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

PUBLIC WORKS
ENGINEERING DIVISION
530.225.4170
530.245.7024

NOTICE OF INTENT TO ADOPT
A MITIGATED NEGATIVE DECLARATION

The City of Redding (City) proposes to construct the Old Oregon Trail Safety Improvement Project. The purpose of the project is to improve safety for pedestrians, cyclists, and motorists. The project is needed as this section of roadway has little to no roadway shoulder and non-motorized access is limited. This section of roadway also has an accident rate that is higher than the statewide average for similar roadways. The existing road alignment would be widened to create one standard 12-foot wide lane in each direction with 6-foot wide paved shoulders. A section of roadway would also be realigned to improve a compound curve. The project includes earthwork, vegetation removal, drainage modification, utility relocation, fencing and guardrail installation, paving, striping, sign installation, and right of way (ROW) acquisition. Construction would require one-way traffic control, resulting in travel delays of up to 20 minutes. Some portions of the work may require partial roadway closures and traffic detours. It is anticipated that construction would take one season and is planned for 2023.

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

All interested persons are invited to comment in writing on the draft Mitigated Negative Declaration to the Public Works Department prior to the end of the public review period. **The comment period begins December 16, 2021 and ends January 14, 2022.** The City Council will consider adopting the Mitigated Negative Declaration at 6 p.m., Tuesday, February 1, 2022, in the City Council Chambers located at 777 Cypress Avenue, Redding, California. Subsequent notification will be made for all public hearings scheduled for consideration of the environmental document and project approval. Adoption of the Mitigated Negative Declaration will conclude the environmental review of the project.

The Initial Study, information concerning the project, and the draft Mitigated Negative Declaration are available for public review from 8 a.m. to 5 p.m. weekdays at the Public Works Department, 777 Cypress Avenue, Redding, CA 96001 (telephone 530-225-4170). The documents can also be viewed online at: http://www.cityofredding.org/departments/public-works/environmental-management. For more information, please contact Amber Kelley, Environmental Compliance Manager, at the above address.

Amber Kelley

Amber Kelley
Environmental Compliance Manager

Dated: December 14, 2021

MITIGATED NEGATIVE DECLARATION

OLD OREGON TRAIL SAFETY IMPROVEMENT PROJECT (STATE CLEARINGHOUSE NO. 2021XXXXXX)

SUBJECT

Old Oregon Trail Safety Improvement Project

PROJECT DESCRIPTION

The City of Redding (City) proposes to construct a safety improvement project on Old Oregon Trail. The purpose of the project is to improve safety for pedestrians, cyclists, and motorists. The project is needed as this section of roadway has little to no roadway shoulder and non-motorized access is limited. This section of roadway also has an accident rate that is higher than the statewide average for similar roadways. The existing road alignment would be widened to create one standard 12-foot wide lane in each direction with 6-foot wide paved shoulders. A section of roadway would also be realigned to improve a compound curve. The project includes earthwork, vegetation removal, drainage modification, utility relocation, fencing and guardrail installation, paving, striping, sign installation, and right of way (ROW) acquisition.

Tree removal would be necessary to allow for road widening, and existing culverts beneath the road would be replaced, extended, or abandoned in place as needed. Utility poles, fire hydrants, and waterlines would be relocated if they conflict with the new roadway improvements. New guardrail would be installed where needed for public safety. Most work would occur within the existing ROW, but some permanent ROW would be needed from adjacent private lands to realign the roadway and improve the curve. A temporary construction easement (TCE) may be needed in one location to allow for culvert extension. Contractor staging areas would be located in existing graveled pullouts along the Old Oregon Trail existing ROW: one is approximately 0.2 mile south of the southern end of the project's construction area boundary and one is approximately 0.1 mile north of the northern-most end of the project area.

Construction would require one-way traffic control, resulting in travel delays of up to 20 minutes. Some portions of the work may require partial roadway closures and traffic detours. It is anticipated that construction would take one season and is planned for 2023.

ENVIRONMENTAL SETTING

The project area lies in northeast Redding along Old Oregon Trail. Construction will begin approximately 100-feet west of Paso Robles Avenue and extend east to Bear Mountain Road. The roadway is bordered by rural residential properties and open space areas. West Fork Stillwater Creek parallels much of the north side of Old Oregon Trail in the western half of the project, while Tierra Oaks Golf Course is located immediately north of the roadway at the eastern end of the project.

FINDINGS AND DETERMINATION

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

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

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

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

DOCUMENTATION

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

MITIGATION MEASURES

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

MM-1. If vegetation removal or construction activities will occur during the nesting season for birds (February 1 through August 31), a qualified biologist will conduct a preconstruction survey seven (7) days before construction activities begin. If nesting birds or raptors are found, the California Department of Fish and Wildlife (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-2. If an active raptor nest is found, no construction activities will occur within 250 feet of the nest unless a smaller buffer zone is approved by the CDFW. Construction may resume once the young have left the nest or as approved by a qualified biologist.

MM-3. If construction, including the removal of large trees with cavities, crevices, or snags, occurs during the bats' non-volant period (March 1 through August 15), a qualified biologist will conduct a pre-construction survey of the project area biological study area (BSA) (Figure 2) to locate maternity colonies

and identify measures to protect colonies from disturbance. The pre-construction survey will be performed no more than seven (7) days prior to the implementation of construction activities (including staging and equipment access). If a lapse in construction activities occurs for a period greater than 7 days, additional preconstruction surveys will be required. If a maternity colony is located within or adjacent to the BSA, a disturbance-free buffer will be established by a qualified biologist (in consultation with CDFW) to adequately protect the colony from project activities.

PUBLIC REVIEW DISTRIBUTION

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

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

PUBLIC REVIEW

(X) Draft document referred for comments 12/16/2021–1/14/2022
Date

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

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

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

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

Date of Draft Report: December 14, 2021

By: Amber Kelley

Name/ Title: Amber Kelley
Environmental Compliance Manager

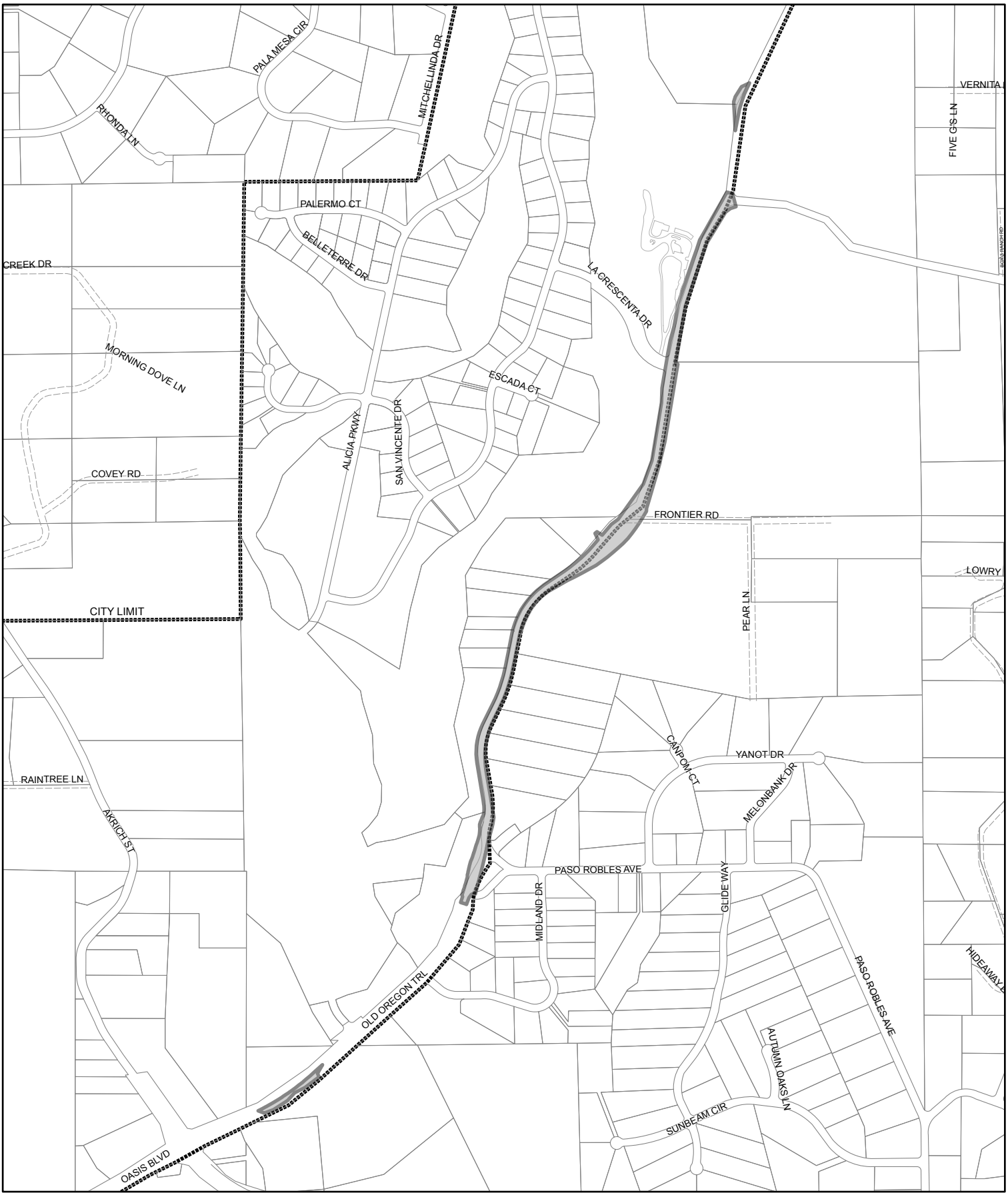
Date of
Final Report _____

Attachments:

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

ATTACHMENT A

Project Location Map



N W E S	**GIS DIVISION** INFORMATION TECHNOLOGY DEPARTMENT	**LOCATION MAP**	MTG. DATE:
	DATE PRODUCED: DECEMBER 15, 2021	OLD OREGON TRAIL SAFETY IMPROVEMENT CITY OF REDDING	ITEM:
	0 200 400 Feet		ATTACHMENT:
	P:\Environmental Management\ProProjects\OldOregonTrailSafetyProject.aprx		

ATTACHMENT B

Initial Study

CALIFORNIA ENVIRONMENTAL QUALITY ACT

INITIAL STUDY - DRAFT

Old Oregon Trail Safety Improvement Project
State Clearinghouse No. 2021xxxxxx

Prepared by:

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

December 2021

CITY OF REDDING
ENVIRONMENTAL CHECKLIST FORM

1. **Project Title:** Old Oregon Trail Safety Improvement Project

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

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

3. **Contact Person and Phone Number:** Amber Kelley, Environmental Compliance Manager, (530) 225-4046

4. **Project Location:**

The proposed project is in northeast Redding, Shasta County, California. The proposed project area includes the 1.2-mile segment of the Old Oregon Trail roadway beginning about 100 feet west of Paso Robles Avenue and extends east to Bear Mountain Road. The area is shown on the *Project City, California* 7.5-minute U.S. Geological Survey (USGS) quadrangle in Township 32N, Range 4W, Section 4 and Township 33N, Range 4W, Section 33. The approximate center of the proposed project area is located at latitude 40.664007°N, longitude -122.327882°W (Attachment A, Figure 1).

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

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

   Representative's Name and Address:

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

6. **General Plan Designation:**

   - Residential, 1 dwelling unit per 1 to 5 acres (1 to 5)
   - Greenway (GWY)
   - Rural Residential (RA) (Shasta County)

7. **Zoning:**

   - Open Space District (OS)
   - Residential Estate 1 Unit Per Acre (RE-1-PD)

8. **Description of Project:**

The project would consist of safety improvements along an approximately 1.2-mile segment of Old Oregon Trail. The purpose of the project is to improve safety for pedestrians, cyclists, and motorists.

