CITY OF REDDING
777 Cypress Avenue, Redding, CA 96001
PO BOX 496071, Redding, CA 96049-6071
cityofredding.org

Public Works
Engineering Division
530.225.4170
530.245.7024

NOTICE OF INTENT TO ADOPT A MITIGATED NEGATIVE DECLARATION

The City of Redding Community Services Department (City) is proposing the Turtle Bay Boat Ramp Project. The existing facility lacks capacity, a designated area to launch drift boats, and an Americans with Disabilities Act (ADA) compliant restroom. The proposed Turtle Bay Boat Ramp Project (project) would include a widened, two-lane boat ramp, an extension of the existing floating dock, and a new boating access beach adjacent the ramp for drift boats and non-motorized vessel launching. The project would also include additional boat trailer parking stalls, an ADA-compliant restroom, drinking fountain, wastewater line extension and replacement, extension of the Sacramento River Trail and bike paths through the site, storm water and irrigated landscape improvements, and an ADA access ramp to the new beach. Adjacent to the trail there will be a small overlook area with picnic tables.

Work involves earthwork, grading, new structures, drainage and utility modification, tree removal, tree planting, paving, lighting, striping, gates, fencing, security systems, and sign installation. Construction of the project is anticipated to take approximately 10 months. Staging of equipment and materials would be within the project boundaries. A narrow sliver of adjacent property would need to be acquired for the project, and construction is anticipated to occur in 2025. Construction may occur earlier if all approvals are obtained and funding is available; however, funding limitations may require some project amenities to be phased. The project is located in the Redding Quadrangle at Township 30 north, Range 4 west, Section - none, latitude 40° 35' 26.6" N, longitude -122° 23'00.2" W).

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

All interested persons are invited to comment in writing on the draft Mitigated Negative Declaration to the Public Works Department prior to the end of the public review period. **The comment period begins February 2, 2023 and ends March 3, 2023.** The City Council will consider adopting the Mitigated Negative Declaration at 6 p.m., Tuesday, March 21, 2023, in the City Council Chambers located at 777 Cypress Avenue, Redding, California. Subsequent notification will be made for all public hearings scheduled for consideration of the environmental document and project approval. Adoption of the Mitigated Negative Declaration will conclude the environmental review of the project.

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

Dated: February 2, 2023

Amber Kelley
Environmental Compliance
Manager

MITIGATED NEGATIVE DECLARATION

TURTLE BAY BOAT RAMP PROJECT
(STATE CLEARINGHOUSE NO. 2023XXXXXX)

SUBJECT

Turtle Bay Boat Ramp Project

PROJECT DESCRIPTION

The City of Redding Community Services Department (City) is proposing the Turtle Bay Boat Ramp Project. The existing facility lacks capacity, a designated area to launch drift boats, and an Americans with Disabilities Act (ADA) compliant restroom. The proposed Turtle Bay Boat Ramp Project (project) would include a widened, two-lane boat ramp, an extension of the existing floating dock, and a new boating access beach adjacent the ramp for drift boats and non-motorized vessel launching. The project would also include additional boat trailer parking stalls, an ADA-compliant restroom, drinking fountain, wastewater line extension and replacement, extension of the Sacramento River Trail and bike paths through the site, storm water and irrigated landscape improvements, and an ADA access ramp to the new beach. Adjacent to the trail there will be a small overlook area with picnic tables.

Work involves earthwork, grading, new structures, drainage and utility modification, tree removal, tree planting, paving, lighting, striping, gates, fencing, security systems, and sign installation. Construction of the project is anticipated to take approximately 10 months. Staging of equipment and materials would be within the project boundaries. A narrow sliver of adjacent property would need to be acquired for the project, and construction is anticipated to occur in 2025. Construction may occur earlier if all approvals are obtained and funding is available; however, funding limitations may require some project amenities to be phased.

ENVIRONMENTAL SETTING

The project area is bounded by the Sacramento River to the north, Sundial Bridge and Turtle Bay Exploration Park to the east, Redding Memorial Park to the west, and the rodeo grounds and associated parking to the south. The project area primarily consists of two parking lots; a graded and graveled one to the east (Figure 3), and a paved western lot that serves that boat ramp. The two lots are connected by Aoki Way, a paved road. There is a fenced dirt area south of Aoki Way, which is part of the rodeo grounds. The boat ramp is an excavated ramp sloping down to the Sacramento River. A riparian corridor and forested hilly terrain exists along the Sacramento River and towards the western extent of the project area.

FINDINGS AND DETERMINATION

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

substantial changes that alter the character or impacts of the proposed project, another environmental impact determination will be necessary.

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

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

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

DOCUMENTATION

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

MITIGATION MEASURES

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

MM-1. All in-water work shall occur during April 1 through June 30 to avoid peak times when listed juvenile anadromous fish would be present.

MM-2. Prior to any in-water work, qualified fish biologists, in consultation with CDFW, shall utilize seine netting to work from the edge of water, outward just before berm construction to remove any individuals that could be within the work area. No handling of fish shall occur. Prior to completion of the gravel berm, the area will be surveyed and seined again by qualified fish biologists to ensure absence of fish in the work area. The berm will serve as a barrier to the in-water portion of the project area. After the gravel berm is constructed, the work pad may be constructed.

MM-3. Prior to any placement of gravel in water, heavy equipment operation practices shall be implemented that minimize the potential for injury or death of listed fish species, including alerting fish to equipment operation in the channel before gravel is placed in the water (i.e. slow, deliberate equipment operation and gently tapping water surface prior to entering or placing gravels in the river channel).

MM-4. The gravel berm and work pad shall be constructed out of ¾-inch minus, silt free, clean, spawning-grade gravel that meets Caltrans' cleanness test (California Test No. 227) with a value of 85 or higher. Upon construction completion, the gravel berm would be breached and the gravel pad and berm would be left in place to provide the benefit of approximately 236 cubic yards of spawning grade gravels to augment spawning opportunities for salmon.

MM-5. Twenty-four hours **(**24-hours) prior to initiation of ground disturbance or vegetation removal within 50-feet of suitable reptile and/or amphibian habitat (i.e., Sacramento River and riparian areas), a qualified biologist shall perform a pre-construction survey for western pond turtle, their nests, and foothill yellow-legged frog. If western pond turtles, their nests, or yellow-legged frog are encountered in the project area during construction and could be harmed by construction activities, work will stop immediately in the area and CDFW will be notified. Upon authorization from CDFW, a qualified biologist may relocate the individual(s) the shortest distance possible to a location containing habitat outside of the construction impact zone.

