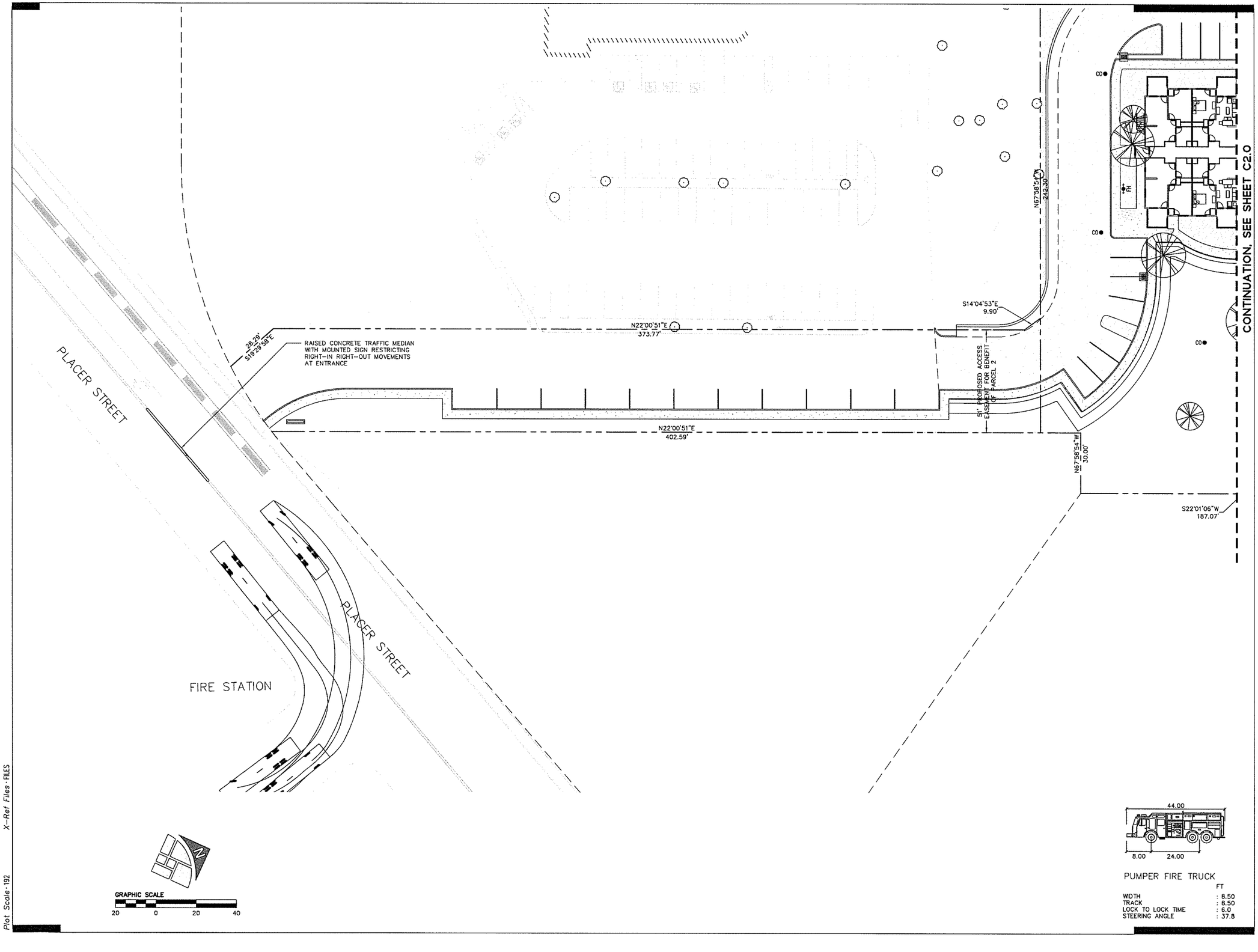
5/4/21 Site Dev Permit Resub

■ *Sheet Title*

SITE LAYOUT PLAN

■ *Drawn·AL/DL*
■ *Date·5/4/21*
■ *Scale·AS SHOWN*
■ *File·*

Sheet **C2.0**



PUMPER FIRE TRUCK

	FT
WIDTH	: 8.50
TRACK	: 8.50
LOCK TO LOCK TIME	: 6.0
STEERING ANGLE	: 37.8

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REGISTERED PROFESSIONAL ENGINEER JAMES T. RECORDEY C 64858 EXP. 6/30/21 CIVIL STATE OF CALIFORNIA

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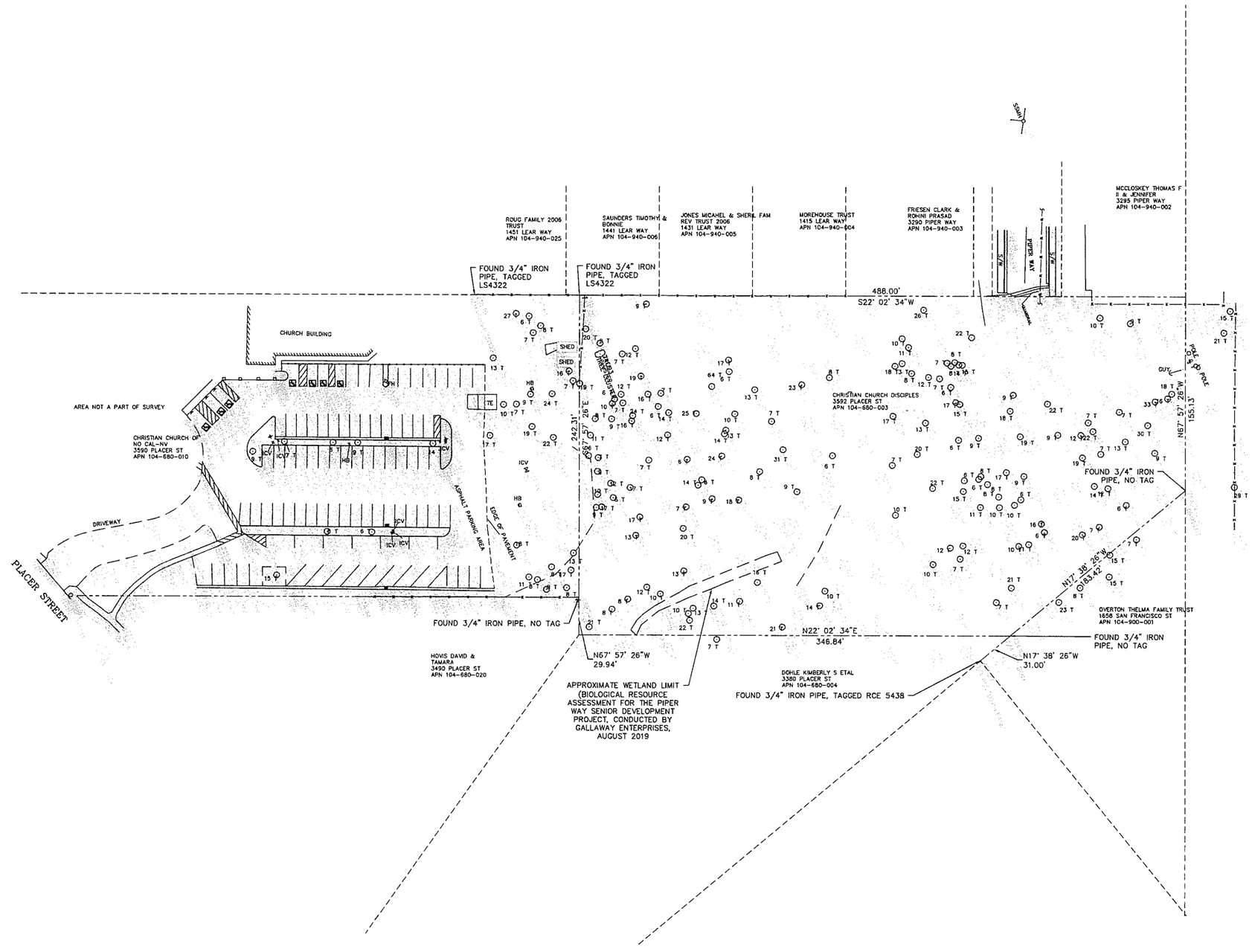
- *Sheet Title*

SITE LAYOUT PLAN

- *Drawn* · AL/DL
- *Date* · 5/4/21
- *Scale* · AS SHOWN
- *File* ·

Sheet **C2.1**

Plot Scale · 192 *X-Ref Files* · FILES



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REGISTERED PROFESSIONAL ENGINEER CHRIS T. KOSTOV C 64858 EXP. 6/30/21 CIVIL STATE OF CALIFORNIA