The project is needed as this section of roadway has little to no roadway shoulder and non-motorized access is limited. This section of roadway also has an accident rate that is higher than the statewide average for similar roadways. The existing road alignment would be widened to create one standard 12-foot wide lane in each direction with 6-foot wide paved shoulders. A section of roadway would also be realigned to improve a compound curves. The project includes earthwork, vegetation removal, drainage modification, utility relocation, fencing and guardrail installation, paving, striping, and sign installation.

Tree removal would be necessary to allow for road widening, and existing culverts beneath the road would be replaced, extended, or abandoned in place as needed. Utility poles, fire hydrants, and waterlines would be relocated if they conflict with the new roadway improvements. New guardrail would be installed where needed for public safety. Most work would occur within the existing ROW, but some permanent ROW would be needed from adjacent private lands to realign the roadway and improve the curve. A temporary construction easement (TCE) may be needed in one location to allow for culvert extension. Contractor staging areas would be located in existing graveled pullouts along the Old Oregon Trail existing ROW: one is approximately 0.2 mile south of the southern end of the project's construction area boundary and one is approximately 0.1 mile north of the northern-most end of the project area. The approximately 12.13 acre project area and proposed project layout are shown in Figure 2 (Attachment A).

Construction would require one-way traffic control, resulting in travel delays of up to 20 minutes. Some portions of the work may require partial roadway closures and traffic detours. It is anticipated that construction would take one season and is planned for 2023.

In addition to the project design alternative assessed in this Initial Study (IS), the City of Redding (City) considered and dismissed three other alternatives as follows:

- **Original scope**. This alternative started at Midland Drive (several hundred feet south of the currently proposed project boundary near Paso Robles Avenue) and included a staging area on the north side of the road west of Midland Drive. This alternative was dismissed as it had a high potential to impact environmental resources.

- **New Offsite Alignments.** Realign Old Oregon Trail to the west or the east, completely outside of the existing alignment. Neither of these alignments was explored further due to the substantial environmental impacts that would result of the project, as well as funding considerations for the ROW (i.e., acquisition of substantial acreage and residential properties and displacement of homeowners).

- **No-build.** This alternative would not meet the purpose and need for the project, which is to improve safety along this section of roadway.

9. Surrounding Land Uses and Setting:

The project area lies in northeast Redding and is bordered by rural residential properties and open space areas. West Fork Stillwater Creek parallels much of the north side of Old Oregon Trail in the western half of the project, while Tierra Oaks Golf Course is located immediately north of the

roadway in the eastern portion of the project. Other public agencies whose approval is required (e.g., permits, financing approval, or participation agreement):

- Federal Highway Administration
- California Department of Transportation (District 2)

10. 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.?

The City consulted with the Native American Heritage Commission (NAHC) and local Native American groups and individuals pursuant to Public Resources Code Section 21080.3.1. In 2016, on behalf of the City, North State Resources Inc. (NSR) (now Stantec) requested that NAHC review its Sacred Lands database for culturally significant properties that could be affected by the proposed project. NAHC responded that the file search did not yield any records of Native American cultural resources in the immediate area of the project's area of potential effect (APE). The response also included a list of Native American groups and individuals that might be able to provide additional information related to culturally sensitive resources in the APE and vicinity. Accordingly, NSR mailed project notification letters to the following Native American contacts on July 21, 2016:

- Honorable Mr. Jack Potter, Jr., Chairperson of Redding Rancheria
- Mr. James Hayward, Sr., Redding Rancheria Cultural Resources Program
- Ms. Kelli Hayward, Wintu Tribe of Northern California
- Honorable Ms. Caleen Sisk-Franco, Tribal Chair of Winnemem Wintu Tribe
- Mr. Wade McMaster, Chairman of Wintu Tribe of Northern California
- Mr. Greg Burgin, Jr., Cultural Resources Manager of Wintu Tribe of Northern California

This initial outreach effort was followed up with phone calls and emails to the above-named individuals. Subsequent tribal outreach has been robust, including multiple telephone and email conversations, and several onsite visits with tribal members representing the Wintu Tribe of Northern California, the Winnemem Wintu Tribe, and Redding Rancheria.

ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED

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

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

DETERMINATION

Based on the initial evaluation:

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

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

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

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

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

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

Amber Kelley

Amber Kelley
Environmental Compliance Manager
Public Works – Engineering

December 14, 2021
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 and Soils
- Greenhouse Gas Emissions
- Hazards & Hazardous Materials
- Hydrology and Water Quality
- Land Use and Planning
- Mineral Resources
- Noise
- Population and Housing
- Public Services
- Recreation
- Transportation/Traffic
- 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. 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 would not have any measurable environmental impact on the environment.

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

- **Less Than Significant with Mitigation Incorporated.** The development would 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 would 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

Appendix A:

Figure 1 – Project Location and Vicinity

Figure 2 –Project Design Features

Appendix B: Natural Environment Study, Stantec Consulting Services, Inc. March 2020*

Appendix C: Aquatic Resource Delineation Report, Stantec Consulting Services, Inc. February 2020*

Appendix D: Cultural Resource Studies, Stantec Consulting Services, Inc. December 2020*

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

I. AESTHETICS

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

Discussion

a) There are no scenic areas or resources within the project area. The project consists of safety improvements along the existing roadway of Old Oregon Trail within the City's ROW. The project would be constructed in a manner consistent with the roadway's existing aesthetic; therefore, there would be no impact.

b) No roads in the project area are designated as scenic. Some tree removal would be needed to accommodate the roadway improvements; however, this activity would be limited to the City's existing ROW and two short segments of proposed new permanent ROW that contain few trees. Tree removal would not substantially alter the visual aesthetics of the project alignment. No buildings, rock outcroppings, or other resources would be altered or removed. The impact on visual resources and aesthetics would be less than significant.

c) The project components would be consistent with the surrounding visual environment, which includes existing ROW, and adjacent open space and rural residential development. The visual aesthetic of proposed roadway improvements would be consistent with existing conditions with the exception of the short segment of roadway realignment through pasture about midway through the proposed project alignment. However, there are no visually sensitive receptors (e.g., homes) that would be adversely affected by the new roadway alignment. The project

would have a less-than-significant impact on the existing visual character and quality of existing views.

d) No new lighting is proposed as part of the project. Construction activities would likely be limited to daylight hours and would not require the use of construction lights. If nighttime construction is necessary, the lighting would be temporary and placed in such a manner that it would not create substantial light or glare. The proposed roadway components would be consistent with existing components and would not contrast sharply with the surrounding environment or be a source of glare. The potential for headlight glare from traffic passing through the project area would remain consistent with existing conditions. The new realigned road segment would not create a source of light or glare on any nearby visually sensitive receptors. The project would have a less than significant impact on light and glare.

Documentation

- City of Redding General Plan, Natural Resources Element, 2000
- City of Redding Zoning Ordinance, Chapter 18.40.090
- City of Redding GIS Parcel and Zoning Map Viewer
- California Department of Transportation, California Scenic Highway Mapping System, 2021

Mitigation

No mitigation is necessary.

II. AGRICULTURE AND FORESTRY RESOURCES

	Potentially Significant Impact	*Less-Than-Significant with Mitigation Incorporated*	*Less-Than-Significant Impact*	*No Impact*
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:				
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?	☐	☐	☐	☒

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

Discussion

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

b) The project area and surrounding area are not designated under Williamson Act lands or agricultural uses. The project would have no impact on zoning for agricultural land uses.

c) The project is not zoned, nor would it cause rezoning of forestland, timberland, or timberland zoned for timber production; therefore, there would be no impact.

d) The project area does not include any designated forestland. The project would not convert any forestland to non-forest uses and would not result in the loss of forestlands in the city of Redding; therefore, there would be no impact.

e) The project would have no direct or indirect impact on farmland.

Documentation

- California Department of Conservation, Farmland Mapping and Monitoring Program, United States Department of Agriculture, Soil Conservation Service and Forest Service, Soil Survey of Shasta County Area, 2016
- City of Redding General Plan, Natural Resources Element, 2000
- City of Redding GIS Parcel and Zoning Map Viewer

- County of Shasta GIS, Shasta County Interactive Map

III. AIR QUALITY

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

Discussion

a, b, c) Air pollution controls would conform to Caltrans Standard Specifications, which state that the contractor shall comply with all applicable air pollution control rules, regulations, ordinances, and statutes. City standards (implemented through the Grading Ordinance and Uniform Building Code) require implementation of conservation measures, including best management practices (BMPs), that contribute to achieving the City's goal of at least a 20 percent reduction in emissions or the best reduction otherwise feasible. The following standard conservation measures would be used during construction to limit dust and respirable particulate matter 10 micrometers or less (PM_{10}) emissions:

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

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

AQ-3. Water all stockpiles, access roads, and disturbed or exposed areas, as necessary, to prevent airborne dust.

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

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

The proposed project consists of road widening and other safety improvements along Old Oregon Trail between Midland Drive and Bear Mountain Road in the northeast portion of Redding. The primary purpose of the project is to improve roadway safety along this stretch of road, not to increase the capacity. Project operation would not result in the increased use of motor vehicles.

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

The operation of project construction equipment would result in limited temporary emissions of Reactive Organic Gases (ROG) and oxides of nitrogen (NOx), which are ozone precursors, and inhalable PM_{10}. The widened roadway and other project features would involve one season of construction (typically May 1 to October 31) in 2022. Adherence to standard measures and BMPs set forth by Caltrans and the City further illustrate the size and scope of construction activities that would result in unmitigated emissions of less than the 25 pounds per day of NOx, 25 pounds per day of ROG, and 80 pounds per day of PM_{10} Level "A" mitigation thresholds identified as part of the City's General Plan. The project would be consistent with the City's emission-reduction goals of 20 to 25 percent established in the Air Quality Element of the *General Plan.*

Fugitive dusts and other construction-related project impacts on air quality would be temporary, localized, and minor. Project impacts on nearby sensitive receptors (e.g., homes) would be less than significant with the use of conservation measures AQ-1 through AQ-6. Project operation would have no impact on existing air quality since it would not generate additional vehicle trips. The project's cumulative contribution to criteria pollutants in a non-attainment area would be less than significant. Impacts resulting from project implementation would be less than significant.

d) The project would not involve land use that could generate objectionable odors affecting a substantial number of people; therefore, there would be no impact.

Documentation

- California Legislative Information 2021

- City of Redding General Plan, Air Quality Element, 2000
- 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
- California Air Resources Board. 2017. Area designations maps/state and national. http://www.arb.ca.gov/desig/adm/adm.htm (accessed June 15, 2021).
- Shasta County Air Quality Management District Air Quality Maintenance Plan and Implementing Measures

Mitigation

No mitigation is necessary.