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

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

PUBLIC REVIEW DISTRIBUTION

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

- State Clearinghouse
- Shasta County Clerk
- California Department of Transportation District 2
- California Department of Fish and Wildlife District 1
- California State Lands Commission
- Central Valley Flood Protection Board
- Central Valley Regional Water Quality Control Board –Region 5 (Redding)
- California Highway Patrol
- Native American Heritage Commission
- State Office of Historic Preservation
- All property owners within 300 feet of the property boundary

PUBLIC REVIEW

(X) Draft document referred for comments 2/2/2023 – 3/3/2023
Date

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

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

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

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

Date of
Draft Report: February 2, 2023 By: Amber Kelley

Digitally signed by Amber Kelley
DN: cn=Amber Kelley, o=City of Redding, ou=Public Works, Engineering, email=akelley@cityofredding.org, c=US
Date: 2023.02.02 13:53:03 -08'00'

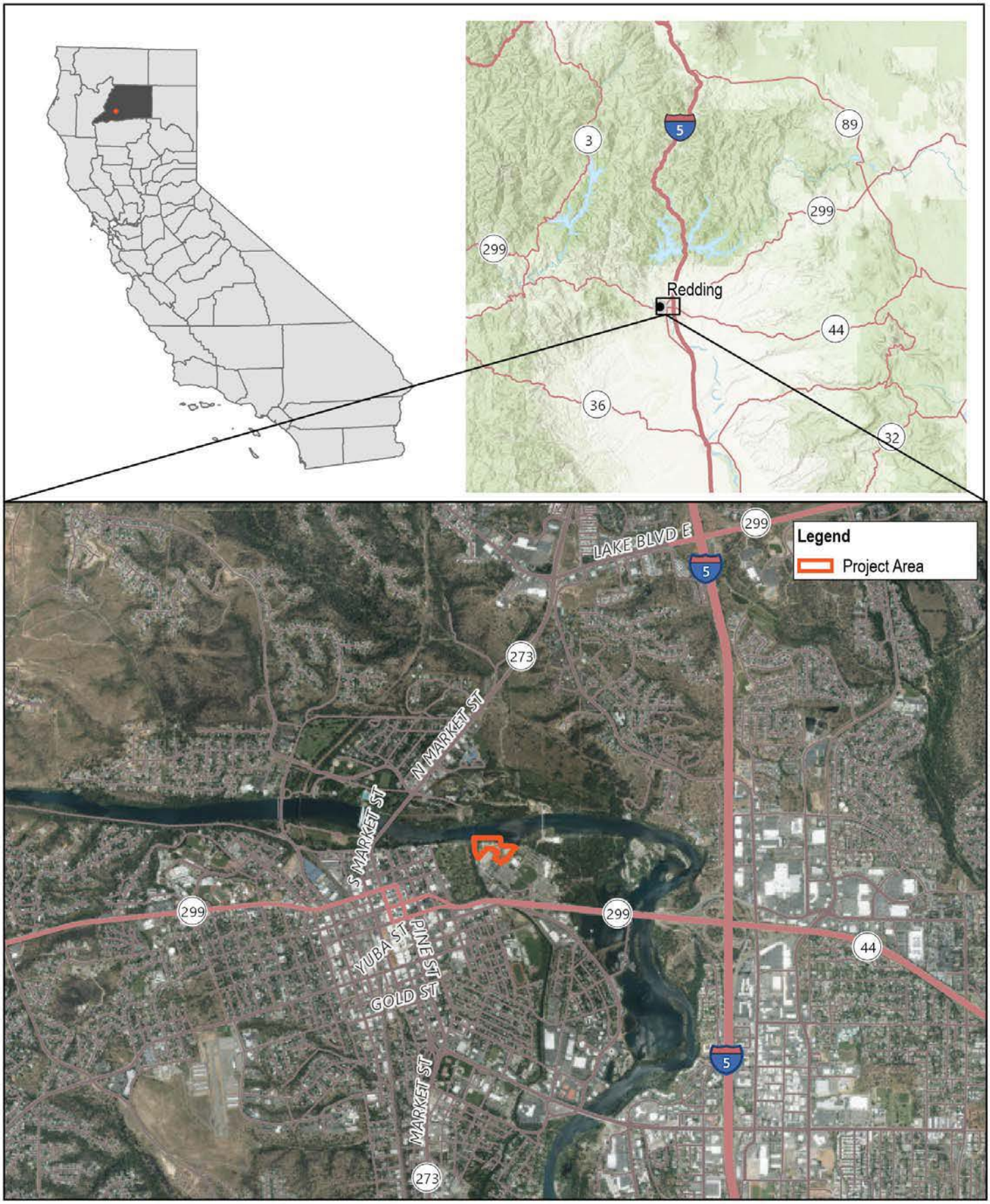
Name/ Title: Amber Kelley
Environmental Compliance Manager

Date of
Final Report: _____

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

ATTACHMENT A

Vicinity Map



Paper Size ANSI A

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Map Projection: Lambert Conformal Conic
Horizontal Datum: North American 1983
Grid: NAD 1983 StatePlane California II FIPS 0402 Feet

N

GHD

City of Redding
Turtle Bay Boat Ramp
Improvement Project

Project No. **12558750**
Revision No. **-**
Date **3/9/2022**

Vicinity Map

FIGURE 1

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Data source: transportation: USGS The National Map: National Transportation Dataset; U.S. Census Bureau – TIGER/Line; U.S. Forest Service. Data Refreshed January, 2022.; World Imagery: City of Redding GIS, Maxar; World Topographic Map - labelless: California State Parks, Esri, HERE, Garmin, FAO, NOAA, USGS, Bureau of Land Management, EPA, NPS; World Hillshade: Esri, CGIAR, USGS. Created by: ethompson3

Paper Size ANSI A

0 60 120 180

Feet

Map Projection: Lambert Conformal Conic
Horizontal Datum: North American 1983
Grid: NAD 1983 StatePlane California I FIPS 0401 Feet

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GHD

City of Redding
Turtle Bay Boat Ramp
Improvement Project

Project Area

Project No. 12558750
Revision No. -
Date 9/13/2022

FIGURE 2

\\ghdnet\ghd\US\Redding\Projects\56\12558750\GIS\Maps\Deliverables\12558750_TurtBay.aprx - 12558750_02_ProjArea
Print date: 13 Sep 2022 - 12:45

Data source: World Imagery: City of Redding GIS, Maxar. Created by: ethompson3

ATTACHMENT B

Initial Study

CALIFORNIA ENVIRONMENTAL QUALITY ACT

INITIAL STUDY

Turtle Bay Boat Ramp Project
State Clearinghouse No. xxxxxxxxxx

Prepared by:

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

February 2023

CITY OF REDDING
ENVIRONMENTAL CHECKLIST FORM

1. **Project Title:** Turtle Bay Boat Ramp Project (proposed project)

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

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

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

4. **Project Location:**

   The **proposed project** is in central Redding, Shasta County, California. The Project is at the Turtle Bay Boat Launch located at 720 Auditorium Drive, Redding, CA 96001, in the Redding, California, 7.5-minute U.S. Geological Survey (USGS) quadrangle in Township 32N, Range 05W, Section 36 (40.59057, -122.38293). The Boat Launch is approximately 0.30 miles west of the Turtle Bay Exploration Park.