- *Date Issued:*

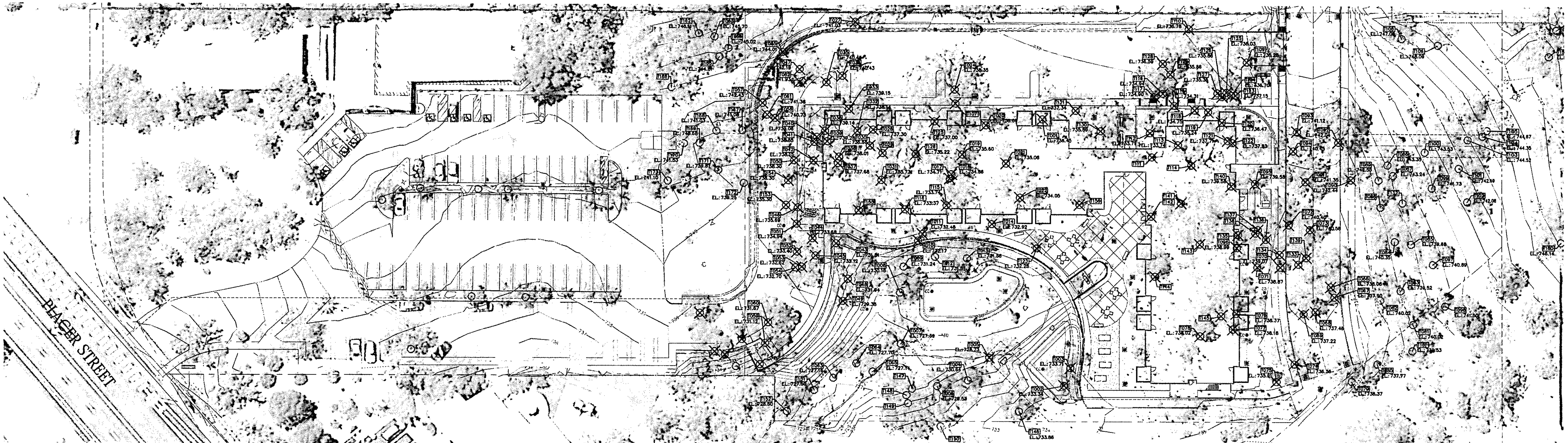
5/4/21 Site Dev Permit Resub

- *Sheet Title*

EXISTING CONDITIONS

- *Drawn* · AL/DL
- *Date* · 5/4/21
- *Scale* · AS SHOWN
- *File* ·

Sheet **C1.0**



Attachment B: Tree Assessment Table for the Piper Way Senior Development Project

Tree Label	Species	DBH (in)	Dripline (ft)	Health (1-5)	Comments	Recommendation
T001	Blue Oak	23	16	1	extensive decay up trunk and peeling bark	Remove
T002	Blue Oak	20	12	1	cavity on trunk with decay extending to crown	Remove
T003	Blue Oak	11	8	1	extensive decay up trunk	Remove
T004	Blue Oak	12	8	3	average	Save if possible w/some pruning
T005	Blue Oak	15	15	1	peeling bark/decay up trunk, possible root rot	Remove
T006	Blue Oak	14	12	2	sound but lots of suckering	Not recommended for preservation
T007	Blue Oak	15	10	1	decay at base and up trunk, cavity on trunk	Remove
T008	Blue Oak	6,13	14	3	average	Save if possible w/some pruning
T009	Blue Oak	6,7	8	2	sound but one co-stem broken	Not recommended for preservation
T010	Blue Oak	8	5	1	whole top of crown broken off	Remove
T011	Blue Oak	3,8,8	9	2	sound but large broken branches	Not recommended for preservation
T012	Blue Oak	5,6	5	1	decay at base and crown top broken off	Remove
T013	Blue Oak	9,17	18	2	sound but very poor branching	Not recommended for preservation
T014	Blue Oak	8,8,8	12	1	splitting bark on trunk and one co-stem decayed throughout	Remove
T015	Blue Oak	12,10,13	15	0	"extreme hazard" dead or nearly so	Remove
T016	Blue Oak	6	8	2	sound but significnat crown lean	Not recommended for preservation
T017	Blue Oak	7,9	8	1	cavity at base of one trunk, poor crotch/form	Remove
T018	Blue Oak	13	12	1	splitting trunk, elongate	Remove
T019	Blue Oak	3,7	7	1	decay at base and up trunk, poor form	Remove
T020	Blue Oak	12	12	3	average but some poor crotches	Save if possible w/some pruning
T021	Blue Oak	7	7	3	average	Save if possible w/some pruning
T022	Blue Oak	9,14	15	2	cavity at base of trunk	Remove
T023	Blue Oak	5,4	5	2	sound but poor main crotch and crown leans	Not recommended for preservation
T024	Blue Oak	16	13	1	extensive decay throughout	Remove
T025	Blue Oak	12,14,14,20	18	1	"extreme hazard" large cavity at trunk base and into the roots - undermined	Remove
T026	Blue Oak	12,13	8	1	"extreme hazard" large cavity at trunk base and into the roots - undermined	Remove
T027	Chinese Tallow	4,7	8	2	poor form and crotches	Not recommended for preservation
T028	Blue Oak	8	8	2	elongate with a lean	Not recommended for preservation
T029	Blue Oak	11	15	3	average	Save if possible w/some pruning
T030	Blue Oak	11	12	1	peeling bark and extensive decay on trunk	Remove
T031	Blue Oak	13	13	3	average	Save if possible w/some pruning
T032	Blue Oak	15	18	3	average, nest present	Save if possible w/some pruning
T033	Blue Oak	16	18	3	above average but has poor branch crotches	Save if possible w/some pruning
T034	Blue Oak	4,11	11	2	sound but elongate, poor form and large broken branch	Not recommended for preservation
T035	Blue Oak	8	8	2	some decay in trunk ,elongate, poor form	Remove
T036	Blue Oak	12,14	10	2	elongate, suckering, poor form	Not recommended for preservation
T037	Blue Oak	8,9	8	2	elongate, crown leans, poor form	Not recommended for preservation
T038	Blue Oak	11	8	2	sound but elongate with decay in branches	Not recommended for preservation
T039	Blue Oak	7	5	2	elongate, suckering, poor branching	Not recommended for preservation
T040	Blue Oak	8	5	2	sound but significnat lean and elongate	Not recommended for preservation
T041	Blue Oak	10	8	3	average but slightly elongate	Save if possible w/some pruning
T042	Blue Oak	9	8	3	average but slightly elongate	Save if possible w/some pruning
T043	Blue Oak	15	15	3	average	Save if possible w/some pruning
T044	Blue Oak	12	12	2	entertwined branches, elongate, suckering	Not recommended for preservation
T045	Blue Oak	6	5	3	average but slightly elongate	Save if possible w/some pruning
T046	Blue Oak	6	5	3	average but slightly elongate	Save if possible w/some pruning
T047	Blue Oak	5,6	8	2	sound but elongate, crown lean and poor crotch	Not recommended for preservation
T048	Blue Oak	8,10	13	2	some evidence of decay in trunk	Remove
T049	Blue Oak	13	5	0	"extreme hazard" standing dead	Remove
T050	Blue Oak	6	5	2	significant lean, very poor form	Not recommended for preservation
T051	Blue Oak	9	8	3	average but with slight lean	Save if possible w/some pruning
T052	Blue Oak	11	12	2	leans, elongate, suckering	Not recommended for preservation