IV. BIOLOGICAL RESOURCES

Would the project:	*Potentially Significant Impact*	*Less-Than-Significant with Mitigation Incorporated*	*Less-Than-Significant Impact*	*No Impact*
a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special-status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?	☐	☒	☐	☐
b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local of regional plans, policies, regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?	☐	☐	☐	☒
c) Have a substantial adverse effect on Federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	☐	☐	☐	☒
d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	☐	☐	☐	☒

Would the project:	*Potentially Significant Impact*	*Less-Than-Significant with Mitigation Incorporated*	*Less-Than-Significant Impact*	*No Impact*
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	☐	☐	☐	☒
f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community, Conservation Plan, or other approved local, regional, or State habitat conservation plan?	☐	☐	☒	☐

Discussion

a) A Natural Environment Study (NES) report, including a summary of findings of the single visit protocol-level botanical and invasive species survey, a biological reconnaissance survey, and a delineation of waters of the United States were prepared to assess the effects of the proposed project on biological resources in the project area and vicinity. The following standard conservation measure and BMPs will be used during project construction to minimize the potential for impacts on biological resources:

BIO-1. A Stormwater Pollution Prevention Plan (SWPPP), as required by the *City of Redding Stormwater Quality Management and Discharge Control Ordinance,* will be prepared to address BMPs that will be used to prevent erosion and sediment loss within the project site. BMPs such as silt fence, mulching and seeding, and straw wattles will be placed where needed to prevent sediment from leaving the site during and after construction.

Special-status Plant Species

Desktop analysis revealed that the following federally and state-listed plant species have the potential to occur in or adjacent to the project area:

- Big-scale balsamroot (*Balsamorhiza macrolepis*) – California Native Plant Society (CNPS) list 1B.2 (moderately threatened in California)
- Red Bluff dwarf rush (*Juncus leiospermus* var. *leiospermus*) – CNPS list 1B.1 (seriously threatened in California)
- Ahart's paronychia (*Paronychia ahartii*) – CNPS list 1B.1 (seriously threatened in California)

Based on the botanical survey conducted on May 4, 2016, no special-status plants were found to occur within the project area. The botanical survey was conducted during the correct identification period for the special-status plant species with potential to occur in the project area (i.e., March through June). An additional botanical survey was performed on August 23, 2018, to assess the expanded areas of the project area, and although it was performed outside of the correct identification period for the special-status plant species, the area assessed was found

to be heavily disturbed by land uses (i.e., grazing) and does not constitute rare plant habitat. Therefore, implementation of the proposed project would have no impact on special-status plant species.

Special-status Fish Species

The project area does not provide habitat for any federal and state listed fish species, therefore the project would have no impact on fish. While the area does not provide fish habitat, standard conservation measure BIO-1 will be used to protect nearby waterways.

Special-status Wildlife Species

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

- White-tailed kite (*Elanus leucurus*), state listed as fully protected
- Pallid bat (*Antrozous pallidus*), state species of special concern

Migratory Birds and Raptors. Construction activities would occur during the avian breeding season (generally February through August, depending on the species) and could disturb nesting birds in or adjacent to the project area. Construction-related disturbance could result in the incidental loss of fertile eggs or nestlings or nest abandonment. Impacts could result from tree removal, noise from construction activities, or ground disturbance such as grubbing and grading.

The curve realignment and widening to provide shoulders would result in a loss of approximately twenty-five (25) trees 6" diameter at breast height or greater. Trees to be removed include blue oak, black oak, and foothill pine. The majority of these trees are along the existing roadway and within the existing right of way. The short segment of new roadway realignment outside of the existing ROW would impact annual grassland that is used as pasture. None of the areas that would be affected by the project constitute habitat for sensitive biological resources.

Foraging birds and birds present in or adjacent to the project area would not be adversely impacted by construction activities due to their high mobility and available nesting and foraging habitat outside of the project area. However, due to the proximity to potential nesting habitat and potential for special-status migratory birds to occur in the project area, mitigation measures (MM) MM-1 and MM-2, described below, would be used to avoid or minimize impacts on migratory birds and raptors. Therefore, impacts on migratory birds and raptors would be less than significant with the implementation of these mitigation measures.

Pallid Bat. Pallid bats may roost individually or in small groups in buildings, cavities in large oak or pine trees that are present in the project area. Due to the ability of individual bats to move away from disturbance, direct impacts on bats are not expected when the bats are not in a maternity colony. If a tree is removed that contains a maternity colony, the removal could result in mortality or injury of individuals. Indirect impacts could occur from construction disturbance if a maternity colony is present in or adjacent to the project area. Significant noise disturbance

could cause adults to leave a maternity colony temporarily or permanently. Minor tree removal is proposed as part of the proposed project. Implementation of MM-3 will reduce project-related impacts on bats, including adults, maternity colonies, and pre-volant young. Impacts on bats would be less than significant with the use of mitigation.

b) There are no sensitive natural communities or riparian areas in the project area. Although West Fork Stillwater Creek is parallel to much of the west side of the Old Oregon Trail alignment, the distance from the creek is 150 feet and greater. Project construction and operation would have no impact on any sensitive natural communities or riparian habitats. While the project would have no impact to sensitive natural communities or jurisdictional waters, temporary fencing has been incorporated into the project design and will be used to restrict access to environmentally sensitive areas.

c) A wetland delineation conducted in the project area in 2018 identified no potentially jurisdictional waters of the United States or waters of the State. Project construction and operation would have no impact on West Fork Stillwater Creek. The project would have no impacts on any federally protected waters or wetlands.

d) Project activities would be limited to the existing City's ROW and a short segment of roadway that would be realigned through an adjacent pasture, less than 100 feet from the east side of the current Old Oregon Trail ROW. These activities would not impede movement of wildlife or fragment migration corridors. The project area does not encompass any wildlife nursery sites. During project construction wildlife would be able to move around the project area similar to existing conditions. The project would have no impact on fish or wildlife movement or nursery sites.

e-f) There is no Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan covering the proposed project area. The City's Tree Management Ordinance that promotes the conservation of mature, healthy trees in the design of new development, but allows for an exemption if the removal is within utility corridors and rights of way. Trees may also be removed for permitted discretionary projects. The minor amount of tree removal needed for the proposed project would comply with the City's tree ordinance through exemption or via authorization of a discretionary project permit and would not result in a conflict. The Project would have no impact on the approved local tree ordinance.

Documentation

- California Department of Fish and Wildlife: California Natural Diversity Database, 2020
- City of Redding General Plan, Natural Resources Element, 2000
- City of Redding Municipal Code, Chapter 18.45, Tree Management Ordinance
- Stantec Consulting Services Inc., Natural Environment Study Minimal Impacts for Old Oregon Trail Safety Improvement Project, 2020
- Stantec Consulting Services Inc. Delineation of the Waters of the United States, 2020.

Mitigation

MM-1. If vegetation removal or construction activities will occur during the nesting season for birds (February 1 through August 31), a qualified biologist will conduct a preconstruction survey seven (7) days before construction activities begin. If nesting birds or raptors are found, the California Department of Fish and Wildlife (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-2. If an active raptor nest is found, no construction activities will occur within 250 feet of the nest unless a smaller buffer zone is approved by the CDFW. Construction may resume once the young have left the nest or as approved by a qualified biologist.

MM-3. If construction, including the removal of large trees with cavities, crevices, or snags, occurs during the bats' non-volant period (March 1 through August 15), a qualified biologist will conduct a pre-construction survey of the project area biological study area (BSA) (Figure 2) to locate maternity colonies and identify measures to protect colonies from disturbance. The pre-construction survey will be performed no more than seven (7) days prior to the implementation of construction activities (including staging and equipment access). If a lapse in construction activities occurs for a period greater than 7 days, additional preconstruction surveys will be required. If a maternity colony is located within or adjacent to the BSA, a disturbance-free buffer will be established by a qualified biologist (in consultation with CDFW) to adequately protect the colony from project activities.

V. CULTURAL RESOURCES

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

Discussion

a, b) Archival research, consultation with the Native American community, and an intensive archaeological survey are summarized in the confidential Archaeological Survey and Extended Phase 1 Report and Historic Properties Survey Report (HPSR) prepared for the proposed project. There is one recorded archaeological resource identified within the project vicinity,

CA-SHA-39/553. Although the project involves ground disturbance in the existing Old Oregon Trail ROW and in the proposed realigned segment near the north end of the project area, no project-related impacts on cultural resources are anticipated. Caltrans and the City have determined that the project would not alter any of the characteristics that qualify the resource for listing on the National Register of Historic Places (NRHP). Caltrans has applied the Criteria of Adverse Effect to this site and considered potential project effects identified by consulting parties and the public per 36 Code of Federal Regulations (CFR) 800.5(a). Caltrans has determined that a Finding of No Adverse Effect (with Non-Standard Conditions) is appropriate pursuant to Section 106 Programmatic Agreement (PA) Stipulation X.B.2, as well as 36 CFR 800.5. On December 8, 2021, SHPO issued a concurrence letter stating that it agrees with Caltrans' finding of no adverse effect pursuant to the Section 106 PA. Conservation measures based on recent Caltrans-issued standard conditions and BMP guidance for projects in the North Region and conclusions made in the various technical documents prepared for the project include

- **CR-1.** Caltrans will coordinate with tribal representatives from the Wintu Tribe of Northern California, the Winnemem Wintu Tribe, and Redding Rancheria and incorporate measures to protect tribal resources, including potential work windows associated with tribal ceremonies.

- **CR-2.** An archaeological monitor and tribal monitors from the Wintu Tribe of Northern California, the Winnemem Wintu Tribe, and Redding Rancheria will be used during ground-disturbing activities.

- **CR-3.** Prior to the start of construction, all field personnel shall receive workers' environmental awareness training on cultural, paleontological, and tribal cultural resources. The training will provide a description of cultural, paleontological, and tribal cultural resources that may be encountered in the project area, review steps to follow if an inadvertent discovery is made, and provide contact information for the project Archaeologist, project Paleontologist, on-site cultural resources monitor(s), and tribal cultural monitor(s).

- **CR-4.** Construction contract documents will include provisions to respond to archaeological resources discovered during the project. If cultural materials are discovered during construction, work activity within a 60-foot radius of the discovery will be stopped and the area secured until a qualified archaeologist can assess the nature and significance of the find in consultation with the State Historic Preservation Officer (SHPO).

- **CR-5.** If human remains and related items are discovered on private or State land, they will be treated in accordance with State Health and Safety Code § 7050.5. Further disturbances and activities will cease in any area or nearby area suspected to overlie remains, and the Shasta County Coroner contacted. Pursuant to California Public Resources Code (PRC) § 5097.98, if the remains are thought to be Native American, the coroner will notify the Native American Heritage Commission (NAHC) who will then notify the Most Likely Descendent (MLD).

There would be no impact on known historic resources (e.g., buildings, structures) and the project would have no adverse effect on archaeological resources. The project will have a less than significant effect on cultural resources.

c) Human remains were not identified during the cultural study; however, the potential for encountering human remains during project construction can never be entirely ruled out. State law prescribes protective measures that must be taken if any subsurface human remains are discovered. To address any inadvertent discovery of human remains during project excavation, conservations measures CR-4 and CR-5 are included in the project. Because project construction would be confined to the existing road corridor and a previously disturbed pasture in close proximity to the City's ROW, no impacts on human remains are anticipated. The project's impact would be less than significant.

Documentation

- State of California, Natural Resources Agency, Department of Parks and Recreation Office of Historic Preservation, Continuing Consultation on a Finding of No Adverse Effect for the Proposed Old Oregon Trail Shoulder Widening Project, City of Redding, Shasta County, California (5068[052]) (FHWA 2021 0315 001), December 2021
- California Department of Transportation (Caltrans) North Region Standard Measures and Best Management Practices, June 2021
- Pacific Legacy, Inc., Archaeological and Ethnographic Evaluation Report: CA-SHA-39/553 2020
- Pacific Legacy, Inc., Finding of No Adverse Effect (with Non-Standard Conditions) for the Old Oregon Trail Safety Project Shasta County, California, March 2021 (draft)
- Pacific Legacy, Inc., Historic Properties Survey Report 2021
- Stantec Consulting Services, Inc. and Pacific Legacy, Inc., Old Oregon Trail Safety Project Archaeological Survey and Extended Phase I Report, October 2019
- Stantec Consulting Services, Inc. and Pacific Legacy, Inc., Phase II Work Plan for the Old Oregon Trail Safety Project (Federal Project No. HSIPL-5068[052]), October 2019

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?	☐	☐	☐	☒

Would the project:	*Potentially Significant Impact*	*Less-Than-Significant with Mitigation Incorporated*	*Less-Than-Significant Impact*	*No Impact*
b) Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?	☐	☐	☐	☒

Discussion

a,b) It would be necessary to use diesel-powered equipment during project construction. This would not be considered wasteful, inefficient, or unnecessary consumption of energy resources. The roadway safety improvement project would comply with California and City plans for energy efficiency; therefore, there would be no impact.