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

   Travis Menne
   City of Redding
   Community Services Department
   777 Cypress Avenue
   Redding, CA 96001

   Representative's Name and Address:

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

6. **General Plan Designation:**

   - Public Facility (PF)

7. **Zoning:**

   - Public Facility – Specific Plan Overlay District (PF-SP)

8. **Description of Project:**

   The Turtle Bay Boat Launch Facility boat ramp and floating dock were originally built in 1969 as a launch point for fishing and non-motorized recreational watercraft on the Sacramento River. The boat launch site currently covers approximately 59,720 square feet (sf) (1.37 acres [ac]) and currently includes a single-lane boat ramp, boat access dock, public restroom, parking stalls, and area lighting. In 2004/2005, the facility was upgraded with a new floating dock and expanded parking with 25 pull-through boat trailer stalls. In the last decade, boating activity in Redding has

seen a steady rise, and this stretch of the river provides a world-class fly-fishing experience. With the Sacramento River drawing local, regional, and international visitors, the City's use data indicates the ramp's popularity has contributed to an over-capacity condition, as the narrow launch ramp does not allow two boats to efficiently launch at one time.

According to the City, users of the facility have expressed concern for the lack of capacity and the floating dock's inadequacy for use by drift boats, which are extremely common in the river. In addition, the original on-site restroom does not have the capacity to serve the heavy use of the prime fly-fishing season nor is it compliant with Americans with Disabilities Act (ADA) standards. The City's Community Services Department is proposing to improve the existing Turtle Bay Boat Launch Facility to increase the capacity of recreational boating offerings to meet demand.

The proposed Turtle Bay Boat Ramp Project (project) would include a widened, two-lane boat ramp, an extension of the existing floating dock, and a new boating access beach adjacent the ramp for drift boats and non-motorized vessel launching. The project would also include additional boat trailer parking stalls, an ADA-compliant restroom, wastewater line extension and replacement, extension of the Sacramento River Trail and bike paths through the site, storm water and irrigated landscape improvements, and an ADA access ramp to the new beach. Adjacent to the trail there will be a small overlook area with picnic tables. Work involves earthwork, grading, new structures, drainage and utility modification, tree removal, tree planting, paving, lighting, striping, gates, fencing, security systems, and sign installation.

The existing boat ramp would be resurfaced with a pre-cast concrete V-groove finish to improve traction and safety among users and widened by approximately 3-feet to include two 15-feet wide lanes. The proposed extended portion of the boat ramp is approximately 3-feet wide by 34-feet in length.

The existing floating dock located on the eastern side of the boat ramp would be extended with an additional section. An additional pile would be installed to hold the new extended dock section in place. The proposed extended section is approximately 8.5-feet wide and 24-feet long, and the new piling would be approximately 10.75 inches in diameter. The single piling would be installed using a "cast-in-drilled-hole pile" method, or vibrationally pushed in via an excavator.

The proposed drift boat beach area is in an area of low-lying riverbank located west of the existing boat ramp. Grading of the drift boat beach area would occur below the Ordinary High Water Mark (OHWM), and would amount to disturbance of approximately 2,500 square feet. Approximately 185 cubic yards of fill would be excavated and removed from the drift boat beach. This material would be hauled to a nearby landfill. Geogrid fabric (or similar) would be incorporated into the drift boat beach area and would be revegetated with grass. Higher elevation wooded terrain occurs adjacent to the proposed drift boat beach area. A retaining wall would be constructed within the elevated bank west of the existing boat ramp to create the drift boat beach area. The retaining wall would require up to 65 piles to be inserted along the eastern and northern margins of the drift boat beach area. Piles would be installed using a "cast-in-drilled-hole pile" method. It is likely that each pile would be spaced five to six feet from the other and would be pushed 16 feet below surface and remain 8 feet above surface. Pile driving would not occur.

To construct the in-water project elements equipment would utilize the existing concrete boat ramp to reach work areas. However, if the equipment cannot reach work areas from the concrete boat ramp, then a temporary gravel working pad would be constructed to enable equipment access.

Prior to in-water work, seine netting of the boat launch inlet area would be conducted by qualified biologists to clear fish out of the work area. The biologists would walk into the water holding a large net and gently encourage the fish out of the work area. A gravel berm would then be constructed in a semi-circle, at the mouth of the boat launch inlet, out of silt-free spawning grade gravel to exclude fish from the work area and to provide sediment control for the project. The berm would be approximately 150 feet long and 8 feet wide at the base. The berm would be constructed using an excavator operated on the existing concrete boat ramp (as feasible) or from the proposed drift boat beach area. Prior to completion of the gravel berm, a section of the gravel berm would be intentionally left unfinished and seine netting would be conducted again to ensure fish are not trapped within the work area. The unfinished portion of the gravel berm would be filled in with gravel and completed following seine netting, resulting in a work area free of fish. No fish would be handled during this process.

After the gravel berm is constructed, a temporary gravel work pad would be constructed within the work area to enable an excavator to reach areas inaccessible from the existing boat ramp or drift boat beach area. The temporary gravel work pad would also be constructed out of clean, silt-free spawning grade gravel and would be approximately 18-feet wide. The gravel berm and gravel work pad would remain in place for the minimum time required to complete the in-water work.

Following construction and once sediment from construction activities has settled, the gravel berm would be breached using the bucket of the excavator, and the gravel berm and gravel work pad would remain to be washed downstream during future high-water flows. Some of the gravel may be moved further into the Sacramento River to enable a boating access pathway from the boat ramp, floating dock, and drift boat beach area. The gravel (to be washed downstream) would act as an enhancement to salmon spawning habitat.

An existing natural kayak launch, approximately 500 feet downstream, would be decommissioned to protect salmonid redds. The area would be planted with native vegetation and boulders (or some other barrier) may be used to prevent access. The new drift boat beach would replace the existing kayak launch.

The existing parking lot would be expanded to the east, and in total the entire parking lot would include storm water and landscaping improvements, new area lighting, 40 pull-through boat trailer stalls and 5 standard parking stalls. Two of the pull-through stalls and one of the standard stalls would be ADA accessible. The area of proposed parking lot expansion to the east includes 23,515 square feet (0.54 ac) of previously disturbed graveled area adjacent to the existing parking lot. The expanded parking lot would be resurfaced with pavement to match the existing parking lot.

An ADA-accessible pathway is proposed between the ADA parking stalls and the beginning of the boat launch and drift boat beach area, and a shaded fish cleaning station may be installed. The

Sacramento River Trail is proposed to be extended through the project site to increase access opportunities for users including cyclist and pedestrians. A new four-unit ADA accessible restroom is proposed and will likely be located southwest of the boat ramp.

Higher elevation wooded terrain occurs adjacent to the proposed drift boat beach area. A retaining wall would be constructed within the elevated bank west of the existing boat ramp to create the drift boat beach area. The retaining wall would require up to 65 piles to be inserted along the eastern and northern margins of the drift boat beach area. Piles would be installed using a "cast-in-drilled-hole pile" approach, which typically includes drilling 36-inch diameter holes into the soil, followed by placement of the piles and filling the hole in the pile with concrete. It is likely that each pile would be spaced five to six feet from the other and would be pushed 16 feet below surface and remain 8 feet above surface. Pile driving would not occur. Geogrid fabric (or similar) would be incorporated into the drift boat beach area and would be revegetated with grass.