Tree Label	Species	DBH (in)	Dripline (ft)	Health (1-5)	Comments	Recommendation
T053	Blue Oak	7,6,6	15	3	average but some poor branching	Save if possible w/some pruning
T054	Blue Oak	10	12	2	leans, elongate, suckering	Not recommended for preservation
T055	Blue Oak	23	12	4	above average	Save if possible w/some pruning
T056	Blue Oak	11,12	12	2	crotch with included bark, suckering	Not recommended for preservation
T057	Blue Oak	10,7	12	2	poor form, significant lean, some decay	Not recommended for preservation
T058	Blue Oak	8	5	2	sound but elongate, poor form and suckering	Not recommended for preservation
T059	Blue Oak	7,9	8	3	average but slightly elongate	Save if possible w/some pruning
T060	Blue Oak	13	12	3	average but some suckering	Save if possible w/some pruning
T061	Live Oak	6	5	1	cavity with fruiting bodies up trunk	Remove
T062	Blue Oak	4,6,8,4	8	3	average but slightly elongate	Save if possible w/some pruning
T063	Blue Oak	8	8	1	peeling bark/decay up trunk, significant lean	Remove
T064	Blue Oak	12	15	2	suckering and some cracks on bark	Not recommended for preservation
T065	Blue Oak	9	8	1	peeling bark with extensive decay up trunk	Remove
T066	Blue Oak	16	15	3	average but with some decay in branches	Save if possible w/some pruning
T067	Live Oak	6	7	3	average but with a slight lean	Save if possible w/some pruning
T068	Blue Oak	12	13	2	lots of broken branches, suckering, poison oak taking over	Not recommended for preservation
T069	Blue Oak	11	12	2	sound but poor form and branches with decay	Not recommended for preservation
T070	Blue Oak	7,7	10	2	elongated, poor crotch, old split on trunk	Remove
T071	Blue Oak	11	8	1	large cavity up trunk	Remove
T072	Blue Oak	18	15	3	average but slight poor form and elongation	Save if possible w/some pruning
T073	Blue Oak	9	10	2	sound but elongated, poor form and many broken branches	Not recommended for preservation
T074	Blue Oak	10,12	9	1	conk at trunk base, poor form, decay in crotches	Remove
T075	Foothill Pine	7	5	3	average	Remove-not suitable for retention
T076	Blue Oak	13	15	2	sound but lots of suckering and large broken branch	Not recommended for preservation
T077	Blue Oak	6	8	2	elongated, poor form, woodpecker holes	Not recommended for preservation
T078	Blue Oak	7	10	2	sound but poor form and poor crotches	Not recommended for preservation
T079	Blue Oak	10,13	12	3	average	Save if possible w/some pruning
T080	Foothill Pine	8	6	3	average	Remove-not suitable for retention
T081	Blue Oak	16	10	3	average, good form, few broken branches	Save if possible w/some pruning
T082	Blue Oak	20	13	1	extensive decay up trunk	Remove
T083	Foothill Pine	7	5	3	average	Save if possible w/some pruning
T084	Blue Oak	13	12	2	very poor branching form, suckering, decay	Remove
T085	Blue Oak	12	13	3	average but many broken branches	Save if possible w/some pruning
T086	Blue Oak	8,8	8	2	poor main crotch	Not recommended for preservation
T087	Blue Oak	11,10	12	3	average	Save if possible w/some pruning
T088	Blue Oak	8,12	10	2	crowded, taken over by poison oak	Not recommended for preservation
T089	Blue Oak	6,6	9	1	splitting bark up trunk, poor main crotch	Remove
T090	Blue Oak	9	7	3	average	Save if possible w/some pruning
T091	Blue Oak	19	16	2	sound but poor form and branches with decay	Not recommended for preservation
T092	Blue Oak	23	16	4	sound, large, few broken branches	Save if possible w/some pruning
T093	Blue Oak	9	10	3	average	Save if possible w/some pruning
T094	Blue Oak	12	14	1	large cavity on trunk	Remove
T095	Blue Oak	9	8	3	average but some dead branches and poor branching	Save if possible w/some pruning
T096	Blue Oak	7,10	10	2	elongated, poor form, many broken branches	Not recommended for preservation
T097	Foothill Pine	6	5	3	average	Remove-not suitable for retention
T098	Foothill Pine	8	5	3	average	Remove-not suitable for retention
T099	Foothill Pine	12	12	3	average, but top is forked	Remove-not suitable for retention
T100	Blue Oak	7	8	3	average	Save if possible w/some pruning
T101	Blue Oak	11,12,10	13	2	crowded, taken over by poison oak	Not recommended for preservation
T102	Foothill Pine	10	8	3	average	Remove-not suitable for retention

Tree Label	Species	DBH (in)	Dripline (ft)	Health (1-5)	Comments	Recommendation
T103	Blue Oak	5,16,11	15	2	poor crotches, broken branches, crowded	Not recommended for preservation
T104	Blue Oak	15	13	2	poor crotches, broken branches	Not recommended for preservation
T105	Blue Oak	11	11	2	decay and many cut branches due to PG&E	Remove
T106	Blue Oak	10	10	3	average with few broken branches	Save if possible w/some pruning
T107	Blue Oak	6	5	2	elongate, some decay, poison oak	Remove
T108	Blue Oak	11	10	2	poor form, significant broken branches	Not recommended for preservation
T109	Blue Oak	24	15	2	sound but lots of suckering and dead branches, poison oak taking over	Not recommended for preservation
T110	Blue Oak	12,16	18	2	sound but significant decay in main branch	Not recommended for preservation
T111	Blue Oak	16	8	0	"extreme hazard" standing dead	Remove
T112	Blue Oak	6	5	3	average	Save if possible w/some pruning
T113	Blue Oak	6.6	6	2	poor form, elongated, decay in low crotch	Remove
T114	Blue Oak	12	15	2	sound but poor branching	Not recommended for preservation
T115	Blue Oak	8	5	0	"extreme hazard" standing dead	Remove
T116	Blue Oak	7,8	5	2	sound but elongated with poor form	Not recommended for preservation
T117	Blue Oak	7,10	8	2	sound but elongated with poor form	Not recommended for preservation
T118	Blue Oak	n/a	n/a	0	fallen over due to decay	Remove
T119	Blue Oak	7	7	3	average but slight elongation	Save if possible w/some pruning
T120	Blue Oak	6	5	3	average	Save if possible w/some pruning
T121	Blue Oak	17	16	2	poor main crotch, some decay, poor form, suckering	Remove
T122	Blue Oak	14	15	1	"extreme hazard" extensive wood rot, leans	Remove
T123	Blue Oak	6,10	8	1	cracks in bark, elongated, suckering	Remove
T124	Blue Oak	6,6,3	10	2	sound but elongated with poor form	Not recommended for preservation
T125	Blue Oak	8	8	2	significant lean, elongated	Not recommended for preservation
T126	Blue Oak	8	8	2	sound but elongated with slight crown lean	Not recommended for preservation
T127	Blue Oak	8	5	1	peeling bark/decay up trunk, crown leans	Remove
T128	Foothill Pine	10	6	2	sound but significant lean	Remove-not suitable for retention
T129	Blue Oak	7,5	8	2	poor form, bark rubbed off	Remove
T130	Blue Oak	18	16	3	above average but has poor branch crotches	Save if possible w/some pruning
T131	Blue Oak	8	5	2	sound but lots of broken branches	Not recommended for preservation
T132	Foothill Pine	7	6	3	average	Remove-not suitable for retention
T133	Blue Oak	10	10	3	average but some dead branches	Save if possible w/some pruning
T134	Blue Oak	8	8	2	sound but elongate with decay in branches	Not recommended for preservation
T135	Blue Oak	6	5	2	crooked trunk, poor form, elongated	Remove
T136	Blue Oak	8	5	2	elongate, crown leans, decay in branches	Remove
T137	Blue Oak	8	5	2	elongate, suckering, crown leans	Not recommended for preservation
T138	Blue Oak	6	5	1	split trunk with decay going up trunk	Remove
T139	Blue Oak	6	5	2	significant lean, elongated	Not recommended for preservation
T140	Blue Oak	6	5	3	average	Save if possible w/some pruning
T141	Blue Oak	20	12	0	"extreme hazard" standing (nearly)dead	Remove
T142	Blue Oak	7	5	3	average but slight lean	Save if possible w/some pruning
T143	Blue Oak	22	12	1	extensive decay throughout, peeling bark	Remove
T144	Blue Oak	10	8	3	average	Save if possible w/some pruning
T145	Blue Oak	12	8	3	average but some evidence of suckering	Save if possible w/some pruning
T146	Blue Oak	21	15	4	above average	Save if possible w/some pruning
T147	Blue Oak	13	8	3	average but slight poor form	Save if possible w/some pruning
T148	Blue Oak	10	10	3	average but slighty elongated	Save if possible w/some pruning
T149	Blue Oak	22	15	2	leans,poor form, dead branches, poison oak	Not recommended for preservation
T150	Blue Oak	7	6	3	average	Save if possible w/some pruning
T151	Blue Oak	8	5	2	significant lean, broken branches	Not recommended for preservation
T152	Blue Oak	9,12	16	2	sound but significant lean	Not recommended for preservation
T153	Blue Oak	6	8	3	average	Save if possible w/some pruning
T154	Blue Oak	11	12	2	suckering and some decay in branches	Not recommended for preservation
T155	Blue Oak	7	8	3	average but some poor branching	Save if possible w/some pruning
T156	Blue Oak	6	5	2	sound but lots of broken branches	Not recommended for preservation
T157	Blue Oak	11	8	2	elongate, crowded, poor form	On adjacent parcel
T158	Blue Oak	13	12	4	above average	On adjacent parcel
T159	Blue Oak	11,12	15	2	poor form, crowded	On adjacent parcel