Documentation

- City of Redding General Plan, Natural Resources Element, 2000

Mitigation

None required.

VII. GEOLOGY AND SOILS

Would the project:	*Potentially Significant Impact*	*Less-Than-Significant with Mitigation Incorporated*	*Less-Than-Significant Impact*	*No Impact*
a) Expose people or structures to 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?	☐	☐	☐	☒
ii) Strong seismic ground shaking?	☐	☐	☐	☒
iii) Seismic-related ground failure, including liquefaction?	☐	☐	☐	☒
iv) Landslides?	☐	☐	☐	☒

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

Discussion

a, i-iv) There are no Alquist-Priolo earthquake faults designated in the Redding area of Shasta County and there are no other documented earthquake faults in the immediate vicinity that pose a significant risk of rupture, ground shaking or otherwise unstable ground conditions. The closest active fault is over 30 miles away from Redding; however, the Health and Safety Element of the *General Plan* states that the Redding area has experienced numerous earthquake events with the strongest reported magnitude being 3.5 on the Richter scale.

Implementation of the proposed project would not increase the potential for ground shaking to occur. Ground shaking activities such as earthquakes would have a negligible effect on the new paved pathways and associated project features. According to the *General Plan,* landslides could occur in the westernmost portion of the City of Redding; however, this is outside of the proposed project area and would not pose a significant hazard.

Other types of ground failure such as expansive soils and subsidence (i.e., the gradual settling or sinking of an area with little or no horizontal motion) are not considered to pose a significant hazard within the proposed project area. The Caltrans Seismic Design Criteria would be incorporated into the project design to help ensure that the new portions of roadway and associated project features are built to withstand any potential seismic activity that could occur in the project area.

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

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

b) The majority of the proposed project alignment is an existing roadway with a small portion in vegetated areas adjacent to the roadway. The project is subject to certain erosion-control requirements and BMPs, mandated by existing City regulations which includes:

- *City of Redding Grading Ordinance.* This ordinance requires preparation of an erosion and sediment control plan for projects affecting more than one acre. The erosion and sediment control plan requires preparation and description of any BMPs that will be used during construction and post-construction, if needed.

- *City of Redding Stormwater Quality Management and Discharge Control Ordinance.* This ordinance requires preparation of a Stormwater Pollution Prevention Plan (SWPPP) for projects affecting areas greater than 1 acre. The objectives of the SWPPP are to identify the sources of sediment and other pollutants that may affect water quality associated with stormwater discharges and to describe and implement the BMPs to reduce those sources of sediment and other pollutants in stormwater discharges.

The potential for project implementation to result in substantial soil erosion or the loss of topsoil would be less than significant with the standard BMPs described in the City's grading and stormwater ordinances.

c) The project area is underlain by very stony loam, very rocky sandy loam, gravelly clay loam, gravelly loam, and clay loam. Erosion factor K indicates the susceptibility of a soil to sheet and rill erosion by water; values of K range between 0.02 to 0.69. Most of the project area has a K Erosion Factor rating of 0.17 which lies within the low potential range of a soil to sheet and rill erosion by water. The project area does not have a significant potential for landslides according to the *General Plan*. The potential for site instability would be less than significant.

d) Expansive soils are defined as those soils with a plasticity index of 15 percent or greater; soil types within the project area range between a plasticity index of 2.5 to 20.3 percent. Project design would backfill trenches with excavated soils. When installing under existing pavement,

the project would use granular backfill to prevent settlement and erosion. As such, there is no potential for expansive soils that would be substantial risks to life or property.

e) The proposed project does not involve the use of septic tanks or alternative wastewater disposal; therefore, there would be no impact.

f) There are no unique paleontological or geologic features in the project area; therefore, there would be no impact.

Documentation

- Caltrans, 2019. Seismic design criteria, version 2.0. https://dot.ca.gov/-/media/dot-media/programs/engineering/documents/seismicdesigncriteria-sdc/sdc20april2019final.pdf.
- City of Redding.2000-2020 General Plan. Health and Safety Element figures 4-1 (Ground Shaking Potential) and 4.2 (Liquefaction Potential)
- *City of Redding* Grading Ordinance, RMC Chapter 16.12
- City of Redding Standard Specifications, Grading Practices
- Natural Resources Conservation Service. 2021. Web soil survey. Shasta County Area, California. http://websoilsurvey.nrcs.usda.gov/app/ cited June 15, 2021.
- State Regional Water Quality Control Board, Central Valley Region, Regulations related to Construction Activity Storm Water Permits and Storm Water Pollution Prevention Plans

Mitigation

No mitigation is necessary.

VIII. GREENHOUSE GAS EMISSIONS

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

Discussion

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

- *Carbon Dioxide (CO_2):* Emitted primarily through the burning of fossil fuels. Other sources include the burning of solid waste, wood and/or wood products, and cement manufacturing.

- *Methane (CH_4):* Emissions occur during the production and transportation 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 chlorofluorocarbons, 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 caused by burning fossil fuels (i.e., coal, natural gas, and petroleum) and industrial processes. The EPA estimates that approximately 65 percent of the nation's GHG emissions are made of CO_2.

The predominant associated GHG for the proposed project is CO_2 generated by motor-vehicle travel to and from the site. California Air Resources Board (CARB) has recommended the use of 10,000 metric tons of carbon dioxide equivalent per year ($mtCO_2$-e/yr) as the de minimus gas emission threshold in its Climate Change Scoping Plan (approved January 2009, updated May 2014, and subsequently in November 2017). According to California Air Pollution Control Officers Association, the 10,000 $mtCO_2$-e/yr is equivalent to 550 dwelling units, 400,000 square feet of office use, 120,000 square feet of retail, or 70,000 square feet of supermarket use.

The proposed project emissions from construction activities would be substantially under the equivalent levels required for construction of these types of projects. 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 and 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 were incorporated into the project as conservation measures AQ-1 through AQ-5 (described in Section III, Air Quality), would be used during construction to further limit any potential contribution to negative impacts from GHG emissions. With implementation of conservation measures AQ-1 through AQ-5 (see Section III, Air Quality), the project would have a less-than-significant impact on measurable GHGs in the Redding area.

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

Documentation

- City of Redding General Plan, 2000
- City of Redding General Plan Air Quality Element, 2000
- California Air Pollution Control Officers Association website (www.capcoa.org), 2021
- California Office of the Attorney General, The California Environmental Quality Act Addressing Global Warming Impacts at the Local Agency Level, updated January 6, 2010
- Shasta Air Quality Management District, https://www.co.shasta.ca.us/index/drm_index/aq_index.aspx. Accessed July 20, 2018.
- U.S. Environmental Protection Agency, Global Greenhouse Gas Emissions Data, (available at www.epa.gov/ghgemissions/global-greenhouse-gas-emissions-data) accessed July 2, 2021

Mitigation

No mitigation is necessary.

IX. HAZARDS AND HAZARDOUS MATERIALS:

Would the project:	*Potentially Significant Impact*	*Less-Than-Significant with Mitigation Incorporated*	*Less-Than-Significant Impact*	*No Impact*
a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	☐	☐	☒	☐
b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	☐	☐	☒	☐
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	☐	☐	☐	☒
d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	☐	☐	☐	☒
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?	☐	☐	☐	☒

Would the project:	*Potentially Significant Impact*	*Less-Than-Significant with Mitigation Incorporated*	*Less-Than-Significant Impact*	*No Impact*
f) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	☐	☐	☒	☐
g) Expose people or structures to a significant risk of loss, injury, or death involving wildland fires, including where wildlands are adjacent to urbanized areas, or where residences are intermixed with wildlands?	☐	☐	☒	☐

Discussion

a) Construction activities pose a slight risk for solvent or fuel spills or leaks using diesel- or gasoline-powered construction equipment (e.g., trucks, excavators, graders) and lubricants such as oil and hydraulic fluids. The potential for such hazards would be temporary since equipment would be routinely maintained and inspected to avoid leaks, and this is similar to the impacts associated with the vehicles operating daily on nearby roads. The following standard conservation measures are used to avoid or minimize the potential for accidental release of hazardous materials from spills or fuel leaks during project construction:

- **HAZ-1**. Hazardous materials, including fuels, oils, cement, and solvents will be stored and contained in an area protected from direct runoff and away from areas where they could enter waters of the United States.
- **HAZ-2**. Construction equipment will be inspected daily for leaks. Leaking fluids will be contained upon detection and equipment repairs will be made as soon as practicable or the leaking equipment will be moved off site.
- **HAZ-3**. Secondary containment such as drip pans or absorbent materials shall be used to catch spills or leaks when removing or changing fluids. Secondary containment will be used for storage of all hazardous materials.
- **HAZ-4**. Spill containment and clean-up materials shall be kept on site at all times for use in the event of an accidental spills.
- **HAZ-5**. Absorbent materials shall be used on small spills rather than hosing down or burying the spill. The absorbent material shall be promptly removed and properly disposed.

The potential for project construction to create a hazard to the public or the environment through the accidental spill or pollutants would be less than significant. Project operation would be consistent with existing conditions, and thus would have no impact.

c) There are no existing or currently proposed schools within 1 mile of the project area. The closest schools, Shasta Meadows School and Shasta County Independent Study, are located at approximately 2.08 miles and 1.99 miles, respectively, and would not be exposed to conditions that would be inconsistent with existing conditions (e.g., vehicle emissions and pollutants). There would be no impact on schools.

d) A review of the California Department of Toxic Substances Control EnviroStor database and the SWRCB's GeoTracker database found no record of any known contaminated sites, regulated landfill sites, underground tank sites, or hazardous-waste generators in the project vicinity. The project area is not included on the list of hazardous materials sites compiled pursuant to Government Code Section 65962.5. No potential hazardous materials or waste sites are listed in the project vicinity.

e) The project is not located within an airport land use plan and there are no public use airports within 2 miles of the project area. A small, private, airstrip, TEWS Field Airport is located approximately 0.9 mile west of the proposed project area. Construction activities and project operation would be consistent with existing uses along Old Oregon Trail. The limited airport use at this airstrip would not result in a significant safety hazard for people residing or working in the project area. There would be no impact on air traffic.

f) Although temporary, short duration disruptions to normal traffic operations would occur during construction, the impact would be less than significant. Temporary traffic control and lane reduction may be used during construction. Temporary signage would be used to alert motorists and non-motorized travelers to any project detour, decreased speeds, uneven pavement, etc. throughout the project alignment in accordance with the California Manual on Uniform Traffic Control Devices standards. Controlled through-traffic would be allowed to pass during construction. Operation of the completed project would benefit traffic operations by reducing safety hazards associated with the current inadequate road width. The project would have a less-than-significant impact on emergency response and evacuation plans during project construction.

g) The project area consists primarily of an existing road corridor and is adjacent to rural residential development surrounded by open grasslands and blue oak-gray pine forest. A short segment of Old Oregon Trail would be realigned through pasture. Based on current mapping, the fire hazard potential of lands in the project area is mapped as "moderate" and "elevated" fire risk according to the California Public Utilities Commission Fire-Threat Map (California Public Utilities Commission 2021). The use of construction equipment in and around vegetated areas increases the potential for wildfire ignition. However, conservation measure HAZ-6 will reduce the risk of wildfire associated with project construction.

