



INITIAL STUDY (IS) & MITIGATED NEGATIVE DECLARATION FOR THE **PALM VILLAS AT RED BLUFF** **321 SOUTH JACKSON STREET**

BACKGROUND INFORMATION AND PROJECT DESCRIPTION:

1. **Project Case Number(s):** General Plan Amendment 2022-01
Rezone 2022-01
Design Review 2021-09
Variance Request 2022-01
2. **Project Title:** Palm Villas at Red Bluff – 321 South Jackson Street
3. **Public Comment Period:** June 16, 2022 – July 5, 2022
4. **Lead Agency:** City of Red Bluff
Tom Westbrook, City Manager/Community Development Director
Community Development Department/Planning Department
555 Washington Street
Red Bluff, CA 96080
(530) 527-2605 ext. 3061
twestbrook@cityofredbluff.org
5. **Prepared By:** Diane Jenkins, AICP, Planning Manager
McKenna Lanier Group, Inc., DBE, WBE, SB Micro
(909) 519-8887
Diane@McKennaLanier.com
6. **Project Sponsor:**

Applicant/Developer	Property Owner
Palm Communities	Northern Valley Catholic Social Service
100 Pacifica, Suite 203	2400 Washington Avenue
Irvine, CA 92618	Redding, CA 96001
Mitch Slagerman	(530) 241-0552
(949) 878-9373	
mslagerman@palmcommunities.com	
7. **Project Location:** 321 South Jackson Street – a 2.75-acre square-shaped parcel adjacent to the east side of South Jackson Street, approximately 0.5-miles west of Interstate 5 and approximately 1-mile west of the Sacramento River, within the City of Red Bluff, Tehama County, California. The land is located within a portion of Section 17 of Township 27 North, Range 3 West, as shown on the USGS Red Bluff East, California, 7.5' Series quadrangle 3. It comprises Tax Assessor parcel number – APN 033-130-028.

8. **General Plan:** Residential – Low Density (R-L) and Residential – Medium Density (R-M)

As stated in the City's General Plan, the Residential – Low Density (R-L) land use designation is "*intended for the lowest density residential areas of the City, which are served by water, sewer and other services. They are a contiguous part of the built-up area and include such allowable uses as one and two family buildings, agriculture, care homes, home occupations, non-profit organizations and flea market activities. Allowable unit densities are no more than 10 dwelling units per gross buildable acre. Consistent zoning includes R-1 and R-2 zoning districts.*" (pages 9-10)

Low-Density Residential supports 1 – 10 units per acre or 2.47 – 24.7 persons per gross buildable acre at 2.47 persons per household unit. Low-density land uses include single-family and duplex residential districts, as noted in the City's General Plan (page 14).

"Low density residential land is distributed uniformly north, west and south of the central City. Very few scattered low density settlements are found within the City east of the Sacramento River.

Low density residential uses were built at the center of town during Red Bluff's early history and always at the edge of town progressively farther from the center as the city grew. Competing commercial, industrial and other land activities appeared within the residential areas at economic and accessible locations and very often replaced the older single family residences. The resulting low density residential land distribution is widespread. More uniform, expansive tracts appear all around the periphery at the least accessible locations and at the greatest travel distances from the principal destinations. Mixed low density residential and other uses are found in older developed areas of the town. It is in these more central areas that most conflicts are created between once quiet neighborhoods and the increasing nuisances and hazards of more intensive land uses. Policies are included in the plan to minimize the conflicts that may be created by land use changes in more central city locations (City General Plan, page 14)."

"The medium density residential classification is intended to designate areas of the City in which multiple family housing will be permitted by right. These areas are more efficiently served by City services. Allowable unit densities may not exceed 20 dwellings per gross acre. Consistent zoning includes R-3 and R-4 districts."

Medium Density Residential supports 10.1 to 20 units per acre or 25-49 persons per acre at 2.47 persons per occupied household unit. Densities over ten units per acre comprise apartment or condominium developments on relatively large parcels. However, many single lot complexes occur (City General Plan, page 15).

"Medium density housing is distributed with little pattern across the City. The existing Land Use Map indicates the largest of these complexes to be along south Sale Lane, east of the Sacramento River along Lakeside Drive and Gilmore Road, along the south bank of Reeds Creek near the Sacramento River (manufactured homes), and at many scattered locations along Walnut Street, South Jackson St., along Luther and Kimball Roads, Delphinium Court, David Avenue and in the Franzel Road and Deborah Drive areas (City General Plan, page 16)".

9. **Zoning:** R-1 – Single-Family Residential Districts and R-3 – Neighborhood Apartment Districts

Per Section 25 of the Municipal Code – Zoning, “*The purpose of the R-1 Zone is a classification be applied in areas subdivided and used or designed or planned to be used for one single-family dwelling per parcel that are designated “R-L” on the land use diagram of the City General Plan.*”

“*The R-3 Zone classification be applied in areas where single or multiple dwelling units within one or more buildings are appropriate, and that are designated “R-M” on the land use diagram of the City General Plan.*”

These Zoning classifications are currently consistent with the General Plan land use designations and establish the development standards for the development of the property. As noted later in this document, the applicant requests a General Plan amendment and Zone change as part of the application process.

10. **Surrounding Land Uses and Setting:**

Land Use		General Plan	Zoning
Project Site	Vacant	Residential – Low Density (R-L) Residential – Medium Density (R-M)	R-1 – Single-Family Residential Districts R-3 – Neighborhood Apartment Districts
North	Creekside Village Apartments	Residential – Medium Density (R-M)	R-4 – General Apartment Districts
South	Vacant	Residential – Low Density (R-L) Residential – Medium Density (R-M)	R-1 – Single-Family Residential Districts R-3 – Neighborhood Apartment Districts
East	Creekside Village Apartments	Residential – Medium Density (R-M)	R-4 – General Apartment Districts
West	Single-Family Residential, across S. Jackson Street	Residential – Low Density (R-L)	R-1 – Single-Family Residential Districts

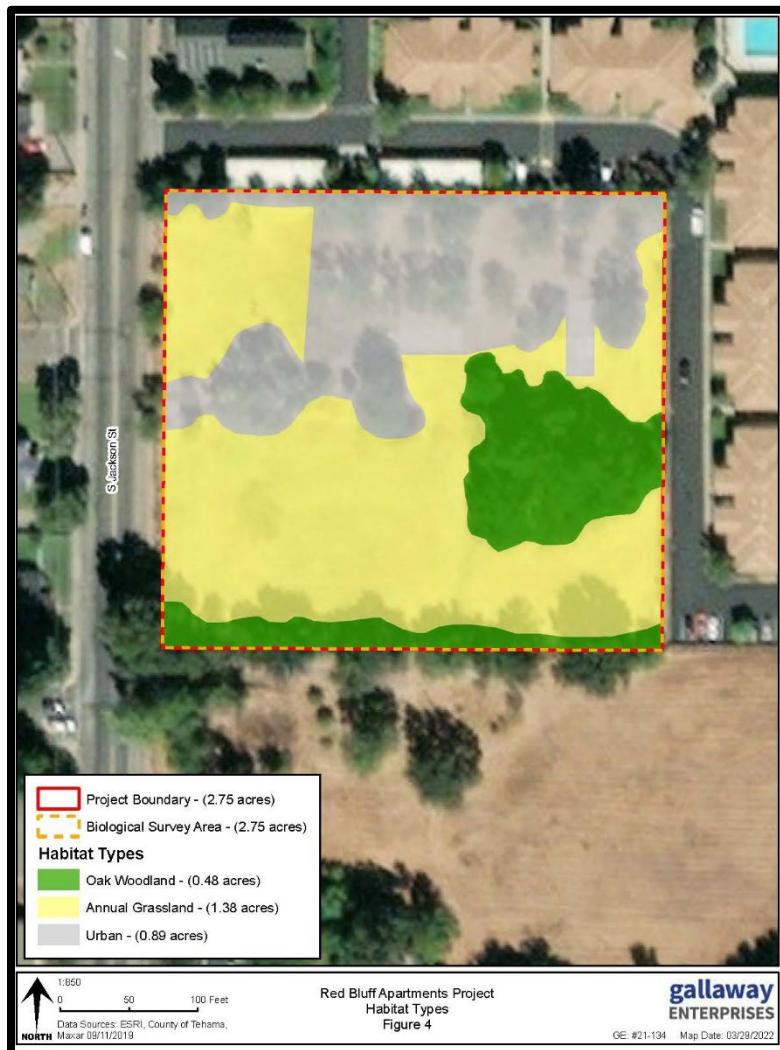
11. **Description of the Site and Project:**

Environmental Setting

The property is a rectangular parcel on South Jackson Street's east side wrapped on the north and east side by the Creekside Village Apartments. The property to the South is vacant, and single-family residential properties exist across South Jackson Street. The parcel is currently vacant but has multiple concrete foundations from a former farmhouse, shed, and barn near the center. A possible well is located near the southeast corner of the western-most foundation (page 4, Phase I Environmental Site Assessment, Appendix F).

The site's topography is flat at an average mean sea level of 272 feet, sloping gently to the north-northwest. However, a flat-topped hill with steep graded sides occurs in the southeast corner. Soils within the site are silty loams with a deep restrictive layer of more than 80 inches. The average annual precipitation for the area is 23.2 inches, and the average temperature is 62.8° F (page 1, Biological Resource Assessment, Appendix C).

The site is comprised of Oak Woodland, Annual Grassland, and Urban area habitat areas.



"Review of the historical aerial photographs (<https://www.historicaerials.com/viewer>) dated 1947, 1969, 1983, 2014, and 2016; and, Google Earth images dated 1998, 2005 through 2007, 2009 through 2013, 2015, 2017, 2018, and 2021 indicates the northern portion of the project site supported an orchard in 1947 (earliest available photograph). The 1969 aerial photograph shows the development of three structures in the northern portion of the site. The project site appears to remain relatively unchanged until 2016 when the three structures are removed. The remnant concrete foundations from these structures are still present. With the exception of removal of some of the orchard trees between 2018 and 2021, the site has remained relatively unchanged since 2016," pages 3 and 4, Geotechnical Engineering Report (Appendix E).

Project Description

The project is a planned 61-unit affordable housing community on a 2.75-acre site. The development will include three (3) three-story family apartment buildings and one (1) two-story community building, and one (1) one-story maintenance building. Amenities include outdoor recreation areas consisting of a tot lot, ball court, BBQ, and picnic areas. The project will include a mix of one, two, and three-bedroom units ranging from 604 to 1,003-square-feet of living area.

The project includes the following discretionary approvals.

- General Plan Amendment 2022-01
- Rezone 2022-01
- Design Review 2021-09
- Variance Request 2022-01

General Plan Map Amendment – 2022-01

The General Plan land use designation on the subject property is proposed to be changed from Residential – Low Density (R-L) and Residential – Medium Density (R-M) to Residential – Medium Density (R-M). The land use designation change is a General Plan Map Amendment.

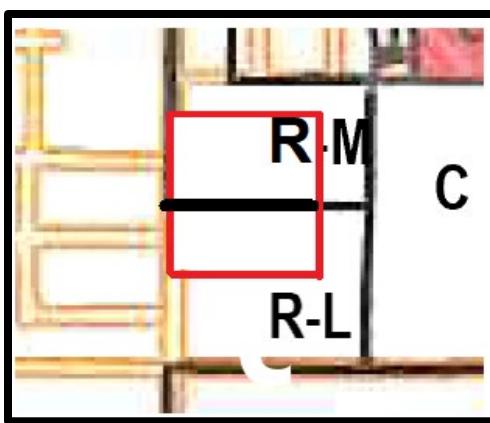


Figure 1 - Existing General Plan

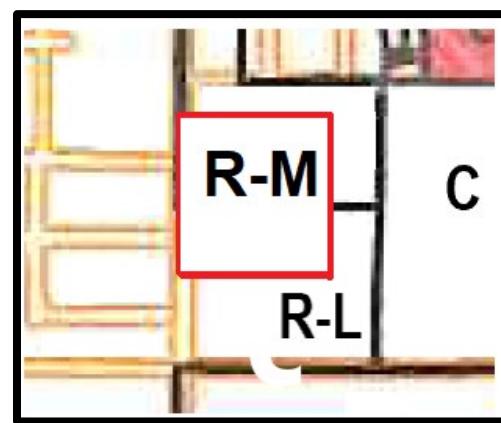


Figure 2 - Proposed General Plan

The Medium Density Residential supports 10.1 to 20 units per acre or 25-49 persons per acre at 2.47 persons per occupied household unit. Densities over ten units per acre comprise apartment or condominium developments on relatively large parcels (City General Plan, page 15).

"Medium density housing is distributed with little pattern across the City. The existing Land Use Map indicates the largest of these complexes to be along south Sale Lane, east of the Sacramento River along Lakeside Drive and Gilmore Road, along the south bank of Reeds Creek near the Sacramento River (manufactured homes), and at many scattered locations along Walnut Street, South Jackson St., along Luther and Kimball Roads, Delphinium Court, David Avenue and in the Franzel Road and Deborah Drive areas (City General Plan, page 16)".

Rezone – 2022-01

The request is to change the Zone of the subject property from R-1 – Single-Family Residential Districts and R-3 – Neighborhood Apartment Districts to R-4 – General Apartment Districts. The R-4 Zone classification can be applied in areas where single or multiple dwelling units within one or more buildings and small-scale professional offices may be appropriate and are designated "R-M" on the land use diagram of the City General Plan. Currently, the subject site is partially designated R-M on the City's General Plan. The previously noted General Plan Amendment requests to place the entire property in the R-M General Plan designation.

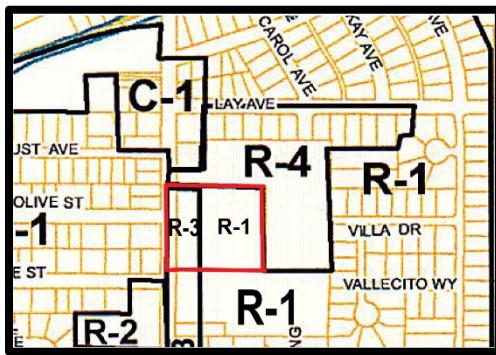


Figure 3 - Existing Zoning

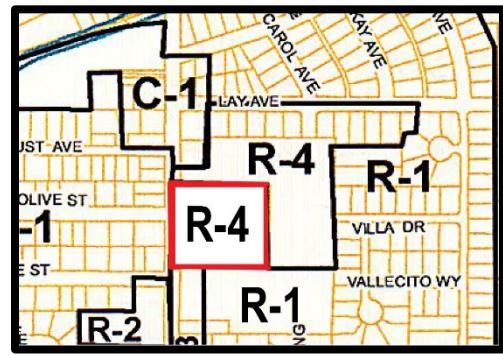


Figure 4 - Proposed Zoning

Design Review 2021-09

The project is a planned 61-unit affordable housing community on a 2.75-acre site. The development will include three (3) three-story family apartment buildings and one (1) two-story community building, and one (1) one-story maintenance building. Amenities include outdoor recreation areas consisting of a tot lot, ball court, BBQ, and picnic areas. The project will include a mix of one, two, and three-bedroom units ranging from 604 to 1,003-square-feet of living area. The project site will be accessible via an entrance/exit off South Jackson Street with a second emergency-only entrance/exit on South Jackson Street.

The building's architectural style is "Spanish Colonial." Exterior façade materials are composed of a cement plaster finish with iron railing accents. The roof level is distinguished with an "S" tile roof of California blend, projecting gables, and faux tile vents.

Density Bonus – Parking Ratio – Parking Ratios

The applicant requests a density increase of approximately 11% under Density Bonus Law (Government Code 65915), from 20 dwelling units per acre to 22.18 dwelling units per acre. The project is 100% affordable. In addition, the applicant is requesting to utilize the parking ratios provision of the Density Bonus Law pursuant to Government Code Section 65915 (p) (5). The parking ratio provision is as follows:

- (A) Zero to one-bedroom: one on-site parking space.
- (B) Two- to three-bedrooms: one and one-half on-site parking spaces.
- (C) Four- and more bedrooms: two and one-half parking spaces.

Parking Requirements			
City Requirements			
Type	Space Required	Number of Units	Total Required
3 Bedroom Units	2	16	32
2 Bedroom Units	2	33	66
1 Bedroom Unis	2	12	24
Visitor Spaces	122/5		24.4
Total City Required Parking			146.4
Density Bonus Law Requirements			
Type	Space Required	Number of Units	Total Required
3 Bedroom Units	1.5	16	24
2 Bedroom Units	1.5	33	49.5
1 Bedroom Unis	1	12	12
Visitor Spaces	0	0	0
Total Density Bonus Law Required Parking			85.5
Parking Provided			89
Surplus Parking Over Required Density Bonus Law Requirements			3.5

Lastly, the applicant requests a concession under Density Bonus Law to allow uncovered surface parking. Per City's Zoning Code Section 25.217 (D), one covered space is required per multi-family unit. The concession is to eliminate the requirement for the one covered space per multi-family unit. The concession will contribute to the financial feasibility of the project.

In compliance with Government Code Section 65915 (d), the applicant requests a concession regarding this requirement. The concession leads to project cost savings that contribute to the ability to provide low-income rents. This standard has the effect of physically precluding the construction of the development at the densities permitted.

A reduction in the cost represents a clear and identifiable cost saving to the project and its ability to provide rents at affordable levels. This concession yields direct savings to the project and the development standard does not impact public health and safety, nor is it required by state or federal law.

Variance Request 2022-01

A variance is requested to permit 25-foot-wide drive aisles. The drive aisles will accommodate fire apparatus and equipment, and all turning radii have been thoroughly reviewed and checked for these accommodations. The size of the parcel and requirements for setbacks and two access points limit the ability to provide 61 units and the required 30-foot-wide drive aisles. The project will include sprinklers and will meet requirements to ensure fire safety.

Construction Characteristics

Construction is estimated to start no sooner than April 2024, with completion by June 2025. It is expected to be operational in June 2025. The grading is expected to balance on the site.

During construction, the contractors will locate the equipment staging areas to create the greatest distance between the construction-related noise/vibration sources and the residential (sensitive receptors) nearest the project site. Per the City's ordinance, construction will only occur during the permissible hours of 7:00 a.m. to 10:00 p.m. All equipment will have the appropriate noise attenuating devices, and

idling equipment will be turned off when not in use. Lastly, all equipment will be maintained and secured from rattling and banging while on the site to the extent possible.

Construction Phasing	
Phase Name	Length of Phase (days)
Demolition	20
Grading	6
Building Construction	220
Paving	10
Architectural Coating	10
Total	266

Type of Equipment	Construction Equipment				
	Demolition	Grading	Building Construction	Paving	Architectural Coating
Concrete/Industrial Saws	1				
Grader		1			
Rubber Tired Dozer	1	1			
Tractor/Backhoe/Loader	3	2	1	1	
Cranes			1		
Forklifts			2		
Generator Sets			1		
Welders			3		
Cement & Mortar Mixers				1	
Pavers				1	
Rollers				2	
Paving Equipment				1	
Air Compressors					1

Off-Site Improvements

Required street improvements will include the following:

- Roadway improvements:
 - Wherever necessary, roadways adjacent to the proposed project site and site access points will be constructed in compliance with recommended roadway classifications and respective cross-sections in the City of Red Bluff General Plan or as directed by the City Engineer.
 - Sight distance at each project access point should be reviewed with respect to standard City sight distance standards at the time of final grading, landscaping, and street improvement plans.
 - Signing/striping should be implemented in conjunction with detailed construction plans for the project site.
- The project includes preliminary grading, drainage, and best management practices (BMPs) for water quality.

12. **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.?** Note: Conducting consultation early in the CEQA process allows tribal governments, lead agencies, and project proponents to discuss the level of environmental review, identify and address potential adverse impacts to tribal cultural resources, and reduce the potential for delay and conflict in the environmental review process. (See Public Resources Code section 21080.3.2.) Information may also be available from the California Native American Heritage Commission's Sacred Lands File per Public Resources Code section 5097.96 and the California Historical Resources Information System administered by the California Office of

Historic Preservation. Please also note that Public Resources Code section 21082.3(c) contains provisions specific to confidentiality.

Pursuant to AB 52 (Gatto, 2014), California Native American tribes traditionally and culturally affiliated with the project area can request notification of projects in their traditional cultural territory. No tribes have requested notification from the City of Red Bluff. Therefore AB 52 Tribal Consultation was not held on this project.

Because the project includes a General Plan Amendment, the City sent formal notification letters pursuant to SB 18 (Burton). The City was making notice of the consultation opportunity, according to Government Code § [65352.3](#), on March 28, 2022. The City sent a 90-day notification letter to the following tribes.

- Greenville Rancheria of Maidu Indians
- Estom Yumeka Maidu Tribe of the Enterprise Rancheria
- Paskenta Band of Nomlaki Indians
- Redding Rancheria
- Wintu Tribe of Northern California

The Estom Yumeka Maidu Tribe of the Enterprise Rancheria responded on March 28, 2022, that the project site was outside their aboriginal territory. The Redding Rancheria Tribe responded on April 25, 2022, that the project is not within their tribal boundaries, and they have no knowledge of Native historical use in this specific area. Therefore, they have no input to offer.

As of preparing this environmental assessment, the City has not heard from the other three tribes even though three attempts to contact these tribes have been tried. The SB 18 consultation notification period formally ends on June 27, 2022.

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

- A. City of Red Bluff (Water, Wastewater, Sewer, Stormwater)
- B. Statewide Construction General Permit
- C. Central Valley Regional Water Quality Control Board
- D. Tehama County Flood Control and Water Conservation District
- E. Pacific Gas and Electric
- F. AT&T
- G. Green Waste of Tehama

14. Appendices: (Found as Separate Documents and Incorporated by Reference into this IS/MND Pursuant to CEQA Guidelines Section 15150)

- A. Architectural/Civil Drawings
- B. Palm Villas at Red Bluff Air Quality/Greenhouse Gas/Energy Impact Study
City of Red Bluff, CA, prepared by MD Acoustics LLC, May 13, 2022
- C. Biological Resource Assessment, Terrestrial Wildlife and Botanical Resources, Red Bluff Apartments Project, Red Bluff, Tehama County, California, prepared by Gallaway Enterprises, March 2022
- D. Cultural Resources Inventory Survey, Palm Desert Development Project circa 2.7-Acres, Red Bluff, Tehama County, California, prepared by Sean Michael Jensen, M.A., February 17, 2022

- E. Geotechnical Engineering Report, Palm Communities – Red Bluff, 321 S. Jackson Street, APN 033-130-028, Red Bluff, California, MPE No. 05694-01, prepared by Mid Pacific Engineering, Inc, October 20, 2021
- F. Phase I Environmental Site Assessment, 321 South Jackson Street, Red Bluff, California, Assessor's Parcel Number 033-130-028, prepared by SCS Engineers, October 12, 2021
- G. Red Bluff Apartments Noise Impact Study City of Red Bluff, CA, prepared by MD Acoustics LLC, April 19, 2022
- H. Red Bluff Apartments Traffic Impact Analysis Red Bluff, California, prepared by TJW Engineering, Inc., April 6, 2022

15. Acronyms:

ACM -	Asbestos Containing Materials
ACCM -	Asbestos Construction Containing Materials
ADA -	American with Disabilities Act
ALUC -	Airport Land Use Commission
ALUCP -	Airport Land Use Compatibility Plan
AQMP -	Air Quality Management Plan
BMP -	Best Management Practice
CAP -	Climate Action Plan
CAPCOA -	California Air Pollution Officers Association
CARB -	California Air Resources Board
CEQA -	California Environmental Quality Act
CIWMD -	California Integrated Waste Management District
CMP -	Congestion Management Plan
CNEL -	Community Noise Equivalent Level
CUP -	Conditional Use Permit
dB -	Decibel
dba -	A weighted sound level
DOSH -	Division of Occupational Safety and Health Administration
DOT -	Department of Transportation
DP -	Development Plan
DTSC -	Department of Toxic Substance Control
DWR -	Department of Water Resources
EIR -	Environmental Impact Report
EOP -	Emergency Operations Plan
FAA -	Federal Aviation Agency
FEMA -	Federal Emergency Management Agency
FHWA -	Federal Highway Administration
FMMP -	Farmland Mapping and Monitoring Program
GIS -	Geographic Information System
GHG -	Greenhouse Gas
GP -	General Plan
GPU -	General Plan Update
HCM -	Highway Capacity Manual
HCOC -	Hydrologic Conditions of Concern
HCP -	Habitat Conservation Plan
HOA -	Homeowners' Association
HRA -	Health Risk Assessment
IS -	Initial Study
LBP -	Lead-Based Paint

LEQ -	Equivalent Sound Level
LHMP -	Local Hazard Mitigation Plan
LID -	Low Impact Development
LOS -	Level of Service
LST -	Localized Significance Threshold
MBTA -	Migratory Bird Treaty Act
MCUP -	Minor Conditional Use Permit
MM -	Mitigation Measure
MWD -	Metropolitan Water District
NAHC -	Native American Heritage Commission
NCCP -	Natural Communities Conservation Plan
NOI -	Notice of Intent
NPDES -	National Pollutant Discharge Elimination System
OEM -	Office of Emergency Services
OSHA -	Occupational Health and Safety Administration
OPR -	Office of Planning & Research, State
PEIR -	Program Environmental Impact Report
PPV -	Peak Particle Velocity
PW -	Public Works
PWQMP -	Preliminary Water Quality Management Plan
RCP -	Regional Comprehensive Plan
RMS -	Root Mean Squared
RTIP -	Regional Transportation Improvement Plan
RTP -	Regional Transportation Plan
RWQCB -	Regional Water Quality Control Board
SCAQMD -	South Coast Air Quality Management District
SCE -	Southern California Edison
SCH -	State Clearinghouse
SCS -	Sustainable Community Strategy
SEIR -	Supplemental Environmental Impact Report
SWPPP -	Storm Water Pollution Prevention Plan
SWRCB -	State Water Resources Control Board
UBC -	Uniform Building Code
USFWS -	United States Fish and Wildlife
USGS -	United States Geologic Survey
UWMP -	Urban Water Management Plan
VdB -	Vibration Level for a Vibration Source
VMT -	Vehicle Miles Traveled
WQMP -	Water Quality Management Plan