Tree Label	Species	DBH (in)	Dripline (ft)	Health (1-5)	Comments	Recommendation
T160	Mulberry	7,12,16	18	2	lots of broken branches	On adjacent parcel
T161	Blue Oak	7,9	12	3	average	On adjacent parcel
T162	Blue Oak	14,18	15	3	average but some decay in branches	On adjacent parcel
T163	Blue Oak	6	5	2	crowded, elongate	On adjacent parcel
T164	Blue Oak	9	8	3	average	On adjacent parcel
T165	Blue Oak	7	8	3	average	On adjacent parcel
T166	Blue Oak	13	12	3	average	On adjacent parcel
T167	Blue Oak	25	15	2	decay present	On adjacent parcel
T168	Blue Oak	10	8	2	poor form, broken branches, elongate	On adjacent parcel
T169	Live Oak	7	5	2	poor form, broken branches, elongate	On adjacent parcel
T170	Blue Oak	11	10	2	poor form, decay in branches	On adjacent parcel
T171	Blue Oak	9,11	12	2	poor form, broken branches	On adjacent parcel
T172	Blue Oak	9,12	12	2	poor form, broken branches	On adjacent parcel
T173	Blue Oak	11	8	2	poor form, broken branches	On adjacent parcel
T174	Blue Oak	9,9	8	3	average	On adjacent parcel
T175	Blue Oak	9	8	2	crowded, poor form	On adjacent parcel
T176	Blue Oak	8	8	3	average	On adjacent parcel
T177	Blue Oak	12	8	2	crowded, poor form	On adjacent parcel

DESIGN NORTH

TRUE NORTH

0 30 60

SCALE: 1"= 30'-0"

SOLAR INFLUENCE

LEGEND

SYMBOL	DESCRIPTION
⊙	EXISTING TREE
T153 EL.: 731.53	TREE IDENTIFICATION NUMBER TREE ELEVATION
×	TREE TO BE REMOVED

NOTES

1. THIS PLAN WAS PREPARED USING AND INTENDED FOR USE IN CONJUNCTION WITH "THE TREE INVENTORY FOR THE PIPER WAY SENIOR DEVELOPMENT PROJECT" PREPARED BY GALLAWAY ENTERPRISES, DATED JANUARY 12, 2020.
2. TREE ASSESSMENTS WERE CONDUCTED BY GALLAWAY ENTERPRISES.
3. ALL METHODOLOGY AND RECOMMENDATIONS ARE AS PER GALLAWAY ENTERPRISES.
4. THE TREE ASSESSMENT TABLE ON THIS SHEET WAS TAKEN DIRECTLY FROM GALLAWAY ENTERPRISES TREE INVENTORY.
5. ALL TREES TO REMAIN SHALL BE PROTECTED FROM DAMAGE THROUGHOUT THE COURSE OF CONSTRUCTION USING BEST MANAGEMENT PRACTICES.

REGISTERED LANDSCAPE ARCHITECT
BRIAN D. FIRTH
EXP. 06-21
STATE OF CALIFORNIA

PIPER WAY SENIOR HOUSING

TREE PLAN

SHEET 1

PREPARED FOR:

CCH
CHRISTIAN CHURCH HOMES OF
NORTHERN CALIFORNIA

303 HEGENBERGER ROAD, SUITE 201
OAKLAND, CA 94621-1419

PREPARED BY:

BRIAN FIRTH LANDSCAPE ARCHITECT, INC.
627 BROADWAY, SUITE 220, CHICO, CALIFORNIA 95928
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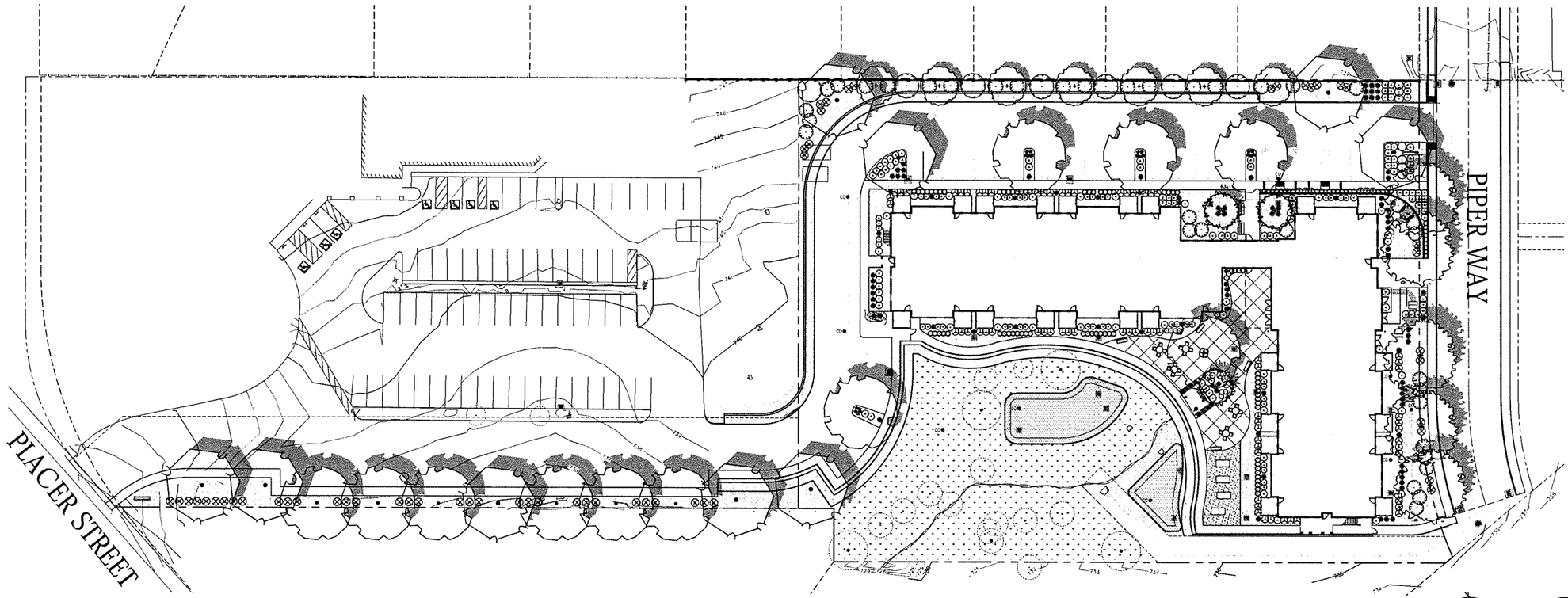
www.BFLAdesign.com www.facebook.com/BFLAdesign

SITE DEVELOPMENT PERMIT RESUBMITTAL: 5/4/2021
BFLA PROJECT NUMBER: 2191
BKF PROJECT NUMBER: 200168



TREE LIST

SYMBOL	LATIN NAME/ COMMON NAME	SIZE	WATER USE	QUANTITY
+	QUERCUS LOBATA VALLEY OAK	15 GAL	LOW	5
•	PISTACHIA CHINENSIS 'KIETH DAVIES' KEITH DAVIES CHINESE PISTACHE	15 GAL	LOW	11
•	ULMUS PARVIFOLIA 'DRAKE' DRAKE EVERGREEN ELM	15 GAL	LOW	9
✶	LAGERSTROEMIA INDICA 'FIREBIRD' RED FLOWERING CRAPE MYRTLE (MULTI-TRUNKED SPECIMENS)	15 GAL	LOW	3
+	GEJIERA PARVIFOLIA AUSTRALIAN WILLOW	15 GAL	MED	7

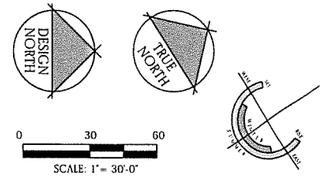
NOTE: ROOT BARRIERS TO BE INSTALLED AT ALL TREES WITHIN 4 FEET OR LESS FROM HARDSCAPES OR WALLS