HAZ-6. All construction equipment with internal combustion engines will be equipped with an operational spark arrester, or the engine must be equipped for the prevention of fire.

Operation of the project would be consistent with existing conditions. The potential for wildfire ignition would be less than significant.

Documentation

- City of Redding General Plan, Health and Safety Element, 2000
- California Environmental Protection Agency, Cortese List, 2018
- California Department of Toxic Substances Control, Envirostor, (Available at: https://www.envirostor.dtsc.ca.gov/public/map/?global_id=45100001), accessed June 15, 2021
- California Public Utilities Commission, CPUC Fire Map (Available at https://ia.cpuc.ca.gov/firemap/), accessed July 1, 2021
- California State Water Resources Control Board, Geotracker (Available at https://geotracker.waterboards.ca.gov/), accessed July 1, 2021
- Caltrans, California Manual on Uniform Traffic Control Devices Standards, 2017
- Shasta County Airport Land Use Commission, Comprehensive Land Use Plan Map, 1981.
- U.S. Department of Agriculture. 2020. Wildfire Hazard Potential. Rocky Mountain Research Station. Available at: https://www.fs.usda.gov/rmrs/keywords/wildfire-hazard-potential. Accessed January 14, 2021.

Mitigation

No mitigation is necessary.

X. HYDROLOGY AND WATER QUALITY

Would the project:	*Potentially Significant Impact*	*Less-Than-Significant with Mitigation Incorporated*	*Less-Than-Significant Impact*	*No Impact*
a) Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or groundwater quality?	☐	☐	☒	☐
b) Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?	☐	☐	☒	☐
c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would:	☐	☐	☒	☐
i) result in substantial erosion or siltation on- or off-site;	☐	☐	☐	☒

Would the project:	*Potentially Significant Impact*	*Less-Than-Significant with Mitigation Incorporated*	*Less-Than-Significant Impact*	*No Impact*
ii) substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or offsite;	☐	☐	☐	☒
iii) create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff; or	☐	☐	☐	☒
iv) impede or redirect flood flows?	☐	☐	☐	☒
d) In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?	☐	☐	☐	☒
e) Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?	☐	☐	☐	☒

Discussion

a) The proposed project would largely be aligned in an existing road corridor with minimal additions of impervious surface area associated with a segment where roadway widening would occur. The project would involve ground disturbance and other activities that could discharge pollutants in storm water runoff. Project construction would not alter the existing topography or existing drainage patterns in a way that would result in increased erosion, surface runoff, flooding on- or offsite, or otherwise degrade water quality.

Construction and operation of the project would involve the minor use of hazardous materials (i.e., petroleum-based fuels and lubricants) for fueling and maintenance of equipment in uplands (i.e., urban ROW) away from any waterways. The City's construction standards require that all projects prepare a plan to address water pollution control. It is the City's standard practice to incorporate required construction standards into the project design. The construction standards and specifications for the project would require that an SWPPP be prepared by the contractor prior to construction. Implementation of conservation measures HAZ-1 through HAZ-6 (described in Section IX, Hazards and Hazardous Materials) will avoid or minimize potential impacts on water quality; therefore, project-related impacts on water quality would remain less than significant.

b) The project would largely be confined to the existing road corridor, with the minor addition of a short segment of realigned road through an adjacent pasture. Paving of the newly widened shoulders and realigned road segment would not substantially affect groundwater recharge. Therefore, the impact would be less than significant.

c i-iv) The layout for the project would not alter the existing drainage pattern of the site. Roadway expansion and improvements associated with the project would slightly increase the amount of impervious surface; but there would be no significant alterations to the existing topography or existing drainage patterns that would result in increased erosion, surface runoff, flooding on- or offsite, or degraded water quality. There are no stormwater drainage systems in the project area. Topography throughout the project area is nearly level to slightly sloped, and work would be largely within an existing road corridor with the exception of a short segment of realigned road through an adjacent pasture. The project would not substantially increase the rate or quantity of surface runoff that could contribute to flooding of nearby West Fork Stillwater Creek. Therefore, there would be no impact

d) The project area is not in a flood hazard, tsunami, or seiche zone; therefore, there would be no impact.

e) Construction and operation of the project would not violate any water quality standards or waste discharge requirements established by the Central Valley Regional Water Quality Control Board in its Basin Plan for the Sacramento River and San Joaquin River Basins. Construction and operation of the project would not conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan; therefore, there would be no impact.

Documentation

- City of Redding 2000-2020 General Plan. Health and Safety Element 2000.
- Federal Emergency Management Agency (FEMA), Floodplain regulations, FIRM Map 06089C1237G, March 17, 2011
- Central Valley Regional Water Quality Control Board, The Water Quality Control Plan (Basin Plan) for the California Regional Water Quality Control Board Central Valley Region, 5th edition, Revised May 2018.

Mitigation

No mitigation is necessary.

XI. LAND USE AND PLANNING

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

Discussion

a) The project would not divide an established community. Construction would be temporary, and roads would remain passable using traffic controls; therefore, there would be no impact.

b) The proposed project would not conflict with any applicable policies and regulations of the City's General Plan and Zoning Ordinance; therefore, there would be no impact.

Documentation

- City of Redding General Plan, Community Development Element, 2000
- City of Redding General Plan, Natural Resources Element, 2000
- City of Redding GIS Parcel and Zoning Map Viewer

Mitigation

No mitigation is 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 classified MRZ-2 by the State Geologist that would be of value to the region and the residents of the state?	☐	☐	☐	☒
b) Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local General Plan, specific plan or other land use plan?	☐	☐	☐	☒

Discussion

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

Documentation

- City of Redding General Plan, Natural Resources Element, 2000
- California Geological Survey, Aggregate Sustainability in California prepared by J. Clinkenbeard, 2018

Mitigation

No mitigation is 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 groundborne vibration or groundborne 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) The project area would be located largely within the existing City's ROW and on City-owned property. Sources of ambient noise in the project area come from existing vehicle traffic on Old Oregon Trail and adjacent residential land uses. The proposed project is not capacity increasing. Construction activities would temporarily increase localized ambient noise levels. Heavy construction equipment that may be used for this project can generate noise levels as high as 88 decibels at a distance of 50 feet. The City's General Plan Noise Element specifies goals to protect residents from exposure to excessive transportation-related noise (greater than

65 decibels), including considerations of the significance of noise level increases associated with roadway improvement projects needed to accommodate buildout of the General Plan (Goal N2D). Noise from construction between equipment and receptors generally reduces more quickly over longer distances. Construction activities would be temporary in nature and are anticipated to occur during normal daytime working hours. Noise would also be generated during the construction phase by increased truck traffic on area roadways. A project-generated noise source would be truck traffic associated with transport of heavy materials and equipment to and from the construction site. This noise increase would be of short duration.

The City of Redding Noise Ordinance (RMC Chapter 18.40.100.A) limits the acceptable hours of construction and demolition activity.

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

However, the Ordinance also includes exemptions for specific activities, including Public Works Construction Projects. Construction of the proposed project would be under contract to the City of Redding Public Works Department; therefore, the Exterior Noise Standards are not applicable. Temporary construction noise impacts would be less than significant. Ambient noise associated with project operation would be consistent with existing conditions.

While the impact has been determined to be less than significant, nighttime work is not anticipated. This type of project is typically constructed between 7 a.m. and 6 p.m. The following BMPs have also been incorporated into the project:

NOI-1. Construction equipment shall be properly maintained and equipped with noise-reduction intake and exhaust mufflers and engine shrouds, in accordance with manufacturers' recommendations. Equipment engine shrouds shall be closed during equipment operation.

NOI-2. When not in use, motorized construction equipment shall not be left idling for more than 5 minutes.

NOI-3. Stationary equipment (power generators, compressors, etc.) shall be located at the furthest practical distance from nearby noise-sensitive land uses or sufficiently shielded to reduce noise-related impacts.

b) During excavation and construction activities for the project, localized groundborne vibration would be produced by heavy-duty construction equipment such as jackhammers, backhoes, and loaded trucks. The project would occur in an existing road corridor used by a variety of vehicle types and would not create significant groundborne vibration. Project impacts related to groundborne vibration would be less than significant.

c) TEWS Field Airport, a small, private, airstrip, is located approximately 0.9 mile west of the proposed project. Residents and businesses are not exposed to noise generated by airport operations because of topography, vegetation, and distance; therefore, implementation of the proposed project would have no cumulative noise impact on residents or businesses near the project area or on crew members during construction of the project.

Documentation

- City of Redding General Plan, Noise Element, 2000
- City of Redding General Plan, Transportation Element, 2000
- City of Redding Zoning Ordinance Redding Municipal Code, Section 18.40.100
- City of Redding GIS Parcel and Zoning Map Viewer
- Federal Transit Administration 2006
- Federal Highway Administration 2006
- Shasta County Airport Land Use Commission, Comprehensive Land Use Plan Map, 1981

Mitigation

No mitigation is 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 population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?	☐	☐	☐	☒
b) Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?	☐	☐	☐	☒

Discussion

a,b) The proposed project is intended to improve safety conditions along an existing roadway; it would not induce population growth in the city of Redding or vicinity or increase vehicle capacity. Because the proposed project would occur largely within the City's right of way, there

would be no displacement of persons or housing because of project construction. Therefore, there would be no impact.

Documentation

- City of Redding General Plan, Housing Element 2014
- City of Redding General Plan, Transportation Element

Mitigation

No mitigation is necessary.

XV. PUBLIC SERVICES

Would the project:	*Potentially Significant Impact*	*Less-Than-Significant with Mitigation Incorporated*	*Less-Than-Significant Impact*	*No Impact*
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:				
a) Fire Protection?	☐	☐	☒	☐
b) Police Protection?	☐	☐	☒	☐
c) Schools?	☐	☐	☐	☒
d) Parks?	☐	☐	☐	☒
e) Other public facilities?	☐	☐	☐	☒

Discussion

a-e) The project would not cause substantial adverse physical impacts on government facilities or negatively affect fire and police protection, schools, parks, or public facilities. The project would have no impact on any public recreational facilities in the project area and vicinity. Although short duration disruptions to normal traffic operations would occur during construction, temporary traffic control and lane reduction may be used to maintain through traffic. Controlled through-traffic, including emergency vehicles, would be allowed to pass during construction. No significant adverse impacts on service ratios, response times, or service

objectives for any of the public services are anticipated. The proposed project would have a less-than-significant temporary impact on public services.

Documentation

- City of Redding General Plan, Public Facilities and Services Element, 2000

Mitigation

No mitigation is necessary.

XVI. RECREATION

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

Discussion

a,b) The proposed project would straighten, widen, and add road shoulders along Old Oregon Trail. The project would not increase the usage of neighborhood or regional parks and would not construct or expand recreational facilities. Therefore, there would be no impact

Documentation

- City of Redding General Plan, Recreation Element, 2000
- City of Redding General Plan, Public Facilities Element, 2000

Mitigation

No mitigation is necessary.