Construction of the project is anticipated to take approximately 10 months. Staging of equipment and materials would be within the project boundaries. A narrow sliver of adjacent property would need to be acquired for the project, and construction is anticipated to occur in 2025. Construction may occur earlier if all approvals are obtained and funding is available; however, funding limitations may require some project amenities to be phased.

9. Surrounding Land Uses and Setting:

The project area is located on what was historically low-lying, gravelly, alluvial land, bordered along the west by a river terrace. The terrace is about 30 feet above the project area. The terrain in the project area is flat with elevations generally between 490 and 500 feet above sea level.

The project area is bounded by the Sacramento River to the north, Sundial Bridge and Turtle Bay Exploration Park to the east, Redding Memorial Park to the west, and the rodeo grounds and associated parking to the south. The project area primarily consists of two parking lots; a graded and graveled one to the east (Figure 3), and a paved western lot that serves that boat ramp. The two lots are connected by Aoki Way, a paved road. There is a fenced dirt area south of Aoki Way, which is part of the rodeo grounds. The boat ramp is an excavated ramp sloping down to the Sacramento River. A riparian corridor and forested hilly terrain exists along the Sacramento River and towards the western extent of the project area.

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

- U.S. Army Corps of Engineers
- National Marine Fisheries Service
- State Office of Historic Preservation
- California Department of Fish and Wildlife
- California Regional Water Quality Control Board
- Central Valley Flood Protection Board
- State Lands Commission

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

The City consulted with the Native American Heritage Commission (NAHC) and local Native American groups and individuals pursuant to Public Resources Code Section 21080.3. This consultation included contacting the local Native American individuals identified by the NAHC via letters, emails, and follow-up phone calls. Two local Native American tribes responded, and consultation is ongoing. Additionally, NAHC conducted a review of its Sacred Lands database for culturally significant properties and indicated that the results were negative.

ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED

The environmental factors checked below would be potentially affected by this project.

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

DETERMINATION (TO BE COMPLETED BY THE LEAD AGENCY)

Based on the initial evaluation:

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

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

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

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

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

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

Amber Kelley
Digitally signed by Amber Kelley
DN: cn=Amber Kelley, o=City of Redding, ou=Public Works, Engineering, email=akelley@cityofredding.org, c=US
Date: 2023.02.02 13:53:54 -08'00'

February 2, 2023

Amber Kelley
Environmental Compliance Manager
Public Works – Engineering

Date

EVALUATION OF ENVIRONMENTAL IMPACTS

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

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

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

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

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

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

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

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

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

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

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

List of Attachments/References

Appendix A: Figure 1
Appendix B: Biological Resources Report, GHD Consulting 2022*
Appendix C: Biological Assessment, GHD Consulting 2022*
Appendix D: Technical Memorandum, GHD Consulting 2022*
Appendix E: Aquatic Resources Delineation Report, GHD 2022*
Appendix E: Archaeological Resources Study, Anthropological Studies Center, Sonoma State University 2022*

* Appendices are on file in the Public Works Department – Engineering Division

I. AESTHETICS

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

Discussion

a) During the construction period, construction workers, vehicles, and equipment, including heavy machinery, would be present and visible to recreational visitors in the area. Construction activities involves earthwork, grading, new structures, drainage modification, utility modification tree removal, tree planting, paving, lighting, striping, and sign installation. Once construction is completed, the project area would be restored to pre-project conditions. The proposed project would not represent a significant change to scenic vistas or the overall scenic quality of the area. The impact would be less than significant.

b) The proposed project is not located within, or adjacent to, a state-designated scenic highway (California Department of Transportation 2022) and would, therefore, have no impacts.

c) The proposed project would be compatible with the existing visual character of the property and its surroundings. Project components would be consistent with the surrounding visual environment, which has been subjected to urban development and recreational open space uses. Further, construction staging areas would be temporary. The proposed project would not conflict with the City's goal to maintain a "proper balance between development areas and the natural environment" (City of Redding 2009); therefore, impacts of the proposed project on the existing visual character and quality of existing views would be less than significant.

d) Construction of the proposed project may involve the use of temporary safety and security lighting in staging areas. Temporary construction lighting will comply with the City's Zoning

Ordinance light standards that require light shielding (City of Redding 2019). Project lighting would be consistent with existing lighting sources used on area roads and trails. The lights will produce light at 1.0 lux or less and will be shielded, directing light only to areas of intended illumination. Potential glare from reflective signage, pavement striping, and trail surfaces would be similar to levels emitted by existing parking areas and trails. Construction equipment, machinery, and bright colored traffic control signage may temporarily increase light and glare in the project area during construction. Operational and construction impacts on day or nighttime views in the area because of project lighting would be less than significant.

Documentation

- California Department of Transportation. 2022. California Scenic Highway Mapping System – Shasta County. Available at: http://www.dot.ca.gov/hq/LandArch/16_livability/scenic_highways/.
- City of Redding. 2019. Municipal Code – Zoning Ordinance Chapter 18.40.090.
- City of Redding. 2009. General Plan – Community Development and Design Element.

Mitigation

No mitigation required.

II. AGRICULTURE AND FORESTRY RESOURCES

In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural, Land Evaluation and Site Assessment Mode (1997) prepared by the California Dept. of Conservation as an optional model to use in assessing impacts on agriculture and farmland. In determining whether impacts to forest resources, including effects, lead agencies may refer to information compiled by the California Department of Forestry and Fire Protection regarding the state's inventory of forest land, including the Forest and Range Assessment Project and the Forest Legacy Assessment project; and forest carbon measurement methodology provided bin Forest Protocols adopted by the California Air Resources Board. Would the project:	*Potentially Significant Impact*	*Less-Than-Significant with Mitigation Incorporated*	*Less-Than-Significant Impact*	*No Impact*
a) Convert Prime Farmland, Unique Farmland, or Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	☐	☐	☐	☒
b) Conflict with existing zoning for agricultural use, or a Williamson Act Contract?	☐	☐	☐	☒

In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural, Land Evaluation and Site Assessment Mode (1997) prepared by the California Dept. of Conservation as an optional model to use in assessing impacts on agriculture and farmland. In determining whether impacts to forest resources, including effects, lead agencies may refer to information compiled by the California Department of Forestry and Fire Protection regarding the state's inventory of forest land, including the Forest and Range Assessment Project and the Forest Legacy Assessment project; and forest carbon measurement methodology provided bin Forest Protocols adopted by the California Air Resources Board. Would the project:	*Potentially Significant Impact*	*Less-Than-Significant with Mitigation Incorporated*	*Less-Than-Significant Impact*	*No Impact*
c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?	☐	☐	☐	☒
d) Result in the loss of forest land or conversion of forest land to non-forest use?	☐	☐	☐	☒
e) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?	☐	☐	☐	☒

Discussion

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

Documentation

- City of Redding. 2009. General Plan – Natural Resources Element.
- City of Redding. 2022. GIS Parcel and Zoning Map Viewer.
- California Department of Conservation. 2018. Farmland Mapping and Monitoring Program, Shasta County Important Farmland.

Mitigation

No mitigation required.