SHRUB LIST

SYMBOL	LATIN NAME/ COMMON NAME	SIZE	WATER USE	QUANTITY
	ZAUSCHNERIA CALIFORNICA CALIFORNIA FUCHSIA	1 GAL.	LOW	78
	XYLOSMA CONGESTUM 'COMPACTA' COMPACT SHINY XYLOSMA	5 GAL.	LOW	7
	DIETES BICOLOR FORTNIGHT LILY	5 GAL.	LOW	101
	HETEROMELES ARBUTIFOLIA TOYON	5 GAL.	LOW	7
	LANTANA MONTEVIDENSIS TRAILING LANTANA	1 GAL.	LOW	56
	NANDINA DOMESTICA HEAVENLY BAMBOO	5 GAL.	LOW	56
	FRANGULA CALIFORNICA COFFEEBERRY	5 GAL	LOW	37
	RHAPHIOLEPSIS UMBELLATA 'MINOR' COMPACT YEDDO HAWTHORN	5 GAL.	LOW	62
	TEUCRIUM CHAMAEDRYS WALL GERMANDER	1 GAL.	LOW	114

SHRUB LIST

SYMBOL	LATIN NAME/ COMMON NAME	SIZE	WATER USE	QUANTITY
	CISTUS X PULVERULENTUS 'SUNSET' MAGENTA ROCKROSE	5 GAL.	LOW	52
	ACHILLEA 'MOONSHINE' MOONSHINE YARROW	1 GAL.	LOW	16
	PYRACANTHA COCCINEA 'LOWBOY' LOWBOY PYRACANTHA	1 GAL. (PLANT @ 5' O.C.)	LOW	2,045 SF
	COTONEASTER DAMMERI 'LOWFAST' BEARBERRY COTONEASTER	1 GAL. (PLANT @ 3' O.C.)	LOW	2,538 SF
	HYPERICUM CALYCINUM ST. JOHN'S WORT (INSTALL WITH JUTE NETTING ON NEW FILL SLOPES AS SHOWN)	1 GAL. (PLANT @ 3' O.C.)	MEDIUM	2,104 SF
	NON IRRIGATED CALIFORNIA NATIVE DRYLAND EROSION CONTROL MIX	HYDROSEED	NA	@ 13,290 SF
	IRRIGATED BIOFILTRATION GRASSES	SOD	LOW	@ 2,900 SF



TOP DRESSING NOTE

ALL NON-SODDED, NON-SEEDED LANDSCAPE AREAS SHALL BE TOP DRESSED WITH A 3" MINIMUM LAYER OF ¾" SHASTA GRANITE ROCK TOP DRESSING (AVAILABLE FROM AXNER EXCAVATING INC., REDDING), UNLESS OTHERWISE NOTED ON THE PLANS.

WILDLAND- URBAN INTERFACE FIRE AREA

ALL PLANT MATERIAL HAS BEEN SELECTED TAKING INTO ACCOUNT FIRE RESISTANCE. CARE HAS BEEN TAKEN TO BE SURE THAT ALL SELECTED PLANT MATERIAL IS NOT LISTED ON THE CITY OF REDDING'S "UNDESIRABLE NON-FIRE RESISTIVE PLANTS" LIST.

PIPER WAY SENIOR HOUSING

PRELIMINARY LANDSCAPE PLANTING PLAN

SHEET 4

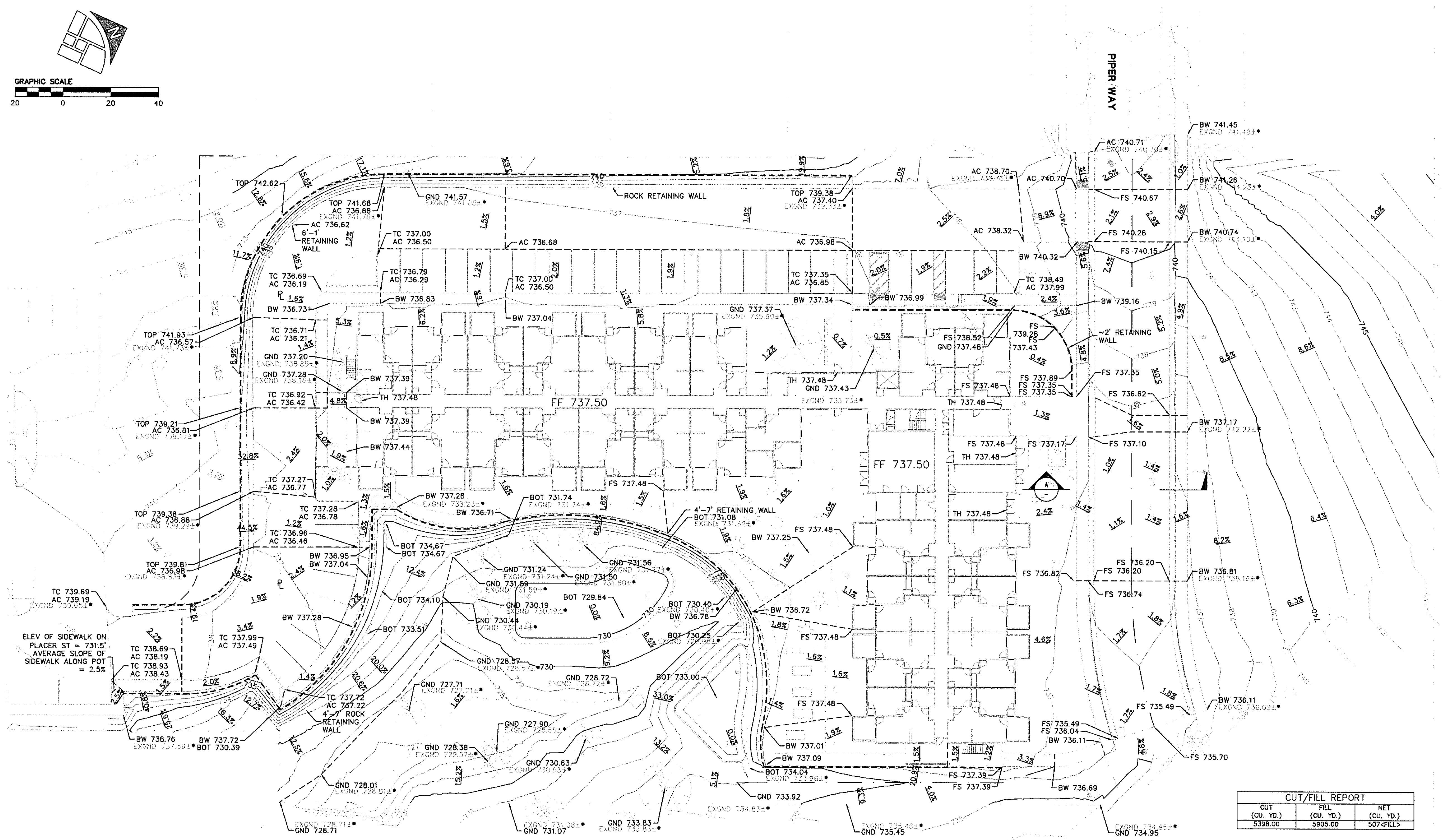
PREPARED FOR:

CCH
CHRISTIAN CHURCH HOMES OF
NORTHERN CALIFORNIA

303 HEGENBERGER ROAD, SUITE 201
OAKLAND, CA 94621-1419

PREPARED BY:
BRIAN FIRTH LANDSCAPE ARCHITECT, INC.
627 BROADWAY, SUITE 220, CHICO, CALIFORNIA 95928
PHONE: (530) 899 1130
www.BFLAdesign.com www.facebook.com/BFLAdesign

SITE DEVELOPMENT PERMIT RESUBMITTAL: 5/4/2021
BFLA PROJECT NUMBER: 2191
BKF PROJECT NUMBER: 200168



CUT/FILL REPORT		
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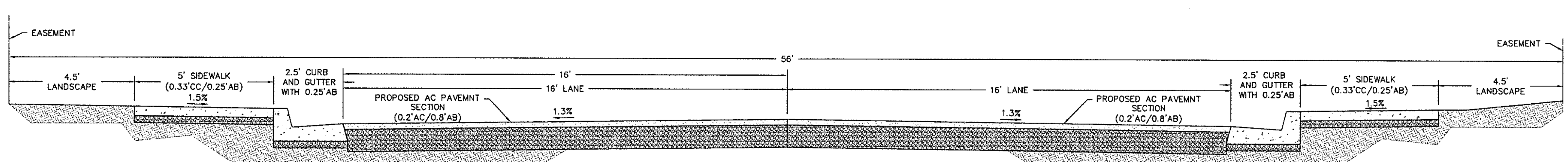

A SECTION A
SCALE: 1"=2'

Plot Scale · 192 X-Ref Files · FILES

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BKF 100+ YEARS
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BKF Project Number 20200168-10