XVII. TRANSPORTATION/TRAFFIC

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

Discussion

a) The project is not anticipated to increase either the number of vehicle trips, volume-to-capacity ratio, or congestion at intersections in the project area or vicinity. The project does not conflict with any alternative transportation plan or policy. The project is consistent with the goals and policies of the City of Redding General Plan Transportation Element. Therefore, there would be no impact.

b) In December 2018, the Governor's Office of Planning and Research (OPR) published a Technical Advisory on Evaluating Transportation Impacts in CEQA (Technical Advisory) to assist lead agencies in implementing SB 743. Vehicle Miles Traveled, or VMT, measures the amount and distance people drive by personal vehicle to a destination. Per Section 21099 of the Public Resources Code, the criteria for determining the significance of transportation impacts must promote the reduction of greenhouse gas (GHG) emissions, develop multimodal transportation networks, and create a greater diversity land uses.

VMT evaluation is applicable to both land development projects and transportation projects, as many transportation projects change travel patterns. As provided in the Technical Advisory, A transportation project which leads to additional vehicle travel on the roadway network, commonly referred to as "induced vehicle travel" would need to quantify the amount of additional vehicle travel in order to assess the potential environmental impacts. Should a project induce travel, potential impacts must be considered including induced growth, air quality, greenhouse gas emissions, energy consumption, and noise impacts. To determine whether a project requires a detailed traffic impact analysis, projects are first evaluated or screened. The Old Oregon Trail Safety Improvement Project has been evaluated (City of Redding, 2021) to determine if it is likely to lead to a measurable and substantial increase in vehicle travel and if further traffic analysis is required.

The primary purpose of the project is to improve the safety of this stretch of roadway along Old Oregon Trail for pedestrians, cyclists, and motorists. The project proposes to straighten, widen, and add road shoulders to Old Oregon Trail. Work would involve widening and re-striping the pavement to accommodate pedestrians and bicyclists, installing guardrail where necessary, and relocating or replacing utilities and drainage infrastructure. The project is needed as this section of roadway has little to no roadway shoulder, which limits refuge and breakdown space for pedestrians, bicycles, and vehicles.

The OPR Technical Advisory includes examples of the types of projects that generally would and would not lead to a measurable or substantial increase in VMT. Transportation projects typically fall into two categories: capacity increasing and non-capacity increasing. After a review and evaluation of the project, it was determined that the project is consistent with the Technical Advisory's list of non-capacity increasing projects. Following are the non-capacity increasing project types that apply to the Old Oregon Trail Project:

- Rehabilitation, maintenance, replacement, safety, and repair projects designed to improve the condition of existing transportation assets (e.g., highways; roadways; bridges; culverts; Transportation Management System field elements such as cameras, message signs, detection, or signals; tunnels; transit systems; and assets that serve bicycle and pedestrian facilities) and that do not add additional motor vehicle capacity.

- Roadside safety devices or hardware installation such as median barriers and guardrails.

- Roadway shoulder enhancements to provide "breakdown space," dedicated space for use only by transit vehicles, to provide bicycle access, or to otherwise improve safety, but which will not be used as automobile vehicle travel lanes.

Given that the Old Oregon Trail Safety Improvement Project will not increase roadway capacity, has no potential to increase in VMT, and has no potential to induce growth in the project area, the project can be screened out and further traffic impact analysis is not required. The project would not conflict with Section 15064.3, subdivision (b). No impact would occur.

c) The project would not result in the creation of sharp curves, dangerous intersections, or incompatible uses. The project purpose is to improve public safety. No impact would occur.

d) Construction would primarily occur within the existing public ROW along Old Oregon Trail and some private lands along one portion of the project. Controlled through-traffic, including emergency vehicles, would be allowed to pass during construction. Emergency vehicles responding to an incident would be expedited through the project area. The project would not result in inadequate emergency access and the project's impact would be less than significant.

Documentation

- City of Redding General Plan, Transportation Element, 2000
- City of Redding Traffic Impact Analysis Guidelines, 2009

- Federal Aviation Administration, Land Use Compatibility and Airports, ND
- Traffic Impact Evaluation for the Old Oregon Trail Safety Improvement Project, 2021

Mitigation

No mitigation is necessary.

XVIII. TRIBAL CULTURAL RESOURCES

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

Discussion

a, b) In accordance with Assembly Bill 52, the City, under the purview of Caltrans District 2, consulted with NAHC and local Native American groups and individuals pursuant to Section 106 of the National Historic Preservation Act and Section 21080.3 of CEQA. Although NAHC's review of its Sacred Lands database for culturally significant properties was negative, several recorded cultural resources in and near the project area were identified through database searches conducted during preparation of the project's cultural studies. NAHC also provided a list of Native American groups and individuals that might be able to provide additional information related to culturally sensitive resources in the project vicinity. Subsequent tribal outreach has been robust, including multiple telephone and email conversations and several onsite visits with tribal members representing the Wintu Tribe of Northern California, the Winnemem Wintu Tribe, and Redding Rancheria. A consultation log documenting the City's, Caltrans', and archaeological consultants' pertinent communications with representatives of the three tribes is included in the project's confidential Historic Property Survey Report.

The project has been designed to avoid and minimize impacts on cultural resources in the vicinity of the project to the greatest extent possible by increasing the amount of fill, reducing cuts, abandoning one culvert in place, and re-contouring the ground to minimize erosion. Project implementation would have minimal effect on cultural resources and would not diminish the characteristics of known or inadvertently discovered cultural resources. The project's impact on known tribal cultural resources is less than significant. Despite this determination, conservation measures CR-1 through CR-5 (described in Section III, Cultural Resources) have been incorporated into the project. Project operation would have no impact on tribal cultural resources.

Documentation

- Historic Properties Survey Report prepared by Pacific Legacy, Inc., 2021
- Archeological and Ethnographic Evaluation Report: CA-SHA-39/553 prepared by Pacific Legacy, Inc., 2020

Mitigation

None necessary.

XIX. UTILITIES AND SERVICE SYSTEMS

Would the project:	*Potentially Significant Impact*	*Less-Than-Significant with Mitigation Incorporated*	*Less-Than-Significant Impact*	*No Impact*
a) Require or result in the relocation or construction of new or expanded water, wastewater treatment or storm water drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?	☐	☐	☐	☒
b) Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years?	☐	☐	☐	☒
c) Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?	☐	☐	☐	☒

Would the project:	*Potentially Significant Impact*	*Less-Than-Significant with Mitigation Incorporated*	*Less-Than-Significant Impact*	*No Impact*
d) Generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?	☐	☐	☒	☐
e) Comply with federal, state, and local management and reduction statutes and regulations related to solid waste?	☐	☐	☐	☒

Discussion

a) The project consists of improvements to roadway safety along an existing corridor. The project does not involve any actions that would require or result in new wastewater treatment facilities. Therefore, there would be no impact.

b) The proposed project is a roadway safety improvements project, and construction of the proposed project would not generate the need for any new or expanded water entitlements. Therefore, there would be no impact.

c) The project does not involve any actions that would generate wastewater. Therefore, there would be no impact.

d) The project construction activities would generate minor amounts of debris requiring disposal at a suitable facility, such as the City's West Central Landfill located 20 miles west of the project area near Igo, California. Standard construction specifications would require recycling of some materials such as concrete to reduce landfill waste. Hazardous materials would be disposed of at an approved landfill. The project would not generate solid waste in amounts that would adversely affect the existing capacity of the local landfill or would violate regulations related to solid waste. The contractor would be responsible for removing solid waste from the site. Project impacts on landfills would be less than significant.

e) Any solid waste generated by the project would be disposed of at an approved landfill in compliance with local, state, and federal regulations pertaining to solid waste disposal. Therefore, there would be no impact.

Documentation

- City of Redding General Plan, Public Facilities Elements, 2000
- Shasta County Department of Public Works, Engineering, Solid Waste – West Central Landfill, 2021

Mitigation

No mitigation is necessary.

XX. WILDFIRE

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

Discussion

a) During the majority of construction, Old Oregon Trail and adjacent roads in the project area would remain open to controlled through-traffic. Short duration detours may be needed for some components of the work; however, the project would not impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan. There are no designated emergency evacuation routes in the project area. The project operation would be consistent with existing conditions; therefore, there would be no impact.

b,c) Based on current mapping, the lands in the project area are mapped as having "very high" fire hazard potential by the U.S. Department of Agriculture and "elevated" fire risk according to the California Public Utilities Commission Fire-Threat Map. Construction activities could exacerbate fire risks; however, existing state and federal law requires construction equipment to have spark arrestors and other apparatus to minimize and prevent wildfire risk. Project operation would be consistent with existing conditions. The project's wildfire risk potential would be less than significant. In addition, conservation measure HAZ-6 (described in Section IX, Hazards and Hazardous Materials) has been incorporated.

d) The proposed project would be largely within the existing Old Oregon Trail road corridor alignment. The project profile would provide sufficient gradient for drainage of roadway surfaces, and as such, the project would not expose people or structures to significant risks as a result in drainage changes, runoff, or slope instability. Therefore, there would be no impact.

Documentation

- California Department of Forestry and Fire Protection, CAL FIRE Fire Hazard Severity Zones Map, dated May 21, 2008. https://osfm.fire.ca.gov/media/5992/redding.pdf. Accessed June 15, 2021.
- California Public Utilities Commission Fire Map 2021, https://ia.cpuc.ca.gov/firemap/. Accessed: June 15, 2021.
- City of Redding General Plan, Health and Safety Element, 2000

Mitigation

No mitigation is necessary.

XXI. MANDATORY FINDINGS OF SIGNIFICANCE

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

Discussion

a) The proposed project would have minimal potential to degrade the quality of the environment, affect wildlife populations or their habitats, or reduce the number or restrict the range of rare or endangered plant and animal species, or eliminate important examples of the major periods of California history or prehistory. Mitigation measures will be used to avoid or reduce potential project-related impacts to a less-than-significant level.

b) The project consists of safety improvements to an existing roadway. Impacts associated with the project would be primarily limited to the construction phase, with no operational impacts on the environment. All impacts resulting from project construction can be fully mitigated at the project level. As a result, cumulative impacts would be less than significant with mitigation and conservation measures incorporated.

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

Documentation

See all sections above.

Mitigation

MM-1. If vegetation removal or construction activities will occur during the nesting season for birds (February 1 through August 31), a qualified biologist will conduct a preconstruction survey seven (7) days before construction activities begin. If nesting birds or raptors are found, the California Department of Fish and Wildlife (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-2. If an active raptor nest is found, no construction activities will occur within 250 feet of the nest unless a smaller buffer zone is approved by the CDFW. Construction may resume once the young have left the nest or as approved by a qualified biologist.

MM-3. If construction, including the removal of large trees with cavities, crevices, or snags, occurs during the bats' non-volant period (March 1 through August 15), a qualified biologist will conduct a pre-construction survey of the project area biological study area (BSA) (Figure 2) to locate maternity colonies and identify measures to protect colonies from disturbance. The pre-construction survey will be performed no more than seven (7) days prior to the implementation of construction activities (including staging and equipment access). If a lapse in construction activities occurs for a period greater than 7 days, additional preconstruction surveys will be required. If a maternity colony is located within or adjacent to the BSA, a disturbance-free buffer will be established by a qualified biologist (in consultation with CDFW) to adequately protect the colony from project activities.