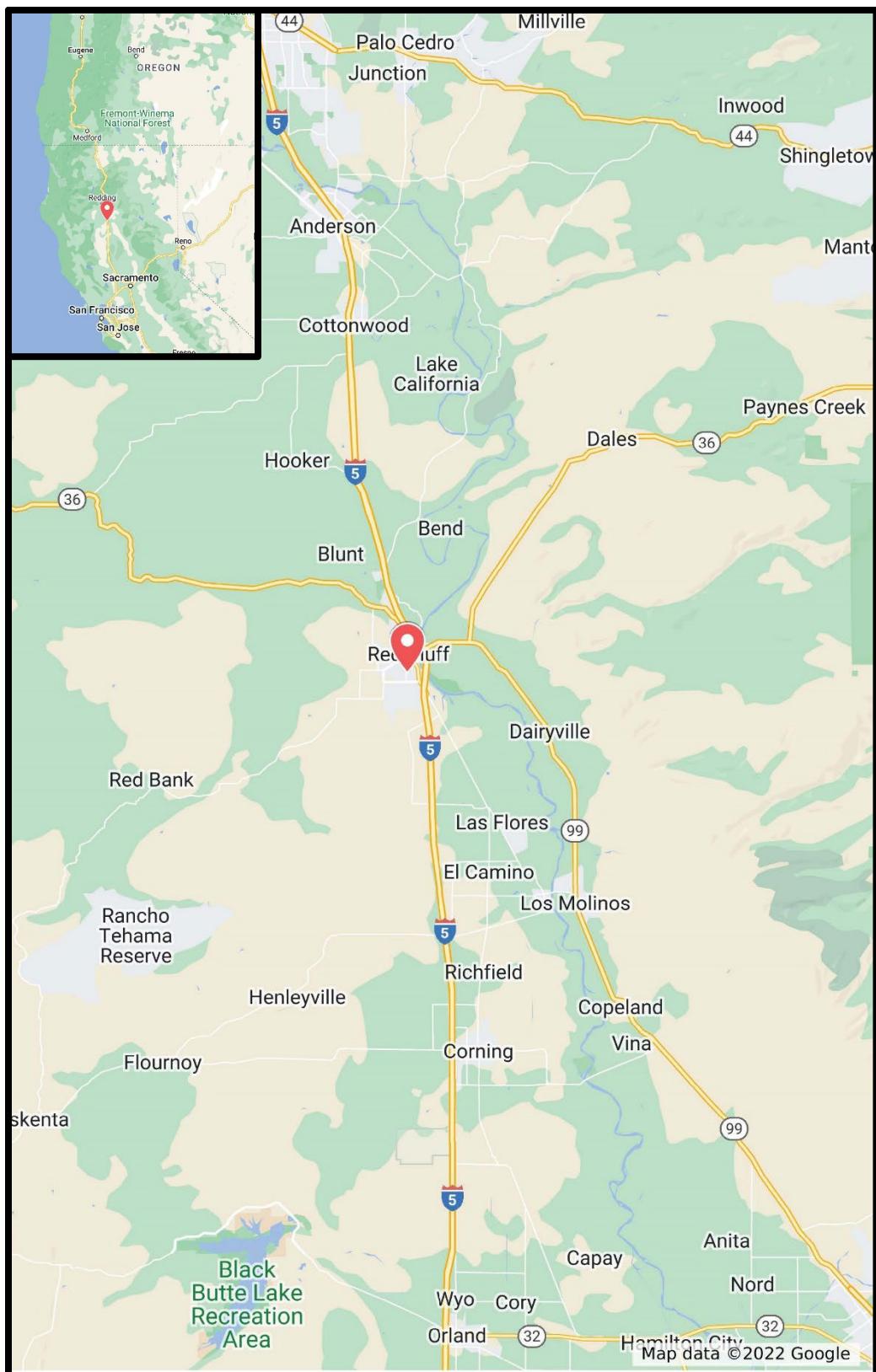


Figure 5 - Location Map

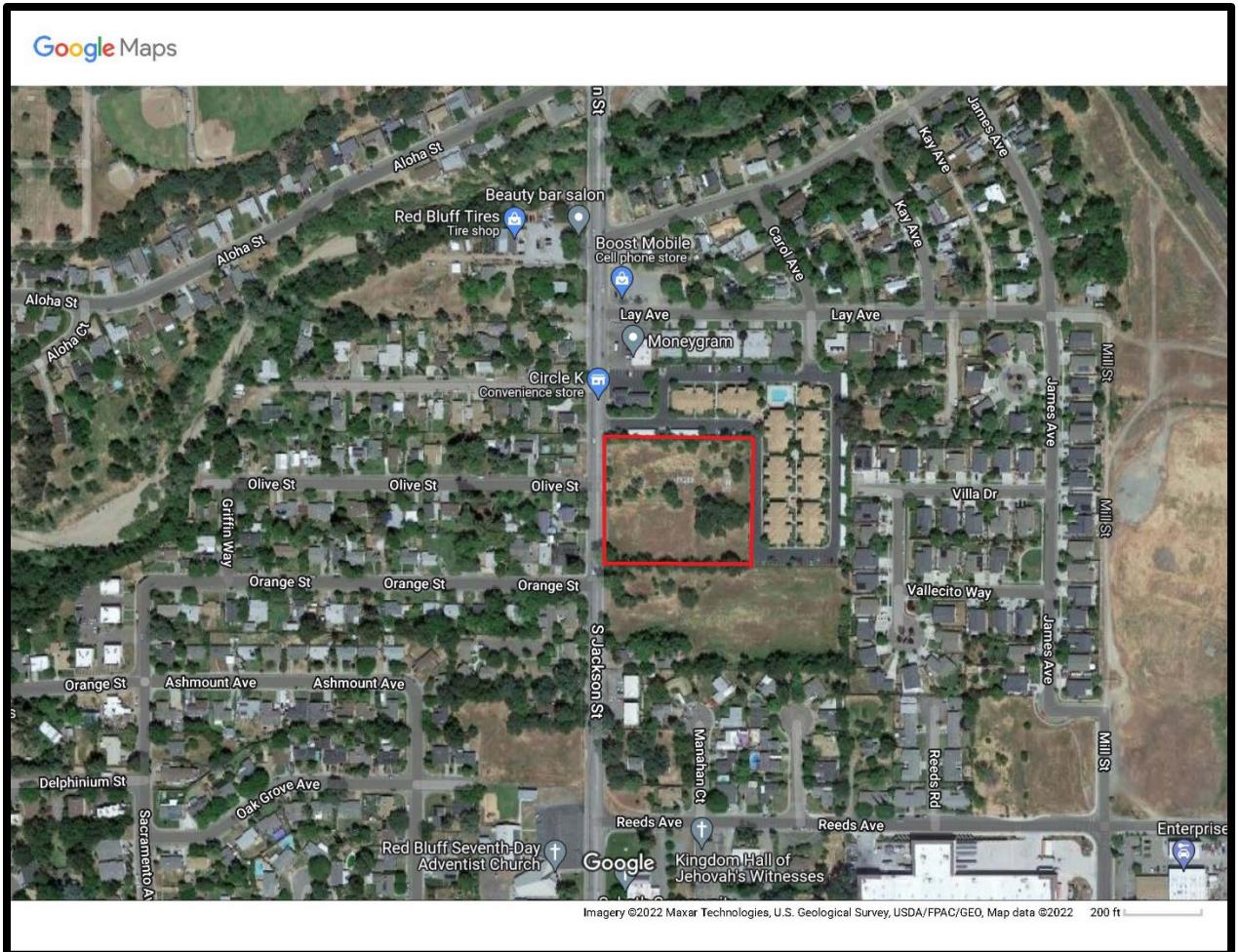


Figure 6 - Aerial

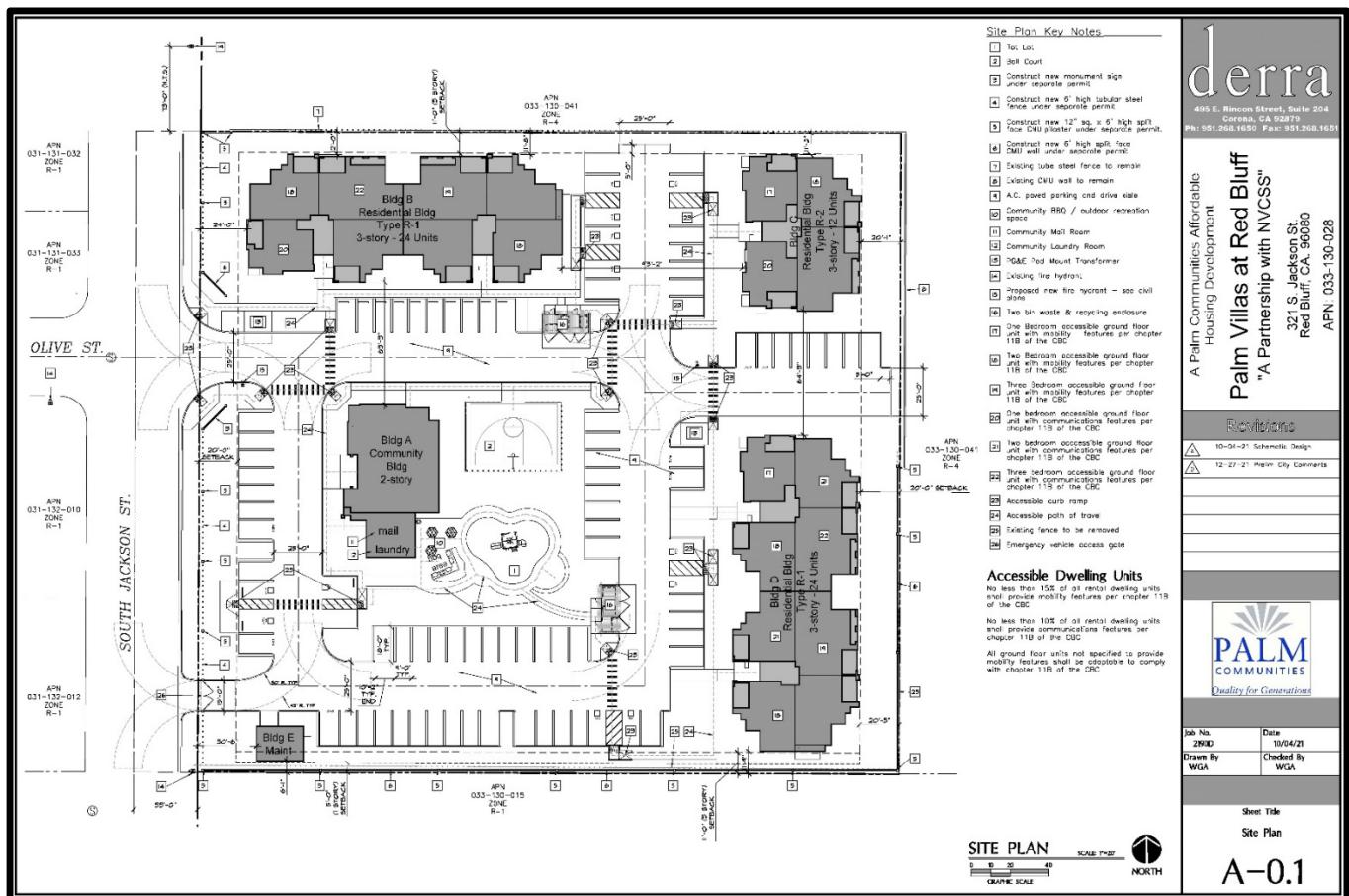


Figure 7 - Site Plan

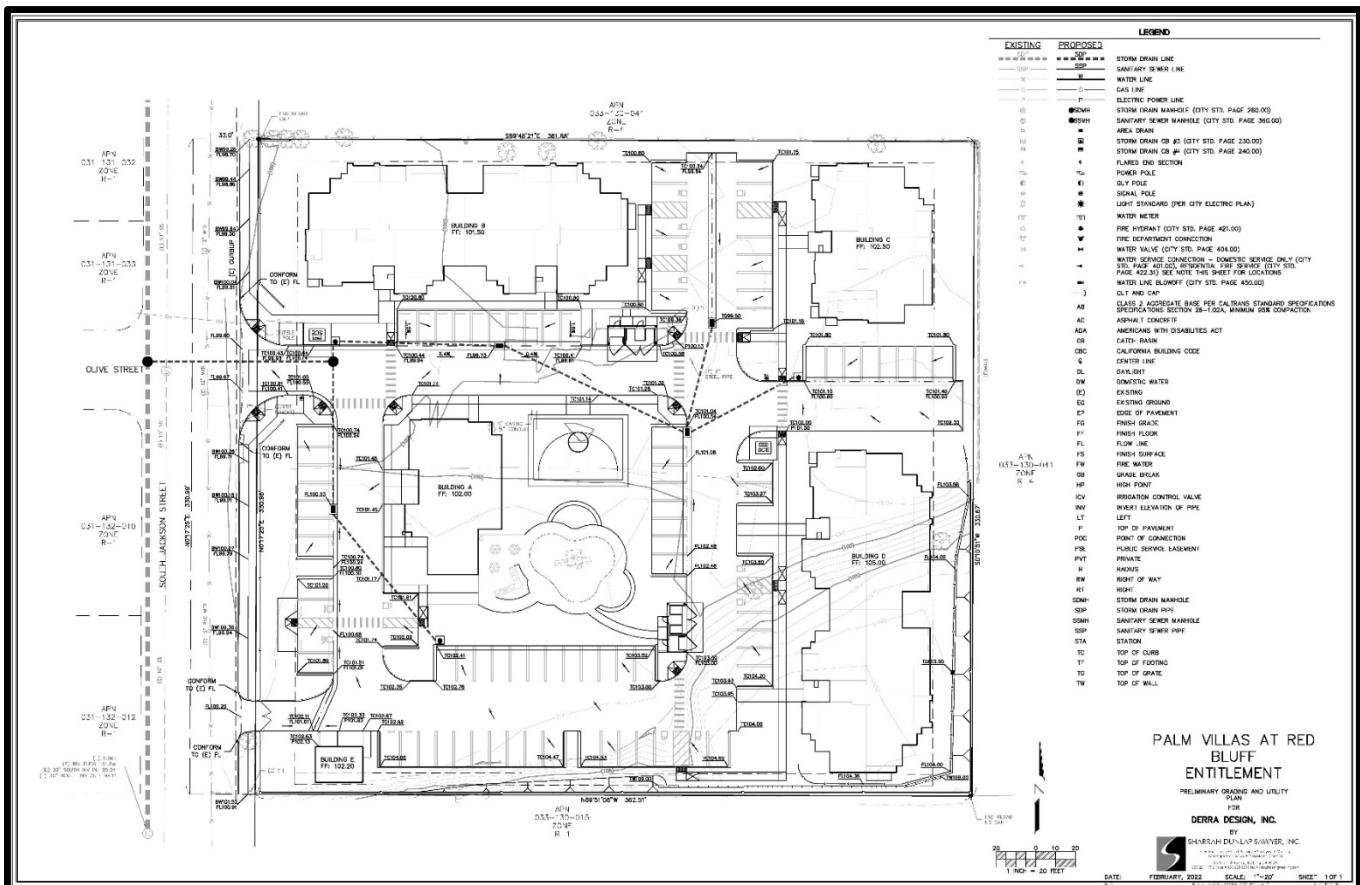


Figure 8 - Grading Plan



Figure 11 - Looking at the Site From the East



Figure 12 - Southeast Corner of the Site



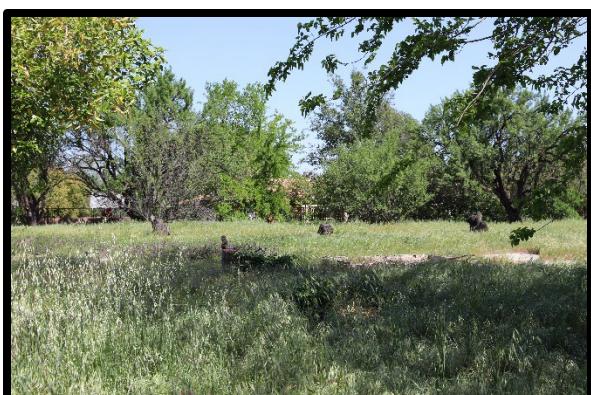
Figure 13 - Looking East Across Site



Figure 14 - Northeast Corner of Site

Figure 9 – Foundation on Site

Figure 10 - Taken From Site Looking West



321 South Jackson Street





Resource overview, view west-northwest



Sidewalk, view north



Foundation A, view easterly

Figure 15 - Photos From the Cultural Report

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" as indicated by the checklist on the following pages.

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

DETERMINATION (To be completed by the Lead Agency):

On the basis of this initial evaluation:

<input type="checkbox"/>	I find that the proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.
<input checked="" type="checkbox"/>	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.
<input type="checkbox"/>	I find that the proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.
<input type="checkbox"/>	I find that the proposed project MAY have a "potentially significant" 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.
<input type="checkbox"/>	I find that although the proposed project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier EIR or NEGATIVE DECLARATION pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier EIR or NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed upon the proposed project, nothing further is required.

Signature	Date
Tom Westbrook	
Printed Name	For

EVALUATION OF ENVIRONMENTAL IMPACTS:

- 1) A brief explanation is required for all answers except "No Impact" answers that are adequately supported by the information sources a Lead Agency cites in the parentheses following each question. A "No Impact" answer is adequately supported if the referenced information sources show that the impact simply does not apply to projects like the one involved (e.g., the project falls outside a fault rupture zone). A "No Impact" answer should be explained where it is based on project-specific factors as well as general standards (e.g., the project will not expose sensitive receptors to pollutants, based on a project-specific screening analysis).
- 2) All answers must take account of the whole action involved, including off-site as well as on-site, cumulative as well as project-level, indirect as well as direct, and construction as well as operational impacts.
- 3) Once the Lead Agency has determined that a particular physical impact may occur, then the checklist answers must indicate whether the impact is potentially significant, less than significant with mitigation, or less than significant. "Potentially Significant Impact" is appropriate if there is substantial evidence that an effect is significant. If there are one or more "Potentially Significant Impact" entries when the determination is made, an EIR is required.
- 4) Less Than Significant with Mitigation Incorporated" applies where the incorporation of mitigation measures has reduced an effect from "Potentially Significant Impact" to a "Less than Significant Impact." The Lead Agency must describe the mitigation measures, and briefly explain how they reduce the effect to a less than significant level (mitigation measures from Section XVII, "Earlier Analyses," may be cross-referenced).
- 5) Earlier analyses may be used where, pursuant to the tiering, program EIR, or another CEQA process, an effect has been adequately analyzed in an earlier EIR or negative declaration. Section 15063(c)(3)(D). In this case, a brief discussion should identify the following:
 - a) Earlier Analyses Used. Identify and state where they are available for review.
 - b) Impacts Adequately Addressed. Identify which effects from the above checklist were within the scope of and adequately analyzed in an earlier document pursuant to applicable legal standards, and state whether such effects were addressed by mitigation measures based on the earlier analysis.
 - c) Mitigation Measures. For effects that are "Less than Significant with Mitigation Measures Incorporated," describe the mitigation measures which were incorporated or refined from the earlier document and the extent to which they address site-specific conditions for the project.
- 6) Lead agencies are encouraged to incorporate into the checklist references to information sources for potential impacts (e.g., general plans, zoning ordinances). Reference to a previously prepared or outside document should, where appropriate, include a reference to the page or pages where the statement is substantiated.

- 7) Supporting Information Sources. A source list should be attached, and other sources used, or individuals contacted should be cited in the discussion.
- 8) This is only a suggested form, and lead agencies are free to use different formats; however, lead agencies should normally address the questions from this checklist that are relevant to a project's environmental effects in whatever format is selected.
- 9) The explanation of each issue should identify:
 - a) the significance criteria or threshold, if any, used to evaluate each question; and
 - b) the mitigation measure identified, if any, to reduce the impact to less than significance.

ISSUES & SUPPORTING INFORMATION SOURCES:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
I. AESTHETICS – Except as provided in Public Resources Code Section 21099 – Modernization of Transportation Analysis for Transit-Oriented Infill Projects – Would the project:				
a) Have a substantial adverse effect on a scenic vista?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Response:				
<p>Per the City's General Plan, page 23, "<i>The principal natural aesthetic resources of the City lie in its river and creek corridors, oak woodland and chaparral covered hills. These provide an open space resource for visual enjoyment and recreational pursuits and are essential to maintain the rural, open and small town character of the community.</i>"</p> <p><i>Urban trees and tree landscaping programs in residential, commercial, urban stream and industrial areas are important to restoring the historic wooded and small town scale aesthetics in the City. These objectives will be supported by tree planting and preservation ordinances.</i>"</p> <p>The site's physical setting is surrounded to the north and east by the Creekside Village Apartments, which are elevated above the site, and single-family residential across South Jackson Street. The scenic vistas from the site are those of the surrounding development.</p> <p>The applicant will develop the project in compliance with the Red Bluff Municipal Code requirements, Chapter 25 – Zoning, Chapter 7 – Design Review, Design Review Guidelines – Vol. 1 Non-Historic, and include building design and parking landscaping, lighting features, and other amenities. The proposed architectural style is "Spanish Colonial." Exterior façade materials are composed of a cement plaster finish with iron railing accents. The roof level is distinguished with an "S" tile roof of California blend, projecting gables, and faux tile vents. As such, the project will have a less than significant impact, directly, indirectly, or cumulatively, on scenic vistas and would not result in a substantial change in the scenic views available in the surrounding area.</p>				
b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Response:				
<p>A review of the CalTrans Scenic Highways Program found that no state scenic highways have been designated in the City of Red Bluff. Therefore, the project will have no impact, directly, indirectly, or cumulatively, on scenic resources within a state or City designated scenic highway/corridor.</p>				
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?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Response:				
<p>The project site is an in-fill site located in a sub-urbanized area, and it does not conflict with the zoning or other regulations governing scenic quality.</p> <h3>Construction Impacts</h3> <p>The City does not have specific regulations to mitigate visual construction impacts. However, construction-related impacts would be short-term and temporary as construction activity would not be continuous. Visual impacts associated with construction activities would include exposed pads and staging areas for grading, excavation, and construction equipment. In addition, temporary structures could be located on the development site during various stages of construction, within materials storage areas, or associated with construction debris piles on site. Exposed trenches, roadway bedding, spoils/debris piles, and steel</p>				

ISSUES & SUPPORTING INFORMATION SOURCES:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
plates could be visible during street and utility infrastructure improvements. These could degrade the development site's existing visual character, quality, and surroundings during the construction phase.				
With Mitigation Measure MM AES-1 , construction impacts will be less than significant with mitigation .				
Operational Impacts				
The project site is located in a sub-urbanized area in the R-1 – Single-Family Residential Districts and R-3 – Neighborhood Apartment Districts. The project includes a Zone Change request to the R-4 – General Apartment District.				
The project site is visible from the residential uses to the west, as the multi-family residential uses to the north and east. The property is subject to compliance with the general development and design standards and parameters outlined in Chapters 25 – Zoning and 7 – Design Review and the design guidelines found in Design Review Guidelines – Vol. 1 Non-Historic. The special development standards of the R-4 Zone (25.53 – Residential Lot Standards) address development factors that would influence the visual character/quality of the development site and its surroundings. Namely, Site Planning Standards of lot layout and design.				
In summary, the project will comply with the applicable zoning and other regulations governing scenic quality. In addition, both indirectly and cumulatively, the project would not conflict with appropriate zoning and other regulations governing scenic quality. As designed and conditioned, the project will have a less than significant impact with mitigation , directly, indirectly, or cumulatively, on the existing visual character.				
MM AES-1: The Permittee/Owner will ensure that the pre-construction and/or construction documents include language that all construction contractors: 1) will strictly control the staging of construction equipment, 2) the cleanliness of construction equipment stored or driven beyond the limits of the construction work area, and 3) that construction equipment shall be parked and staged within the project site, as distant from residential uses, as reasonably possible. Staging areas shall be screened from view from residential properties. In addition, the documents shall include language requiring that construction vehicles shall be kept clean and free of mud and dust prior to leaving the development site, and streets surrounding the development site shall be swept daily and maintained free of dirt and debris. The City Building Division will ensure the language appears on the documents. The City Engineer/Building Inspectors will ensure that the requirements are met out in the field.				
d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Response:				
An exterior lighting plan shall be submitted to the City for approval to reduce the impacts of light pollution from the introduction of new light sources. A photometric study and manufacturer's cut sheets of all exterior lighting on the buildings, landscaped areas, and parking lots shall be submitted with the exterior lighting plan. All on-site lighting shall provide a minimum intensity of one-foot-candle at ground level and maximum intensity of ten-foot-candles at ground level throughout the areas serving the public and used for parking, with a ratio of average light to minimum light of four-to-one (4:1). Outdoor lighting shall maintain a minimum of one -foot candle illumination for all parking and pedestrian areas. It shall not exceed one-half foot candle along property lines of the subject site. The light sources shall be shielded to minimize off-site glare, shall not direct light skyward, and are to be directed away from adjacent properties and public rights-of-ways. Lights proposed to be mounted on buildings shall be down-lights.				
The proposed buildings are designed using an earth tone palette, and the site will include landscaping. Therefore, glare from the buildings should be minimal. Mitigation Measures, MM AES-2 , will ensure that lighting is not a potential issue.				

ISSUES & SUPPORTING INFORMATION SOURCES:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
As designed, conditioned, and mitigated, the impacts of lighting and glare will be less than significant with mitigation , directly, indirectly, and cumulatively.				
MM AES-2: The Permittee/Owner shall submit, for Planning approval prior to building permit issuance, an outdoor lighting plan in compliance with the following:				
a. A site plan showing all parking lot light standards, building-mounted light fixtures, and any up lighting in landscaping, low-level walk lights, and lighting diffused off of wall surfaces.				
b. Cut sheets for all proposed lighting fixtures.				
c. The lighting shall be indirect, hooded, and arranged to reflect lighting away from adjoining properties and streets.				
d. Parking lot light standards shall be a maximum of 25 feet in height overall, as measured from the usable parking or driving surface.				
e. All on-site lighting shall provide a minimum intensity of one-foot-candle at ground level and maximum intensity of ten-foot-candles at ground level throughout the areas serving the public and used for parking, with a ratio of average light to minimum light of four-to-one (4:1). Outdoor lighting shall maintain a minimum of one-foot candle illumination for all parking and pedestrian areas. It shall not exceed one-half foot candle along property lines of the subject site.				
f. Include a photometric plan that includes details such as beam spreads and/or photometric calculations, location and type of fixtures, and arrangement of exterior lighting that does not create glare or hazardous interference to adjacent streets or properties.				
Sources:				
<ol style="list-style-type: none"> 1. City of Red Bluff General Plan 2. Chapter 25 – Zoning 3. Chapter 7 – Design Review 4. Chapter 23A – Tree Chapter 5. Design Review Guidelines – Vol. 1 Non-Historic 6. CalTrans Scenic Highways – Accessed April 28, 2022 				
II. AGRICULTURE AND FOREST RESOURCES – In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Dept. of Conservation as an optional model to use in assessing impacts on agriculture and farmland. In determining whether impacts to forest resources, including timberland, are significant environmental effects, lead agencies may refer to information compiled by the California Department of Forestry and Fire Protection regarding the state's inventory of forest land, including the Forest and Range Assessment Project and the Forest Legacy Assessment project; and forest carbon measurement methodology provided in Forest protocols adopted by the California Air Resources Board. – Would the project:				
a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Response:				

ISSUES & SUPPORTING INFORMATION SOURCES:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
A review of the Department of Conservation, California Farmland Mapping and Monitoring Program (FMMP) mapping system has found the project site designated as Urban Built-Up Land. Urban and Built-Up land is defined as:				
<i>Urban and Built-Up land is occupied by structures with a building density of at least 1 unit to 1.5 acres, or approximately six structures to a 10-acre parcel. Common examples include residential, industrial, commercial, institutional facilities, cemeteries, airports, golf courses, sanitary landfills, sewage treatment, and water.</i>				
Therefore, the project would not affect any Prime Farmland, Unique Farmland, or Farmland of Statewide Importance, and no impact , directly, indirectly, or cumulatively, would occur to farmland.				
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Response:				
A review of the County of Tehama Map Portal found that the City of Red Bluff has no land under a Williamson Act contract. In addition, the land is zoned R-1 – Single-Family Residential Districts and R-3 – Neighborhood Apartment Districts and is proposed to be changed to the R-4 – General Apartment Districts. These zones are generally not intended for agricultural uses. Therefore, the project will have no direct, indirect, or cumulatively impact on 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))?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Response:				
Accordingly, there is no existing or currently proposed zoning of forest land, timberland, or Timberland Production Zones on the property. Therefore, the project would not conflict with the existing zoning for or cause rezoning of forest land, timberland, or timberland zoned Timberland Production. The project will have no impact , directly, indirectly, or cumulatively.				
d) Result in the loss of forest land or conversion of forest land to non-forest use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Response:				
There is no commercial forestry or timber production industry on the property. Therefore, the project would not result in the loss of forest land or the conversion of forest land to non-forest use. The project will have no impact , directly, indirectly, or cumulatively.				
e) Involve other changes in the existing environment which, due to their location or nature, could result in the conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Response:				
Per the Phase I ESA (Appendix F), the project site has not been used for agricultural purposes since 1976. Due to the adjacent residential uses, agricultural uses on this site would be problematic. Therefore, the project would not result in the conversion of farmland to non-agricultural use and will have no impact directly, indirectly, or cumulatively.				
Sources:				
1. City of Red Bluff General Plan 2. Farmland Mapping and Monitoring Program – Accessed May 2, 2022				
III. AIR QUALITY – Where available, the significance criteria established by the applicable air quality management district or air pollution control district may be relied upon to make the following determinations. Would the project:				

ISSUES & SUPPORTING INFORMATION SOURCES:	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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Response:

The project will not result in an inconsistency with the Tehama County Air Pollution Control District (TCAPCD) Air Quality Management Plan (AQMP) based on the Air Quality/Greenhouse Gas/Energy Impact Study (Appendix B) that MD Acoustics, LLC prepared on May 13, 2022, and quoted throughout this Section.