REGISTERED PROFESSIONAL ENGINEER JAMES T. MCCURDY C 64850 EXP. 6/30/21 CIVIL STATE OF CALIFORNIA

■ *Date Issued:*

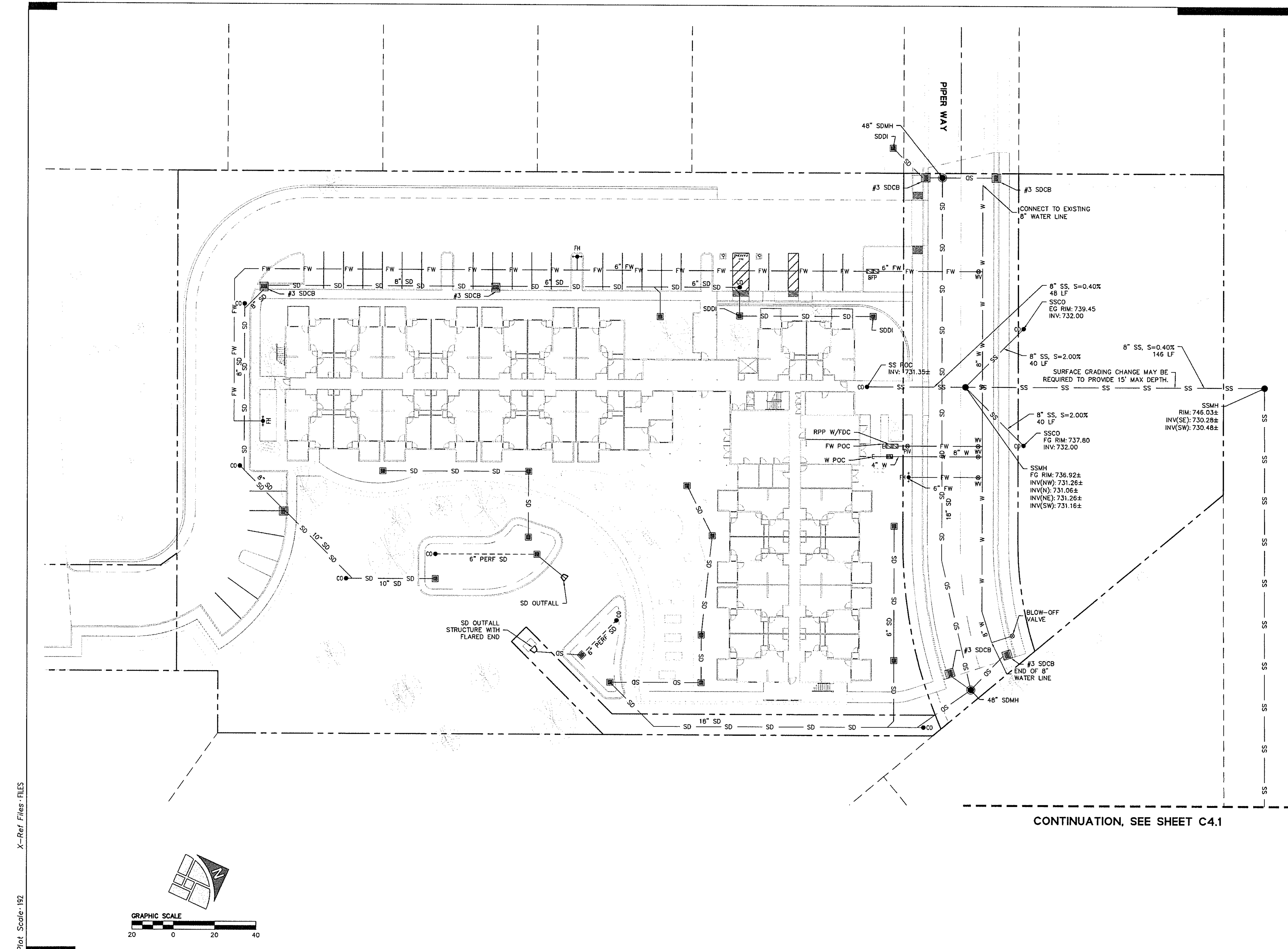
5/4/21 Site Dev Permit Resub

■ *Sheet Title*

GRADING AND DRAINAGE PLAN

■ *Drawn* · AL/DL
■ *Date* · 5/4/21
■ *Scale* · AS SHOWN
■ *File* ·

Sheet **C3.0**



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- *Date Issued:*

5/4/21 Site Dev Permit Resub

- *Sheet Title*

UTILITY PLAN

- *Drawn* · AL/DL
- *Date* · 5/4/21
- *Scale* · AS SHOWN
- *File* ·

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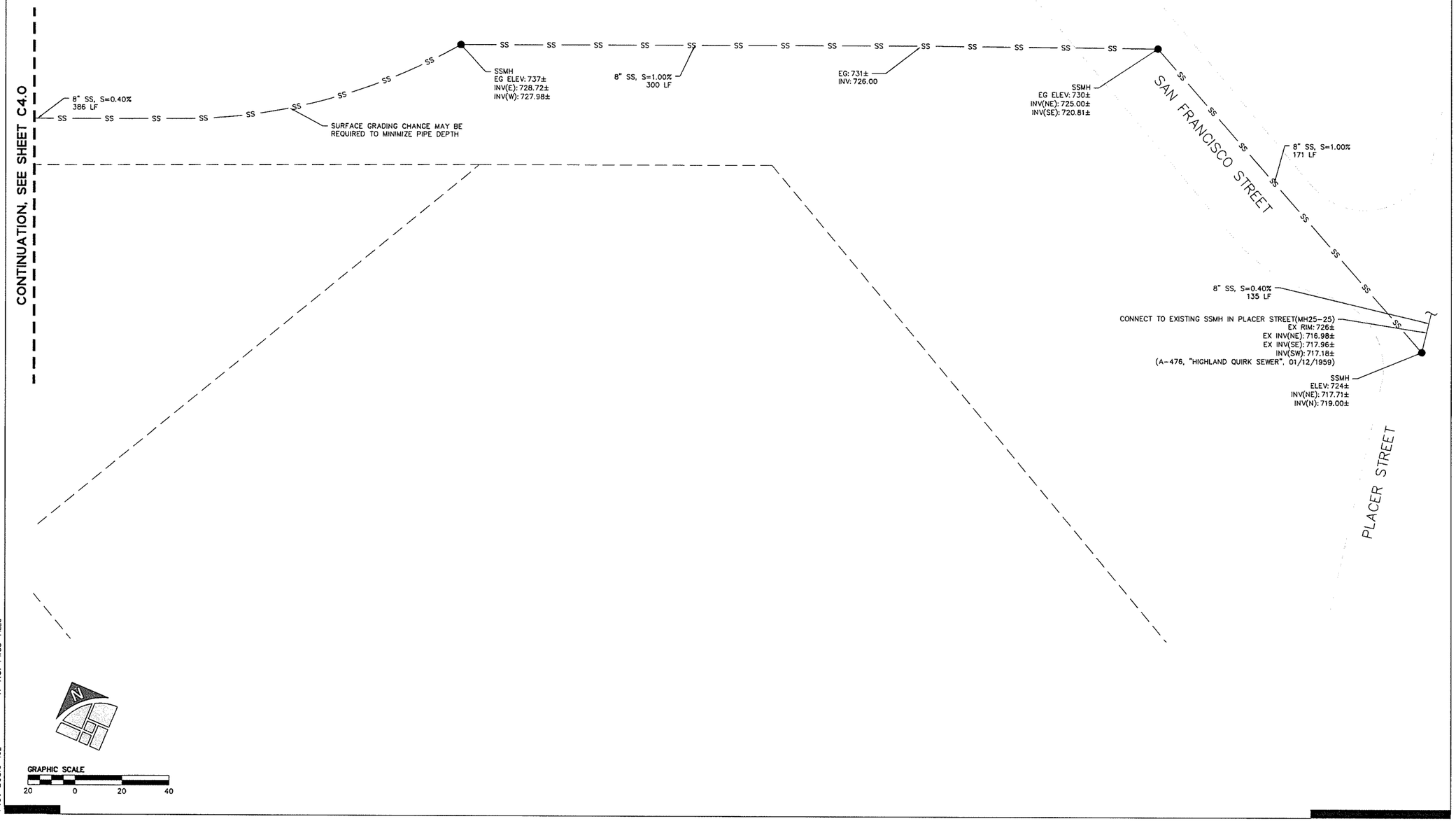