III. AIR QUALITY

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

Discussion

a,b) City standards implemented through the Grading Ordinance and Uniform Building Code require implementation of conservation measures and best management practices (BMPs) that contribute to achieving the City's goal of at least a 20% reduction in emissions or the best reduction otherwise feasible. The following standard conservation measures and BMPs will be used during construction to limit dust and particulate matter less than 10 microns in diameter (PM_{10}) emissions:

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

Shasta County, including the far northern Sacramento Valley, currently exceeds the state's ambient standards for ozone (smog) (CARB 2020). Consequently, these pollutants are the focus of local air quality policy, especially when related to land use and transportation planning. Even with application of measures to reduce emissions for individual projects, cumulative impacts are unavoidable when ozone emissions are involved. For example, the primary source of emissions contributing to ozone is from vehicles. Any project that generates vehicle trips has the potential to incrementally contribute to the problem. The Environmental Impact Report for the City's *General Plan* acknowledged this dilemma; and as a result, the City Council adopted *Findings* and a *Statement of Overriding Considerations* for impacts on air quality resulting from growth supported under the General Plan (City of Redding 2009).

Construction equipment would result in limited temporary emissions of Reactive Organic Gases (ROG) and oxides of nitrogen (NOx), which are ozone precursors, and inhalable PM_{10}. The proposed project would be under construction for approximately 10 months. Because the proposed project is a recreational project with a relatively small footprint requiring limited construction activities and equipment for its construction, it would be classified as a minor project in accordance with the City's General Plan findings. The adherence to standards and BMPs set forth by the City further illustrates the size and scope of construction activities that would result in unmitigated emissions less than the 25 pounds per day of NOx, 25 pounds per day of ROG, and 80 pounds per day of PM_{10} Level "A" mitigation thresholds identified as part of the City's General Plan. The proposed project would be consistent with the City's emission-reduction goals of 20 to 25% established in the Air Quality Element of the General Plan.

The proposed project would have no impact on air quality plans or policies. The proposed project's cumulative contribution to criteria pollutants in a non-attainment area would be less than significant with the use of the conservation measures and BMPs (AQ-1 through AQ-6) previously described).

c,d) Construction vehicles would generate fugitive dust and diesel exhaust emissions. There are approximately 40 residences that would be adjacent to construction activities with several that could be as close as 100 feet from the construction area. Additionally, recreational users at Cascade Park could be considered sensitive receptors; however, these receptors would have limited exposure since use of the park occurs in intermittent phases (rather than prolonged exposure). Impacts on the neighboring residents as well as park users because of construction emissions would be temporary, localized, and minor. Construction activities would occur in a linear nature, and no sensitive receptors would be substantially affected for prolonged periods of time. Adherence with City specifications outlined in BMPs AQ-1 through AQ-6 would further reduce overall emissions exposure to residents and park users. No operational emissions, including odor, would result from the proposed project. There are no other sensitive receptors (e.g., hospitals, schools) in the immediate project vicinity. Therefore, impacts would be less than significant.

Documentation

- California Air Resources Board (CARB). 2020. Area Designation Maps/State and National. Accessed at: https://www.arb.ca.gov/desig/adm/adm.htm. June.
- City of Redding. 2009. General Plan, Air Quality Element.

- City of Redding. 2000. CEQA Findings of Fact and Statement of Overriding Considerations for the City of Redding General Plan Final Environmental Impact Report, as adopted by the Redding City Council on October 3, 2000, by Resolution 2000-166.
- Shasta County Air Quality Management District. 2003. Protocol for Review, Land Use Permitting Activities, Procedures for Implementing the California Environmental Quality Act. November.
- Shasta County Air Quality Management District. 2003. Environmental Review Guidelines, Procedures for Implementing the California Environmental Quality Act. November.

Mitigation

No mitigation required.

IV. BIOLOGICAL RESOURCES

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

Would the project:	*Potentially Significant Impact*	*Less-Than-Significant with Mitigation Incorporated*	*Less-Than-Significant Impact*	*No Impact*
f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community, Conservation Plan, or other approved local, regional, or State habitat conservation plan?	☐	☐	☐	☒

Discussion

a) A Biological Resources Report (GHD 2022), including a summary of findings for the protocol-level botanical survey, a habitat assessment survey for VELB, a biological reconnaissance survey, and delineation of waters of the United States, was prepared to assess the impacts of the proposed project on biological resources in the project area and vicinity.

Special-status Plants

Based on database and information review, habitat for numerous special-status plant species, including one federally listed species, one state listed species, and one state candidate species have the potential to occur in the project vicinity. Each plant species was reviewed in relation to the habitat conditions in the project area, and the following three species were found to have a moderate to high potential to occur in the project area.

- Silky cryptantha (*Cryptantha crinita*)
- Shasta snow-wreath (Neviusia cliftonii)
- Maverick clover (Trifolium piorkowskii)

Two seasonally appropriate floristic surveys were conducted on May 11 and July 6, 2022, and no special-status plants were found to occur within the project area (GHD 2022); therefore, implementation of the proposed project would not impact special-status plant species.

Special Status Fish and Mollusks

The following federal and state listed fish species have a moderate to high potential to occur in or adjacent to the project area:

- Green Sturgeon, Southern DPS (Acipenser medirostris)
- Steelhead - Central Valley DPS (Oncorhynchus mykiss irideus pop. 11)
- Chinook Salmon - Central Valley spring-run ESU (Oncorhynchus tshawytscha pop. 6)
- Chinook Salmon - Sacramento River winter-run ESU (Oncorhynchus tshawytscha pop. 7)
- Western Pearlshell (Margaritifera falcate)

The proposed project is within and adjacent to the Sacramento River, which provides spawning and juvenile rearing habitat for special-status fish and mollusks. The project area is within

designated critical habitat for all of the above listed fish species. In addition, Essential Fish Habitat exists within the Action Area for Chinook Salmon.

Green Sturgeon are known to spawn in the Sacramento River. This species has been recorded downstream of the Anderson-Cottonwood Irrigation District Diversion Dam. Large numbers of this species have been recorded in recent years in Red Bluff; there are no fish passage barriers between Red Bluff and the Project Area. Suitable aquatic habitat exists in the Sacramento River within the Project Area and BSA. Based on records and available habitat, the species has a high potential to be present, spawn, and forage in the Project Area and BSA, though presence is likely to be seasonal (associated with upstream migration and spawning).

Steelhead have been recorded in the Sacramento River adjacent to the Project Area as recently as 2010. Suitable aquatic habitat exists in the Sacramento River within the Project Area and BSA. Based on records and available habitat, the species has a high potential to be present, spawn, and forage in the Project Area and BSA, though presence is likely to be seasonal (associated with upstream migration and spawning).

Chinook Salmon have been recorded in Sacramento River adjacent to the Project Area as recently as 1995. Suitable aquatic habitat exists in the Sacramento River within the Project Area and BSA. Based on records and available habitat, the species has a high potential to be present, spawn, and forage in the Project Area and BSA, though presence is likely to be seasonal (associated with upstream migration and spawning).