The California Environmental Quality Act (CEQA) requires a discussion of any inconsistencies between a proposed project and applicable General Plans and Regional Plans (CEQA Guidelines Section 15125). According to the TCAPCD, a project is non-conforming if it conflicts with any applicable attainment or maintenance plan.

A project conforms if it complies with all applicable District rules and regulations, complies with all proposed control measures that are not yet adopted from the applicable plan(s), and is consistent with the growth forecasts in the applicable plan(s) (or is directly included in the applicable plan). Conformity with growth forecasts can be established by demonstrating that the project is consistent with the land use plan used to generate the growth forecast.

The project site is located within the City of Red Bluff. The proposed project will be a multi-family apartment building. The site has a current General Plan land use classification of Residential – Low Density (R-L) and Residential – Medium Density (R-M). As shown by the results of this air analysis (Air Quality/Greenhouse Gas/Energy Impact Study (Appendix B)), the project's emissions do not exceed any TCAPCD thresholds during either short-term construction or long-term operation of the project. Therefore, as the project is a residential use, the proposed project is not anticipated to exceed the Attainment Plan assumptions for the project site.

Based on the above, the proposed project would not conflict with the implementation of any TCAPCD attainment plans, and impacts are considered **less than significant**.

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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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Response:

MD Acoustics, LLC prepared the Air Quality/Greenhouse Gas/Energy Impact Study (Appendix B) dated May 13, 2022. The Study indicates the project will not result in a cumulative net increase in a criteria pollutant for which the region is in non-attainment.

The EPA and the ARB designate air basins where ambient air quality standards are exceeded as "non-attainment" areas. If standards are met, the area is designated as an "attainment" area. If there is inadequate or inconclusive data to make a definitive attainment designation, they are considered "unclassified." National nonattainment areas are further designated as marginal, moderate, serious, severe, or extreme as a function of deviation from standards. Table 5 lists the attainment status for the criteria pollutants in the Northern Sacramento Valley Air Basin (NSVAB).

Table 5: Northern Sacramento Valley Air Basin Attainment Status

Pollutant	Standard ¹	Averaging Time	Designation ²
8-Hour Ozone ⁵	NAAQS	2008 8-Hour (0.075 ppm)	Nonclassified/Attainment
	NAAQS	2015 8-Hour (0.070 ppm)	Nonclassified/Attainment

ISSUES & SUPPORTING INFORMATION SOURCES:			Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
PM ₁₀	CAAQS	8-Hour (0.070 ppm)	Nonattainment (Moderate)			
	NAAQS	1987 24-Hour (150 µg/m ³)	Nonclassified/Attainment			
	CAAQS	24-Hour (50 µg/m ³) Annual (20 µg/m ³)	Nonclassified/Attainment			
PM _{2.5} ⁹	NAAQS	2006 24-Hour (35 µg/m ³)	Nonattainment			
	NAAQS	1997 Annual (15.0 µg/m ³)	Nonattainment			
	NAAQS	2021 Annual (12.0 µg/m ³)	Nonattainment			
	CAAQS	Annual (12.0 µg/m ³)	Nonattainment			
<p>Notes: Source: http://www.aqmd.gov/docs/default-source/clean-air-plans/air-quality-management-plans/naaqs-caaqs-feb2016.pdf</p> <p>¹ NAAQS = National Ambient Air Quality Standards, CAAQS = California Ambient Air Quality Standards</p> <p>² U.S. EPA often only declares Nonattainment areas; everywhere else is listed as Unclassifiable/Attainment or Unclassifiable.</p> <p>⁵ 1997 8-hour O3 standard (0.08 ppm) was reduced (0.075 ppm), effective May 27, 2008; the revoked 1997 O3 standard is still subject to anti-backsliding requirements.</p> <p>⁹ Attainment deadline for the 2006 24-Hour PM_{2.5} NAAQS (designation effective December 14, 2009) is December 31, 2019 (end of the 10th calendar year after the effective date of designations for Serious nonattainment areas). The annual PM_{2.5} standard was revised on January 15, 2013, effective March 18, 2013, from 15 to 12 µg/m³. Designations effective April 15, 2015, so Serious area attainment deadline is December 31, 2025.</p> <p>¹⁰ Partial Nonattainment designation – Los Angeles County portion of Basin only for near-source monitors. Expect redesignation to attainment based on current monitoring data.</p>						

Regional Significance Thresholds for Emissions

The following CEQA significance thresholds for daily emissions are established for the NSVAB:

- 25 pounds per day (lbs/day) of VOC
- 25 lbs/day of NO_x
- 500 lbs/day of CO
- 80 lbs/day of PM₁₀
- 80 lbs/day of SO₂

Projects in the NSVAB with emissions that exceed any of the emission thresholds are considered to be significant under TCAPCD guidelines.

Construction Air Quality Emissions Impact

CalEEMod

Typical emission rates from construction activities were obtained from CalEEMod Version 2020.4.0 CalEEMod is a computer model published by the SCAQMD for estimating air pollutant emissions. The CalEEMod program uses the EMFAC2017 computer program to calculate the emission rates specific for the southwestern portion of Los Angeles County for construction-related employee vehicle trips and the OFFROAD2011 computer program to calculate emission rates for heavy truck operations. EMFAC2017 and OFFROAD2011 are computer programs generated by CARB that calculate composite emission rates for vehicles. Emission rates are reported by the program in grams per trip and grams per mile or grams per running hour. Using CalEEMod, the peak daily air pollutant emissions were calculated and presented below. These emissions represent the highest level of emissions for each construction phase regarding air pollutant emissions.

The analysis assesses the emissions associated with the proposed project's construction, as indicated in Table 1. Per the project owner, the proposed project is to be operational in 2025; therefore,

ISSUES & SUPPORTING INFORMATION SOURCES:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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construction is estimated to start no sooner than April 2024 and be completed by June 2024. The phases of the construction activities which have been analyzed below are: 1) demolition, 2) grading, 3) building, 4) paving and 5) architectural coating. For details on construction modeling and construction equipment for each phase, see Appendix A of the Air Quality/Greenhouse Gas/Energy Impact Study (Appendix B).

Table 1: Land Use Summary		
Land Use	Unit Amount	Size Metric
Apartments Mid Rise ¹	61	Units
Parking Lot	24	Space
Other Non-Asphalt Surfaces	0.51	Acre

¹ Units cover approx. 1.61 acres.

The project will be required to comply with existing TCAPCD rules to reduce fugitive dust emissions. TCAPCD Rule 4.24 establishes these procedures. Compliance with this rule is achieved through the application of standard best management practices in construction and operation activities, such as application of water or chemical stabilizers to disturbed soils, managing haul road dust by application of water, covering haul vehicles, restricting vehicle speeds on unpaved roads to 15 mph, sweeping loose dirt from paved site access roadways, cessation of construction activity when winds exceed 25 mph and establishing a permanent, stabilizing ground cover on finished sites. In addition, large projects that disturb 100 contiguous acres or more of soil or move 10,000 cubic yards of materials per day are required to submit a Fugitive Dust Control Plan or conduct on-site PM10 air quality monitoring and associated recordkeeping. Based on the size of the Project area (approximately 2.75 acres) and the fact that the project won't export more than 5,000 cubic yards of material a day, a Fugitive Dust Control Plan or monitoring would not be required.

TCAPCD's Rule 4.24 minimum requirements require that the best available dust control measures are used for all grading operations and include the application of water or other soil stabilizers in sufficient quantity to prevent the generation of visible dust plumes. Compliance with Rule 4.24 would require the use of water trucks during all phases where earth moving operations would occur. Compliance with Rule 4.24 is required.

Regional Construction Emissions

The construction emissions for the project would not exceed the TCAPCD's daily emission thresholds at the regional level, as demonstrated in Table 9, and therefore would be considered **less than significant**.

Activity	Pollutant Emissions (pounds/day) – Project				
	VOC	NOx	CO	SO ₂	PM ₁₀
2024 Maximum	1.85	14.15	16.11	0.03	3.42
2025 Maximum	1.72	12.92	15.88	0.03	1.11
Overall Maximum	1.85	14.15	16.11	0.03	3.42
TCAPCD Thresholds	25	25	500	80	80
Exceeds Thresholds	No	No	No	No	No

Notes:
¹ Source: CalEEMod Version 2020.4.0

Regional Operational Emissions

The proposed project's operations-related criteria air quality impacts have been analyzed using the CalEEMod model. The operating emissions were based on the year 2024, which is the anticipated opening year for the project per the Trip Generation and Vehicle Miles Traveled Memorandum (TJW Engineering, Inc.). The summer and winter emissions created by the proposed project's long-term operations were calculated, and the highest emissions from either summer or winter are summarized in Table 10.

ISSUES & SUPPORTING INFORMATION SOURCES:		Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Table 10: Regional Significance - Unmitigated Operational Emissions (lbs/day)					
Activity	VOC	NOx	CO	SO ₂	PM ₁₀
Area Sources ²	1.58	0.06	5.04	0.00	0.03
Energy Usage ³	0.02	0.18	0.08	0.00	0.01
Mobile Sources ⁴	1.12	1.99	9.13	0.02	1.79
Total Emissions	2.72	2.23	14.24	0.02	1.83
TCAPCD Thresholds	25	25	500	80	80
Exceeds Threshold?	No	No	No	No	No

Notes:
¹ Source: CalEEMod Version 2020.4.0
² Area sources consist of emissions from consumer products, architectural coatings, and landscaping equipment.
³ Energy usage consists of emissions from on-site natural gas usage.
⁴ Mobile sources consist of emissions from vehicles and road dust.

Table 10 provides the project's unmitigated operational emissions. Table 10 shows that the project does not exceed the TCAPCD daily emission threshold, and regional operational emissions are considered **less than significant**.

CO Hot Spot Emissions

CO is the pollutant of major concern along roadways because the most notable source of CO is motor vehicles. For this reason, CO concentrations are usually indicative of the local air quality generated by a roadway network and are used to indicate potential local air quality impacts. Local air quality impacts can be assessed by comparing future without and with project CO levels to the state and federal CO standards, presented in Section 5.0 of the Air Quality/Greenhouse Gas/Energy Impact Study (Appendix B).

To determine if the proposed project could cause emission levels in excess of the CO standards, a sensitivity analysis is typically conducted to determine the potential for CO "hot spots" at a number of intersections in the general project vicinity. Because of reduced speeds and vehicle queuing, "hot spots" potentially can occur at high traffic volume intersections with a Level of Service E or worse.

Micro-scale air quality emissions have traditionally been analyzed in environmental documents where the air basin was a non-attainment area for CO. However, the SCAQMD has demonstrated in the CO attainment redesignation request to EPA that there are no "hot spots" anywhere in the air basin, even at intersections with much higher volumes, much worse congestion, and much higher background CO levels than anywhere in Tehama County. If the worst-case intersections in the air basin have no "hot spot" potential, any local impacts will be below thresholds.

Trip generation analysis showed that the project would generate 293 average daily trips. The 1992 Federal Attainment Plan for Carbon Monoxide (1992 CO Plan) showed that an intersection with a daily traffic volume of approximately 100,000 vehicles per day would not violate the CO standard. The traffic volume at project buildup would be well below 100,000 vehicles and below the necessary volume to even get close to causing a violation of the CO standard. Therefore, no CO "hot spot" modeling was performed, and **no significant long-term air quality impact** is anticipated on local air quality with the ongoing use of the proposed project.

Cumulative Regional Air Quality Impacts

Cumulative projects include local development and general growth within the project area. However, as with most development, the greatest source of emissions is from mobile sources, which travel well out of the local area. Therefore, from an air quality standpoint, the cumulative analysis would extend beyond any local projects and would cover an even larger area when wind patterns are considered. Accordingly, the project's air quality cumulative analysis must be generic by nature.

The project area is out of attainment for ozone and PM₁₀ particulate matter. Construction and operation of cumulative projects will further degrade the local and the Northern Sacramento Valley Air Basin (NSVAB) air quality. The greatest cumulative impact on the quality of regional air cell will be the

ISSUES & SUPPORTING INFORMATION SOURCES:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
incremental addition of pollutants, mainly from increased traffic from residential, commercial, and industrial development and the use of heavy equipment and trucks associated with the construction of these projects. The air quality will be temporarily degraded during construction activities that occur separately or simultaneously. However, in accordance with the TCAPCD methodology, projects that do not exceed the TCAPCD criteria or can be mitigated to less than criteria levels are not significant and do not add to the overall cumulative impact. The project does not exceed any of the thresholds of significance and is considered less than significant .				
c) Expose sensitive receptors to substantial pollutant concentrations?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Response:				
MD Acoustics, LLC prepared the Air Quality/Greenhouse Gas/Energy Impact Study (Appendix B) dated May 13, 2022. The Study indicates the project will not expose sensitive receptors to substantial pollutant concentrations.				
Sensitive Receptors				
Sensitive receptors are considered land uses or other population groups that are more sensitive to air pollution due to their exposure. Sensitive population groups include children, the elderly, the acutely and chronically ill, and those with cardio-respiratory diseases. For the California Environmental Quality Act (CEQA) purposes, a sensitive receptor would be a location where a sensitive individual could remain for 24-hours or longer, such as residences, hospitals, schools (etc.).				
The closest existing sensitive receptors are the multi-family residential uses located 33-feet to the east, at the closest point, and 68-feet to the north of the project site.				
Construction-Related Human Health Impacts				
Regarding health effects related to criteria pollutant emissions, the applicable significance thresholds are established for regional compliance with the state and federal ambient air quality standards, intended to protect public health from both acute and long-term health impacts, depending on the potential effects of the pollutant. Because regional and local emissions of criteria pollutants during construction of the project would be below the applicable thresholds, they would not contribute to long-term health impacts related to nonattainment of the ambient air quality standards. Therefore, significant adverse acute health impacts resulting from construction are not anticipated .				
Construction-Related Toxic Air Contaminant Impact				
The greatest potential for toxic air contaminant emissions would be related to diesel particulate emissions associated with heavy equipment operations during the proposed project's construction. The Office of Environmental Health Hazard Assessment (OEHHA) has issued the Air Toxic Hot Spots Program Risk Assessment Guidelines and Guidance Manual for the Preparation of Health Risk Assessments, February 2015, to provide a description of the algorithms, recommended exposure variates, cancer, and non-cancer health values, and the air modeling protocols needed to perform a health risk assessment (HRA) under the Air Toxics Hot Spots Information and Assessment Act of 1987. Hazard identification includes identifying all substances evaluated for cancer risk and/or non-cancer acute, 8-hour, and chronic health impacts and identifying any multi-pathway substances that present a cancer risk or chronic non-cancer hazard via non-inhalation routes of exposure.				
Given the relatively limited construction schedule, the proposed project would not result in a substantial long-term source of toxic air containment emissions and corresponding individual cancer risk. Furthermore, construction-based particulate matter (PM) emissions (including diesel exhaust emissions) do not exceed any local or regional thresholds. Therefore, no significant short-term toxic air contaminant impacts would occur during the proposed project's construction, and the project would have no impact .				

ISSUES & SUPPORTING INFORMATION SOURCES:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Operations-Related Human Health Impacts				
As stated previously, regarding health effects related to criteria pollutant emissions, the applicable significance thresholds are established for regional compliance with the state and federal ambient air quality standards, which are intended to protect public health from both acute and long-term health impacts, depending on the potential effects of the pollutant. Because regional and local emissions of criteria pollutants during the project's operation would be below the applicable thresholds, it would not contribute to long-term health impacts related to nonattainment of the ambient air quality standards. Therefore, significant adverse acute health impacts resulting from project operation are not anticipated .				
d) Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Response:				
MD Acoustics, LLC prepared the Air Quality/Greenhouse Gas/Energy Impact Study (Appendix B) dated May 13, 2022. The Study indicates the project will not result in other emissions (such as those leading to odors) adversely affecting a substantial number of people.				
The TCAPCD recommends that odor impacts be addressed qualitatively. Such analysis shall determine whether the project would result in excessive nuisance odors, as defined under the California Code of Regulations and Section 41700 of the California Health and Safety Code, and thus would constitute a public nuisance related to air quality.				
Construction				
Potential sources that may emit odors during construction activities include the application of materials such as asphalt pavement. The objectionable odors that may be produced during the construction process are short-term in nature. The odor emissions are expected to cease upon the drying or hardening of the odor-producing materials. Diesel exhaust and VOCs would be emitted during the project's construction, which are objectionable to some; however, emissions would disperse rapidly from the project site and, therefore, should not reach an objectionable level at the nearest sensitive receptors. Due to the short-term nature and limited amounts of odor-producing materials being utilized, no significant impact related to odors would occur during the proposed project's construction.				
Operational				
Potential sources that may emit odors during the ongoing operations of the proposed project would include odor emissions from the trash storage areas. Through compliance with TCAPCD Rule 4.24, no public nuisance would be caused by odors from the project. Therefore, no significant impact related to odors would occur during the ongoing operations of the proposed project.				
Sources:				
<ol style="list-style-type: none"> 1. City of Red Bluff General Plan 2. Chapter 25 – Zoning 3. Palm Villas at Red Bluff Air Quality/Greenhouse Gas/Energy Impact Study City of Red Bluff, CA, prepared by MD Acoustics, LLC, May 13, 2022 (Appendix B) 				
IV. BIOLOGICAL RESOURCES – Would the project:				
a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Response:				

ISSUES & SUPPORTING INFORMATION SOURCES:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
<p>A Biological Resource Assessment was prepared by Gallaway Enterprises, March 2022 (Appendix C), indicating this project will have a less than significant impact with mitigation on any species identified as a candidate, sensitive, or special status species.</p> <p><u>Environmental Setting (page 1, Appendix C)</u></p> <p><i>"The biological survey area (BSA) is located in the Sacramento Valley, west of the Sacramento River, in the City of Red Bluff along S Jackson Street, latitude 40.165943, longitude -122.237078. The surrounding area consists of residential developments and vacant, undeveloped lots. The BSA has been significantly disturbed from past land use. A residence and multiple outbuildings occurred within the northern portion of the BSA until 2015. These structures were demolished and removed sometime in 2015 or 2016. Only concrete foundations, perimeter fencing, and a gravel driveway remain from the previously existing residential land use. There are residential homes located north, west, and east of the BSA and a vacant lot occurs south of the BSA. The overall topography of the BSA is flat; however, a flat-topped hill with steep graded sides occurs in the southeast corner of the BSA. Soils within the BSA are silty loams and loams with a deep restrictive layer of more than 80 inches in depth. The average annual precipitation for the area is 23.2 inches and the average temperature is 62.8° F (WRCC 2022)."</i></p> <p><u>Protocol-level Botanical Survey (page 6, Appendix C)</u></p> <p><i>A protocol-level botanical survey was conducted by Mrs. Gregg within the BSA on March 26, 2022. The protocol-level botanical survey was conducted for all special status-plant species with blooming periods that overlapped the survey date. The survey was conducted by walking in all accessible areas of the BSA and taking inventory of observed botanical species and habitat elements. A Trimble Global Positioning System (GPS) unit was on hand to record the location, extent, and estimated number of individuals of any special-status plant populations observed within the BSA. A complete list of plant species observed within the BSA is included in Appendix B.</i></p> <p><u>Habitat Types</u></p> <p>The site is comprised of Oak Woodland, Annual Grassland, and Urban area habitat areas.</p> <p><u>Critical Habitat</u></p> <p>No Critical Habitat is present within the BSA.</p> <p><u>Sensitive Natural Communities</u></p> <p>No Sensitive Natural Communities are located within the BSA.</p> <p><u>Special-Status Species</u></p> <p>A summary of Special-Status Species assessed for potential occurrence within the BSA is described in Table 1 in Appendix C.</p> <ol style="list-style-type: none"> 1. There was a "low" potential occurrence for the Swainson's hawk as few trees within the BSA could provide suitable nesting habitat, and there are no known active nests within ten (10) miles. 2. There was a "low" potential occurrence for the White-tailed kite as there is limited nesting habitat present within the oak woodland. 3. There was a "moderate" potential occurrence for the Pallid bat as there are mature trees with sloughing bark and/or cavities that could potentially provide suitable roosting habitat within the BSA. No evidence of roosting bats was observed during the habitat assessment. 	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact

4. There was a “moderate” potential occurrence for the Western red bat as there are mature trees that could potentially provide suitable roosting habitat within the BSA. No evidence of roosting bats was observed during the habitat assessment.

Endangered, Threatened, and Rare Plants

No special-status plant species were determined to have the potential to occur within the BSA; therefore, there will be no effects on botanical species, and no avoidance and minimization measures are proposed.

Endangered, Threatened, and Special-Status Wildlife

A wildlife habitat assessment was conducted within the BSA on February 4, 2022. Potentially suitable habitat was identified for Swainson’s hawk, white-tailed kite, pallid bat, western red bat, and avian species protected under the Migratory Bird Treaty Act (MBTA) and California Fish and Game Code (CFG).

Status of Swainson’s hawk occurring within the BSA

“Swainson’s hawks forage for small mammals and insects in open grasslands, low-growing crops and pastures. Adjacent land surrounding the BSA consists primarily of residential development. Swainson’s hawks nest in trees taller than 10 feet in wetlands and along drainages, or in windbreaks in fields and around farmsteads (Tesky 1994). There are trees taller than 10 feet within the BSA; as such, there is suitable nesting habitat for Swainson’s hawks within the BSA and possible foraging habitat adjacent to the BSA. Swainson’s hawks will forage up to 10 miles from their nest; however, according to the current data in the CNNDB, there are no known active nests within 10 miles of the BSA. Due to the location of the BSA adjacent to residential neighborhoods and busy streets and given that there are no active nests within 10 miles of the BSA, there is low potential for Swainson’s hawks to nest or forage within the BSA (page 16, Appendix C)”.

White-tailed kite

“The white-tailed kite was listed as Fully Protected by the State of California in 1957. They are yearlong residents in coastal and valley lowlands; frequently found near agricultural areas. White-tailed kites also inhabit herbaceous and open stages of most habitats in cismontane California. They forage in undisturbed, open grasslands, meadows, farmlands, and emergent wetlands; however, they will rarely dive into tall cover. They use a variety of tree species to perch and roost, preferring to place their nests near tops of dense oak, willow, or other tree stands. Nests are usually located near an open foraging area that supports dense vole populations” (page 16, Appendix C).

Pallid bat

“Pallid bats are designated as a CDFW SSC. Pallid bats roost alone, in small groups (2 to 20 bats), or gregariously (hundreds of individuals). Day and night roosts include crevices in rocky outcrops and cliffs, caves, mines, trees (e.g., basal hollows of coast redwoods and giant sequoias, bole cavities of oaks, exfoliating Ponderosa pine and valley oak bark, deciduous trees in riparian areas, and fruit trees in orchards), and various human structures such as bridges (especially wooden and concrete girder designs), barns, porches, bat boxes, and human-occupied as well as vacant buildings. Roosts generally have unobstructed entrances/exits, are high above the ground, warm, and inaccessible to terrestrial predators. However, this species has also been found roosting on or near the ground under burlap sacks, stone piles, rags, and baseboards. Lewis 1996 found that pallid bats have low roost fidelity and both pregnant and lactating pallid bats changed roosts an average of once every 1.4 days throughout the summer. Overwintering roosts have relatively cool, stable temperatures and are located in protected structures beneath the forest canopy or on the ground, out of direct sunlight. In other parts of the species’ range, males and females have been found hibernating alone or in small groups, wedged deeply into narrow fissures in mines, caves, and buildings. At low latitudes, outdoor winter activity has been reported at temperatures between –5 and 10 °C (WBWG 2022)” (pages 16 and 17, Appendix C).

Western red bat

“Western red bat is designated as a CDFW SSC. Western red bats are typically solitary, roosting primarily in the foliage of trees or shrubs. Day roosts are commonly in edge habitats adjacent to streams or open fields, in orchards, and sometimes in urban areas. There may be an association with intact riparian habitat (particularly willows, cottonwoods, and sycamores). Roost sites are generally hidden from view from

ISSUES & SUPPORTING INFORMATION SOURCES:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
<i>"all directions except below; lack obstruction beneath, allowing the bat to drop downward for flight; lack lower perches that would allow visibility by predators; have dark ground cover to minimize solar reflection; have nearby vegetation to reduce wind and dust; and are generally located on the south or southwest side of a tree. Red bats generally begin to forage one to two hours after sunset. Although some may forage all night, most typically have an initial foraging period corresponding to the early period of nocturnal insect activity, and a minor secondary activity period corresponding to insects that become active several hours before sunrise. Red bats mate in late summer or early fall. Females become pregnant in spring and have a pregnancy that lasts 80 to 90 days. Females may have litters of up to five (5) pups per year. This species is considered to be highly migratory. Although generally solitary, red bats appear to migrate in groups and forage in close association with one another in summer. The timing of migration and the summer ranges of males and females seem to be different. Winter behavior of this species is poorly understood (WBWG 2021)" (page 17, Appendix C).</i>				
<i>Migratory birds and raptors</i>				
<i>"Nesting birds are protected under the MBTA (16 USC 703) and the CFGC (§3503). The MBTA (16 USC §703) prohibits the killing of migratory birds or the destruction of their occupied nests and eggs except in accordance with regulations prescribed by the USFWS. The bird species covered by the MBTA includes nearly all of those that breed in North America, excluding introduced (i.e., exotic) species (50 Code of Federal Regulations §10.13). Activities that involve the removal of vegetation including trees, shrubs, grasses, and forbs or ground disturbance has the potential to affect bird species protected by the MBTA.</i>				
<i>The CFGC (§3503.5) states that it is "unlawful to take, possess, or destroy any birds in the order Falconiformes (hawks, eagles, and falcons) or Strigiformes (owls) or to take, possess, or destroy the nest or eggs of any such bird except as otherwise provided by this code or any regulation adopted pursuant thereto." Take includes the disturbance of an active nest resulting in the abandonment or loss of young. The CFGC (§3503) also states that "it is unlawful to take, possess, or needlessly destroy the nest or eggs of any bird, except as otherwise provided by this code or any regulation made pursuant thereto, (page 18, Appendix C.)"</i>				
With the implementation of mitigation measure MM BIO-1 through MM BIO-3 , the project with having a less than significant impact with mitigation on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service.				
MM BIO-1: Swainson's hawk and white-tailed kite: The Permittee/Owner shall obtain a protocol-level nesting raptor survey from a qualified biologist within seven (7) days prior to the initiation of ground-disturbing activities (grubbing, tree removal, demolition, grading, etc.) to determine the presence or absence of active Swainson's hawk or white-tailed kite nests within the biological survey area (BSA) or within 500 feet of the project boundary, where feasible. If an active Swainson's hawk or white-tailed kite nest is found, no work shall occur within 250-feet of the active nest, and the California Department of Fish and Wildlife (CDFW) shall be consulted. The survey shall be submitted to the City of Red Bluff prior to the issuance of any permits for ground-disturbing activities, including tree removal, grubbing, grading, etc. Planning/Building staff shall request verification of the survey prior to issuing permits for any ground-disturbing activities (grubbing, tree removal, demolition, grading, etc.), including grading.				
MM BIO-2: Pallid bat and western red bat: Prior to initiation of tree removal, the Permittee/Owner shall secure from the Planning Department any required permits under Code 23A.18 – Tree Replacement Plans. The City and the Permittee/Owner shall then ensure that if mature trees are proposed for removal, they shall be removed and/or fallen between September 16 – March 15 outside of the bat maternity season. Trees shall be removed at dusk to minimize impacts on roosting bats.				