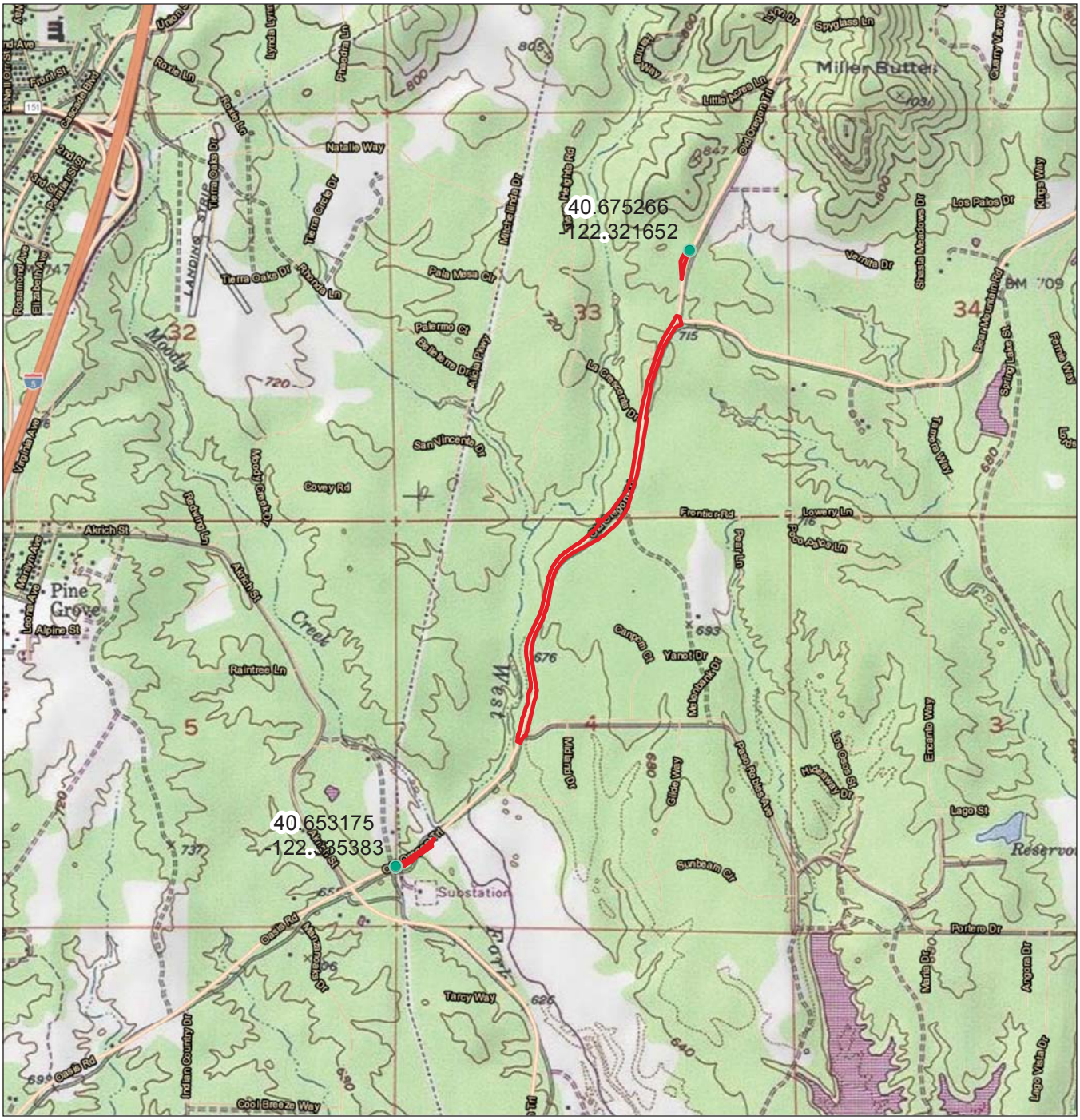
APPENDIX A

Figure 1 – Project Location and Vicinity

Figure 2 – Project Design Features

R 04W

T 31N



Map Reference Point

Project Area (12.13 acres)

0 2,000 Feet

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

Stantec

N W E S

Project Location
Shasta County, California

185704614
Prepared by JP on 2019-10-14
Reviewed by ST on 2019-08-27

Client/Project
City of Redding
Old Oregon Trail Safety Improvements Project

Figure No.
1

Title
Project Location and Vicinity

Notes
1. Coordinate System: NAD 1983 StatePlane California I FIPS 0401 Feet
2. Base map: ESRI USA Topo Maps web mapping service, 2018-01-19
3. Public Land Survey: T 32N, R 04W, Sec. 4; T 33N, R 04W, Sec. 33
4. USGS 7.5 Quad: Project City

U:\Temporary\185704614\185704614_Figure_1_ESL_Phipps.mxd Revised: 2019-10-16 By: jphipps

Stantec

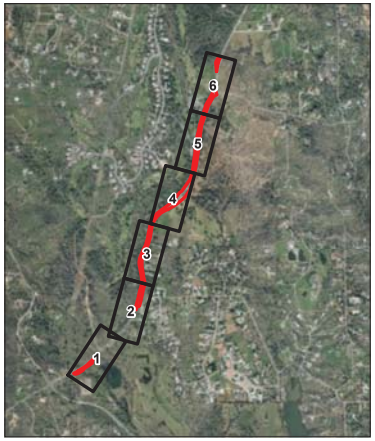
Biological Study Area (12.13 acres)
Staging Area
Existing Edge of Pavement
New Edge of Pavement
Existing Storm Drain
New Storm Drain

0 100 200 Feet

1:2,400 (At original document size of 11x17)

Notes

1. Coordinate System: NAD 1983 StatePlane California I FIPS 0401 Feet
2. Base map: ESRI World Imagery Map web mapping service
Public Land Survey: T 32N, R 04W, Sec. 4; T 33N, R 04W, Sec. 33
4. USGS 7.5 Quad: Project City



Project Location
Redding, Shasta County, California

Old Oregon Trail Widening Project
Prepared by JP on 2019-10-14
Reviewed by ST on 2019-10-16

Client/Project
City of Redding
Old Oregon Trail Widening Project

Figure No.
2

Title
Project Design Features

Stantec

Biological Study Area (12.13 acres)
Staging Area
Existing Edge of Pavement
New Edge of Pavement
Existing Storm Drain
New Storm Drain

0 100 200 Feet

1:2,400 (At original document size of 11x17)

N

Notes

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2. Base map: ESRI World Imagery Map web mapping service
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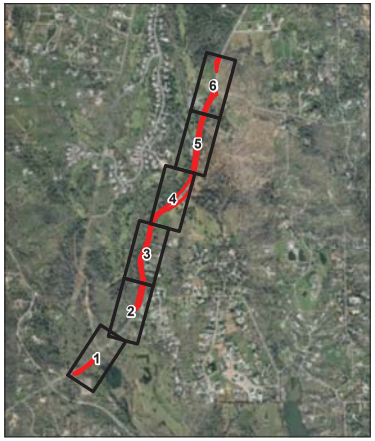
4. USGS 7.5 Quad: Project City



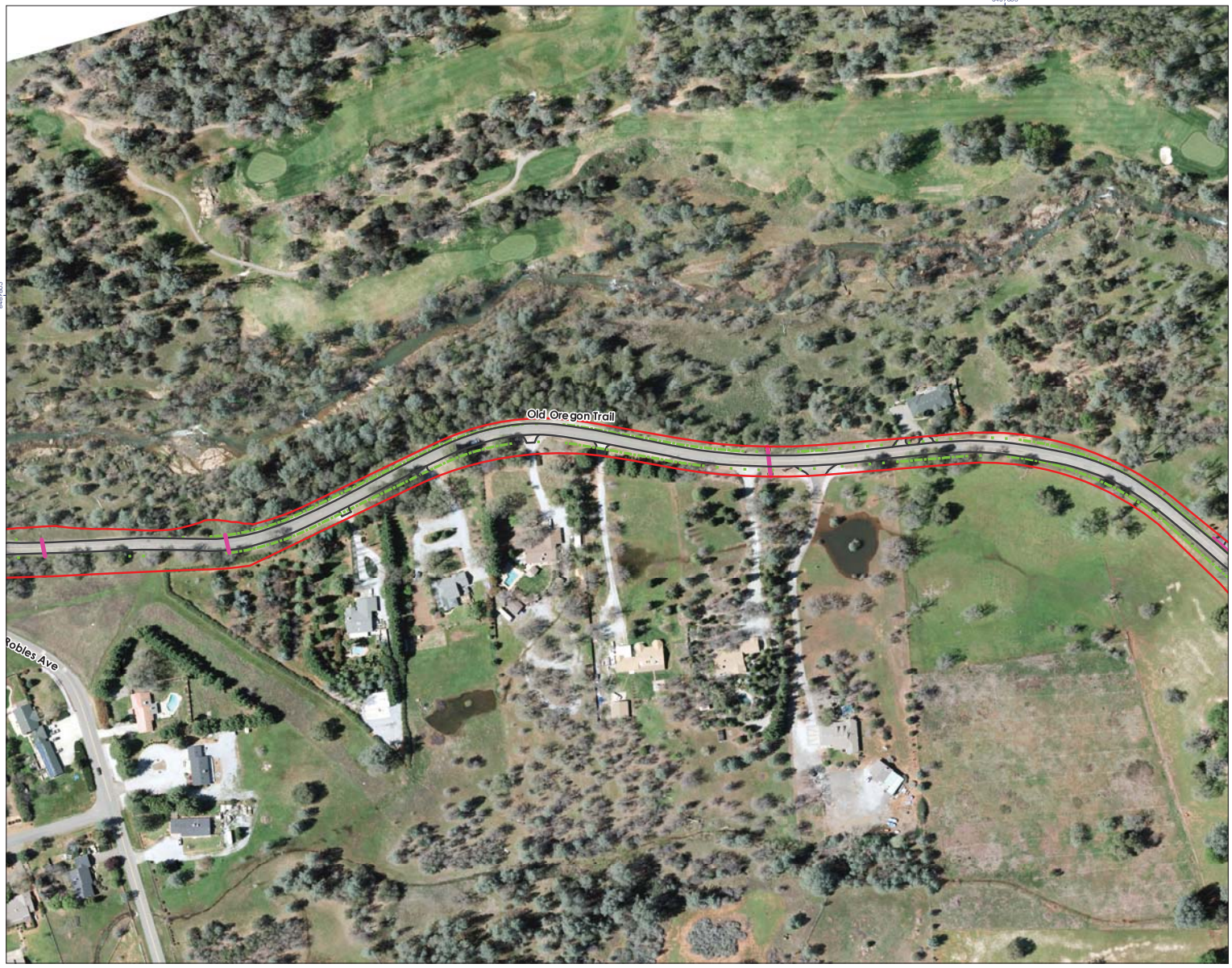
Project Location
Redding, Shasta County, California

Old Oregon Trail Widening Project
Prepared by JP on 2019-10-14
Reviewed by ST on 2019-10-16

Client/Project
City of Redding
Old Oregon Trail Widening Project

Figure No.
2

Title
Project Design Features



Stantec

Biological Study Area (12.13 acres)
Staging Area
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New Edge of Pavement
Existing Storm Drain
New Storm Drain

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1:2,400 (At original document size of 11x17)

N

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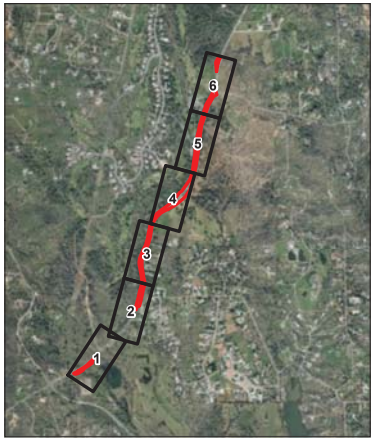

Project Location
Redding, Shasta County, California

Old Oregon Trail Widening Project
Prepared by JP on 2019-10-14
Reviewed by ST on 2019-10-16

Client/Project
City of Redding
Old Oregon Trail Widening Project

Figure No.
2

Title
Project Design Features

Stantec

Biological Study Area (12.13 acres)
Staging Area
Existing Edge of Pavement
New Edge of Pavement
Existing Storm Drain
New Storm Drain