The Western Pearlshell is an aquatic freshwater mussel. Its geographic distribution spans the western U.S. including Alaska, California, Idaho, Montana, Nevada, Oregon, Utah, Washington, and Wyoming. The mussel tends to prefer low velocity water. This species is primarily threatened by water diversion, pollution, and siltation (NatureServe 2022). Western Pearlshells have been recorded in the Sacramento River adjacent to the Project Area as recently as 2008. Suitable aquatic habitat exists in the Sacramento River within the Project Area and BSA.

A Biological Assessment (BA) was prepared to assess the potential for the proposed project to impact listed fish (GHD 2022). Potential impacts on listed salmonids and sturgeon caused by construction activities include, but are not limited to, spills and discharges of hazardous materials, mainly fuels, lubricants, and uncured concrete from construction activities; introduction of invasive species; removal of riparian vegetation and bank disturbances. Impacts to special status fish and mollusks in the project area may include injury or mortality as a result of construction of the gravel berm, exclusion via seine netting, or increased levels of in-water sedimentation.

Installation of the gravel berm could adversely affect fish due to the placement of gravel, however with inclusion of mitigation measures, the area would be seined prior to gravel berm construction, and equipment operators would utilize methods to alert fish of forthcoming movement to encourage fish to move out of the work area prior to placement of gravel. Installation of the gravel berm would result in an isolated, fish-free work area. The seining method will involve two (or more) biologists slowly walking a long net, from the shore to the berm location. The fish would be encouraged to swim away from the net and out of the work

area without capture. No handling of ESA or CESA listed species would occur during construction of the gravel berm or in association with the project, and informal consultation with NMFS under the ESA is anticipated. Upon construction completion, the gravel berm would be breached and the gravel pad and berm would be left in place to provide the benefit of approximately 236 cubic yards of spawning grade gravels to augment spawning opportunities for salmon.

The BA findings conclude that the proposed project may affect, but is not likely to adversely affect Central Valley spring-run ESU Chinook salmon, Sacramento River winter-run ESU Chinook salmon, and Central Valley DPS steelhead, and southern DPS green sturgeon. The findings also conclude that the proposed project may affect, but is not likely to adversely affect, and would not destroy or modify, designated critical habitat for the four listed species. Additionally, it is determined that Essential Fish Habitat exists within the Action Area for Chinook Salmon (NOAA 2022); however, no Habitat Areas of Particular Concern (HAPC) occur within the Action Area (NOAA 2022).

Mitigation Measures MM-1 through MM-4 will be implemented to avoid or minimize impacts on special-status fish and/or their habitat during construction. With implementation of the measures, impacts on listed fish would be less than significant. In addition, standard conservation measures and BMPs HAZ-1 through HAZ-5, WQ-1 through WQ-3, and BIO-1 through BIO-3 are incorporated into all projects that require earthwork and work near streams.

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

BIO-2. Appropriate sediment control measures (e.g., silt fences, straw wattles) shall be in place prior to the onset of construction activities near waters of the United States and in project areas where there is a potential for surface runoff to drain into waters of the United States. Sediment control measures shall be monitored and maintained until construction activities have ceased.

BIO-3. High visibility fencing, flagging, or markers will be installed along the edges of the work zone near jurisdictional waters and riparian areas to prevent unauthorized access.

Special-status Wildlife

The following special status wildlife species have the potential to occur in or adjacent to the project area:

- Valley elderberry longhorn beetle (*Desmocerus californicus dimorphus*) - federally listed as threatened.
- Western pond turtle (*Emys marmorata*) - state species of special concern.
- Foothill Yellow-legged Frog (*Rany boylii)* – state species of special concern.
- Bald Eagle (*Haliaeetus leucocephalus*) - federally delisted, state listed as endangered, state listed as fully protected.

- Osprey (*Pandion haliaetus*) - state watch list.
- Great Egret (Ardea alba) – CA Dept. of Forestry, sensitive.
- Bank Swallow (*Riparia riparia*) – state threatened.
- Silver-haired bat (*Antrozous pallidus*) – IUNC, least concern
- Hoary bat (*Lasiurus blossevilla*) – IUNC, least concern

Valley Elderberry Longhorn Beetle (VELB). Suitable habitat for the VELB is present adjacent to the project area. Two elderberry shrubs were observed adjacent to the project boundary. The northern elderberry shrub is approximately 75-feet from the project's disturbance boundary, and the southern elderberry shrub is approximately 50-feet from the project's disturbance boundary. The northern elderberry shrub exhibited VELB exit holes, however no VELB exit holes were observed in the southern elderberry shrub.

The proposed project does not include the removal or modification of the elderberry shrubs. Equipment would remain within the disturbance boundary, therefore project activities and/or equipment would be at least 75-feet and 50-feet from the northern and southern elderberry shrubs, respectively, at all times. No vegetation within 110-feet of the northern and southern elderberry shrubs, respectively, would be removed under the project. Therefore, habitat fragmentation in the immediate vicinity of the elderberry shrubs would not occur.

Although no modifications or removal of the identified elderberry shrubs are proposed and no work would occur within 75-feet and 50-feet of the shrubs, adverse effects to VELB could occur if elderberry shrubs occur within 165-feet of the project Area. Project activities planned to occur within 165-feet of a shrub include demolition of the bathroom, disconnection of various utilities, construction of the new bathroom, and removal of two trees. The trees to be removed are located approximately 110-feet from both shrubs, and 153-feet from the northern elderberry shrub.

Five mature trees and a vegetative buffer would remain intact between the elderberry shrubs and much of the proposed project work, including four mature oaks with 40- to 50-inch dbh, thereby providing protection from a portion of the project disturbance and remaining habitat continuity.

Direct and indirect effects to VELB are not anticipated due to the spatial and environmental buffer between VELB habitat and Project activities via the large mature trees and existing vegetation. The findings conclude that the proposed project will have no effect to VELB. The findings also conclude that the proposed project will have no effect on designated critical habitat for VELB. The U.S. Army Corps of Engineers is the federal lead agency for the project and will initiate Section 7 consultation with the U.S. Fish and Wildlife Service as needed. While the project will have a less than significant impact on VELB, the following conservation measures and BMPs have been incorporated into the project.

BIO-4. The construction area will be fenced, staked, or flagged as close to the limits as feasible.

BIO-5. A qualified biologist will provide training for all contractors, work crews, and any onsite personnel on the status of the VELB, its host plant and habitat, the need to avoid damaging the elderberry shrubs, and possible penalties for noncompliance.

Western Pond Turtle. The Sacramento River provides potential aquatic habitat for the western pond turtle, and upland habitats in the project area may be used for nesting. Use of heavy machinery could result in direct impacts such as injury or mortality of western pond turtle if individuals are present in the project area during construction. Nesting could be indirectly impacted by vegetation removal in upland habitats. Discharge of sediment into the river could also indirectly impact this species. Implementation of Mitigation Measure MM-5 will reduce impacts on western pond turtle to a less-than-significant level.

Foothill Yellow-legged Frog. The project could adversely affect foothill yellow-legged frog if individuals were present in the project area during construction. Potential direct effects include harassment, injury, and mortality of individuals due to equipment and vehicle traffic. The species may also be affected if construction activities result in degradation of aquatic habitat and water quality due to erosion and sedimentation, and accidental fuel leaks or spills. Based on records and available habitat, the species has a moderate potential to be present, nest, and forage in the project area. MM-5 will also be used to ensure any impacts on foothill yellow-legged frogs would be less than significant.