ISSUES & SUPPORTING INFORMATION SOURCES:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
MM BIO-3: Migratory birds:				
<ul style="list-style-type: none"> • The Permittee/Owner shall ensure that project activities, including site grubbing and vegetation removal, shall be initiated outside of the birds' nesting season (February 1 – August 31). Planning/Building shall not issue grubbing, and vegetation removal or grading permits without ensuring it is outside the migratory birds' nesting season (February 1 – August 31) or requesting a survey per the protocol. • If project activities cannot be initiated outside of the bird-nesting season, then the City will ensure that the following occurs prior to issuing permits for grubbing, grading, etc.: <ul style="list-style-type: none"> ○ A qualified biologist shall conduct a pre-construction survey within 250-feet of the biological survey area (BSA), where accessible, within seven (7) days prior to project activities. ○ If an active avian nest (i.e., containing egg[s] or young) is observed within the biological survey area (BSA) or in an area adjacent to the BSA where impacts could occur, then a species protection buffer will be established. The qualified biologist will define the species protection buffer based on the species, nest type, and tolerance to disturbance. Construction activity shall be prohibited within the buffer zones until the young have fledged or the nest fails. Nests shall be monitored by a qualified biologist once per week, and a report submitted to the City Planning Department weekly. 				
b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Response:				
The project site was once developed with a residence and multiple outbuildings. The foundations are still present on the site. The site does not have any riparian habitat or other sensitive natural community identified in local or regional plans, policies, and regulations. The California Department of Fish and Game or U.S. Fish and Wildlife Service will have no impact on these resources.				
c) Have a substantial adverse effect on state or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Response:				
A US Fish and Wildlife Service National Wetlands Mapper review indicates no wetlands in the project area. The site does not have any state or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) resources. Therefore, the project will have no impact on these resources.				
d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with an established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Response:				
As noted above, there is a potentially suitable habitat for various nesting avian species within the BSA. Therefore, with MM BIO-3 , the project will have less than significant impact with mitigation on				

ISSUES & SUPPORTING INFORMATION SOURCES:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact				
established native resident or migratory wildlife corridors or impeding the use of native wildlife nursery sites.								
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>				
Response:								
The City does have an ordinance protecting trees. Code Section 23A.18 – Tree Replacement Plans require a Tree Replacement Plan submitted to the City before removing any mature native or heritage trees. MM BIO-4 requires the submittal of a Tree Replacement plan in accordance with Code 23A.18 prior to the removal of any trees. Therefore, the project will have a less than significant impact with mitigation on local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance.								
MM BIO-4:	Prior to tree removal activities, the Permittee/Owner will have a licensed arborist conduct a tree inventory and health assessment survey for all native trees that occur within the biological survey Area (BSA) and adhere to all City of Red Bluff tree removal requirements in accordance with Chapter 23A of the Red Bluff Code of Ordinances. The planning staff will review and approve the tree inventory pursuant to §23A.18 of the Municipal Code prior to permitting tree removal or any other grubbing or grading permit activities.							
§23A.18 TREE REPLACEMENT PLANS.								
(A) Prior to the city approving the removal of any mature native or heritage trees, an applicant shall provide to the Planning Department a plan to mitigate the loss of the trees. Mitigation shall be on-site or off-site replacement within the City as specified below or other method approved by the Planning Commission.								
(B) A "Tree Replacement Plan" (TRP) shall accompany all requests for the removal of any mature native or heritage trees. It shall be submitted to and subject to the approval of the Planning Director. The TRP shall be implemented within a period of time specified by the Planning Director. The TRP shall include the following information:								
(1) A site plan indicating the locations, species, and diameter at breast height (d.b.h.) of all heritage and mature native trees on the lot. A site plan indicating the locations, species, and d.b.h. of all heritage and mature native trees to be removed and the proposed locations, species, and size of all replacement trees. Replacement trees shall be the same species as those removed. However, unique circumstances may make the same species replacement impractical. In those cases, when approved by the City Planning Director, replacement trees may be from the City's Master Plan Tree Plan;								
(2) A property owner's or authorized agent's statement guaranteeing to irrigate and maintain all replacement trees in a healthy manner for a duration of not less than three years shall be attached to the site plan;								
(3) Planting and irrigation details; and								
(4) The schedule for implementing the TRP.								
f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or another approved local, regional, or state habitat conservation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>				
Response:								
The project site is not in a Habitat Conservation Plan, Natural Community Conservation Plan or another approved local, regional, or state habitat conservation plan. Therefore, the project will have no impact on an adopted Habitat Conservation Plan, Natural Community Conservation Plan or another approved local, regional, or state habitat conservation plan.								

ISSUES & SUPPORTING INFORMATION SOURCES:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Sources:				
1. City of Red Bluff General Plan 2. Chapter 25 – Zoning 3. Chapter 23A – Trees and Shrubs 4. US Fish and Wildlife Service National Wetlands Mapper , accessed May 2, 2022 5. Biological Resource Assessment, Terrestrial Wildlife and Botanical Resources, Red Bluff Apartments Project, Red Bluff, Tehama County, California, prepared by Gallaway Enterprises, March 2022 (Appendix C)				
V. CULTURAL RESOURCES – Would the project:				
a) Cause a substantial adverse change in the significance of a historical resource pursuant to §15064.5?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Response:				
A Cultural Resources Inventory Survey was prepared by Sean Michael Jensen, M. A., on February 17, 2022 (Appendix D) and is quoted throughout this section.				
Existing records at the Northeast Information Center document that no cultural resources investigations involving pedestrian surveys had been conducted within the area of potential effects (APE). No cultural resources have been documented within the APE. As well, the present effort included an intensive-level pedestrian survey. The intensive-level pedestrian survey identified and documented one historic-era resource (321 South Jackson Street), which was subjected to the California Register of Historical Resources (CRHR) eligibility evaluation. It is recommended it is not eligible for inclusion on the California Register of Historical Resources under any of the relevant criteria (page 17, Appendix D).				
<p><i>"321 South Jackson Street consists of the concrete remnants of buildings and structures, as well as a few surviving orchard trees. Due to the level of disturbance and destruction, it is impossible to glean the function of the various buildings, when they were standing, with a high degree of accuracy. However, the westernmost slab (labeled A on the Site Sketch Map), appears to represent a single-family residence. The second foundation remnant (labeled B on the Site Sketch Map) may have stored equipment, was utilized for fruit/nut processing, or housed livestock. Secondarily poured walkways interconnect the two primary foundations. Finally, the easternmost foundation remnant (labeled C on the Site Sketch Map) appears to have been a barn of some sort, and like foundation B, may have housed livestock, equipment or agricultural products."</i></p> <p><i>Several of the trees on the property have been removed, and/or cut in such a way as to kill the specimen, and consequently, the orchard that once existed at this location has been all but obliterated.</i></p> <p><i>Overall, the resource exhibits a substantial reduction of original integrity" (page. 13. Appendix D).</i></p>				

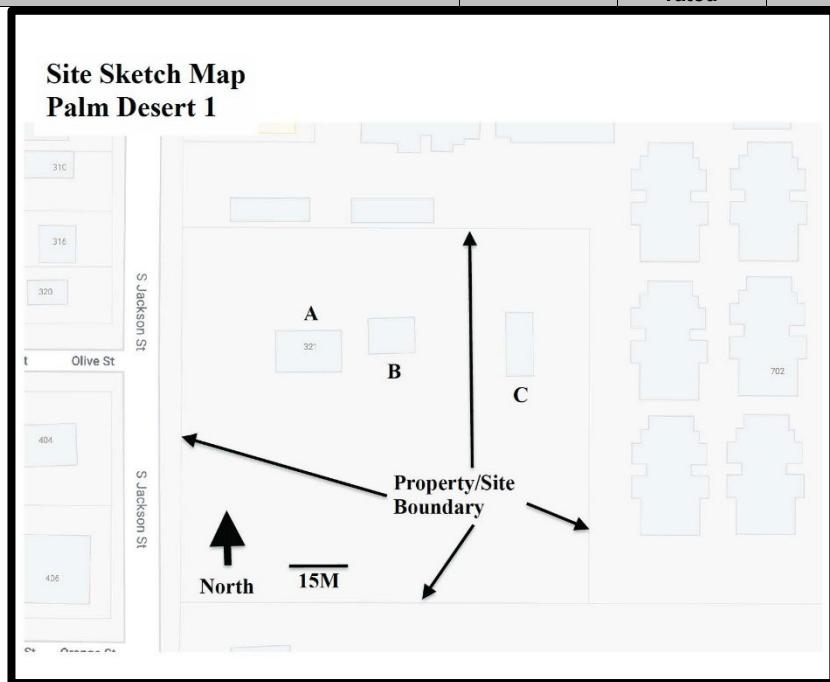
ISSUES & SUPPORTING INFORMATION SOURCES:

Potentially Significant Impact

Less Than Significant with Mitigation Incorporated

Less Than Significant Impact

No Impact



The probability of encountering buried historical/archaeological sites within the APE is low. This conclusion is partly derived from the observed soil matrices, subjected to a relatively high degree of disturbance associated with past agricultural and residential development activities. Evidence of ground disturbance assisted in determining whether or not subsurface resources were present within the APE. Overall, the soil types present and contemporary disturbance would warrant a finding of a low probability of encountering buried historical/archaeological sites.

Out of an abundance of caution, it is recommended mitigation be incorporated into the project. Therefore, the project will have **less than significant impact with mitigation** on causing a substantial adverse change in the significance of a historical resource, directly, indirectly, or cumulatively.

MM CUL-1: Consultation in the event of the inadvertent discovery of cultural material: The present evaluation and recommendations are based on inventory-level surface survey findings only. There is always the possibility that important unidentified cultural materials could be encountered on or below the surface during the course of future construction activities. This possibility is particularly relevant considering the constraints generally to archaeological field survey, and particularly where past ground disturbance activities (e.g., flooding, agricultural development, residential development, etc.) have partially obscured historic ground surface visibility, as in the present case.

In the event of an inadvertent discovery of previously unidentified cultural material, the Permittee/Owner shall ensure all ground disturbance activities within 100 feet of the discovered cultural resource shall be halted. Upon discovering the cultural resource, the Permittee/Owner shall call the project archaeologist. A meeting shall be convened between the Permittee/Owner, the project archaeologist, and the City Planning Department to discuss the find's significance. At the meeting with the aforementioned parties, a decision is to be made, with the concurrence of the project archaeologist, as to the appropriate treatment (documentation, recovery, avoidance, etc.) for the cultural resource. Further ground disturbance shall not resume within the discovery area until the appropriate treatment has been accomplished.

- b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?

<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
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Response:

ISSUES & SUPPORTING INFORMATION SOURCES:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
<p>The consultation was undertaken with the Native American Heritage Commission (NAHC) for the sacred land listings for the property. An information request letter was delivered to the NAHC on January 28, 2022. The NAHC responded on March 24, 2022, indicating that a search of their Sacred Lands File was negative.</p> <p>The probability of encountering buried archaeological sites within the APE is low. This conclusion is partly derived from the observed soil matrices, subjected to a relatively high degree of disturbance associated with past agricultural and residential development activities. Evidence of ground disturbance assisted in determining whether or not subsurface resources were present within the APE. Overall, the soil types present and contemporary disturbance would warrant a finding of a low probability of encountering buried archaeological sites.</p> <p>Based on the absence of significant historical and archaeological resources within the APE, archaeological clearance is recommended for the project/undertaking as proposed.</p> <p>Out of an abundance of caution, mitigation measure MM CUL-1 is recommended to be incorporated into the project. Therefore, the project will have less than significant impact with mitigation on causing a substantial adverse change in the significance of a historical resource, directly, indirectly, or cumulatively.</p>				
c) Disturb any human remains, including those interred outside of formally dedicated cemeteries?				
Response:				
<p>No cemeteries or human remains are known to occur on-site. It is unlikely that human remains will be uncovered during project development. If human remains are inadvertently encountered during any project-associated ground-disturbing activity or at any time subsequently, state law shall be followed, which includes but is not limited to immediately contacting the County Coroner's office upon any discovery of remains. Therefore, the project will have a less than significant impact with mitigation on human remains.</p>				
<p>MM CUL-2: If human remains are encountered, the Permittee/Owner shall ensure all work within 200-feet of the remains must cease immediately until the Tehama County Coroner has made the necessary findings as to its origin. The Permittee/Owner will notify the Planning Department of the discovery. Pursuant to California Public Resources Code Section 5097.98(b), remains shall be left in place and free from disturbance until a final decision regarding the treatment and disposition has been made. If the Tehama County Coroner determines the remains to be Native American, the Native American Heritage Commission must be contacted within 24 hours. The Native American Heritage Commission must then immediately identify the "most likely descendants(s)" for purposes of receiving notification of discovery. The most likely descendant(s) shall then make recommendations within 48 hours and engage in consultation concerning the treatment of the remains as provided in Public Resources Code Section 5097.98.</p>				
Sources:				
<ol style="list-style-type: none"> 1. City of Red Bluff General Plan 2. Chapter 25 – Zoning 3. Cultural Resources Inventory Survey, Palm Desert Development Project circa 2.7-Acres. Red Bluff, Tehama County, California, prepared by Sean Michael Jensen, M.A., February 17, 2022 (Appendix D) 				
VI. ENERGY – Would the project:				
a) Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources during project construction or operation?				
Response:				

ISSUES & SUPPORTING INFORMATION SOURCES:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact			
MD Acoustics, LLC prepared the Air Quality/Greenhouse Gas/Energy Impact Study (Appendix B) dated May 13, 2022. The Study indicates the project will not result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources during project construction or operation.							
Information from the CalEEMod 2020.4.0 Daily and Annual Outputs contained in the Air Quality/Greenhouse Gas/Energy Impact Study (Appendix B) was utilized for this analysis. The CalEEMod outputs detail project-related construction equipment, transportation energy demands, and facility energy demands.							
Construction Energy Demand							
<u>Construction Equipment Electricity Usage Estimates</u>							
Electrical service will be provided by Pacific Gas & Electric (PG&E). Based on the 2017 National Construction Estimator, Richard Pray (2017) ¹ , the typical power cost per 1,000 square feet of building construction per month is estimated to be \$2.32. The project plans to develop the site with approximately 61,000 square feet of new multi-family houses over the course of approximately 14 months. ² Based on Table 13, the total power cost of the on-site electricity usage during the proposed project's construction is estimated to be approximately \$1,981.28. As shown in Table 13, the total electricity usage from project construction-related activities is estimated to be approximately 36,023 kWh. ³							
Table 13: Project Construction Power Cost and Electricity Usage							
Power Cost (per 1,000 square foot of building per month of construction)	Total Building Size (1,000 Square Foot) ¹	Construction Duration (months)	Total Project Construction Power Cost				
\$2.32	61	14	\$1,981.28				
Cost per kWh	Total Project Construction Electricity Usage (kWh)						
\$0.06	36,023						
* Assumes the project will be under the GS-1 General Service rate under SCE.							
<u>Construction Equipment Fuel Estimates</u>							
The project's construction phase would consume electricity and fossil fuels as a single energy demand, using the CalEEMod data input. Once construction is completed, their use would cease. CARB's 2017 Emissions Factors Tables show that aggregate fuel consumption (gasoline and diesel fuel) would be approximately 18.5 hp-hr-gal. ⁴ As presented in Table 14 below, project construction activities would consume an estimated 27,618 gallons of diesel fuel.							

¹ Pray, Richard. 2017 National Construction Estimator. Carlsbad: Craftsman Book Company, 2017.

² As stated in the project description, the project involves the demolition of approximately 7,500 square feet of existing foundation.

³ LADWP's Small Commercial & Multi-Family Service (A-1) is approximately \$0.06 per kWh of electricity Southern California Edison (SCE). Rates & Pricing Choices: General Service/Industrial Rates. https://library.sce.com/content/dam/sce-doclib/public/regulatory/historical/electric/2020/schedules/general-service-&industrial-rates/ELECTRIC_SCHEDULES_GS-1_2020.pdf

⁴ Aggregate fuel consumption rate for all equipment was estimated at 18.5 hp-hr/day (from CARB's 2017 Emissions Factors Tables and fuel consumption rate factors as shown in Table D-21 of the Moyer Guidelines: (https://www.arb.ca.gov/msprog/moyer/guide-lines/2017gl/2017_gl_appendix_d.pdf).

ISSUES & SUPPORTING INFORMATION SOURCES:

Potentially Significant Impact

Less Than Significant with Mitigation Incorporated

Less Than Significant Impact

No Impact

Table 14: Construction Equipment Fuel Consumption Estimates

Phase	Number of Days	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor	HP hrs/day	Total Fuel Consumption (gal diesel fuel) ¹
Demolition	20	Concrete/Industrial Saws	1	8	81	0.73	473	511.39
	20	Rubber Tired Dozers	1	8	247	0.4	790	854.49
	20	Tractors/Loaders/Backhoes	3	8	97	0.37	861	931.20
Grading	6	Graders	1	8	187	0.41	613	198.93
	6	Rubber Tired Dozers	1	8	247	0.4	790	256.35
	6	Tractors/Loaders/Backhoes	2	7	97	0.37	502	162.96
	220	Cranes	1	8	231	0.29	536	6,373.10
	220	Forklifts	2	7	89	0.2	249	2,963.46
Building Construction	220	Generator Sets	1	8	84	0.74	497	5,913.60
	220	Tractors/Loaders/Backhoes	1	6	97	0.37	215	2,560.80
	220	Welders	3	8	46	0.45	497	5,907.89
	10	Cement and Mortar Mixers	1	8	9	0.56	40	21.79
	10	Pavers	1	8	130	0.42	437	236.11
Paving	10	Paving Equipment	1	8	132	0.36	380	205.49
	10	Rollers	2	8	80	0.38	486	262.92
	10	Tractors/Loaders/Backhoes	1	7	97	0.37	251	135.80
Architectural Coating	10	Air Compressors	1	6	78	0.48	225	121.43
CONSTRUCTION FUEL DEMAND (gallons of diesel fuel)								27,618

Notes:

¹ Using Carl Moyer Guidelines Table D-21 Fuel consumption rate factors (bhp-hr/gal) for engines less than 750 hp.
(Source: https://www.arb.ca.gov/msprog/moyer/guidelines/2017gl/2017_gl_appendix_d.pdf)

Construction Worker Fuel Estimates

It is assumed that all construction worker trips are from light-duty autos (LDA) along area roadways. With respect to estimated VMT, the construction worker trips would generate an estimated 215,208 VMT. Vehicle fuel efficiencies for construction workers were estimated in the Air Quality/Greenhouse Gas/Energy Impact Study Appendix B) using information generated from CARB's EMFAC model (see Appendix C of the Air Quality/Greenhouse Gas/Energy Impact Study Appendix B for details). Table 15 shows that an estimated 7,077 gallons of fuel would be consumed for construction worker trips.

ISSUES & SUPPORTING INFORMATION SOURCES:

Potentially Significant Impact

Less Than Significant with Mitigation Incorporated

Less Than Significant Impact

No Impact

Table 15: Construction Worker Fuel Consumption Estimates

Phase	Number of Days	Worker Trips/Day	Trip Length (miles)	Vehicle Miles Traveled	Average Vehicle Fuel Economy (mpg)	Estimated Fuel Consumption (gallons)
Demolition	20	13	14.7	3,822	30.95	123
Grading	6	10	14.7	882	30.95	28
Building Construction	220	65	14.7	210,210	30.95	6,792
Paving	10	15	14.7	2,205	30.95	71
Architectural Coating	10	13	14.7	1,911	30.95	62
Total Construction Worker Fuel Consumption						7,077

Notes:

¹ Assumptions for the worker trip length and vehicle miles traveled are consistent with CalEEMod 2020.4.0 defaults.

Construction Vendor/Hauling Fuel Estimates

Tables 16 and 17 show the estimated fuel consumption for vendor and hauling during building construction and architectural coating. With respect to estimated VMT, the vendor and hauling trips would generate an estimated 23,450 VMT. It is assumed that the contractors would be responsible for bringing coatings and equipment with them in their light-duty vehicles for the architectural coatings.⁵ Tables 16 and 17 show that an estimated 2,571 gallons of fuel would be consumed for vendor and hauling trips.

Table 16: Construction Vendor Fuel Consumption Estimates (MHD Trucks)¹

Phase	Number of Days	Vendor Trips/Day	Trip Length (miles)	Vehicle Miles Traveled	Average Vehicle Fuel Economy (mpg)	Estimated Fuel Consumption (gallons)
Demolition	20	0	6.9	0	9.22	0
Grading	6	0	6.9	0	9.22	0
Building Construction	220	15	6.9	22,770	9.22	2,470
Paving	10	0	6.9	0	9.22	0
Architectural Coating	10	0	6.9	0	9.22	0
Total Vendor Fuel Consumption						2,470

Notes:

¹ Assumptions for the vendor trip length and vehicle miles traveled are consistent with CalEEMod 2020.4.0 defaults.

Table 17: Construction Hauling Fuel Consumption Estimates (HHD Trucks)¹

Phase	Number of Days	Hauling Trips/Day	Trip Length (miles)	Vehicle Miles Traveled	Average Vehicle Fuel Economy (mpg)	Estimated Fuel Consumption (gallons)
Demolition	20	1.7	20	680	6.74	101
Grading	6	0.0	20	0	6.74	0
Building Construction	220	0	20	0	6.74	0
Paving	10	0	20	0	6.74	0
Architectural Coating	10	0	20	0	6.74	0

⁵ Vendors delivering construction material or hauling debris from the site during grading would use medium to heavy duty vehicles with an average fuel consumption of 9.22 mpg for medium heavy-duty trucks and 6.74 mpg for heavy heavy-duty trucks (see Appendix C of the Air Quality/Greenhouse Gas/Energy Impact Study (Appendix B) for details).

ISSUES & SUPPORTING INFORMATION SOURCES:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Total Construction Hauling Fuel Consumption			101	

Notes:

¹ Assumptions for the hauling trip length and vehicle miles traveled are consistent with CalEEMod 2020.40 defaults.

Construction Energy Efficiency/Conservation Measures

Construction equipment used over the approximately 24-month construction phase would conform to CARB regulations and California emissions standards and is evidence of related fuel efficiencies. In addition, the CARB Airborne Toxic Control Measure limits the idling times of construction vehicles to no more than five minutes, thereby minimizing unnecessary and wasteful consumption of fuel due to unproductive idling of construction equipment. Furthermore, the project has been designed in compliance with California's Energy Efficiency Standards and 2019 CALGreen Standards.

Construction of the proposed residential development would require the typical use of energy resources. There are no unusual project characteristics or construction processes that would require the use of equipment that would be more energy-intensive than is used for comparable activities; or equipment that would not conform to current emissions standards (and related fuel efficiencies). Equipment employed in the project's construction would therefore not result in inefficient, wasteful, or unnecessary fuel consumption, and the project would have a **less than significant impact**.

Operational Energy Demand

Energy consumption in support of or related to project operations would include transportation energy demands (energy consumed by employee and patron vehicles accessing the project site) and facilities energy demands (energy consumed by building operations and site maintenance activities).

Transportation Fuel Consumption

The largest source of operational energy use would be the vehicle operation of residents. The site is located in an urbanized area just close to transit stops. Using the CalEEMod output, it is assumed that an average trip for autos was assumed to be 16.6 miles, light trucks were assumed to travel an average of 6.9 miles, and 3- 4-axle trucks were assumed to travel an average of 8.4 miles⁶. To show a worst-case analysis, as the proposed project is a residential project, it was assumed that vehicles would operate 365 days per year. Table 18 shows the worst-case estimated annual fuel consumption for all classes of vehicles, from autos to heavy-heavy trucks.⁷ Table 18 shows that an estimated 49,298 gallons of fuel would be consumed per year to operate the proposed project.

Table 18: Estimated Vehicle Operations Fuel Consumption

Vehicle Type	Vehicle Mix	Number of Vehicles	Average Trip (miles) ¹	Daily VMT	Average Fuel Economy (mpg)	Total Gallons per Day	Total Annual Fuel Consumption (gallons)
Light Auto	Automobile	153	16.6	2,546	31.82	80.01	29,205
Light Truck	Automobile	16	6.9	108	27.16	3.99	1,457
Light Truck	Automobile	53	6.9	367	25.6	14.34	5,234
Medium Truck	Automobile	43	6.9	297	20.81	14.26	5,206
Light Heavy Truck	2-Axle Truck	13	8.4	113	13.81	8.18	2,986
Light Heavy Truck 10,000 lbs +	2-Axle Truck	3	8.4	27	14.18	1.92	701
Medium Heavy Truck	3-Axle Truck	2	8.4	16	9.58	1.72	626

⁶ CalEEMod default distance for H-W (home-work) or C-W (commercial-work) is 16.6 miles; 6.9 miles for H-S (home-shop) or C-C (commercial-commercial); and 8.4 miles for H-O (home-other) or C-O (commercial-other).

⁷ Average fuel economy based on aggregate mileage calculated in EMFAC 2017 for opening year (2023). See Appendix C of the Air Quality/Greenhouse Gas/Energy Impact Study (Appendix B) for EMFAC output.