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1:2,400 (At original document size of 11x17)

N

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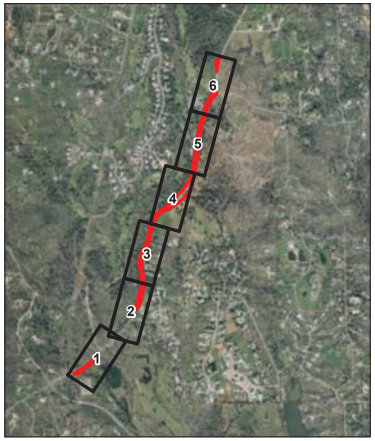

Project Location
Redding, Shasta County, California

Old Oregon Trail Widening Project
Prepared by JP on 2019-10-14
Reviewed by ST on 2019-10-16

Client/Project
City of Redding
Old Oregon Trail Widening Project

Figure No.
2

Title
Project Design Features

Stantec

Biological Study Area (12.13 acres)
Staging Area
Existing Edge of Pavement
New Edge of Pavement
Existing Storm Drain
New Storm Drain

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1:2,400 (At original document size of 11x17)

N

Notes

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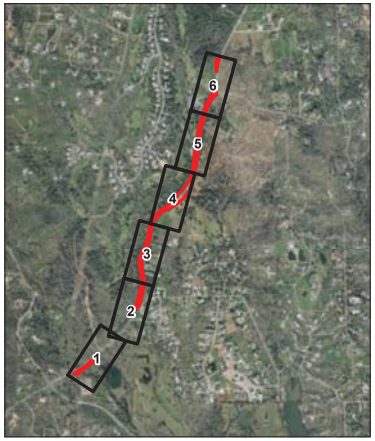

Project Location
Redding, Shasta County, California

Old Oregon Trail Widening Project
Prepared by JP on 2019-10-14
Reviewed by ST on 2019-10-16

Client/Project
City of Redding
Old Oregon Trail Widening Project

Figure No.
2

Title
Project Design Features

Stantec

Biological Study Area (12.13 acres)
Staging Area
Existing Edge of Pavement
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Existing Storm Drain
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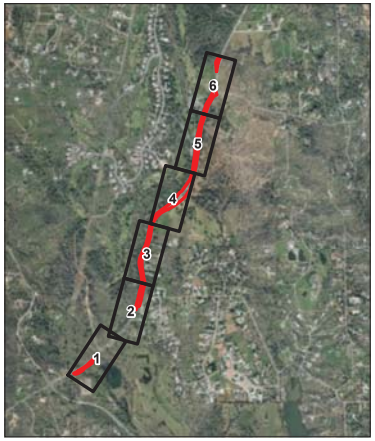

Project Location
Redding, Shasta County, California

Old Oregon Trail Widening Project
Prepared by JP on 2019-10-14
Reviewed by ST on 2019-10-16

Client/Project
City of Redding
Old Oregon Trail Widening Project

Figure No.
2

Title
Project Design Features

ATTACHMENT C

Mitigation Monitoring and Environmental Commitment Program

MITIGATION MONITORING AND ENVIRONMENTAL COMMITMENT PROGRAM

OLD OREGON TRAIL SAFETY IMPROVEMENT PROJECT (STATE CLEARINGHOUSE NO. 2021XXXXXX)

MITIGATION MONITORING PROGRAM CONTENTS

This document is the Mitigation Monitoring and Environmental Commitment Program (MMP/ECP) for the Old Oregon Trail Safety Improvement Project (project). The MMP/ECP includes a brief discussion of the legal basis for, and the purpose of, the program, discussion, and direction regarding complaints about noncompliance, a key to understanding the monitoring matrix, and the monitoring matrix 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 (MND). This requirement facilitates implementation of all mitigation measures adopted through the California Environmental Quality Act (CEQA) process.

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

- Mitigation is defined by CEQA Guidelines Section 15370 as a measure that does any of the following:
- Avoids impacts altogether by not taking a certain action or parts of an action.
- Minimizes impacts by limiting the degree or magnitude of the action and its implementation.
- Rectifies impacts by repairing, rehabilitating, or restoring the impacted environment.
- Reduces or eliminates impacts over time by preservation and maintenance operations during the life of the project.
- Compensates for impacts by replacing or providing substitute resources or environments.

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

In addition to meeting the CEQA MMP requirements, this document incorporates environmental commitments, standard practices, conservation measures, and best management practices (BMPs). The

environmental commitments may be part of the project design, standard contract specifications, City of Redding requirements, or conservation measures. These commitments are part of the project, but do not constitute mitigation under CEQA as they have not been incorporated to reduce a potentially significant impact.

MITIGATION MONITORING/ENVIRONMENTAL COMMITMENT TABLE

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

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

NONCOMPLIANCE COMPLAINTS

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

MITIGATION MONITORING AND ENVIRONMENTAL COMMITMENT TABLE FOR THE OLD OREGON TRAIL SAFETY IMPROVEMENT PROJECT MITIGATION MONITORING PROGRAM (STATE CLEARINGHOUSE NO. XXXXXXXXXX)

ENVIRONMENTAL COMMITMENTS

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

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

Conservation Measures and Best Management Practices (BMPs)	Timing/ Implementation	Enforcement/ Monitoring	Verification (Date and Initials
Biological Resources (BIO)			
BIO-1. A Stormwater Pollution Prevention Plan (SWPPP), as required by the *City of Redding Stormwater Quality Management and Discharge Control Ordinance,* will be prepared to address BMPs that will be used to prevent erosion and sediment loss within the project site. BMPs such as silt fence, mulching and seeding, and straw wattles will be placed where needed to prevent sediment from leaving the site during and after construction.	Preconstruction	City/ Construction Management	
HAZ-1 through HAZ-5 (described in below in Hazards and Hazardous Materials) will be used to reduce potential project-related impacts on riparian areas and nearby waterways.	Construction	City/ Construction Management	
Cultural Resources (CR)			
CR-1. Caltrans will coordinate with tribal representatives from the Wintu Tribe of Northern California, the Winnemem Wintu Tribe, and Redding Rancheria and incorporate measures to protect tribal resources, including potential work windows associated with tribal ceremonies.	Design	Caltrans/ City Environmental Management	
CR-2. An archaeological monitor and tribal monitors from the Wintu Tribe of Northern California, the Winnemem Wintu Tribe, and Redding Rancheria will be used during ground-disturbing activities.	Construction	Caltrans/City/ Construction Management	
CR-3. Prior to the start of construction, all field personnel shall receive workers' environmental awareness training on cultural, paleontological, and tribal cultural resources. The training will provide a description of cultural, paleontological, and tribal cultural resources that may be encountered in the project area, review steps to follow if an inadvertent discovery is made, and provide contact information for the project Archaeologist, project Paleontologist, on-site cultural resources monitor(s), and tribal cultural monitor(s).	Preconstruction	Caltrans/City/ Construction Management	
CR-4. Construction contract documents will include provisions to respond to archaeological resources discovered during the project. If cultural materials are discovered during construction, work activity within a 60-foot radius of the discovery will be stopped and the area secured until a qualified archaeologist can assess the nature and significance of the find in consultation with the State Historic Preservation Officer (SHPO).	Design	Caltrans/City Construction & Environmental Management/ SHPO	

Conservation Measures and Best Management Practices (BMPs)	Timing/ Implementation	Enforcement/ Monitoring	Verification (Date and Initials
CR-5. If human remains and related items are discovered on private or State land, they will be treated in accordance with State Health and Safety Code § 7050.5. Further disturbances and activities will cease in any area or nearby area suspected to overlie remains, and the Shasta County Coroner contacted. Pursuant to California Public Resources Code (PRC) § 5097.98, if the remains are thought to be Native American, the coroner will notify the Native American Heritage Commission (NAHC) who will then notify the Most Likely Descendent (MLD).	Construction	Caltrans/City/ NAHC/ County Coroner	
Hazards And Hazardous Materials (HAZ)			
HAZ-1. Hazardous materials, including fuels, oils, cement, and solvents will be stored and contained in an area protected from direct runoff and away from areas where they could enter waters of the United States.	Construction	City/ Construction Management	
HAZ-2. Construction equipment will be inspected daily for leaks. Leaking fluids will be contained upon detection and equipment repairs will be made as soon as practicable or the leaking equipment will be moved off site.	Construction	City/ Construction Management	
HAZ-3. Secondary containment such as drip pans or absorbent materials shall be used to catch spills or leaks when removing or changing fluids. Secondary containment will be used for storage of all hazardous materials.	Construction	City/ Construction Management	
HAZ-4. Spill containment and clean-up materials shall be kept on site at all times for use in the event of an accidental spills.	Construction	City/ Construction Management	
HAZ-5. Absorbent materials shall be used on small spills rather than hosing down or burying the spill. The absorbent material shall be promptly removed and properly disposed.	Construction	City/ Construction Management	
HAZ-6. All construction equipment with internal combustion engines will be equipped with an operational spark arrester, or the engine must be equipped for the prevention of fire.	Construction	City/ Construction Management	

Conservation Measures and Best Management Practices (BMPs)	Timing/ Implementation	Enforcement/ Monitoring	Verification (Date and Initials
Noise (NOI)			
NOI-1. Construction equipment shall be properly maintained and equipped with noise reduction intake and exhaust mufflers and engine shrouds, in accordance with manufacturers' recommendations. Equipment engine shrouds shall be closed during equipment operation.	Construction	City/ Construction Management	
NOI-2. When not in use, motorized construction equipment will not be left idling for more than 5 minutes.	Construction	City/ Construction Management	
NOI-3. Stationary equipment (power generators, compressors, etc.) shall be located at the furthest practical distance from nearby noise-sensitive land uses or sufficiently shielded to reduce noise-related impacts.	Construction	City/ Construction Management	
Tribal Cultural Resources			
CR-1 through CR-5 (described above in Cultural Resources)	Preconstruction/ Construction	Caltrans/ City/ Construction Management	
Wildfire			
HAZ-6 (described above in Hazards and Hazardous Materials)	Construction	City/ Construction Management	

CEQA MITIGATION MEASURES

Resource-specific mitigation measures used during project implementation include:

Mitigation Measure (MM)	Timing/ Implementation	Enforcement/ Monitoring	Verification (Date and Initials
Biological Resources (MM BIO)			
MM-1. If vegetation removal or construction activities will occur during the nesting season for birds (February 1 through August 31), a qualified biologist will conduct a preconstruction survey seven (7) days before construction activities begin. If nesting birds or raptors are found, the California Department of Fish and Wildlife (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.	Preconstruction/ Construction	City/ Construction Management	
MM-2. If an active raptor nest is found, no construction activities will occur within 250 feet of the nest unless a smaller buffer zone is approved by the CDFW. Construction may resume once the young have left the nest or as approved by a qualified biologist.	Preconstruction/ Construction	CDFW/City/ Construction Management	
MM-3. If construction, including the removal of large trees with cavities, crevices, or snags, occurs during the bats' non-volant period (March 1 through August 15), a qualified biologist will conduct a pre-construction survey of the project area biological study area (BSA) (Figure 2) to locate maternity colonies and identify measures to protect colonies from disturbance. The pre-construction survey will be performed no more than seven (7) days prior to the implementation of construction activities (including staging and equipment access). If a lapse in construction activities occurs for a period greater than 7 days, additional preconstruction surveys will be required. If a maternity colony is located within or adjacent to the BSA, a disturbance-free buffer will be established by a qualified biologist (in consultation with CDFW) to adequately protect the colony from project activities.	Preconstruction/ Construction	City/ Construction Management	

ATTACHMENT D

Comments and Response to Comments (if any)