Plot Scale·192 X-Ref Files·FILES

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STATE OF CALIFORNIA

■ *Date Issued:*

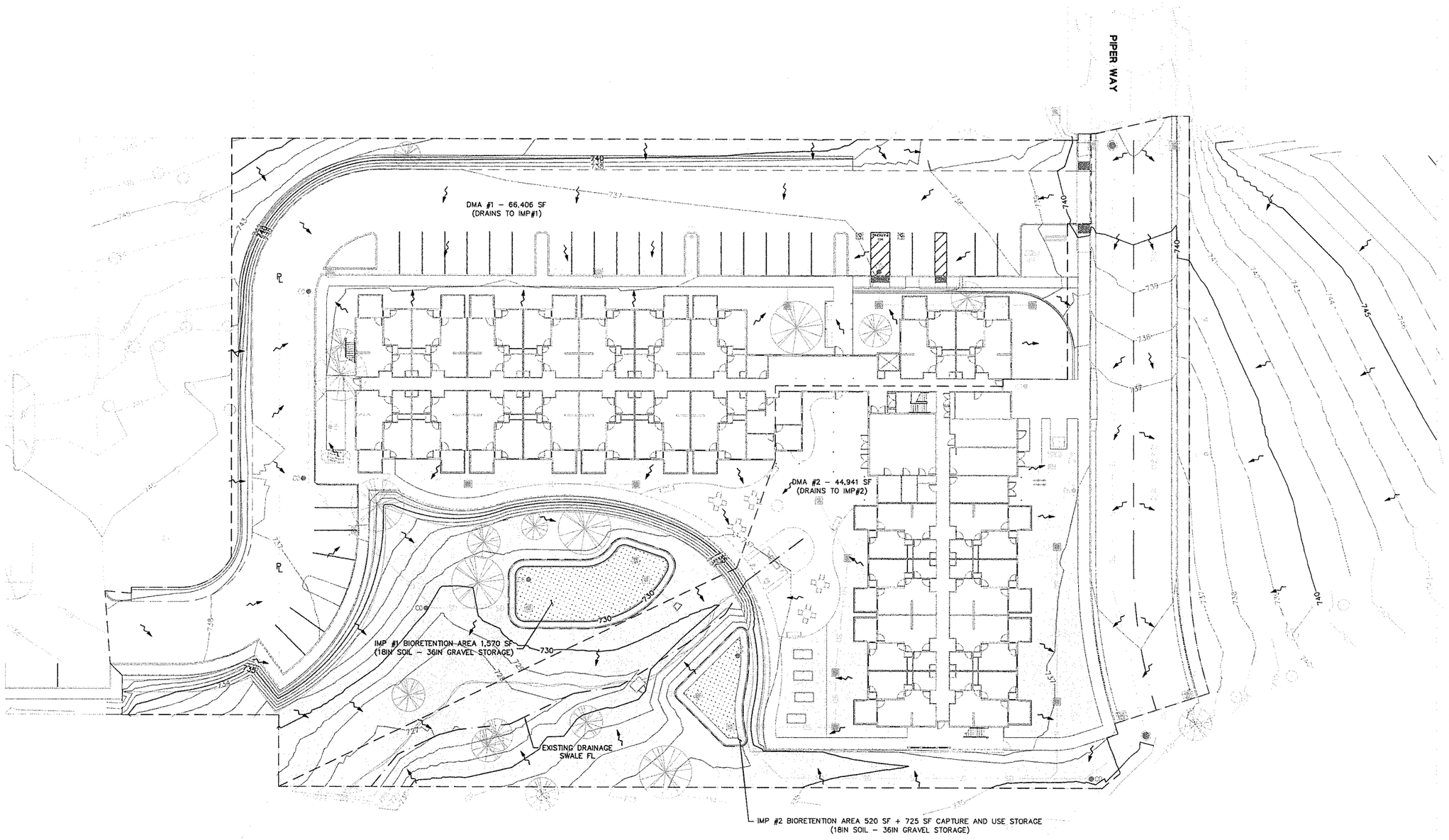
5/4/21 Site Dev Permit Resub

■ *Sheet Title*

UTILITY PLAN

■ *Drawn·AL/DL*
■ *Date·5/4/21*
■ *Scale·AS SHOWN*
■ *File·*

Sheet **C4.1**



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JAMES T. MCCOMB
C 64656
(EXP. 6/30/21)
CIVIL
STATE OF CALIFORNIA

- *Date Issued:*

5/4/21 Site Dev Permit Resub

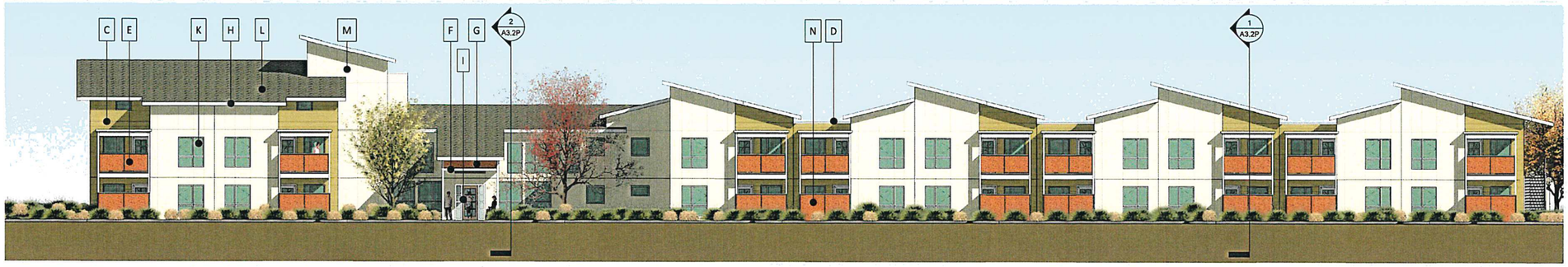
- *Sheet Title*

STORMWATER MANAGEMENT PLAN

- *Drawn* · AL/DL
- *Date* · 5/4/21
- *Scale* · AS SHOWN
- *File* ·

Sheet **C5.0**

X-Ref Files · FILES
Plot Scale · 192



1 West Elevation
3/32" = 1'-0"

2 North Elevation
3/32" = 1'-0"

Materials Legend

- A Painted Fiber-Cement Panel with minimal joints, Field Color 1.
- B Painted Fiber-Cement Panel, Accent Color 2.
- C Painted Fiber-Cement Lap Siding, Field Color 2.
- D Coping: Framed with Sheet Metal Flashing.
- E Painted Metal Balcony with Laser or Waterjet-Cut Pattern (Pattern TBD) Infill Panels. Accent Colors 3 (Framing) and 4 (Infill Panels).
- F Painted Metal Framing, Accent Color 3.
- G Shade Panels. Similar to Balcony Infill Panels (see item E)
- H Painted Fiber Cement Trim, Accent Color 3.
- I Fiberglass, Wood Look Entry Door (with Side Lights where indicated).
- J Painted Hollow Metal & Roll-Up Service Doors.
- K Vinyl or Fiberglass Windows.
- L Composition Shingle Roofing.
- M Painted Metal Louvers.
- N Patio Fence, similar to Infill Panels (item E).
- O Painted Metal Stairs
- P Painted Mechanical Screen

Section C--North South through Eastern Portion of North Wing
5 1" = 10'-0"

4 South Elevation
3/32" = 1'-0"

For South Elevation of North Wing, See 2/A3.2P

For East Elevation of South Wing, See 3/A3.1P

3 East Elevation
3/32" = 1'-0"

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Suite 201
Oakland, CA 94621-1419

Piper Way Senior Housing

Redding, CA

Date Issued:

11/10/2020 SITE DEVEL PERMIT
5/4/21 SITE DEVEL PERMIT RESUB

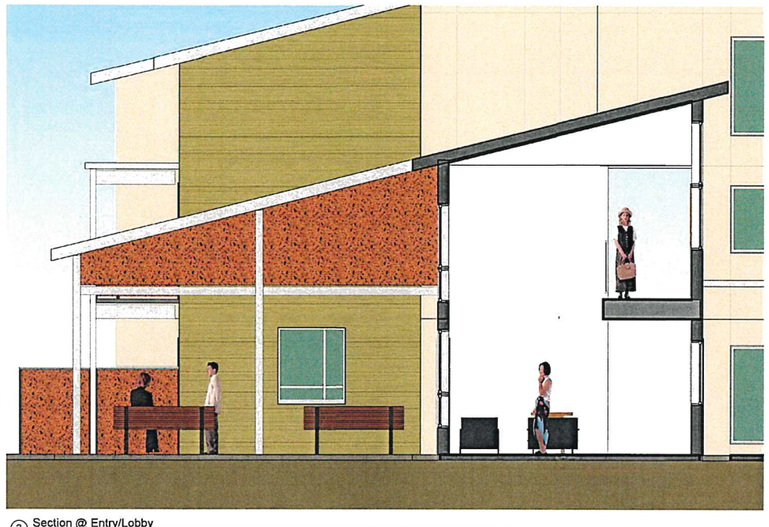
Building Elevations

Drawn
Date 4/27/2021
Scale As indicated
File

Sheet
A3.1P

1 Section A--East West through South Wing
1" = 10'-0"

2 Section B--East West through Entry
1" = 10'-0"



3 Section @ Entry/Lobby
1/4" = 1'-0"

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Redding, CA

Date Issued:

11/10/2020 SITE DEVEL PERMIT
5/4/21 SITE DEVEL PERMIT RESUB

Building Sections & Elevations

Drawn
Date 4/27/2021
Scale As indicated
File

Sheet
A3.2P

PIPER WAY SENIOR HOUSING BY CHRISTIAN CHURCH HOMES

MITIGATION MONITORING PROGRAM CONTENTS

This document is the Mitigation Monitoring Program (MMP) for Piper Way Senior Housing by Christian Church Homes. The MMP 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 itself.