ISSUES & SUPPORTING INFORMATION SOURCES:					Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact														
	Heavy Truck	4-Axle Truck	9	8.4	76	7.14	10.64	3,882														
	Total		293	--	3,551	--	135.06	--														
Total Annual Fuel Consumption							49,298															
Notes: ¹ The trip generation assessment, the project is to generate 832 total net new trips after reduction of existing uses. Default CalEEMod vehicle fleet mix utilized. ¹ Based on the size of the site and relative location, trips were assumed to be local rather than regional.																						
<p>Trip generation generated by the proposed project is consistent with similar residential uses of similar scale and configuration, as reflected in the Trip Generation and Vehicle Miles Traveled Memorandum (TJW Engineering, 2021). The project does not propose uses or operations that would inherently result in excessive and wasteful vehicle trips or associated excess and wasteful vehicle energy consumption. Therefore, project transportation energy consumption would not be considered inefficient, wasteful, or otherwise unnecessary, and the project will have a less significant impact.</p>																						
<p><u>Facility Energy Demands (Electricity and Natural Gas)</u></p> <p>The annual natural gas and electricity demands were provided per the CalEEMod output and are provided in Table 19.</p>																						
<table border="1"> <caption>Table 19: Project Unmitigated Annual Operational Energy Demand Summary¹</caption> <thead> <tr> <th>Natural Gas Demand</th> <th>kBTU/year</th> </tr> </thead> <tbody> <tr> <td>Apartments Mid Rise</td> <td>718,610</td> </tr> <tr> <td>Total</td> <td>718,610</td> </tr> <tr> <th>Electricity Demand</th> <th>kWh/year</th> </tr> <tr> <td>Apartments Mid Rise</td> <td>240,632</td> </tr> <tr> <td>Parking Lot</td> <td>12,460</td> </tr> <tr> <td>Total</td> <td>253,092</td> </tr> </tbody> </table> <p>Notes: ¹Taken from the CalEEMod 2020.4.0 annual output.</p>									Natural Gas Demand	kBTU/year	Apartments Mid Rise	718,610	Total	718,610	Electricity Demand	kWh/year	Apartments Mid Rise	240,632	Parking Lot	12,460	Total	253,092
Natural Gas Demand	kBTU/year																					
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Total	718,610																					
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Apartments Mid Rise	240,632																					
Parking Lot	12,460																					
Total	253,092																					
<p>As shown in Table 19, the estimated electricity demand for the proposed project is approximately 253,092 kWh per year. In 2020, the residential sector of the County of Tehama consumed approximately 264 million kWh of electricity.⁸ In addition, the estimated natural gas demand for the proposed project is approximately 718,610 kBTU per year. In 2020, the residential sector of the County of Tehama consumed approximately 3.7 million therms of natural gas.⁹ Therefore, the increase in electricity and natural gas demand from the proposed project is insignificant compared to the County's 2020 demand. Therefore, the increase in electricity and natural gas demand from the proposed project is insignificant compared to the County's 2020 demand, and the project will have a less than significant impact.</p> <p>b) Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?</p>																						
<p>Response:</p> <p>MD Acoustics, LLC prepared the Air Quality/Greenhouse Gas/Energy Impact Study (Appendix B) dated May 13, 2022. The Study indicates the project will not conflict with or obstruct a state or local plan for renewable energy or energy efficiency.</p> <p>Regarding federal transportation regulations, the project site is located in an already developed area. Access to/from the project site is from existing roads. These roads are already in place, so the project would not interfere with nor otherwise obstruct intermodal transportation plans or projects that may be proposed pursuant to the ISTEA because SCAG is not planning for intermodal facilities in the project area.</p>																						

⁸ California Energy Commission, Electricity Consumption by County. <https://ecdms.energy.ca.gov/electricitybycounty.aspx>

⁹ California Energy Commission, Gas Consumption by County. <https://ecdms.energy.ca.gov/gasbycounty.aspx>

ISSUES & SUPPORTING INFORMATION SOURCES:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Regarding the State's Energy Plan and compliance with Title 24 CCR energy efficiency standards, the applicant must comply with the California Green Building Standard Code requirements for energy-efficient buildings and appliances and utility energy efficiency programs implemented by the SCE.				
Regarding the State's Renewable Energy Portfolio Standards, the project would be required to meet or exceed the energy standards established in the California Green Building Standards Code, Title 24, Part 11 (CALGreen). CalGreen Standards require that new buildings reduce water consumption, employ building commissioning to increase building system efficiencies, divert construction waste from landfills, and install low pollutant-emitting finish materials.				
The project would not conflict with or obstruct a state or local plan for renewable energy or energy efficiency; therefore, impacts would be less than significant , directly, indirectly, or cumulatively.				
Sources:				
1. City of Red Bluff General Plan 2. Palm Villas at Red Bluff Air Quality/Greenhouse Gas/Energy Impact Study City of Red Bluff, CA, prepared by MD Acoustics, LLC, May 13, 2022 (Appendix B)				
VII. GEOLOGY AND SOILS – Would the project:				
a) Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving:				
i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42 .	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Response:				
A review of the California Department of Conservation EQ Zapp – California Earthquake Hazards Zone Application revealed the property is not located in an Alquist-Priolo Fault Zone or any other fault zone. The USGS Interactive Fault Map application did indicate that the Corning Fault located to the southeast is mapped as ending approximately at Interstate 5 between Luther and Givens Roads. The fault is an undifferentiated Quaternary fault of the Geological Survey, and the mapping location is known to be poor.				
Per the Geotechnical Engineering Report (pages 7 – 9, Appendix E), five active and/or potentially active faults are mapped within 62 miles (100 kilometers) of the project site. These include the Battle Creek Fault; the Great Valley thrust fault system, Segments 1 and 2; the Hat Creek-McArthur-Mayfield Fault; and the Bartlett Springs Fault. The site seismic analysis is based on the faults identified by the USGS geohazards program.				
Surface Fault Rupture				
As stated in the Geotechnical Engineering Report (page 9, Appendix E), “ <i>The site does not lie within an Alquist-Priolo Earthquake Hazard Fault Zone (AP Fault Zone) as currently designated by the State of California. The closest Earthquake Hazard Fault Zone is the Hat Creek-McArthur-Mayfield fault zone, located approximately 55 miles (89 kilometers) east-northeast of the project site. It is our opinion that the potential of fault related surface rupture at the site is low.</i> ”				
Seismic Risk				
As stated in the Geotechnical Engineering Report (page 10, Appendix E), “ <i>The primary seismic risks at the site are from earthquakes along the Battle Creek Fault; the Great Valley thrust fault system, Segments 1 and 2; the Hat Creek-McArthur-Mayfield Fault; and, the Bartlett Springs Fault. These faults are considered active and/or potentially active with several fault segments located between approximately 16½ and 61 miles (27 and 96 kilometers) of the subject site.</i> ”				

ISSUES & SUPPORTING INFORMATION SOURCES:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Seismic parameters based on the site latitude and longitude indicate a mapped S ₁ value of 0.39. Values greater than or equal to 0.2 require a ground motion study. Therefore, the recommendations of the Geotechnical Engineering Report, or equivalent, shall be completed as stated in the report and approved by the City's Building and Engineering Departments.				
Therefore, the project will have less than significant impact with mitigation on potential hazards associated with fault rupture directly, indirectly, and cumulatively.				
MM GEO-1: Prior to issuance of a Grading Permit, the Permittee/Owner shall have a registered geologist or soils engineer prepare a site-specific Geologic Study, which shall be submitted to the City Building Division for approval. The Geologic Study shall specify the measures necessary to mitigate impacts related to seismic and geotechnical hazards if any. All recommendations in the Geologic Study shall be implemented during site preparation, grading, and construction.				
MM GEO-2: Prior to issuance of any Grading Permit, the Permittee/Owner shall comply with each of the recommendations detailed in the Geotechnical Study and other such measures as the City deems necessary to mitigate potential seismic and geotechnical hazards adequately.				
ii) Strong seismic ground shaking?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Response:				
See Response VII a i above. Application of mitigation measures MM GEO-1 and MM GEO -2 will ensure that risks associated with ground shaking are considered less than significant with mitigation , directly, indirectly, and cumulatively.				
iii) Seismic-related ground failure, including liquefaction?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Response:				
As stated in the Geotechnical Engineering Report (page 10, Appendix E), " <i>Liquefaction is a soil strength and stiffness loss phenomenon that typically occurs in loose, saturated cohesionless sands as a result of strong ground shaking during earthquakes. The potential for liquefaction at a site is usually determined based on the results of a subsurface geotechnical investigation and the groundwater conditions beneath the site. A full liquefaction analysis was beyond our scope of work performed for this project. However, based on the lack of measured groundwater within approximately 40 feet of ground surface and the presence of relatively fine grained, medium dense to stiff Modesto Formation soils underlying the site, it is our opinion the potential for liquefaction occurring beneath this site is low. In addition, to our knowledge there have been no recorded occurrences of seismically induced liquefaction in the site vicinity or the Tehama County region. The site is not located within a State Designated Seismic Hazard Zone for liquefaction.</i> "				
Implementation of existing state and local laws and regulations concerning soil liquefaction and ground failure is required for all projects in the City. Therefore, no impacts related to liquefaction and ground failure will occur directly, indirectly, and cumulatively.				
iv) Landslides?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Response:				
The site is not immediately adjacent to any slopes or hillsides that could be potentially susceptible to slope instability, and the site is on relatively level ground.				
All proposed retaining walls will be designed in compliance with an approved geotechnical report, the California Building Code, and the City of Red Bluff Municipal Code. Therefore, there will be less than significant impacts related to landslides, directly, indirectly, and cumulatively.				
b) Result in substantial soil erosion or the loss of top-soil?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Response:				

ISSUES & SUPPORTING INFORMATION SOURCES:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
<p>Project construction would be subject to local and state codes and erosion control and grading requirements. Because construction activities would disturb one or more acres, the project must adhere to the NPDES Construction General Permit provisions. Construction activities subject to this permit include clearing, grading, and other soil disturbances, such as stockpiling and excavating. The NPDES Construction General Permit requires implementing a Storm Water Pollution Prevent Plan (SWPPP), including temporary project construction features (i.e., BMPs) designed to prevent erosion and protect the quality of stormwater runoff. Sediment-control BMPs may include stabilized construction entrances, straw wattles on earthen embankments, sediment filters on existing inlets, or the equivalent.</p> <p>In addition, grading activities would be required to conform to the most current version of the California Building Code, the City Code, the approved grading plans, and BMP's engineering practices. The project must also comply with Tehama County Air Pollution Control District Rule 4.04 (Nuisance) and Rule 4.24 (Fugitive Dust), as noted under Section 2.1.2 – Air Quality on pages 8 - 9 of the Air Quality/Greenhouse Gas/Energy Impact Study (Appendix B). Compliance with these federal, regional, and local requirements would reduce the potential for both on-site and off-site erosion effects to accepted levels during project construction.</p> <p>Upon completion of construction activities, ground surfaces would be stabilized by project structures, paving, and landscaping. Therefore, impacts associated with soil erosion and the loss of topsoil would be less than significant, directly, indirectly, or cumulatively.</p>				
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Response:				
<p><u>Landslides</u></p> <p>A landslide is a movement of surface material down a slope. As noted in Section VII a) iv) above, impacts related to landsliding and slope failure would be less than significant, directly, indirectly, or cumulatively through compliance with the Geotechnical Engineering Report (Appendix E) and the California Building Code.</p> <p><u>Lateral Spreading</u></p> <p>Lateral spread refers to landslides that commonly form on gentle slopes with rapid fluid-like flow movement, like water. As noted in Section VII a) iv) above, impacts related to landsliding and slope failure would be less than significant, directly, indirectly, or cumulatively through compliance with the Geotechnical Engineering Report (Appendix E) and the California Building Code.</p> <p><u>Subsidence</u></p> <p>Subsidence is the sinking of the land surface. Evidence of subsidence includes ground cracking and damage to roadways, aqueducts, and structures. Subsidence caused by excessive groundwater pumping is a common occurrence in areas of California where groundwater is pumped for agricultural and municipal wells. Some shrinkage and subsidence are expected during the project grading activities as the pad is prepared for the project. Adherence to the recommendations of the Geotechnical Engineering Report (Appendix E) will ensure that the project site meets all City Code requirements, and the effect of subsidence will be less than significant, directly, indirectly, and cumulatively.</p> <p><u>Liquefaction</u></p> <p>Liquefaction is when strong earthquake shaking causes sediment layers saturated with groundwater to lose strength and behave as a fluid. This sub-surface process can lead to near-surface or surface ground failure resulting in property damage and structural failure. If surface ground failure does occur, it is usually</p>				

ISSUES & SUPPORTING INFORMATION SOURCES:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact												
expressed as lateral spreading, flow failures, ground oscillation, and/or general loss of bearing strength. Sand boils (injections of fluidized sediment) can commonly accompany these different types of failure.																
As noted in Response VII a) iii) above, the property is not within a liquefaction area, and the project will have no impact related to liquefaction.																
<u>Collapsible Soils</u>																
<p>Collapsible Soils are low-density, silty to very fine-grained, predominantly granular soils containing minute pores and voids. When saturated, these soils undergo a rearrangement of their grains and a loss of cementation, causing substantial, rapid settlement under even relatively light loads. A rise in the groundwater table or an increase in surface water infiltration, combined with the weight of a building or structure, can cause rapid settlement and consequent cracking of foundations and walls. Collapsible soils generally result from rapid deposition close to the source of the sediment where the materials have not been sufficiently moistened to form a compact soil.</p> <p>Soils encountered at the site are underlain by undocumented artificial fill, native Modesto Formation, and Upper member soils. Adherence to the recommendations of the Geotechnical Engineering Report (Appendix E) will ensure that the project site meets all City Code requirements, and the effect of project grading will be less than significant, directly, indirectly, and cumulatively.</p>																
d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994) , creating substantial direct or indirect risks to life or property?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>												
Response:																
<p><u>Expansive soils</u> contain certain types of clay minerals that shrink or swell as the moisture content changes; the shrinking or swelling can shift, crack, or break structures built on such soils. Arid or semi-arid areas with seasonal soil moisture changes experience a much higher frequency of problems from expansive soils than areas with higher rainfall and more constant soil moisture.</p>																
Table 18-1 -B of the Uniform Building code read as follows:																
<table border="1"> <caption>TABLE 18-1-B – CLASSIFICATION OF EXPANSIVE SOILS</caption> <thead> <tr> <th>EXPANSION INDEX</th> <th>POTENTIAL EXPANSION</th> </tr> </thead> <tbody> <tr> <td>0 – 20</td> <td>Very Low</td> </tr> <tr> <td>21 – 50</td> <td>Low</td> </tr> <tr> <td>51 – 90</td> <td>Medium</td> </tr> <tr> <td>91 – 130</td> <td>High</td> </tr> <tr> <td>Above 130</td> <td>Very High</td> </tr> </tbody> </table>					EXPANSION INDEX	POTENTIAL EXPANSION	0 – 20	Very Low	21 – 50	Low	51 – 90	Medium	91 – 130	High	Above 130	Very High
EXPANSION INDEX	POTENTIAL EXPANSION															
0 – 20	Very Low															
21 – 50	Low															
51 – 90	Medium															
91 – 130	High															
Above 130	Very High															
<p>The California Building Code (CBC) 2016, Volume 2, Chapter 18, Division 1 Section 1803.2 mandates that special foundation design consideration is employed if the soil expansion Index is 20 or greater in accordance with Table 18-1-B. The methodology and scope for a geotechnical investigation are described in UBC Section 1803 and require an assessment of various factors, such as slope stability, soil strength, adequacy of load-bearing soils, the presence of compressible or expansive soils, and the liquefaction potential. The required content of the geotechnical report includes recommendations for foundation type and design criteria. These recommendations can include foundation design provisions intended to mitigate the effects of expansive soils, liquefaction, and differential settlement. In general, mitigation can be accomplished by combining ground modification techniques (i.e., stone columns, reinforcing nails and anchors, deep soil mixing, etc.), selecting an appropriate foundation type and configuration, and using appropriate building/structural foundation systems. Section 1804.5 Excavation, Grading, and Fill require preparing a geotechnical report where a building will be constructed on compacted fill.</p>																
<p>The International Building Code (IBC) replaced earlier regional building codes (including the Uniform Building Code) in 2000 and established consistent construction guidelines for the nation. In 2006, the IBC was incorporated into the 2007 California Building Code (CBC) and currently applies to all structures being constructed in California. Therefore, the national model codes are incorporated by reference into</p>																

ISSUES & SUPPORTING INFORMATION SOURCES:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
the building codes of local municipalities. The CBC includes building design and construction criteria that consider the state's seismic conditions.				
Per the Geotechnical Engineering Report (Appendix E, page 14), “ <i>Laboratory test results indicate the on-site, near-surface clayey soils possess a “very low” expansion potential (See Figure A1) when tested in accordance with ASTM D4829. Based on the results of our work, we conclude that expansive soils will not be a factor in site development.</i> ”				
By adhering to state and local seismic and structural regulations (i.e., California Seismic Hazards Mapping Act, California Building Code, and Red Bluff Municipal Code), the impacts of expansive soils will be less than significant directly, indirectly, or cumulatively.				
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 wastewater?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Response:				
Not applicable as the City of Red Bluff provides sewer to the project area, and the project must connect to the sewer. No impact.				
f) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Response:				
As noted in the Tehama County General Plan March 2009, page 6.0-8, “ <i>Tehama County is located within the Great Valley Geomorphic province. The province includes that area known as the Great Central Valley of California and extends 400 miles north to south and 60 miles east to west. It is encompassed by the Coast Ranges (metamorphic), the Cascade Range (volcanic) and the Sierra Nevada (granitic and metamorphic).</i>				
<i>The majority of rocks and deposits found within the province are sedimentary. The age of these rocks and deposits range from Upper Jurassic to Recent.</i>				
<i>The Tehama Formation is a Plio-Pliestocene occurrence that is composed of fluvial sedimentary deposits of semi-consolidated pale-green, gray and tan sand, tuffaceous sand, silt, and clay. This material ranges in depth from 5-40 feet within the formation.</i>				
<i>The rocks of the Coast Ranges present in the area consist of oceanic crustal rocks that are somewhat similar lithologically to those of the Klamath Mountains but are Early Jurassic to Cretaceous in age. The Great Valley province includes a thick deposit of moderately deformed Jurassic and Cretaceous marine strata that consist of derital materials derived from uplifted basement rocks of the Klamath Mountains and the Sierra Nevada.”</i>				
Based on the geologic history of the County, the recommended mitigation measure MM PALEO-1 is recommended for all projects within the County. Therefore, the project will be less than significant with mitigation directly or indirectly to destroying a unique paleontological resource or site or unique geologic feature.				
MM PALEO-1: The Permittee/Owner shall notify the Planning Department immediately if any prehistoric, archaeological, or paleontological artifact is uncovered during construction. The contractor or Permittee/Owner shall ensure all construction stops, and an archaeologist that meets the Secretary of the Interior's Professional Qualifications Standards in prehistoric or historical archaeology shall be retained to evaluate the finds and recommend appropriate action. A meeting shall be convened between the Permittee/Owner, the project archaeologist, and the City Planning Department to discuss the find's significance.				
Sources:				

ISSUES & SUPPORTING INFORMATION SOURCES:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact		
<ol style="list-style-type: none"> 1. City of Red Bluff General Plan 2. Chapter 25 – Zoning 3. Chapter 5 – Construction Regulations 4. Tehama County General Plan, March 2009 5. California Department of Conservation EQ Zapp – California Earthquake Hazards Zone Application, accessed May 3, 2022 6. USGS Interactive Fault Map application, accessed May 3, 2022 7. Geotechnical Engineering Report, Palm Communities – Red Bluff, 321 S. Jackson Street, APN 033-13-028, Red Bluff, California, MPE No. 05694-01, prepared by Mid Pacific Engineering, Inc, October 20, 2021 (Appendix E) 						
VIII. GREENHOUSE GAS EMISSIONS – Would the project:						
a) Generate greenhouse gas emissions, either directly or indirectly that may have a significant impact on the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>		
Response:						
MD Acoustics, LLC prepared the Air Quality/Greenhouse Gas/Energy Impact Study (Appendix B) dated May 13, 2022. The Study indicates the project will not generate greenhouse gas emissions, directly or indirectly, significantly impacting the environment.						
Neither the CEQA statutes, Governor's Office of Planning and Research (OPR) guidelines, nor the draft proposed changes to the CEQA Guidelines prescribe thresholds of significance or a particular methodology for performing impact analysis. As with most environmental topics, significance criteria are left to the judgment and discretion of the Lead Agency.						
TCAPCD Threshold						
Air districts have traditionally provided guidance to local lead agencies on evaluating and addressing air pollution impacts from projects subject to the California Environmental Quality Act (CEQA). Recognizing the need for a common platform of information and tools to support decision-makers as they establish policies and programs for Greenhouse Gas (GHG) and CEQA, the California Air Pollution Control Officers Association (CAPCOA) has prepared a white paper reviewing policy choices, analytical tools, and mitigation strategies. This paper is intended to serve as a resource for public agencies as they establish agency procedures for reviewing GHG emissions from projects under CEQA. The white paper, CEQA and Climate Change can be downloaded at the following website: http://www.capcoa.org/ . To provide a threshold for CO ₂ and CO ₂ equivalents for purposes of CEQA analysis, TCAPCD has established a threshold of 900 metric tons per year, in accordance with the CAPCOA document.						
Construction Greenhouse Gas Emissions Impact						
The greenhouse gas emissions from project construction equipment and worker vehicles are shown in Table 11. The emissions are from all phases of construction. The total construction emissions amortized over a period of 30 years are estimated at 11.59 metric tons of CO ₂ e per year. Annual CalEEMod output calculations are provided in Appendix B of the Air Quality/Greenhouse Gas/Energy Impact Study (Appendix B).						
Table 11: Construction Greenhouse Gas Emissions						
Metric Tons Per Year						
Year	Bio-CO₂	NBio-CO₂	Total CO₂	CH₄	N₂O	CO₂e (MT)
2024	0	266.65	266.65	0.01	0.00	269.14
2025	0	77.78	77.78	0.01	0.00	78.48
Total	0.00	344.43	344.43	0.03	0.01	347.62
Annualized Construction Emissions						11.59
Notes:						
1. MTCO ₂ e=metric tons of carbon dioxide equivalents (includes carbon dioxide, methane, and nitrous oxide).						
2. The emissions are averaged over 30 years.						
* CalEEMod output (Appendix B of the Air Quality/Greenhouse Gas/Energy Impact Study (Appendix B))						

ISSUES & SUPPORTING INFORMATION SOURCES:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact																																																																		
Operational Greenhouse Gas Emissions Impact																																																																						
Operational emissions occur over the life of the project. The operational emissions for the project are 302.42 metric tons of CO ₂ e per year (see Table 12). Furthermore, as shown in Table 12, the project's total emissions (with the incorporation of construction-related GHG emissions) would be 420.12 metric tons of CO ₂ e per year. These emissions do not exceed the TCAPCD of 900 metric tons of CO ₂ e per year. Therefore, the project's GHG emissions are considered less than significant .																																																																						
Table 12: Unmitigated Project-Related Greenhouse Gas Emissions <table border="1"> <thead> <tr> <th>Category</th><th colspan="5">Greenhouse Gas Emissions (Metric Tons/Year)¹</th></tr> <tr> <th></th><th>Bio-CO₂</th><th>NonBio-CO₂</th><th>CO₂</th><th>CH₄</th><th>N₂O</th></tr> </thead> <tbody> <tr> <td>Area Sources²</td><td>0.00</td><td>0.74</td><td>0.74</td><td>0.00</td><td>0.00</td></tr> <tr> <td>Energy Usage³</td><td>0.00</td><td>61.76</td><td>61.76</td><td>0.00</td><td>0.00</td></tr> <tr> <td>Mobile Sources⁴</td><td>0.00</td><td>306.06</td><td>306.06</td><td>0.02</td><td>0.02</td></tr> <tr> <td>Solid Waste⁵</td><td>5.70</td><td>0.00</td><td>5.70</td><td>0.34</td><td>0.00</td></tr> <tr> <td>Water⁶</td><td>0.46</td><td>2.80</td><td>3.27</td><td>0.61</td><td>0.00</td></tr> <tr> <td>Construction⁷</td><td>0.00</td><td>11.48</td><td>11.48</td><td>0.00</td><td>0.00</td></tr> <tr> <td>Total Emissions</td><td>6.16</td><td>382.85</td><td>389.01</td><td>0.97</td><td>0.02</td></tr> <tr> <td>TCAPCD Threshold</td><td></td><td></td><td></td><td></td><td>900</td></tr> <tr> <td>Exceeds Threshold?</td><td></td><td></td><td></td><td></td><td>No</td></tr> </tbody> </table> <p>Notes:</p> <p>¹ Source: CalEEMod Version 2020.4.0</p> <p>² Area sources consist of GHG emissions from consumer products, architectural coatings, and landscape equipment.</p> <p>³ Energy usage consists of GHG emissions from electricity and natural gas usage.</p> <p>⁴ Mobile sources consist of GHG emissions from vehicles.</p> <p>⁵ Solid waste includes the CO₂ and CH₄ emissions created from the solid waste placed in landfills.</p> <p>⁶ Water includes GHG emissions from electricity used to transport water and process wastewater.</p> <p>⁷ Construction GHG emissions based on a 30-year amortization rate.</p>					Category	Greenhouse Gas Emissions (Metric Tons/Year) ¹						Bio-CO ₂	NonBio-CO ₂	CO ₂	CH ₄	N ₂ O	Area Sources ²	0.00	0.74	0.74	0.00	0.00	Energy Usage ³	0.00	61.76	61.76	0.00	0.00	Mobile Sources ⁴	0.00	306.06	306.06	0.02	0.02	Solid Waste ⁵	5.70	0.00	5.70	0.34	0.00	Water ⁶	0.46	2.80	3.27	0.61	0.00	Construction ⁷	0.00	11.48	11.48	0.00	0.00	Total Emissions	6.16	382.85	389.01	0.97	0.02	TCAPCD Threshold					900	Exceeds Threshold?					No
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b) Conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emission of greenhouse gases?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>																																																																		
Response:	MD Acoustics, LLC prepared the Air Quality/Greenhouse Gas/Energy Impact Study (Appendix B) dated May 13, 2022. The Study indicates the project will not conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emission of greenhouse gases.																																																																					
The proposed project would potentially conflict with any applicable plan, policy, or regulation of an agency adopted to reduce greenhouse gas emissions.																																																																						
The project's total net operational GHG emissions do not exceed the County's screening threshold of 900 MTCO ₂ e per year per the TCAPCD CEQA Planning & Permitting Handbook. Therefore, the project does not need to accrue points using the screening tables and is consistent with the GHG Plan, pursuant to Section 15183.5 of the State CEQA Guidelines. The proposed project will not result in substantial emissions of greenhouse gases and will not conflict with any County initiatives. Impacts are considered less than significant , and further analysis is not warranted.																																																																						
Sources:	<ol style="list-style-type: none"> 1. City of Red Bluff General Plan 2. Palm Villas at Red Bluff Air Quality/Greenhouse Gas/Energy Impact Study City of Red Bluff, CA, prepared by MD Acoustics, LLC, May 13, 2022 (Appendix B) 																																																																					
IX. HAZARDS AND HAZARDOUS MATERIALS – Would the project:																																																																						
a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>																																																																		
Response:																																																																						

ISSUES & SUPPORTING INFORMATION SOURCES:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Hazardous materials are highly regulated in California, including how they are transported, used, and stored. The development of a residential project will not result in the transport, use, or storage of massive quantities of hazardous materials. The City relies on the Fire Department's assistance and the County's Department of Environmental Health to regulate hazardous materials.				
The residents of the Project will store and use various chemicals for routine housekeeping and landscaping purposes. Comparable products will be required for the common recreation areas and general project maintenance. However, none of these chemicals will be used in sufficient quantities to threaten humans or the environment. Therefore, there will be no project-related impacts associated with the hazardous materials, directly, indirectly, or cumulatively.				
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Response:				
The project will not create hazards to the public through upset or accidents during the construction process; any hazardous materials will be handled, stored, and used in compliance with all federal, state, and City regulations. The project will create multi-family residences that store and use various chemicals for routine housekeeping and landscaping purposes. Comparable products will be required for the common recreation areas and general project maintenance. However, none of these chemicals will be used in sufficient quantities to threaten humans or the environment. Therefore, there will be no project-related impacts associated with the hazardous materials, directly, indirectly, or cumulatively.				
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Response:				
The Jackson Heights Elementary School (225 S. Jackson Street) is located approximately 990-feet from the closest point of the subject property or a little over a .19 of a mile. Any hazardous materials will be handled, stored, and used in compliance with all federal, state, and City regulations through the construction process. The project will create multi-family residences that store and use various chemicals for routine housekeeping and landscaping purposes. Comparable products will be required for the common recreation areas and general project maintenance. However, none of these chemicals will be used in sufficient quantities to threaten humans or the environment. The project will not emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste to cause danger to surrounding schools. Therefore, no impacts , directly, indirectly, or cumulatively to schools will occur.				
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Response:				
Per the Phase I Environmental Site Assessment prepared by SCS Engineers (Appendix F), the subject property is not located on a site included in a list that is compiled pursuant to Government Code Section 65962.3. The EnviroStor database did indicate that there are sites in the vicinity that may represent Recognized Environmental Conditions (RECs), Historical Recognized Environmental Conditions (HRECs), or de minimis conditions; however, the distance of these other sites from the subject site with respect to and the groundwater flow direction, the native soils, and regulatory status, none of the other sites are expected to affect the soil or groundwater quality at the subject site.				
Therefore, this project will have no impact , directly, indirectly, or cumulatively, on creating 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,	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