Migratory Birds and Raptors. The project area and vicinity provide nesting and foraging habitat for various birds, including raptor species. Special-status bird species that could use these habitats include bald eagle, osprey, great egret, bank swallows, and a variety of migratory bird species. A bald eagle nest is located approximately 0.5 mile southeast of the project area, and an osprey nest is located approximately 515 feet north of the project area (directly across the river). The nesting and breeding season for raptors is generally November through July, and a typical avoidance buffer is 450-feet for special status raptors unless a smaller buffer is approved by the CDFW. The nesting and breeding season for migratory birds is February through August and avoidance buffers vary based on the species.

Construction activities (e.g., vegetation removal, ground disturbance, and equipment noise) would occur during the avian and raptor breeding seasons and could disturb nesting birds or raptors in or adjacent to the project area, resulting in the loss of fertile eggs or nestlings or nest abandonment. Foraging birds and individuals present in or adjacent to the project area outside of the avian breeding season would not be adversely impacted by construction activities due to their high mobility and available habitat outside of the project area. Given the heavy daily use and activity in the area, the history of area construction without nest abandonment, and the distance of the project from the nests, it is unlikely the known nesting raptors would be impacted.

New raptor and migratory bird nests may be assembled prior to construction; therefore, pre-construction bird surveys will be incorporated. Mitigation Measure MM-6 will reduce the potential impacts on raptors and birds to a less-than-significant level.

Special-status Bats. The silver-haired bat and the hoary bat have moderate potential to occur within the project area based on the presence of suitable habitat, including mature trees, tree cavities, loose bark, and foliage. Bats may roost individually or in small groups in tree cavities or in riparian vegetation. Due to the ability of individual bats to move away from disturbance, direct impacts on bats are not expected when the bats are not in a maternity colony. If a tree is removed that contains a maternity colony, the removal could result in mortality or injury of individuals.

Indirect impacts may occur from construction disturbance if a maternity colony is present in or adjacent to the project area. Significant noise disturbance could result in adults temporarily or permanently leaving a maternity colony. Minor tree removal is proposed as part of the proposed project. Mitigation Measure MM-7 has been incorporated to reduce potential impacts to bats to a less-than-significant level.

b) A riparian corridor and forested hilly terrain exists along the Sacramento River and towards the western extent of the project area comprised of valley oak (*Quercus lobata*), California live oak (*Juglans hindsii)*, interior live oak (*Quercus wislizeni)*, willow (*Salix spp*.), white alder (*Alnus rhombifolia)*, and non-native species tree of heaven (*Ailanthus altissima*) and black locust (*Robinia pseudoacacia)*. Large mature trees (i.e. trees with diameters of 30 inches or greater) exist along the hilly terrain above the riparian corridor within the western portion of the project area and somewhat along the riverfront in the central and eastern portions of the project area. These species includeg: valley oak, and Fremont cottonwood (*Populus fremontii)*. The large mature trees provide moderate shade over the southern bank of the Sacramento River. No large, mature trees would be removed as a result of the project. The remaining areas within the project area (parking lot, gravelled field, access roads) are highly developed. Trees within the parking lot consist of cork oak (*Quercus suber)*, cedar (*Thuja sp.)*, valley oak, and white mulberry (*Morus alba*).

Based on the assemblage of tree species, one sensitive natural community (SNC) was found to occur in the project area; Valley Oak Riparian Forest and Woodland. Areas of vegetation along the Sacramento River that do not consist of SNC assemblage species are considered riparian habitat. Two valley oak trees (8-inch diameter at breast height [dbh]) that are considered a component of the Valley Oak Riparian Forest and Woodland SNC would be removed.

The project would require the removal of six trees in the riparian corridor consisting of four native, and two non-native invasive species. Three of the riparian trees, which include two arroyo willows (18-inch dbh) and one California walnut (9-inch dbh), are located immediately west of the existing boat ramp on the lowest elevation of the hillside. These trees would be removed to construct the widened section of the boat ramp and the drift boat beach. During project development, the drift boat beach was modified to preserve numerous large trees. With this design modification, the project impact on SNC, riparian habitat, and native species were significantly reduced. One valley oak (20-inch dbh) and two tree of heaven (18-inch dbh) are located at the eastern end of the project and sit in the southern most section of the riparian corridor next to the parking lot. These three trees would be removed to construct the non-motorized pathway. Removal of the riparian trees would have an insignificant effect to shading on the River. At the western portion of the project, all of the large mature tree species sit on the hillside above the riparian trees and constitute nearly all shading. At the eastern end of the project, the valley oak and tree of heaven are located by the parking lot and do not contribute shading to the river.

Nine additional trees would be removed, including three native trees (valley oak, 6-inches dbh; valley oak, 12-inch dbh; and cedar, 14-inch dbh) which are located in the parking lot and upland area of the boat ramp. Six non-native trees would be removed, including five cork oak in the parking lot and one white mulberry near the restroom.

The project would have temporary impacts consisting of tree trimming for construction access, and permanent impacts including the removal of nine native trees; two SNC, four riparian, and three non-riparian. The removal of two SNC trees and four riparian trees will not result in a significant adverse effect to SNCs given the location, elevation, and size of the trees, as well as the abundance of surrounding mature vegetation being retained in the project area. The project will have a less than significant effect on SNCs. The project also includes standard conservation measure and BIO-1, which incorporates environmentally sensitive area (ESA) fencing to protect surrounding habitat.

Although the project will have a less than significant effect, native tree planting will be conducted. The project includes planting a minimum of 27 native trees (3 trees for every 1 native tree removed), within the project footprint and/or at the downstream kayak launch, which is slated for decommission. Revegetation of the kayak launch would naturalize the area, expand riparian habitat and increase shading over the Sacramento River. Planted trees will be irrigated and monitored for a three year establishment period. A revegetation plan will provided to the resource agencies during the permitting process.

c) A total of 1.45 acres of potential waters of the United States occurs within the project area (GHD 2022) and consists of riverine "Other Waters of the U.S." (Sacramento River). The project area does not include state or federal wetlands, or non-federal waters of the State.

The project would temporarily impact 0.13 acre of waters, and permanently impact 0.007 acre of waters. Temporary impacts would result from re-surfaced boat ramp, grading for the drift boat beach area, the gravel berm, and the gravel work pad. Permanent impacts would result from the expanded boat ramp section, the floating dock pile, and the extended floating dock panel.

Indirect impacts could occur due to erosion and sedimentation, accidental fuel leaks, and spills. Conservation measures and BMPs BIO-1 through -3 (described above under Special-status Fish), and HAZ-1 through -5 included in Section VIII, Hazards and Hazardous Materials will be used to reduce potential impacts to federally-protected waters. The project would have no adverse effect on protected wetlands and impacts would be less than significant.