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. 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 Piper Way Senior Housing by Christian Church Homes. It is intended to be used by City of Redding (City) staff, participating agencies, project contractors, and mitigation monitoring personnel during implementation of the project.

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

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

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

MITIGATION MONITORING TABLE

The Mitigation Monitoring Table identifies the mitigation measures proposed for Piper Way Senior Housing by Christian Church Homes. These mitigation measures are reproduced from the Initial Study and conditions of approval for the project. The tables have the following columns:

Mitigation Measure: Lists the mitigation measures identified within the Initial Study for a specific impact, along with the number for each measure as enumerated in the Initial Study.

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 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 conduct an investigation 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 TABLE

Mitigation Measure	Timing/Implementation	Enforcement/Monitoring	Verification (Date and Initials)
Mitigation Measure 1. Prior to the issuance of a grading permit, the project applicant or contractor shall select construction equipment to minimize emissions and submit a construction management plan to the City of Redding for review and approval. The construction management plan shall demonstrate that the off-road equipment used on-site to construct the project would include the following: a. All diesel-fueled equipment used during project construction shall be equipped with at least Tier 4 engines. In the event that Tier 4 engines are not commercially available, use of alternatively fueled (i.e., non-diesel) equipment or other control technology (i.e., diesel particulate filters) may suffice, as long as an overall average reduction of 20 percent below NOx emission levels estimated for the standard fleet mix in the California Emissions Estimator Model can be demonstrated. b. All on-site vehicles shall be limited to a speed of 15 miles per hour on unpaved roads. c. All construction equipment shall be maintained and properly tuned in accordance with manufacturers' specifications. Equipment maintenance records shall be kept onsite and made available upon request by the City of Redding. d. Implement all applicable Standard Mitigation Measures included in City of Redding 2020 General Plan. The Standard Mitigation Measures are as follows: 1. Nontoxic soil stabilizers shall be applied according to manufacturer's specification to all inactive construction areas (previously graded areas inactive for ten days or more).	Prior to issuance of a Grading Permit	Planning Division, and Public Works Department	

Mitigation Measure	Timing/Implementation	Enforcement/Monitoring	Verification (Date and Initials)
2. All grading operations shall be suspended when winds (as instantaneous gusts) exceed 20 miles per hour. 3. Temporary traffic control shall be provided as appropriate during all phases of construction to improve traffic flow (e.g., flag person). 4. Construction activities that could affect traffic flow shall be scheduled in off-peak hours. 5. Active construction areas, haul roads, etc., shall be watered at least twice daily or more as needed to limit dust. 6. Exposed stockpiles of soil and other backfill material shall either be covered, watered, or have soil binders added to inhibit dust and wind erosion. 7. All truck hauling solid and other loose material shall be covered or should maintain at least two feet of freeboard (i.e., minimum vertical distance between top of the load and the trailer) in accordance with the requirements of CVC Section 23114. This provision is enforced by local law enforcement agencies. 8. All public roadways used by the project contractor shall be maintained free from dust, dirt, and debris caused by construction activities. Streets shall be swept at the end of the day if visible soil materials are carried onto adjacent public paved roads. Wheel washers shall be used where vehicles enter and exit unpaved roads onto paved roads, or trucks and any equipment shall be washed off leaving the site with each trip. 9. Alternatives to open burning of cleared vegetative material on the project site shall be used unless otherwise deemed infeasible by the City Planning Division. Suitable alternatives include, but are not limited to, on-site chipping and mulching and/or hauling to a biomass fuel site.			

Mitigation Measure	Timing/Implementation	Enforcement/Monitoring	Verification (Date and Initials)
10. Provide energy-efficient process systems, such as water heaters, furnaces, and boilers units. 11. Reestablish ground cover on the construction site through seeding and watering prior to final occupancy. 12. All new wood burning devices shall be EPA Phase II certified. 13. Streets should be designed to maximize pedestrian access to transit stops.			
Mitigation Measure 2. If vegetation removal or construction activities will occur during the nesting season for birds or raptors (February 1 through August 31), a qualified biologist shall conduct a preconstruction survey 7 days before construction activities begin. If nesting birds or raptors are found, CDFW will be notified and consulted. An appropriate buffer, as determined by CDFW and the qualified biologist, will be placed around the nest until the young have fledged. If construction activities cease for a period greater than 7 days, additional preconstruction surveys will be required.	Prior to issuance of a grading or tree removal permit.	Planning Division, and Public Works Department	
Mitigation Measure 3. To the extent practicable, removal of large trees with cavities, crevices, or snags shall occur before bat maternity colonies form (i.e., prior to March 1) or after young are volant (i.e., after August 31). If construction (including the removal of large trees ≥12 inch dbh) occurs during the bat non-volant season (March 1 through August 31), a qualified professional shall conduct a pre-construction survey of the study area to locate maternity colonies and identify measures to protect colonies from disturbance. The preconstruction survey will be performed no more than 7 days prior to the implementation of construction activities. If a maternity colony is located within or adjacent to the study area, a disturbance free buffer shall be established by a qualified professional, in consultation with CDFW, to ensure the colony is protected from project activities.	Prior to issuance of a grading or tree removal permit.	Planning Division, and Public Works Department	

Mitigation Measure	Timing/Implementation	Enforcement/Monitoring	Verification (Date and Initials)
Mitigation Measure 4. Prior to issuance of a grading permit affecting any jurisdictional waters, including wetlands, as identified in the project wetland delineation, the project applicant shall provide written verification to the City of Redding Development Services Department that the following resource agency permits and mitigation requirements have been successfully secured from the Corps, CDFW, RWQCB, or any other applicable agency (i.e., USFWS) identified through the permitting process:* a. Prior to any discharge of dredged or fill material into "waters of the U.S.", including wetlands, authorization under a Nationwide Permit or Individual Permit shall be obtained from the Corps. For any features determined to not be subject to the Corps jurisdiction during the verification process, authorization to discharge (or a waiver from regulation) shall be obtained from the RWQCB. For fill requiring a Corps permit, water quality certification shall be obtained from the RWQCB prior to discharge of dredged or fill material. Verification shall be provided to the City of Redding Development Services Department prior to issuance the issuance of a grading permit. b. Prior to any activities that would obstruct the flow of, or alter the bed, channel, or bank of any intermittent or ephemeral creeks, notification of streambed alteration shall be submitted to the CDFW; and, if required, a 1602 streambed alteration agreement shall be obtained by the project applicant. Verification shall be provided to the City of Redding Development Services Department prior to the issuance of a grading permit. c. The project applicant shall achieve the mitigation for the permanent loss of streams, wetlands, and other waters through the purchase of mitigation credits at an agency-approved mitigation bank. If onsite/offsite habitat restoration is proposed a detailed mitigation plan, including success criteria, monitoring, maintenance, and	Prior to issuance of a grading or tree removal permit.	Planning Division, and Public Works Department	

Mitigation Measure	Timing/Implementation	Enforcement/Monitoring	Verification (Date and Initials)
reporting as required by the regulatory agencies (i.e., Corps, CDFW, RWQCB) shall be submitted for review and approval. The affected regulatory agency shall identify when measures shall be implemented and completed for those activities impacting streams, wetlands, or other waters. All measures contained in the permits or associated with any agency approvals shall be implemented to the satisfaction of the lead regulatory agency.			