ISSUES & SUPPORTING INFORMATION SOURCES:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
within two miles of a public airport or public use airport, would the project result in a safety hazard or excessive noise for people residing or working in the project area?				
Response:				
The project is located outside Airport Land Use Plan (ALUP) area for the Red Bluff Airport. Therefore, the project site is outside the safety hazard and noise contours for the airport, and the project would have no impact on the people residing in the project.				
f) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Response:				
The project will have access off South Jackson Street. South Jackson Street is a City established street within the street system. The project will not alter the current circulation pattern in the project area. Emergency access will be unaffected by the project. The City does not have a published evacuation route plan. However, the Tehama County Multi-Jurisdictional Hazard Mitigation Plan 2018 Plan Update addresses the need for establishing evacuation procedures.				
A variance has been requested to permit 25-foot-wide drive aisles within the project. The drive aisles will accommodate fire apparatus and equipment, and all turning radii have been thoroughly reviewed and checked for these accommodations. The size of the parcel and requirements for setbacks and two access points limit the ability to provide 61 units and the required 30-foot-wide drive aisles. The project will include sprinklers and will meet requirements to ensure fire safety.				
Construction activities may temporarily restrict vehicular traffic. Temporary changes to the existing roadway network require the approval of the City of Red Bluff and notification to all emergency responders. Pursuant to MM HAZ-1 , the preparation of a construction management plan to the specifications and approval of the City of Red Bluff will ensure temporary traffic impacts from construction will maintain adequate access for emergency vehicles and evacuation procedures during construction.				
The project provides adequate access for emergency vehicles, including adequate street widths and vertical clearance on new streets. Implementing federal, state, and local laws and regulations in the project's construction will ensure a less than significant impact with mitigation on adopted emergency response or evacuation plans/procedures.				
MM HAZ-1: Prior to finalizing plans and specifications, a construction management plan (CMP) shall be prepared for the City of Red Bluff's approval by the Permittee/Owner and/or their construction contractor for any construction activities encroaching into the public right-of-way. The CMP shall include measures designed to reduce the impact of temporary construction traffic and any necessary lane closures. In addition, all truck traffic shall use the City's truck routes. Such measures may include, but are not limited to, providing early notification of closures to the Fire Department and Police Department, residents, and nearby businesses; the use of signage before and during construction activities that clearly delineates detour routes around lane closures; and flaggers to direct traffic in the vicinity of the closure.				
g) Expose people or structures, either directly or indirectly, to a significant risk of loss, injury, or death involving wildland fires?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Response:				
See also the responses under Section XX below for further information on wildfire impacts.				
The project is located in a sub-urbanized area of the City. The site is not located in a Fire Hazard Severity Zone, as noted in CalFire Fire Hazard Severity Zone. The project will build new residential buildings to				

ISSUES & SUPPORTING INFORMATION SOURCES:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
be built to the latest Building and Fire Codes. The project will have no impact on exposing people or structures, either directly or indirectly, to a significant risk of loss, injury, or death involving wildland fires.				
Sources:				
1. City of Red Bluff General Plan 2. Chapter 25 – Zoning 3. Chapter 5 – Construction Regulations 4. Tehama County General Plan , March 2009 5. Tehama County Multi-Jurisdictional Hazard Mitigation Plan 2018 Plan Update 6. Tehama County Airport Land Use Commission 7. CalFire FHSZ Viewer , accessed May 4, 2022 8. Phase I Environmental Site Assessment, 321 South Jackson Street, Red Bluff, California, Assessor's Parcel Number 033-130-028, prepared by SCS Engineers, October 12, 2021 (Appendix F)				
X. HYDROLOGY AND WATER QUALITY – Would the project:				
a) Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or groundwater quality?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Response:				
See responses in Section XVX below for further information on water and wastewater.				
National Pollutant Discharge Elimination System (NPDES)				
The project site is located in the Sacramento River watershed. <i>"The Sacramento River watershed encompasses more than 27,000 square miles, roughly 17 percent of the land area of California. The river itself, more than 400 miles long, stretches from snow-capped Mount Shasta through the fertile Sacramento Valley to the San Francisco Bay".</i> ¹⁰				
The National Pollutant Discharge Elimination System (NPDES) program is administered by the Environmental Protection Agency (U.S. EPA), which provides oversight in California to the Regional Water Quality Control Boards. The CWA established the NPDES permit system to regulate discharges to surface waters of the U.S. from municipal and industrial sources. The NPDES permit is required to identify limits on allowable concentrations and mass emissions of pollutants contained in discharges.				
The two basic types of NPDES permits issued are individual and general permits. An individual permit is a permit specifically tailored to an individual facility. Once a facility submits the appropriate application(s), the permitting authority develops a permit for that facility based on the information contained in the permit application (e.g., type of activity, nature of discharge, receiving water quality). The authority issues the permit to the facility for a specific time period (not to exceed five years) with a requirement that the facility reapply prior to the expiration date.				
The General Construction Permit requires that construction sites with 1.0 acre or greater of soil disturbance or less than 1.0 acre, but part of a greater common plan of development, apply for coverage for discharges under the General Construction Permit. By submitting a Notice of Intent (NOI) for coverage, developing a Stormwater Pollution Prevention Plan (SWPPP), and implementing Best Management Practices (BMPs) to address construction site pollutants, the General Construction permit requirements are met. Since the project is greater than one acre, these requirements are in place. The applicant shall abide by all the provisions outlined in the SWRCB NPDES general permit for construction activities. The Permittee/Owner will prepare a Storm Water Pollution Prevention Plan (SWPPP) with a Notice of Intent prior to grading permit issuance in compliance with the requirements of the NPDES.				

¹⁰ <https://www.regionalsan.com/sacramento-watershed>

ISSUES & SUPPORTING INFORMATION SOURCES:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Water Quality				
The stormwater runoff will be collected and detained on-site in an underground storm drain system to limit the post-development runoff to pre-development levels during storm events as required by the City. The project will incorporate post construction Best Management Practices (BMPs) to comply with state-mandated water quality standards. BMPs may include disconnected downspouts, vegetated swales, infiltration trenches, etc.				
Conclusion				
The project must comply with Sections 27.3-6 B (10) – Landscape Design Plan, 27.3-8 (5) – Grading Design Plan, and 27.3-15 – Stormwater Management of the City's Municipal Code, and the state General Construction Permit. Therefore, the project will be designed to comply with existing federal, state, and local water quality laws and regulations pertaining to water quality standards, ensuring a less than significant impact , directly, indirectly, or cumulatively, on water quality and discharge.				
b) Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Response:				
See responses in Section XVX below for further information on water.				
The City of Red Bluff 2015 Urban Water Management Plan (UWMP) Update, page 6-1, shows that the City currently utilizes local groundwater as its sole water supply source. The City extracts its water supply from the underlying Sacramento Valley Groundwater Basin and the Red Bluff subbasin via 13 active groundwater wells scattered throughout the water service area. The pumping capacities of the City's active wells currently range from approximately 300 to 2,500 gallons per minute (gpm).				
The project must comply with Sections 27.3-6 B (10) – Landscape Design Plan, 27.3-8 (5) – Grading Design Plan, and 27.3-15 – Stormwater Management of the City's Municipal Code, and the state General Construction Permit. Consequently, the project's development would not result in a net deficit in aquifer volume or a lowering of the groundwater table. The project will be designed to comply with existing federal, state, and local water quality laws and regulations related to groundwater. Therefore, the project will have a less than significant impact on groundwater supplies, directly, indirectly, or cumulatively.				
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Response:				
Project construction would be subject to local and state codes and erosion control and grading requirements. Because construction activities would disturb one or more acres, the project must adhere to the NPDES Construction General Permit provisions to prevent sediment from leaving the project site. Construction activities subject to this permit include clearing, grading, and other soil disturbances, such as stockpiling and excavating. The NPDES Construction General Permit requires implementing a Storm Water Pollution Prevent Plan (SWPPP), including temporary project construction features (i.e., BMPs) designed to prevent erosion and sediment, leaving the project site protecting the quality of stormwater runoff. Sediment-control BMPs may include stabilized construction entrances, straw wattles on earthen embankments, sediment filters on existing inlets, or the equivalent.				
Pursuant to NPDES regulations, the City will require that the project complies with existing Central Valley RWQCB and City stormwater controls, including compliance with NPDES construction and operation measures to prevent erosion siltation and transport of urban pollutants. In addition, the project is required to implement structural and non-structural Best Management Practices (BMPs) to retain and treat				

ISSUES & SUPPORTING INFORMATION SOURCES:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
pollutants of concern (in dry-weather runoff and first-flush stormwater runoff) and minimize hydrologic conditions of concern (HCOCs), both during and post-construction.				
The grading activities would be required to conform to the most current version of the California Building Code, the City Code, the approved grading plans, and good engineering practices. The project must also comply with TCAPCD Rule 4.04 (Nuisance) and Rule 4.24 (Fugitive Dust), as noted under the Air Quality Section 2.1.2 of the Air Quality/Greenhouse Gas/Energy Impact Study (Appendix B), which would reduce construction erosion impacts. Compliance with these federal, regional, and local requirements would reduce the potential for both on-site and off-site erosion effects to accepted levels during project construction.				
For project operation, ground surfaces would be stabilized by project structures, paving, and landscaping upon completion of construction activities. Therefore, impacts associated with soil erosion and the loss of topsoil would be less than significant .				
ii) Substantially increase the rate or amount of surface runoff in a manner that would result in flooding on- or off-site?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Response:				
In addition to response Section X c) i) above, the design and implementation of these facilities will be reviewed and approved by the City Engineer to assure compliance with all applicable local, state, and federal standards.				
Implementation of the required NPDES and BMPs requirements discussed above, and other applicable requirements will ensure that drainage and stormwater will not create or contribute water that would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff. Therefore, the project will have a less than significant impact , directly, indirectly, or cumulatively, on the rate or amount of surface runoff in a manner that would result in flooding on- or off-site.				
iii) Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Response:				
See Response Section X c) i) & ii above. Implementation of the required NPDES and BMPs requirements discussed above, and other applicable requirements will ensure that runoff water will not exceed the capacity of existing or planned stormwater drainage systems. These regulations will also ensure the project will not provide additional sources of polluted runoff. Therefore, the project will have a less than significant impact directly, indirectly, and cumulatively.				
iv) Impede or redirect flood flows?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Response:				
The stormwater runoff will be collected and detained on-site in an underground storm drain system to limit the post-development runoff to pre-development levels during storm events as required by the City. The project will incorporate post construction Best Management Practices (BMPs) to comply with state-mandated water quality standards. BMPs may include disconnected downspouts, vegetated swales, infiltration trenches, etc.				
As described throughout this Response X), the project will be required to comply with all applicable water quality standards. The project re-direction of on-site stormwater will be less than significant , directly, indirectly cumulatively.				
d) In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Response:				

ISSUES & SUPPORTING INFORMATION SOURCES:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
A seiche and tsunami are defined below. Since the project site is not located near a body of water or the ocean, the project is not subject to these hazards.				
A seiche is a temporary disturbance or oscillation in the water level of a lake or partially enclosed body of water, especially one caused by changes in atmospheric pressure.				
<u>Tsunami</u> is a long high sea wave caused by an earthquake, submarine landslide, or other disturbance.				
The project site is located within a minimal flood hazard zone (Zone X) as mapped by FEMA (FEMA Flood Insurance Rate Map No. 06103C0786H).				
The project location as well as compliance with existing federal, state, and local flood hazard laws and regulations pertaining to the project's design will ensure no impact on flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation, directly, indirectly, or cumulatively.				
e) Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Response:				
As described throughout this Section X of this review, the project is required to comply with Sections 27.3-6 B (10) – Landscape Design Plan, 27.3-8 (5) – Grading Design Plan, and 27.3-15 – Stormwater Management of the City's Municipal Code, BMPs, and the NPDES Construction General Permit. Therefore, the project will be designed to comply with existing federal, state, and local water quality laws and regulations pertaining to water quality standards, ensuring a less than significant impact , directly, indirectly, or cumulatively, on the water quality control and groundwater management plan.				
Sources:				
1. City of Red Bluff General Plan 2. Chapter 25 – Zoning 3. Chapter 5 – Construction Regulations 4. Sections 27.3-6 B (10) – Landscape Design Plan 5. Section 27.3-8 (5) – Grading Design Plan 6. Section 27.3-15 – Stormwater Management 7. City of Red Bluff 2015 Urban Water Management Plan (UWMP) Update 8. FEMA Flood Map Service Center: Search By Address website, accessed May 4, 2022				
XI. LAND USE AND PLANNING – Would the project:				
a) Physically divide an established community?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Response:				
The site is currently vacant, surrounded by multi-family residential uses to the north and east and single-family residential uses to the west across South Jackson Street. As part of the project, the applicant is requesting a change in the Zone of the subject property from R-1 – Single-Family Residential Districts and R-3 – Neighborhood Apartment Districts to R-4 – General Apartment Districts. The R-4 Zone classification can be applied in areas where single or multiple dwelling units within one or more buildings and small-scale professional offices may be appropriate and are designated "R-M" on the land use diagram of the City General Plan. Currently, the subject site is partially designated R-M on the City's General Plan. The applicant also requests a General Plan Amendment to place the entire property in the R-M General Plan designation.				
Under the General Plan, South Jackson Street is intended for multi-family development: " <i>Medium density housing is distributed with little pattern across the City. The existing Land Use Map indicates the largest of these complexes to be along south Sale Lane, east of the Sacramento River along Lakeside Drive and Gilmore Road, along the south bank of Reeds Creek near the Sacramento River (manufactured homes), and at many scattered locations along Walnut Street, <u>South Jackson St.</u>, along Luther and Kimball Roads, Delphinium Court, David Avenue and in the Franzel Road and Deborah Drive areas (City General Plan, page 16)</i> ".				

ISSUES & SUPPORTING INFORMATION SOURCES:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
An additional sixty-one (61) multi-family residential units will not divide an existing community but rather will expand an existing community. Therefore, less than significant impact either directly, indirectly, or cumulatively will occur on 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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Response:				
<p>The General Plan land use designation on the subject property is proposed to be changed from Residential – Low Density (R-L) and Residential – Medium Density (R-M) to Residential – Medium Density (R-M). The land use designation change is a General Plan Map Amendment.</p> <p>The Medium Density Residential supports 10.1 to 20 units per acre or 25-49 persons per acre at 2.47 persons per occupied household unit. Densities over ten units per acre comprise apartment or condominium developments on relatively large parcels (City General Plan, page 15).</p> <p>This designation is consistent with goals, policies, and regulations established in the General Plan and Zoning Code, including but not limited to the following:</p> <ul style="list-style-type: none"> Goal HD.1. Provide a sufficient number of affordable housing units to meet the needs of current Red Bluff residents, provide a fair share of the market area housing needs, and attempt to achieve the HCD Regional Housing Needs Allocation goal of 368 units for 2019-2024 planning period. Goal HD.2. Provide a variety of housing types by tenure and price in all residential areas, compatible with the character of the area. Policy HD.1. Continue to maintain a sufficient supply of land designated for residential development to meet the quantified housing need of 368 units for the 2019 to 2024 planning period. Policy HD.2. Seek to maintain a sufficient supply of land for medium and higher density housing, consistent with preservation of neighborhood character, environmental constraints, and other goals of this general plan. Policy HD.3. Recognize Red Bluff's housing needs (i.e., population growth needs, employment needs, and regional housing needs) when considering non-residential development proposals. Policy HD.4. Use the architectural review process to ensure higher density infill housing developments are sensitive to the character and appearance of their surroundings. Policy HD.6. Support plans and programs for well-designed lower income housing developments located in areas appropriate to the needs and desires of the constituent population and convenient to public transportation, shopping, recreation, and other community facilities. Policy HD.7. Make maximum use of public and private resources to help meet identified housing needs. Policy HD.8. Promote the use of density bonuses as established by AB 1866 (Gov. Code Section 65583.1, 65852.2, and 65915) to meet identified housing needs. Policy HD.9. To the degree feasible, balance employment opportunities with the provision of housing and promote housing types which meet the needs of the work force in Red Bluff. 				

In summary, the project is consistent with the City's General Plan. Therefore, a **less than significant impact** will occur directly, indirectly, or cumulatively, causing a significant environmental impact due to

ISSUES & SUPPORTING INFORMATION SOURCES:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a conflict with any land use plan, policy, or regulation adopted to avoid or mitigate an environmental effect.				
Sources:				
1. City of Red Bluff General Plan 2. Chapter 25 – Zoning				
XII. MINERAL RESOURCES – Would the project:				
a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Response:				
The California Department of Conservation Geologic Survey (CGS) website has found that the project area and the City are located in the following mineral classification.				
<i>Mineral Land Classification of Concrete-Grade Aggregate Resources in Tehama County, California</i>				
The City's General Plan acknowledges, "There were four permits granted in the Red Bluff Planning Area for mineral extraction. The four extraction sites were located along four creeks; Red Bank Creek, Reed's Creek, Dibble Creek, and Blue Tent Creek (Brewer 1992). The operation of Red Bank Creek has been abandoned. The Reed's Creek, Dibble Creek, and Blue Tent Creek operations are currently active, although do not operate on a year-round basis. The site on Reed's Creek is owned by Sale Truck Repair. The Dibble Creek Site is owned by Al-Bon Corporation. The Blue Tent Creek site is owned by Elmer Heightman, and extraction is minimal and intermittent at best," page 41, Natural Resources Element.				
The noted locations are not the subject site or near the subject site. The project site occurs in an urban setting and is unsuitable for mineral resource land uses, and there are no oil wells on or near the project site. The project will have no impact , directly, indirectly, or cumulatively on mineral resources.				
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Response:				
Response XII) a) above noted that the project site is not delineated on a local general plan, specific plan, or other land-use plans for mineral resources. Therefore, the project will have no impact , directly, indirectly, or cumulatively on the availability of important mineral resources.				
Sources:				
1. City of Red Bluff General Plan 2. Chapter 25 – Zoning 3. California Department of Conservation California Geologic Survey CGS Information Warehouse: Mineral Land Classification , accessed May 6, 2022				
XIII. NOISE – Would the project result in:				
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?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Response:				
MD Acoustics, LLC prepared the Noise Impact Study (Appendix G) dated April 19, 2022, quoted below, to analyze the project's noise impact and found the project's noise impact on the surrounding environment to be less than significant with mitigation.				

Study Method and Procedure

The following section describes the noise modeling procedures and assumptions used for the Noise assessment.

Noise Regulations

The City of Red Bluff does not have noise regulations or standards regarding traffic noise and stationary equipment. Therefore, the County of Tehama noise regulations Municipal Code Chapter 9 measure N-2.4a for construction activities and the General Plan Policy N-3.1 for interior and exterior noise level standards for uses affected by traffic were applied to this project (pages 11 – 14, Noise Impact Study (Appendix G)).

Noise Measurement Procedure and Criteria

Noise measurements are taken to determine the existing noise levels. A noise receiver or receptor is any location in the noise analysis in which noise might produce an impact. The following criteria are used to select measurement locations and receptors:

- Locations expected to receive the highest noise impacts, such as the first row of houses
- Locations that are acoustically representative and equivalent to the area of concern
- Human land usage
- Sites clear of major obstruction and contamination

MD conducted the sound level measurements in accordance with the City of Red Bluff and Caltrans (TeNS) technical noise specifications. All measurement equipment meets American National Standards Institute (ANSI) specifications for sound level meters (S1.4-1983 identified in Chapter 19.68.020.AA). The following gives a brief description of the Caltrans Technical Noise Supplement procedures for sound level measurements:

- Microphones for sound level meters were placed 5-feet above the ground for all measurements
- Sound level meters were calibrated (Larson Davis CAL 200) before and after each measurement
- Following the calibration of equipment, a windscreens was placed over the microphone
- Frequency weighting was set on "A" and slow response
- Results of the long-term noise measurements were recorded on field data sheets
- During any short-term noise measurements, any noise contaminations such as barking dogs, local traffic, lawnmowers, or aircraft fly-overs were noted
- Temperature and sky conditions were observed and documented

Noise Measurement Locations

Noise monitoring locations were selected based on the nearest sensitive receptors relative to the proposed onsite noise sources. One (1) long-term 24-hour noise measurement was conducted at or near the project site and is illustrated in Exhibit E. Appendix A of the Noise Study (Appendix G) includes photos, field sheets, and measured noise data.

ISSUES & SUPPORTING INFORMATION SOURCES:

Potentially Significant Impact

Less Than Significant with Mitigation Incorporated

Less Than Significant Impact

No Impact



Stationary Noise Modeling

SoundPLAN (SP) acoustical modeling software was utilized to model future worst-case stationary noise impacts on the adjacent land uses. SP can evaluate multiple stationary noise source impacts at various receiver locations. SP's software utilizes algorithms (based on the inverse square law and reference equipment noise level data) to calculate noise level projections. The software allows users to input specific noise sources, spectral content, sound barriers, building placement, topography, and sensitive receptor locations.

The future worst-case noise level projections were modeled using default SoundPlan sound level data for the 87 on-site sources (Parking) of 1 car per hour. Input and output calculations are provided in Appendix C of the Noise Study (Appendix G).

FHWA Traffic Noise Prediction Model/SoundPlan

Traffic noise from vehicular traffic was projected using a computer program replicating the FHWA Traffic Noise Prediction Model (FHWA-RD-77-108). The FHWA model arrives at the predicted noise level through a series of adjustments to the Reference Energy Mean Emission Level (REME). Roadway volumes and percentages correspond to the project's traffic impact study prepared by TJW Engineering (Appendix H) and roadway classification. The referenced traffic data was applied to the model and is in Appendix D of the Noise Study (Appendix G). The following outlines the key adjustments made to the REME for the roadway inputs:

- Roadway classification – (e.g., freeway, major arterial, arterial, secondary, collector, etc.),
- Roadway Active Width – (distance between the center of the outermost travel lanes on each side of the roadway)
- Average Daily Traffic Volumes (ADT), Travel Speeds, Percentages of automobiles, medium trucks, and heavy trucks
- Roadway grade and angle of view
- Site Conditions (e.g., soft vs. hard)
- Percentage of total ADT, which flows each hour throughout 24 hours

ISSUES & SUPPORTING INFORMATION SOURCES:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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Table 1 indicates the roadway parameters and vehicle distribution utilized for this study.

Table 1: Roadway Parameters and Vehicle Distribution					
Roadway	Segment	Existing ADT	Existing + Project ADT	Speed (MPH)	Site Conditions
Jackson St.	Lay Ave to Reed Ave	9,586	9,879	35	Soft
Harbor Blvd Vehicle Distribution and Mix					
Motor-Vehicle Type	Daytime % (7 AM to 7 PM)	Evening % (7 PM to 10 PM)	Night % (10 PM to 7 AM)	Total % of Traffic Flow	
Automobiles	75.5	14.0	10.4	92.00	
Medium Trucks	48.0	2.0	50.0	3.00	
Heavy Trucks	48.0	2.0	50.0	5.00	

Notes:
1 Per the Traffic Impact Analysis (Appendix H).

The following outlines key adjustments to the REMEL for project site parameter inputs:

- Vertical and horizontal distances (Sensitive receptor distance from noise source)
- Noise barrier vertical and horizontal distances (Noise barrier distance from sound source and receptor).
- Traffic noise source spectra
- Topography

MD projected the traffic noise levels to the on-site receptors. The project noise calculation worksheet outputs are located in Appendix D of the Noise Study (Appendix G).

FHWA Roadway Construction Noise Model

The construction noise analysis utilizes the Federal Highway Administration (FHWA) Roadway Construction Noise Model (RNCM), together with several key construction parameters. Key inputs include distance to the sensitive receiver, equipment usage, percentage usage factor, and baseline parameters for the project site.

The project was analyzed based on the different construction phases. Construction noise is expected to be loudest during the grading, concrete, and building phases of construction. The construction noise calculation output worksheet is located in Appendix D of the Noise Study (Appendix G). The following assumptions relevant to short-term construction noise impacts were used:

- It is estimated that construction will occur over 15 months. Construction noise is expected to be the loudest during the grading, concrete, and building phases.

Existing Noise Environment

A twenty-four-hour (24) ambient noise measurement was conducted at the project site. Noise measurements were taken to determine the existing ambient noise levels. Noise data indicates that traffic along South Jackson Street is the primary source of noise impacting the site and the surrounding area. The ambient data confirms that the existing noise levels exceed the County's noise ordinance for residential uses (58.6 dBA Leq). Therefore, this assessment will utilize the ambient noise data in addition to the limits outlined in the noise ordinance as a basis and compare levels to said data.

Long-Term Noise Measurement Results

The results of the long-term noise data are presented in Table 2.

ISSUES & SUPPORTING INFORMATION SOURCES:				Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact						
Table 2: Long-Term Noise Measurement Data¹													
Date	Time	1-Hour dB(A)											
		L _{EQ}	L _{MAX}	L _{MIN}	L ₂	L ₈	L ₂₅						
3/3/2022	7AM-8AM	72.1	87.8	51.7	76.8	74.8	72.7						
3/3/2022	8AM-9AM	70.2	85.9	49.8	74.9	72.9	70.8						
3/3/2022	9AM-10AM	69.2	84.9	48.8	73.9	71.9	69.8						
3/3/2022	10AM-11AM	69.1	84.8	48.7	73.8	71.8	69.7						
3/3/2022	11AM-12PM	69.3	85.0	48.9	74.0	72.0	69.9						
3/3/2022	12PM-1PM	69.4	85.1	49.0	74.1	72.1	70.0						
3/3/2022	1PM-2PM	69.5	85.2	49.1	74.2	72.2	70.1						
3/3/2022	2PM-3PM	69.8	85.5	49.4	74.5	72.5	70.4						
3/3/2022	3PM-4PM	70.9	86.6	50.5	75.6	73.6	71.5						
3/3/2022	4PM-5PM	72.5	88.2	52.1	77.2	75.2	73.1						
3/3/2022	5PM-6PM	72.1	87.8	51.7	76.8	74.8	72.7						
3/3/2022	6PM-7PM	70.4	86.1	50.0	75.1	73.1	71.0						
3/3/2022	7PM-8PM	69.0	84.7	48.6	73.7	71.7	69.6						
3/3/2022	8PM-9PM	67.9	83.6	47.5	72.6	70.6	68.5						
3/3/2022	9PM-10PM	67.2	82.9	46.8	71.9	69.9	67.8						
3/3/2022	10PM-11PM	66.2	81.9	45.8	70.9	68.9	66.8						
3/3/2022	11PM-12AM	65.6	81.3	45.2	70.3	68.3	66.2						
3/4/2022	12AM-1AM	64.1	79.8	43.7	68.8	66.8	64.7						
3/4/2022	1AM-2AM	61.6	77.3	41.2	66.3	64.3	62.2						
3/4/2022	2AM-3AM	60.4	76.1	40.0	65.1	63.1	61.0						
3/4/2022	3AM-4AM	58.6	74.3	38.2	63.3	61.3	59.2						
3/4/2022	4AM-5AM	59.6	75.3	39.2	64.3	62.3	60.2						
3/4/2022	5AM-6AM	63.4	79.1	43.0	68.1	66.1	64.0						
3/4/2022	6AM-7AM	69.8	85.5	49.4	74.5	72.5	70.4						
Ldn		69.7											
Notes:													
1. Long-term noise monitoring location (LT1) is illustrated in Exhibit E.													
2. The quietest nighttime hour is highlighted in blue.													

Noise data indicates the ambient noise level ranges between 58.6 dBA Leq to 72.5 dBA Leq over the entire 24-hour monitoring period. The measured Ldn is 69.7 dBA. Additional field notes and photographs are provided in Appendix A of the Noise Study (Appendix G).

For this evaluation, MD has utilized the quietest hourly level and has compared the project's projected noise levels to the quietest hourly ambient. The quietest (lowest) relevant hourly level occurred from 3 AM to 4 AM (58.6 dBA, Leq(h)).

Future Noise Environment Impacts and Mitigation

This assessment analyzes future noise impacts as a result of the project. The analysis details the estimated exterior/interior noise levels.

Future Exterior Noise

The following analysis outlines the exterior noise levels associated with the proposed project.

Noise Impacts on Off-Site Receptors Due to Stationary Sources

Sensitive receptors that may be affected by project noise include existing multi-family residences to the north and east. The worst-case stationary noise was modeled using SoundPLAN acoustical modeling software. Worst-case assumes the parking spaces will all have one car movement every hour.

A total of four (4) receptors were modeled to evaluate the proposed project's impact. A yellow dot denotes a receptor. All yellow dots represent a sensitive receptor, such as a sensitive outdoor area (courtyard, patio, backyard, etc.). Receptors 1 through 4 represent the nearest property lines.

ISSUES & SUPPORTING INFORMATION SOURCES:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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This study compares the project's operational noise levels to two (2) different noise assessment scenarios: 1) "Project Only" operational noise level projections and 2) "Project plus ambient" noise level projections.

Project Operational Noise Levels

Exhibit F shows the "project only" project noise levels at the property lines and/or sensitive receptor area. Operational noise levels at the adjacent uses are anticipated to range between 31 dBA to 45 dBA Leq. The "project only" noise projections to the adjacent uses are below the County's 45 dBA nighttime residential noise limit, as outlined within the County's noise ordinance (see Section 4.1 of the Noise Study (Appendix G)).

Project Plus Ambient Operational Noise Levels

Table 3 demonstrates the "project plus the ambient" (quietest measured hourly average level) noise levels. "Project plus ambient" noise level projections are anticipated to reach 59 dBA Leq at receptors (R1 – R4). The "project plus ambient" noise projections to the adjacent uses are above the County's 45 dBA residential limit as outlined within the County's noise ordinance (see Section 4.1 of the Noise Study (Appendix G)).

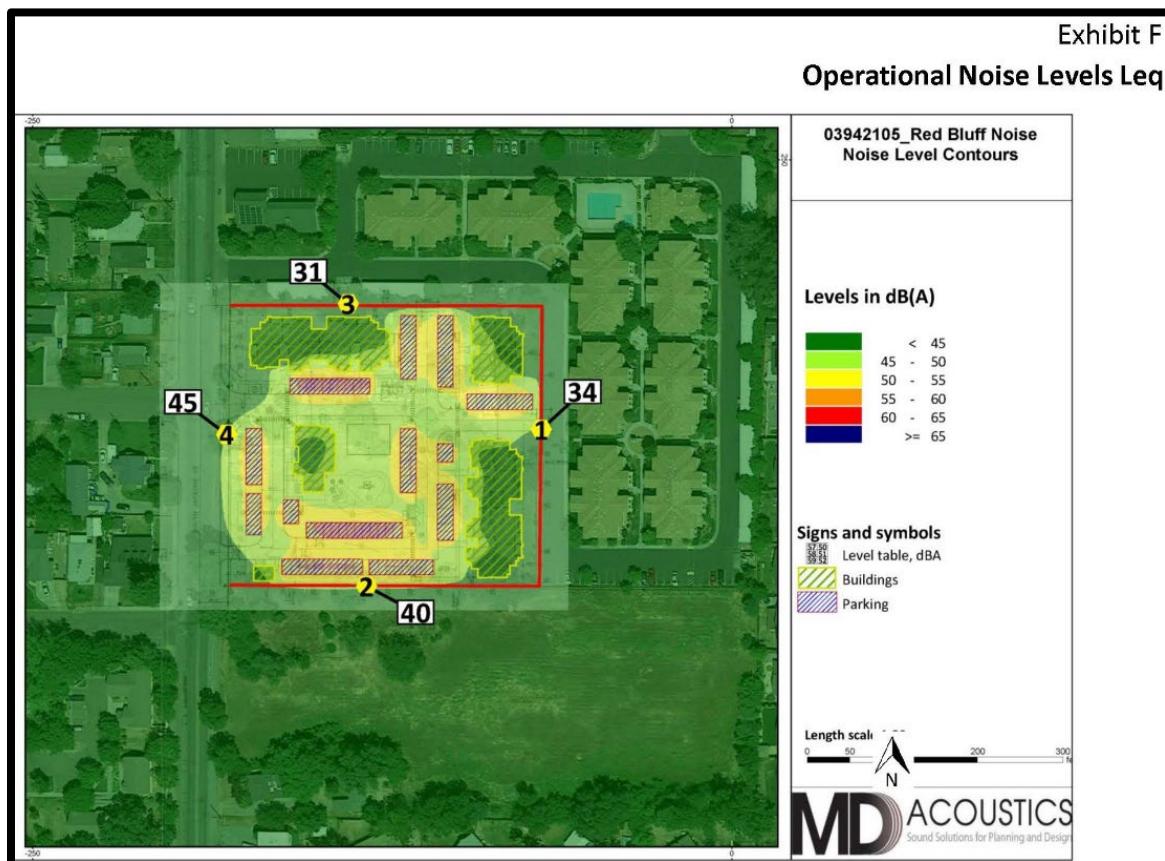


Table 3: Worst-case Predicted Operational Leq (dBA) Noise Level¹

Receptor ¹	Floor	Existing Ambient Noise Level (dBA, Leq) ²	Project Noise Level (dBA, Leq) ³	Total Combined Noise Level (dBA, Leq)	Nighttime (10PM - 7AM) Stationary Noise Limit (dBA, Leq)	Change in Noise Level as Result of Project
1	1	59	31	59	45	0
2	1		40	59		0
3	1		34	59		0
4	1		45	59		0

ISSUES & SUPPORTING INFORMATION SOURCES:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact										
Notes:														
1. Receptors 1 thru 4 represent the nearest property lines.														
3. See Exhibit G for the operational noise level projections at said receptors.														
<p>The existing ambient condition exceeds the County's 45 dBA limit (during the quietest nighttime measured hour). Therefore, the project was compared to the quietest existing condition for comparative purposes to the quietest measured hourly interval (3 AM to 4 AM) to show the change in noise level resulting from the proposed project. As shown in Table 4, the project will increase the worst-case noise level by approximately 0 dBA Leq at receptors (R1 – R4). It takes a change of 3 dBA to hear a noticeable difference. The increase in noise level is below the typical noticeable difference in the change of noise levels. Table 4 provides the characteristics associated with changes in noise levels.</p>														
<table border="1"> <caption>Table 4: Change in Noise Level Characteristics¹</caption> <thead> <tr> <th>Changes in Intensity Level, dBA</th><th>Changes in Apparent Loudness</th></tr> </thead> <tbody> <tr> <td>1</td><td>Not perceptible</td></tr> <tr> <td>3</td><td>Just perceptible</td></tr> <tr> <td>5</td><td>Clearly noticeable</td></tr> <tr> <td>10</td><td>Twice (or half) as loud</td></tr> </tbody> </table> <p>https://www.fhwa.dot.gov/environment/noise/regulations_and_guidance/polguide/polguide02.cfm</p>					Changes in Intensity Level, dBA	Changes in Apparent Loudness	1	Not perceptible	3	Just perceptible	5	Clearly noticeable	10	Twice (or half) as loud
Changes in Intensity Level, dBA	Changes in Apparent Loudness													
1	Not perceptible													
3	Just perceptible													
5	Clearly noticeable													
10	Twice (or half) as loud													
<p>The change in noise level at the residences would fall within the "Not Perceptible" acoustic characteristic.</p>														
<h4><u>Noise Impacts to On/Off-Site Receptors Due to Traffic</u></h4> <p>A worst-case project-generated traffic noise level was modeled utilizing the FHWA Traffic Noise Prediction Model - FHWA-RD-77-108. Traffic noise levels were calculated 50 feet from the centerline of the analyzed roadway. The modeling is theoretical and does not consider any existing barriers, structures, and/or topographical features that may further reduce noise levels. Therefore, the levels are shown for comparative purposes only to show the difference with and without project conditions. In addition, the noise contours for 60, 65, and 70 dBA CNEL were calculated. The potential off-site noise impacts caused by an increase in traffic from the operation of the proposed project on the nearby roadways were calculated for the following scenarios:</p>														
<p><u>Existing Year (without Project):</u> This scenario refers to existing year traffic noise conditions.</p>														
<p><u>Existing Year (Plus Project):</u> This scenario refers to existing year + project traffic noise conditions.</p>														
<p>Table 5 compares the without and with project scenario and shows the change in traffic noise levels as a result of the proposed project. It takes a change of 3 dB or more to hear a perceptible difference. As demonstrated in Table 7, the project is anticipated to change the noise 0.2 dBA Ldn.</p>														
<p>Traffic noise from the local roadway network was evaluated and compared to the County's noise ordinance. Per the County's Noise Ordinance (Table 9.6, General Plan, Noise Element), residential noise limit from traffic is 60 dBA Ldn at recreational areas and 45 dBA Ldn Interior. As shown in Table 5, Existing Plus Project traffic measured 56.9 dBA Ldn at the recreational area.</p>														
<p>Although there is a nominal increase along the roadways, the proposed increase would still be below the 60 dBA Ldn at the on-site recreational area.</p>														

ISSUES & SUPPORTING INFORMATION SOURCES:			Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Table 5: Existing Scenario - Noise Levels Along Roadways (dBA CNEL)						
Existing Without Project Exterior Noise Levels						
Roadway	Segment	CNEL at 146 Ft (dBA)	Distance to Contour (Ft)			
Jackson St	Lay Ave to Reed Ave	56.7	18	38	82	177
Existing With Project Exterior Noise Levels						
Roadway	Segment	CNEL at 146 Ft (dBA)	Distance to Contour (Ft)			
Jackson St	Lay Ave to Reed Ave	56.9	18	39	84	180
Change in Existing Noise Levels as a Result of Project						
Roadway ¹	Segment	CNEL at 50 Feet dBA ²				
Jackson St	Lay Ave to Reed Ave	56.7	56.9	0.2	No	
Notes: ¹ Exterior noise levels calculated at 5 feet above ground level. ² Noise levels calculated from the centerline of the subject roadway. ³ Noise level projected 146 feet from centerline.						
Future Interior Noise						
The project will require at least 18 dB of noise attenuation to meet the County's interior noise standard of 45 Ldn. Table 6 presents the project plus the existing noise level at the nearest façade (Building B) and the required glass STC ratings to achieve an interior level of 45 dBA DNL.						
Table 6: Projected Exterior and Interior Noise Levels						
Location	Roadway Noise Source	Noise Level at Building Façade ¹	Interior Noise Reduction Required to Meet Interior Noise Standard of 45 dBA DNL	Interior Noise Level w/ Typical Residential Windows (STC≥ 25)		STC Rating for Windows Facing Subject Roadway ⁴
				Window Open ²	Windows Closed ³	
Facades facing Jackson St	Jackson St	63	18	51	43	23
Notes: ¹ . Noise level from FHWA Noise Projection Model. ² . A minimum of 12 dBA noise reduction is assumed with a "windows open" condition. ³ . A minimum of 20 dBA noise reduction is assumed with a "windows closed" condition. ⁴ . Indicates the required STC rating to meet the interior noise standard.						
Projected existing plus project noise levels at the nearest façade (Building B) are anticipated to measure 63 dBA Ldn. Typical building construction would provide a 20 dBA noise reduction with a "windows closed" condition. Standard windows provide an STC 25 rating that meets or exceeds the needed STC rating. Therefore, interior noise levels are anticipated to measure 43 dBA, which does not exceed the 45 dBA Ldn noise limit.						

Construction Noise Impacts

The degree of construction noise may vary for different project site areas and vary depending on the construction activities. Noise levels associated with the construction will vary with the different construction phases.

Construction Noise

The Environmental Protection Agency (EPA) has compiled data regarding noise-generated characteristics of typical construction activities. The data is presented in Table 7.

Table 7: Typical Construction Equipment Noise Levels ¹	
Type	Lmax (dBA) at 50 Feet
Backhoe	80
Truck	88
Concrete Mixer	85
Pneumatic Tool	85
Pump	76
Saw, Electric	76
Air Compressor	81
Generator	81
Paver	89
Roller	74

Notes:
¹ Referenced Noise Levels from the FTA noise and vibration manual.

Typical operating cycles for these types of construction equipment may involve one or two minutes of full power operation followed by three to four minutes at lower power settings. Noise levels will be the loudest during the grading phase. During grading, a likely worst-case construction noise scenario assumes using a grader, a dozer, an excavator, and a backhoe operating at 50 feet from the nearest sensitive receptor.

Assuming a usage factor of 40 percent for each piece of equipment, unmitigated noise levels at 212 feet have the potential to reach 70 dBA Leq at the nearest sensitive receptors. Noise levels for the other construction phases would be lower and range between 68 - 69 dBA.

Construction noise is considered a short-term impact and would be considered significant if construction activities are taken outside the allowable times as described in the County's Municipal Code (Chapter 9 measure N-2.4a). Construction noise will have a temporary or periodic increase in the ambient noise level above the existing within the project vicinity. Furthermore, noise reduction measures are provided to reduce construction noise further. The impact is considered **less than significant with mitigation**.

- MM NOI-1:** The Contractor shall ensure that construction shall occur during the permissible hours of 7:00 a.m. to 10:00 p.m. as defined in Chapter 9 measure N-2.4a of the County of Tehama Municipal Code. The Planning and Building Departments shall verify through inspections and upon complaints.
- MM NOI-2:** The Contractor shall ensure that all construction equipment is equipped with appropriate noise attenuating devices during construction. The Planning and Building Departments shall verify through inspections and upon complaints.
- MM NOI-3:** The Contractor shall locate equipment staging areas to create the greatest distance between construction-related noise/vibration sources and sensitive receptors nearest the project site during all project construction. The Planning and Building Departments shall verify through inspections and upon complaints.
- MM NOI-4:** The Contractor shall ensure that idling equipment is turned off when not in use. The Planning and Building Departments shall verify through inspections and upon complaints.

ISSUES & SUPPORTING INFORMATION SOURCES:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact		
MM NOI-5: The Contractor shall ensure the equipment is maintained so that vehicles and their loads are secured from rattling and banging. The Planning and Building Departments shall verify through inspections and upon complaints.						
b) Generation of excessive groundborne vibration or groundborne noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>		
Response:						
MD Acoustics, LLC prepared the Noise Impact Study (Appendix P) dated April 19, 2022, quoted below, to analyze the project's noise impact and found the project's noise impact on the surrounding environment to be less than significant.						
Construction activities can produce vibration that may be felt by adjacent land uses. The proposed project's construction would not require equipment such as pile drivers, which are known to generate substantial construction vibration levels. The primary vibration source during construction may be from a bulldozer. A large bulldozer has a vibration impact of 0.089 inches per second peak particle velocity (PPV) at 25 feet which is perceptible but below any risk of architectural damage.						
The fundamental equation used to calculate vibration propagation through average soil conditions and distance is as follows:						
$\text{PPV}_{\text{equipment}} = \text{PPV}_{\text{ref}} (100/D_{\text{rec}})^n$ Where: PPV_{ref} = reference PPV at 100ft. D_{rec} = distance from equipment to receiver in ft. $n = 1.1$ (the value related to the attenuation rate through ground)						
The thresholds from the Caltrans Transportation and Construction Induced Vibration Guidance Manual in Table 8 (below) provide general thresholds and guidelines for the vibration damage potential from vibratory impacts.						
Table 8: Guideline Vibration Damage Potential Threshold Criteria						
Structure and Condition	Maximum PPV (in/sec)					
	Transient Sources	Continuous/Frequent Intermittent Sources				
Extremely fragile historic buildings, ruins, ancient monuments	0.12	0.08				
Fragile buildings	0.2	0.1				
Historic and some old buildings	0.5	0.25				
Older residential structures	0.5	0.3				
New residential structures	1.0	0.5				
Modern industrial/commercial buildings	2.0	0.5				
Source: Table 19, Transportation and Construction Vibration Guidance Manual, Caltrans, Sept. 2013. Note: Transient sources create a single isolated vibration event, such as blasting or drop balls. Continuous/frequent intermittent sources include impact pile drivers, pogo-stick compactors, crack-and-seat equipment, vibratory pile drivers, and vibratory compaction equipment.						
Table 9 gives approximate vibration levels for particular construction activities. This data provides a reasonable estimate for a wide range of soil conditions.						

ISSUES & SUPPORTING INFORMATION SOURCES:

Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Table 9: Vibration Source Levels for Construction Equipment¹			
Equipment	Peak Particle Velocity (inches/second) at 25 feet	Approximate Vibration Level LV (dVB) at 25 feet	
Pile driver (impact)	1.518 (upper range) 0.644 (typical)	112 104	
Pile driver (sonic)	0.734 upper range 0.170 typical	105 93	
Clam shovel drop (slurry wall)	0.202	94	
Hydromill (slurry wall)	0.008 in soil 0.017 in rock	66 75	
Vibratory Roller	0.21	94	
Hoe Ram	0.089	87	
Large bulldozer	0.089	87	
Caisson drill	0.089	87	
Loaded trucks	0.076	86	
Jackhammer	0.035	79	
Small bulldozer	0.003	58	

¹ Source: Transit Noise and Vibration Impact Assessment, Federal Transit Administration, May 2006.

At a distance of 35 feet (distance residential structure from the property line), a large bulldozer would yield a worst-case 0.055 PPV (in/sec) which may be perceptible for short periods during grading along the eastern property line of the project site, but is below any threshold of damage. The impact is **less than significant**, and no mitigation is required.

- 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?
- | | | | | |
|--|--------------------------|--------------------------|--------------------------|-------------------------------------|
| | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
|--|--------------------------|--------------------------|--------------------------|-------------------------------------|

Response:

The project is located outside Airport Land Use Plan (ALUP) area for the Red Bluff Airport. Therefore, the project site is outside the safety hazard and noise contours for the airport, and the project would have **no impact** on the people residing in the project.

Sources:

1. City of Red Bluff [General Plan](#)
2. Chapter 25 – [Zoning](#)
3. [Tehama County Airport Land Use Commission](#)
4. Red Bluff Apartments Noise Impact Study City of Red Bluff, CA, prepared by MD Acoustics LLC, April 19, 2022 (Appendix G)

XIV. POPULATION AND HOUSING – Would the project:

- a) Induce substantial unplanned population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of road or other infrastructure)?
- | | | | | |
|--|--------------------------|--------------------------|-------------------------------------|--------------------------|
| | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
|--|--------------------------|--------------------------|-------------------------------------|--------------------------|

Response:

The General Plan land use designation on the subject property is proposed to be changed from Residential – Low Density (R-L) and Residential – Medium Density (R-M) to Residential – Medium Density (R-M). The land use designation change is a General Plan Map Amendment.

The Medium Density Residential supports 10.1 to 20 units per acre or 25-49 persons per acre at 2.47 persons per occupied household unit. Densities over ten units per acre comprise apartment or condominium developments on relatively large parcels (City General Plan, page 15).

ISSUES & SUPPORTING INFORMATION SOURCES:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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The project is infill development and, as proposed, will help to accommodate growth but will not induce it. The development of the site will result in residential buildings. The project site is located on existing streets, and utilities and public facilities are all available in the immediate area. No new road or utility infrastructure is required. Therefore, project-related impacts are expected to be **less than significant**, directly, indirectly, or cumulatively.

- b) Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?

Response:

The project site is vacant. The project will not displace any persons or require the construction of replacement housing. Therefore, **no impact** on housing will occur directly, indirectly, or cumulatively.

Sources:

1. City of Red Bluff [General Plan](#)
2. Chapter 25 – [Zoning](#)

XV. PUBLIC SERVICES – Would the project:

- a) Result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services?

- i) Fire protection?

Response:

The City of Red Bluff Fire Department (RBFD) provides general fire services for the City of Red Bluff. The Department has one (1) fire station at 555 Washington Street and the following resources.

City of Red Bluff Fire Resources	
Number of Administrative Staff Personnel	3 40-hour workweek
Number of Career Personnel	15 56-hour workweek 2/4 schedule
Typical Daily Staffing	Engine - 3 personnel Truck - 2 personnel
Apparatus	3 engines 1 ladder truck 2 rescue/squads 1 OES engine
http://www.rbfd.org/	

The new development will be subject to review and approval by the RBFD to ensure that safety and fire prevention measures are incorporated into the project. The project would be designed and constructed consistent with applicable codes and standards for access and fire suppression infrastructure.

The City requires the payment of the Development Impact Fee (DIF), which includes fire facilities to fund capital costs associated with acquiring land for new fire stations, constructing new fire stations, purchasing new fire equipment, and providing additional staff as needed to serve the City. The Building Division collects the DIF from the Permittee/Owner at the request for occupancy. With the project design consistent with the City's Municipal Code, the project will have a **less than significant impact** on fire services, directly, indirectly, or cumulatively.

- ii) Police protection?

Response:

Police services are provided by the City of Red Bluff Police Department (RBPD) at 555 Washington. The City is divided into (5) areas of responsibility, overseen by a Patrol Sergeant.

The new development will be subject to review and approval by the RBPD to ensure that safety and police prevention measures are incorporated into the project.

ISSUES & SUPPORTING INFORMATION SOURCES:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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The City requires the payment of the Development Impact Fee (DIF), which includes police facilities to fund capital costs associated with acquiring land for new police stations, constructing new police stations, purchasing new police equipment, and providing additional staff as needed to serve the City. The Building Division collects the DIF from the Permittee/Owner at the request for occupancy. With the project design consistent with the City's Municipal Code, the project will have a **less than significant impact** on police services, directly, indirectly, or cumulatively.

iii) Schools?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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Response:

The project site is located in the Red Bluff Union Elementary School District (RBUESD). The project is required to pay the state-mandated school fees in place when development occurs. These fees are designed to mitigate impacts on schools by providing funds to construct new facilities. By implementing all regulations and City and School District policies for development projects, the project will have a **less than significant** impact on schools, directly, indirectly, and cumulatively.

iv) Parks?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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Response:

The closest parks to the site are both approximately four miles away. Trainor Park to the south and Red Bluff River Park to the northeast. The project will increase the demand for public parks. However, it will also provide open space within the project's boundary.

The City imposes a parks and recreation fee for residential projects. The fee is to fund the actual or estimated costs of constructing and improving the parks and recreation facilities within the City, including the acquisition of land. The fee is designed to reduce the impacts of new development on City park facilities. By implementing all regulations and City policies for development projects, the Project will have a **less than significant** impact on parks, directly, indirectly, and cumulatively.

v) Other public facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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Response:

The Tehama County Library system has three branches to serve the residents of the County, with locations in Red Bluff, Los Molinos, and Corning. The Tehama County library system has developed collections, resources, and services that reflect the residents' cultural, informational, recreational, and educational diversity. The project will not significantly impact the resources of the library system.

The City also collects DIF fees for Government Services to fund payment for general municipal facilities and the Airport Facilities. Therefore, the project would have a **less than significant impact** on other public facilities like libraries.

Sources:

1. City of Red Bluff [General Plan](#)
2. Chapter 25 – [Zoning](#)
3. Chapter 17 – [Development Impact Mitigation Fees](#)
4. [Tehama County General Plan](#), March 2009

XVI. RECREATION – Would the project:

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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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Response:

City of Red Bluff General Plan Land Use Element, page 36, “The City of Red Bluff has 81 acres of recreation land not including public school property, undeveloped future recreation sites and various athletic courts. The City of Red Bluff Department of Parks and Recreation makes active use of most of

ISSUES & SUPPORTING INFORMATION SOURCES:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
<i>these spaces and facilities in the Summer season and Fall-Winter-Spring season programs. An inventory of recreation facilities and programs is given below."</i>				
The closest parks to the site are both approximately four miles away. Trainor Park to the south and Red Bluff River Park to the northeast. The project will increase the demand for public parks. However, it will also provide open space within the project's boundary.				
The project will increase the demand for public parks. 5. The City imposes a fee for residential projects. This fee is designed to reduce the impacts of new development on City park facilities. By implementing all regulations and City policies for development projects, the project will have a less than significant impact on parks, directly, indirectly, and cumulatively.				
b) Does the project include recreational facilities or require the construction or expansion of recreational facilities that have an adverse physical effect on the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Response:				
The project does provide some open space areas within the project boundaries. However, the project does not require the expansion or creation of new City facilities. Therefore, the project will have no impact on recreational facilities, causing an adverse effect on the environment.				
Sources:				
1. City of Red Bluff General Plan 2. Chapter 25 – Zoning				
XVII. TRANSPORTATION – Would the project:				
a) Conflict with program plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Response:				
CITY OF RED BLUFF GENERAL PLAN – CIRCULATION ELEMENT				
The project is located on South Jackson Street, a Minor Arterial (84-foot right-of-way, four lanes) in the City's General Plan. Site access is planned from South Jackson Street, with emergency access also provided from South Jackson Street.				
ALTERNATIVE MODES OF TRANSPORTATION				
Alternative modes of transportation include any other ways to commute other than driving alone. Examples include biking, walking, carpooling, and taking public transit.				
<u>Pedestrian</u>				
Sidewalks along roadways and curb ramps at intersections are generally present in locations where development has occurred within the study area. The project will provide all required sidewalks and ramps for the project site per the General Plan standard for South Jackson Street.				
<u>Bicycles</u>				
South Jackson Street is an existing bicycle route.				
<u>Public Transit Services</u>				
The City of Red Bluff is served by Tehama Rural Area eXpress (TRAX), a fixed-route bus service connecting Red Bluff, Corning, Los Molinos, Gerber, Tehama, and places in between.				

ISSUES & SUPPORTING INFORMATION SOURCES:

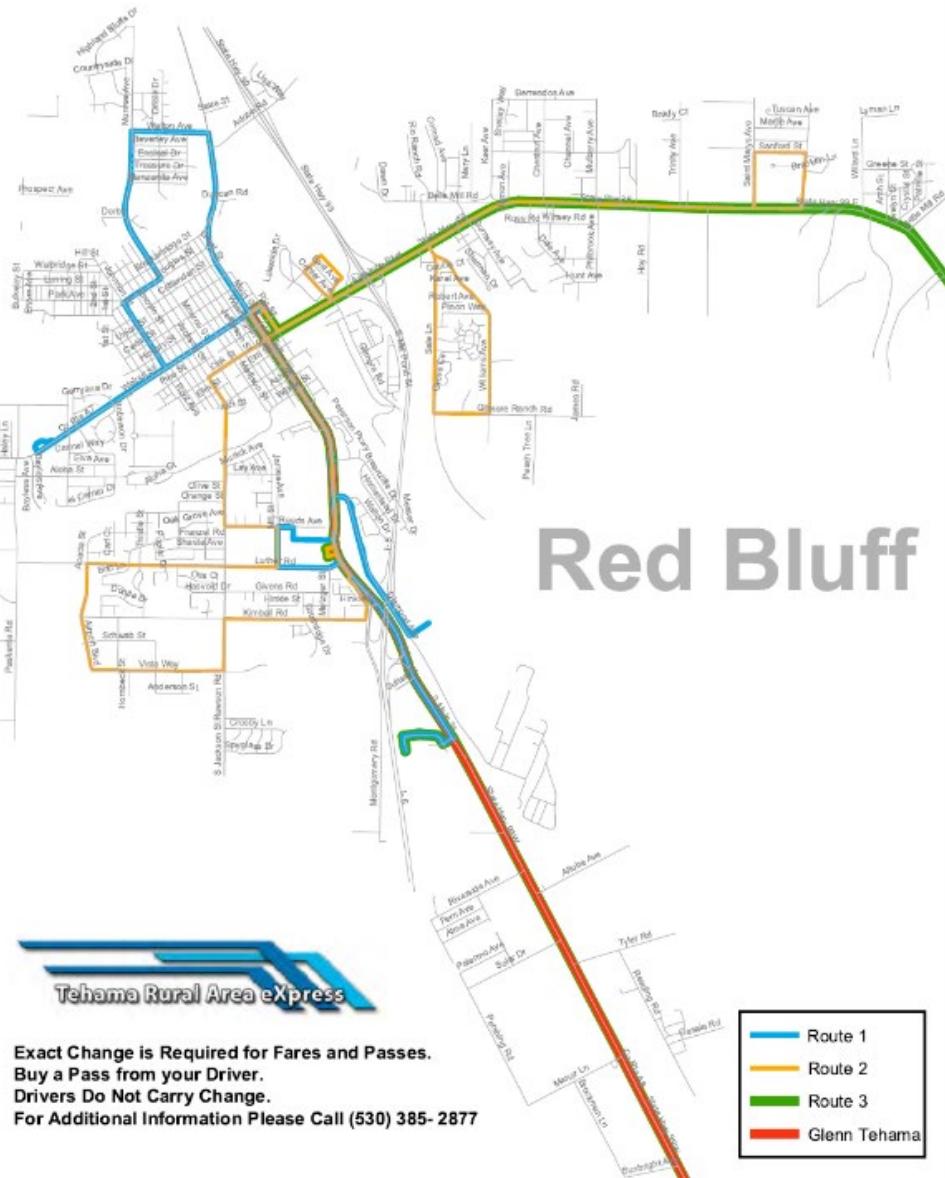
Potentially Significant Impact

Less Than Significant with Mitigation Incorporated

Less Than Significant Impact

No Impact

TRAX Routes



TRAX Route 2 runs along Jackson Street and Reeds Avenue within the study area. The nearest Route 2 stop to the project site is north of the South Jackson Street/Lay Avenue intersection. This stop is approximately 0.12 miles away from the proposed project.

ISSUES & SUPPORTING INFORMATION SOURCES:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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OTHER PLANS

2020-2021 City Capital Improvement Program (CIP)

South Jackson Street between Oak and Luther is proposed for rehabilitation and pedestrian ramps under the Fiscal Year 2020/2021 Street and Capital Improvement Project Update. The proposed project will not disrupt or interfere with this CIP project, and, therefore, the project will have **no impact**.

Congestion Mitigation and Air Quality (CMAQ) Improvement Program

The purpose of the CMAQ program is to fund cost-effective transportation projects that help attain Federal air quality standards. Through a call for projects, the Tehama County Transportation Commission (TCTC) intends to program projects for CMAQ funding beginning in FFY 2023/24 on an annual basis. No projects have been funded, so the proposed project cannot interfere with one of these projects, and it will have **no impact**.

2019 Tehama County Regional Transportation Plan (RTP)

Under the RTP, South Jackson Street is not proposed for enhancements, and therefore this project will not interfere with any upcoming projects. Therefore, the project will have **no impact**.

Tehama County Active Transportation Plan – June 2019

This plan acknowledges the existing bicycle route on South Jackson Street; however, it does not propose any projects that may interfere with the proposed project. Therefore, the project will have **no impact** on this plan.

SUMMARY

As designed and conditioned, the project will not conflict with a program plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities, and will have a **less than significant impact**, directly, indirectly, or cumulatively.

- | | | | | |
|---|--------------------------|--------------------------|-------------------------------------|--------------------------|
| b) Conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b)? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
|---|--------------------------|--------------------------|-------------------------------------|--------------------------|

Response:

TJW Engineering, Inc. prepared the Red Bluff Apartments Traffic Impact Analysis (Appendix H) dated April 6, 2022, to analyze the project's VMT impact and found the project to be screened from VMT analysis.

Senate Bill (SB) 743 was adopted in 2013, requiring the Governor's Office of Planning and Research (OPR) to identify new metrics for identifying and mitigating transportation impacts within the California Environmental Quality Act (CEQA). For land-use projects, OPR has identified Vehicle Miles Traveled (VMT) as the new metric for transportation analysis under CEQA. The regulatory changes to the CEQA guidelines that implement SB 743 were approved on December 28th, 2018, with July 1st, 2020, as the new metric.

Since the City does not have established guidelines, the Office of Planning and Research (OPR) Technical Advisory on Evaluating Transportation Impacts in CEQA, December 2018, will be used. *“Adding affordable housing to infill locations generally improves jobs-housing match, in turn shortening commutes and reducing VMT. Further, “... low-wage workers in particular would be more likely to choose a residential location close to their workplace, if one is available.” In areas where existing jobs-housing match is closer to optimal, low income housing nevertheless generates less VMT than market-rate housing. Therefore, a project consisting of a high percentage of affordable housing may be a basis for the lead agency to find a less-than-significant impact on VMT. Evidence supports a presumption of less than significant impact for a 100 percent affordable residential development (or the residential component of a mixed-use development) in infill locations. Lead agencies may develop their own presumption of less*

ISSUES & SUPPORTING INFORMATION SOURCES:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
<i>than significant impact for residential projects (or residential portions of mixed use projects) containing a particular amount of affordable housing, based on local circumstances and evidence. Furthermore, a project which includes any affordable residential units may factor the effect of the affordability on VMT into the assessment of VMT generated by those units (pages 14 -15)."</i>				
Since the project is 100 percent affordable and located at an infill location, .12 miles from a transit stop, the project is assumed to have a less than significant impact on vehicle miles traveled.				
c) Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?				
Response:				
Access to the project site will be provided via a proposed driveway off South Jackson Street with another emergency access driveway. The driveways will be improved in compliance with recommended roadway classifications and respective cross-sections in the City of Red Bluff General Plan as directed by the City. The City Engineer has reviewed the project site plan for sight distance at each project access point with respect to standard Caltrans and City sight distance standards. In addition, further review will take place at the time of final grading, landscaping, and street improvement plans. Signing/striping will be implemented in conjunction with detailed construction plans for the project site.				
A variance has been requested to permit 25-foot-wide drive aisles within the project. The drive aisles will accommodate fire apparatus and equipment, and all turning radii have been thoroughly reviewed and checked for these accommodations. The size of the parcel and requirements for setbacks and two access points limit the ability to provide 61 units and the required 30-foot-wide drive aisles. The project will include sprinklers and will meet requirements to ensure fire safety.				
The project will have a less than significant impact, directly, indirectly, or cumulatively, on creating or increasing hazards or incompatible uses with the above provisions.				
d) Result in inadequate emergency access?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Response:				
Access to the project site will be provided via a proposed driveway off South Jackson Street with another emergency access driveway. Emergency access to the site will be provided during the construction and the operational phases of the development. As designed, the project has been reviewed for both on-site and off-site safety hazards by Engineering and Fire to ensure adequate emergency access. The project will have less than significant impact on emergency access, directly, indirectly, or cumulatively.				
Sources:				
<ol style="list-style-type: none"> 1. City of Red Bluff General Plan 2. Chapter 25 – Zoning 3. Tehama County Transportation Commission 4. Technical Advisory on Evaluating Transportation Impacts in CEQA, December 2018 5. Red Bluff Apartments Traffic Impact Analysis Red Bluff, California, prepared by TJW Engineering, Inc., April 6, 2022 (Appendix H) 				
XVIII. TRIBAL CULTURAL RESOURCES – Would the project:				
a) Cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code Section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:				
i) 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	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Response:				

ISSUES & SUPPORTING INFORMATION SOURCES:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Pursuant to AB 52 (Gatto, 2014), California Native American tribes traditionally and culturally affiliated with the project area can request notification of projects in their traditional cultural territory. No tribes have requested notification from the City of Red Bluff. Therefore AB 52 Tribal Consultation was not held on this project.				
Because the project includes a General Plan Amendment, the City sent formal notification letters pursuant to SB 18 (Burton). The City was making notice of the consultation opportunity, according to Government Code § 65352.3 , on March 28, 2022. The City sent a 90-day notification letter to the following tribes.				
<ul style="list-style-type: none"> • Greenville Rancheria of Maidu Indians • Estom Yumeka Maidu Tribe of the Enterprise Rancheria • Paskenta Band of Nomlaki Indians • Redding Rancheria • Wintu Tribe of Northern California 				

The Estom Yumeka Maidu Tribe of the Enterprise Rancheria responded on March 28, 2022, that the project site was outside their aboriginal territory. The Redding Rancheria Tribe responded on April 25, 2022, that the project is not within their tribal boundaries, and they have no knowledge of Native historical use in this specific area. Therefore, they have no input to offer.

As of preparing this environmental assessment, the City has not heard from the other three tribes even though three attempts to contact these tribes have been tried. The SB 18 consultation notification period formally ends on June 27, 2022. Final City action on the project will not take place until after June 27, 2022, giving the tribes a chance to consult on the project and provide any input into the decision-making process.

Sean Michael Jensen, M. A., prepared a Cultural Resources Inventory Survey on February 17, 2022 (Appendix D). As part of that process, a consultation was undertaken with the Native American Heritage Commission (NAHC) for the sacred land listings for the property. An information request letter was delivered to the NAHC on January 28, 2022. The NAHC responded on March 24, 2022, indicating that a search of their Sacred Lands File was negative.

The probability of encountering buried archaeological sites within the APE is low. This conclusion is partly derived from the observed soil matrices, subjected to a relatively high degree of disturbance associated with past agricultural and residential development activities. Evidence of ground disturbance assisted in determining whether or not subsurface resources were present within the APE. Overall, the soil types present and contemporary disturbance would warrant a finding of a low probability of encountering buried archaeological sites.

Based on the absence of significant historical and archaeological resources within the area of potential effect (APE), archaeological clearance is recommended for the project/undertaking as proposed.

To ensure that tribal consultation is completed before final discretionary action on the project mitigation measure **MM TCR-1** is recommended. Out of an abundance of caution, mitigation measure **MM CUL-1** is recommended to be incorporated into the project. Therefore, the project will have a **less than significant impact with mitigation**, directly, indirectly, or cumulatively, on any cultural resource defined by Public Resources Code Section 5020.1(k).

MM TCR-1: The City will not take final action on the project until after June 27, 2022, when the SB 18 consultation notification period ends. If any of the three tribes that have not yet responded request consultation, the consultation must be closed before the City acts on the project. The City will incorporate the consultation results into the project as appropriate if consultation occurs.

ii) 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](#)

ii) 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	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
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ISSUES & SUPPORTING INFORMATION SOURCES:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
<u>Section 5024.1.</u> In applying the criteria set forth in subdivision (c) of <u>Public Resources Code Section 5024.1</u> , the lead agency shall consider the significance of the resource to a California Native American tribe.				
Response:				
See response Section XVIII a) above. Based on the absence of significant historical and archaeological resources within the area of potential effect (APE), historical and archaeological clearance is recommended for the project/undertaking as proposed.				
To ensure that tribal consultation is completed before final discretionary action on the project mitigation measure MM TCR-1 is recommended. Out of an abundance of caution, mitigation measure MM CUL-1 is recommended to be incorporated into the project. Therefore, the project will have less than significant impact with mitigation , directly, indirectly, or cumulatively, on Tribal Historical Resources.				
Sources:				
<ol style="list-style-type: none"> 1. City of Red Bluff General Plan 2. Chapter 25 – Zoning 3. Cultural Resources Inventory Survey, Palm Desert Development Project circa 2.7-Acres. Red Bluff, Tehama County, California, prepared by Sean Michael Jensen, M.A., February 17, 2022 (Appendix D) 				
XIX. UTILITIES AND SERVICE SYSTEMS – Would the project:				
a) Require or result in the relocation or construction of new or expanded water, wastewater treatment or stormwater drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Response:				
<u>Water</u>				
See responses Section X above and XIX b) below for additional information.				
The City of Red Bluff will provide water to the site. The proposed onsite domestic water will connect to the existing 12-inch water main in South Jackson Street along the project frontage.				
The City of Red Bluff 2015 Urban Water Management Plan (UWMP) Update, page 6-1, shows that the City currently utilizes local groundwater as its sole water supply source. The City extracts its water supply from the underlying Sacramento Valley Groundwater Basin and the Red Bluff subbasin via 13 active groundwater wells scattered throughout the water service area. The pumping capacities of the City's active wells currently range from approximately 300 to 2,500 gallons per minute (gpm).				
<p><i>"Water for the City of Red Bluff is derived from groundwater sources and is supplied to the distribution system by 14 wells of varying hydraulic capacity. The distribution system includes about 96 miles of distribution mains. The current design capacity of the City's water system is 8.14 MGD, which is adequate to meet any anticipated population growth beyond the current 13,828 persons served. New development is subject to payment of impact fees that will be used to provide new wells to supplement the public water system"</i> (page 89, 2019 – 2024 Housing Element of the Red Bluff General Plan). Therefore, the project will have a less than significant effect on water facility expansion, directly, indirectly, or cumulatively.</p>				
<u>Wastewater Treatment</u>				
See response Section X above and XIX c) below for additional information.				

ISSUES & SUPPORTING INFORMATION SOURCES:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
The City of Red Bluff Public Works Department will provide wastewater services to the site. Wastewater will be conveyed to the existing 10-inch sewer main in South Jackson Street. The City's sanitary sewer collection system discharges to the Red Bluff Wastewater Reclamation Plant operated by "INFRAMARK" Water Infrastructure Operations.				
Under the Sewer System Management Plan, the City ensures there is always capacity for projects planned under the General Plan without new or expanded water, wastewater treatment, or stormwater drainage facilities, the construction or relocation of which could cause significant environmental impact effects. The City also collects DIF fees for the costs of constructing and improving wastewater collection facilities and wastewater treatment facilities within the City. Therefore, the project will have a less than significant effect on directly, indirectly, or cumulatively expanding wastewater facilities.				
<u>Storm Water Drainage</u>				
The project must comply with Sections 27.3-6 B (10) – Landscape Design Plan, 27.3-8 (5) – Grading Design Plan, and 27.3-15 – Stormwater Management of the City's Municipal Code, and the state General Construction Permit. Therefore, the project will be designed to comply with existing federal, state, and local water quality laws and regulations pertaining to water quality standards, ensuring a less than significant impact , directly, indirectly, or cumulatively, on water quality and discharge.				
<u>Electric Power</u>				
Pacific Gas and Electric (PG&E) provides electric power to the site. The project will not require or result in the relocation or construction of new or expanded electric power, which could cause significant environmental effects. Service will most likely come from the existing overhead lines on the west side of South Jackson Street along the project frontage. Therefore, the project will have a less than significant effect on electric power expansion.				
<u>Natural Gas</u>				
PG&E will also provide natural Gas. The project will not require or result in the relocation or construction of new or expanded gas lines, which could cause significant environmental effects. Service will most likely come from the existing lines in South Jackson Street along the project frontage. Therefore, the project will have a less than significant effect on electric power expansion.				
<u>Telecommunications Facilities</u>				
AT&T will provide phone service. The project will not require or result in the relocation or construction of new or expanded services, which could cause significant environmental effects. Service will most likely come from the existing overhead lines on the west side of South Jackson Street along the project frontage. Therefore, the project will have a less than significant effect on electric power expansion				
<u>Summary</u>				
As noted above and in the responses in Sections X and XIX b) above, the project will have a less than significant directly, indirectly, or cumulatively, on the relocation or construction of new or expanded water, wastewater treatment, stormwater drainage, electric power, natural gas, or telecommunications facilities, for 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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Response:	See also response Section X above for additional information.			

ISSUES & SUPPORTING INFORMATION SOURCES:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
The City adopted the 2015 Urban Water Management Plan (UWMP) in February 2017. The City has the water supply needed to meet the demand of its customers for the next 5-Year and 20-Year Water Use Projections. The City is committed to providing service to the planned uses of the General Plan. The project will not require or result in the relocation or construction of new or expanded water lines or facilities that could cause significant environmental effects.				
Therefore, the project will have a less than significant impact on water supply availability to serve the project and reasonably foreseeable future development during normal, dry, and multiple dry years on wastewater facility expansion directly, indirectly, or cumulatively.				
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Response:				
See also response Section X and XIX a) above for additional information.				
The City's sanitary sewer collection system discharges to the Red Bluff Wastewater Reclamation Plant operated by "INFRAMARK" Water Infrastructure Operations.				
<i>"The wastewater collection sewer system conveys all wastewater generated within the City boundary to the treatment plant. The current design capacity for the City's wastewater treatment facility is 2.5 million gallons a day (MGD), which could accommodate approximately 4,500 new housing units. New development is subject to payment of impact fees that will be used to provide collection system and treatment facility enhancements" (page 89, 2019 – 2024 Housing Element of the Red Bluff General Plan).</i>				
Under the Sewer System Management Plan, the City always ensures the capacity for projects planned under the General Plan without resulting in new or expanded water, wastewater treatment, or stormwater drainage facilities, the construction or relocation of which could cause significant environmental effects. The City also collects DIF fees for the costs of constructing and improving wastewater collection facilities and wastewater treatment facilities within the City. Therefore, the project will have a less than significant effect on directly, indirectly, or cumulatively expanding wastewater facilities.				
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Response:				
Green Waste of Tehama will provide trash collection. Solid waste is transported to the Tehama County Landfill, a modern municipal solid waste disposal facility permitted by the State of California in full compliance with California rules and regulations. The site accepts municipal solid wastes, construction/demolition wastes, and special wastes with proper approval.				
Ken Smith, the Operations Manager of Green Waste of Tehama, has reviewed the trash enclosure details and has approved for design and capacity based on the project, per the e-mail, dated January 19, 2022.				
California requires that not less than 75 percent of solid waste generated be source reduced, recycled, or composted. Programs like green waste, glass, aluminum, paper, cardboard, and commercial organic recycling, will help the City, and this project will reduce the solid waste taken to the landfill.				
The requirement for construction/demolition waste is one of the recycling programs mentioned above. The project will generate construction/demolition waste (C&D) as well as ongoing domestic waste from the residential uses on-site, creating an incremental increase in demand for solid waste service systems and landfill capacity. It is presumed that construction waste would be comprised of concrete, metals, wood, landscape, and typical domestic material. The California Integrated Waste Management Act (CIWMA) of 1989 mandates that all cities and counties in California reduce solid waste disposed at				

ISSUES & SUPPORTING INFORMATION SOURCES:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
landfills generated within their jurisdictions by 50% and has a long-term compliance goal of 70%. C&D associated with the project will be recycled to the extent practicable, with the remainder sent to a landfill.				
The project will be required to comply with Chapter 5 Article 7 – Diversion of Construction and Demolition (C&D) Debris. Between the mandates for reductions in what is sent to the landfill and the fees to offset the demand on the landfill, landfill capacity is available now to accommodate this project and will be available in the future. The project will have a less than significant impact on landfills directly, indirectly, and cumulatively.				
e) Comply with federal, state, and local management and reduction statutes and regulations related to solid waste?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Response:				
Federal, state, and local statutes and regulations regarding solid waste generation, transport, and disposal are intended to assure adequate landfill capacity through mandatory reductions in solid waste quantities (for example, through recycling and composting of green waste) and the safe and efficient transportation of solid waste. The project will comply with all regulatory requirements regarding solid waste, including AB 939 and AB 341. AB 939, which the California Department of Resources Recycling and Recovery administered, required local governments to achieve a landfill diversion rate of at least 50 percent by January 1, 2000, through source reduction, recycling, and composting activities. Moreover, AB 341 increased the minimum solid waste diversion rate to 75 percent in 2020. Such regulations will apply to this project, and compliance is mandatory. Further, mandates set forth by the CALGreen Code aim to reduce solid waste generation and promote recycling and diversion design and activities, to which this project is required to comply. There will be less than significant impacts , directly, indirectly, or cumulatively, regarding compliance with federal, state, and local statutes and regulations related to solid waste.				
Sources:				
<ol style="list-style-type: none"> 1. City of Red Bluff General Plan <ul style="list-style-type: none"> ➤ 2019 – 2024 Housing Element Update 2. Chapter 25 – Zoning 3. Sewer System Management Plan 4. Chapter 5 – Construction Regulations <ul style="list-style-type: none"> ➤ Article VII – Diversion of Construction and Demolition (C&D) Debris 5. Sections 27.3-6 B (10) – Landscape Design Plan 6. Section 27.3-8 (5) – Grading Design Plan 7. Section 27.3-15 – Stormwater Management 8. City of Red Bluff 2015 Urban Water Management Plan (UWMP) Update 				
XX. WILDFIRE – If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project:				
a) Substantially impair an adopted emergency response plan or emergency evacuation plan?				
Response:				
As stated in response Section IX f) above, the project will have access off South Jackson Street. South Jackson Street is a City established street within the street system. The project will not alter the current circulation pattern in the project area. Emergency access will be unaffected by the project. The City does not have a published evacuation route plan. However, the Tehama County Multi-Jurisdictional Hazard Mitigation Plan 2018 Plan Update addresses the need for establishing evacuation procedures.				
Construction activities may temporarily restrict vehicular traffic. Temporary changes to the existing roadway network require the approval of the City of Red Bluff and notification to all emergency responders. Pursuant to MM HAZ-1 , the preparation of a construction management plan to the specifications and approval of the City of Red Bluff will ensure temporary traffic impacts from construction will maintain adequate access for emergency vehicles and evacuation procedures during construction.				

ISSUES & SUPPORTING INFORMATION SOURCES:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
The project provides adequate access for emergency vehicles, including adequate street widths and vertical clearance on new streets. Implementing federal, state, and local laws and regulations in the project's construction will ensure a less than significant impact with mitigation on substantially impairing an adopted emergency response or 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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Response:				
In addition to response Section IX g) above, the project site is an infill project in a sub-urbanized area of the City. Slopes do not surround the project site, nor will the project create slopes or other factors that exacerbate wildfire risks. The site is not located in a Fire Hazard Severity Zone. In addition, the CalFire Fire Hazard Severity Zone Viewer indicates that the subject site is not in a fire severity zone. The project will replace the past development with new residential buildings to be built to the latest Building and Fire Codes.				
The project will have no impact on exposing 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 on the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Response:				
The project will not require the installation or maintenance of associated infrastructure that would exacerbate fire risk or result in temporary or ongoing impacts on the environment. As such, the project will have no impact , directly, indirectly, or cumulatively.				
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Response:				
In addition to response IX g) above, it is noted that the project site is in a sub-urbanized area of the City along a minor arterial, South Jackson Street. Therefore, the project will have no impact directly, indirectly, or cumulatively, as it is not expected to have a wildland fire on-site and will not expose people or structures to significant risk from flooding or landslides as a result of a post-wildfire.				
Sources:				
<ol style="list-style-type: none"> 1. City of Red Bluff General Plan 2. Chapter 25 – Zoning 3. Chapter 5 – Construction Regulations 4. Tehama County General Plan, March 2009 5. Tehama County Multi-Jurisdictional Hazard Mitigation Plan 2018 Plan Update 6. Tehama County Airport Land Use Commission 7. CalFire FHSZ Viewer, accessed May 4, 2022 				
XXI. MANDATORY FINDINGS OF SIGNIFICANCE				
a) Does the project have the potential to substantially degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially reduce	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

ISSUES & SUPPORTING INFORMATION SOURCES:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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?				
Response:				
<u>Biological Resources</u>				
In Section IV (Biological Resources), A residence and multiple outbuildings occurred within the northern portion of the site until 2015. These structures were demolished and removed sometime in 2015 or 2016. Only concrete foundations, perimeter fencing, and a gravel driveway remain from the previously existing residential land use. Special-status species have the potential to occur in the biological survey area. With the implementation of mitigation measures MM BIO-1 through MM BIO-4 , the project will have a less than significant impact with mitigation on biological resources.				
<u>Cultural & Tribal Resources</u>				
In Section V (Cultural Resources) and Section XVIII (Tribal Cultural Resources), the project will not eliminate important examples of the significant periods of California history or prehistory. It will have a less than significant impact with mitigation as described in Sections V – Cultural Resources, Section VII – Geology and Soils f) Paleontological, and Section XVIII – Tribal Cultural Resources. The project would not result in impacts on any known historic, archaeological, paleontological, or tribal cultural resources. Nevertheless, it is possible that resources would be encountered at subsurface levels during ground-disturbing construction activities. To reduce potential adverse effects to post-review discoveries during project implementation, procedures for inadvertent discovery of resources will be implemented through MM CUL-1, MM CUL-2, MM PALEO-1, & MM TCR-1 .				
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 project, and the effects of probable future projects.)?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Response:				
The project cumulatively adds to the impacts of aesthetics, air quality, biological resources, cultural resources, energy, greenhouse gas emission, hazards & hazardous materials, hydrology/water quality, noise, paleontological resources, public services, recreation, transportation, tribal cultural resources, utilities/service systems, and wildfire. However, the project is generally consistent with the City's General Plan. Through the requested General Plan amendment and Zone Change, the land use will continue to support the General Plan and the goal and policies of the Housing Element. As such, cumulatively considerable impacts associated with the project would be less than significant with mitigation incorporated (MM AES-1, MM AES-2, MM BIO-1 through MM BIO-4, MM CUL-1, MM CUL-2, MM PALEO-1, MM HAZ-1 (hazards and wildfire), MM NOI-1 through MM NOI-5 , and MM TCR-1). The project does not have impacts that are individually limited but cumulatively considerable.				
c) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Response:				
Direct and indirect environmental effects on human beings were analyzed in the following sections: aesthetics, air quality, energy, geology and soils, greenhouse gas emissions, hazards and hazardous materials, hydrology/water quality, land use and planning, noise, population/housing, public services, recreation, transportation, utilities/services systems, and wildfire. As found in the discussion of each relevant section, there are no potential impacts that cannot be fully mitigated to less-than-significant levels. Furthermore, the project would comply with all applicable federal, state, and local policies and regulations. The project would not result in environmental effects that would cause substantial adverse effects on human beings, and impacts would be less than significant with mitigation . With MM AES-1, MM AES-				

ISSUES & SUPPORTING INFORMATION SOURCES:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
2, MM GEO-1, MM GEO-2, MM HAZ-1 (hazards and wildfire), and MM NOI-1 through MM NOI-5 , impacts can be mitigated to less than significant.				