Prior to construction regulatory permits will be obtained from the U.S. Army Corps of Engineers (Section 404 permit), the California Department of Fish and Game (Section 1600 Lake and Streambed Alteration Agreement), the Central Valley Regional Water Quality Control Board (Section 401 Water Quality Certification), and the Central Valley Flood Protection Board (Floodway Encroachment Permit). A permit may also be required by the State Lands Commission.

d) The Sacramento River supports a variety of salmon, trout, and other aquatic species, including Chinook Salmon Steelhead, Rainbow Trout (Oncorhynchus mykiss), and other trout and bass species. There are four distinct runs of Chinook Salmon in the Sacramento River: fall, late fall, spring, and winter.

Riparian habitat can function as a wildlife corridor, and it is assumed that common and urban-adapted mammals, such as Mule Deer (Odocoileus hemionus) and North American Raccoons

(Procyon lotor) utilize the riparian corridor within the project area. Additionally, the project area and action area are located within the Pacific Flyway for migratory birds. The Sacramento River can be considered a large expanse of high quality natural habitat that would support high levels of migratory bird species stopover use, breeding, or wintering specifically, particularly for wading bird and waterfowl.

No "essential connectivity areas," "natural landscape blocks," or "small natural landscape areas" that would support other sensitive species have been identified or mapped in the project vicinity by the California Essential Habitat Connectivity Project (CDFW 2022). The "terrestrial connectivity" within the project area is considered to have "limited connectivity opportunity." No new barriers to terrestrial wildlife movement would result, and the project would not substantially interfere with migratory birds, bats, or other species. The project would temporarily exclude fish from the wetted boat launch area; however, fish would be able to pass the area via the open river. The project would have a less than significant impact on wildlife corridors.

e) The City has adopted a Tree Management Ordinance (Chapter 18.45 of the RMC) that promotes the conservation of mature, healthy trees in the design of new development. The ordinance also recognizes that the preservation of trees sometimes conflicts with necessary land-development requirements. There are no conflicts associated with the project that would prevent implementation of the Tree Preservation Ordinance or other resource protection ordinances. The project would have no impact on resource protection ordinances.

f) There are no Habitat Conservation Plans, Natural Community Conservation Plans, or other approved local, regional, or state habitat conservation plans covering the project area. The project would have no impact on any habitat conservation plan.

Documentation

- California Department of Fish and Wildlife. 2022. California Sensitive Natural Communities.
- California Department of Fish and Wildlife. 2022. California Natural Diversity Database.
- City of Redding Municipal Code, Chapter 18.45, Tree Management Ordinance
- Biological Resources Report, GHD Consulting 2022
- Biological Assessment, GHD Consulting 2022
- Technical Memorandum, GHD Consulting 2022
- Aquatic Resources Delineation Report, GHD 2022
- U.S. Fish and Wildlife Service. 2017. Framework for Assessing Impacts to the Valley Elderberry Longhorn Beetle.

Mitigation

MM-1. All in-water work shall occur during April 1 through June 30 to avoid peak times when listed juvenile anadromous fish would be present.

MM-2. Prior to any in-water work, qualified fish biologists, in consultation with CDFW, shall utilize seine netting to work from the edge of water, outward just before berm construction to remove any individuals that could be within the work area. No handling of fish shall occur. Prior to completion of

the gravel berm, the area will be surveyed and seined again by qualified fish biologists to ensure absence of fish in the work area. The berm will serve as a barrier to the in-water portion of the project area. After the gravel berm is constructed, the work pad may be constructed.

MM-3. Prior to any placement of gravel in water, heavy equipment operation practices shall be implemented that minimize the potential for injury or death of listed fish species, including alerting fish to equipment operation in the channel before gravel is placed in the water (i.e. slow, deliberate equipment operation and gently tapping water surface prior to entering or placing gravels in the river channel).

MM-4. The gravel berm and work pad shall be constructed out of ¾-inch minus, silt free, clean, spawning-grade gravel that meets Caltrans' cleanness test (California Test No. 227) with a value of 85 or higher. Upon construction completion, the gravel berm would be breached and the gravel pad and berm would be left in place to provide the benefit of approximately 236 cubic yards of spawning grade gravels to augment spawning opportunities for salmon.

MM-5. Twenty-four hours **(**24-hours) prior to initiation of ground disturbance or vegetation removal within 50-feet of suitable reptile and/or amphibian habitat (i.e., Sacramento River and riparian areas), a qualified biologist shall perform a pre-construction survey for western pond turtle, their nests, and foothill yellow-legged frog. If western pond turtles, their nests, or yellow-legged frog are encountered in the project area during construction and could be harmed by construction activities, work will stop immediately in the area and CDFW will be notified. Upon authorization from CDFW, a qualified biologist may relocate the individual(s) the shortest distance possible to a location containing habitat outside of the construction impact zone.

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

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

V. CULTURAL RESOURCES

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

Discussion

a, b, c) Archival research, consultation with the Native American community, and an intensive archaeological survey are summarized in the Archaeological Resources Study (Sonoma State University, 2022). The cultural resources inventory identified no cultural resources within the project area.

The project area, except for the western edge and west of the boat ramp, lies on a historical gravel point bar, the result of deposition at the bend of the Sacramento River. The lack of vegetation indicated on the 1944 USGS maps and the lack of historical development suggests this landform was low-lying and subject to flooding and reworking by the river. The current ground surface may be the result of filling. Although the project vicinity was a locus of Native American habitation, the project area's sensitivity for surface and buried archaeological resources is low. In addition to being located on a historic gravel and sand point bar, the area has been extensively disturbed with low potential for human habitation.

While the proposed project is not anticipated to impact cultural resources, the following standard conservation measures are included in every project. In the event of an unanticipated discovery of artifacts, including human remains, impacts would be less than significant.

CR-1. If previously unidentified cultural materials are unearthed during construction, it is the City's policy that work be halted in that area until a qualified archaeologist can assess the significance of the find. Additional archaeological surveys will be needed if the proposed project undertaking limits are extended beyond the present survey APE limits.

CR-2. If human remains are discovered during project activities, all activities in the vicinity of the find will be stopped and the Shasta County Sheriff-Coroner's Office shall be notified. If the coroner determines that the remains may be those of a Native American, the coroner will contact the Native American Heritage Commission (NAHC). Treatment of the remains shall be conducted in accordance with further direction of the County Coroner or the NAHC, as appropriate.

Documentation

- Archaeological Resources Study (Sonoma State University, 2022).

Mitigation

No mitigation required.

VI. ENERGY

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

Discussion

a) During construction, vehicles including worker commuter vehicles and heavy construction equipment, would require the use of gasoline and diesel fuel for power. Construction is anticipated to last approximately 10 months. Construction is estimated to result in a short-term consumption of energy, representing a small demand on local and regional fuel supplies that would be easily accommodated and would be temporary. The short duration of equipment usage and incorporation of energy efficiencies would not create a wasteful or significant increase in demand for fuel supplies; therefore, impacts on energy resources would be less than significant.

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

Documentation

- City of Redding. 2009. General Plan – Natural Resources Element.

Mitigation

No mitigation required.

VII. GEOLOGY AND SOILS

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

Discussion

a, c, d) There are no Alquist-Priolo earthquake faults designated in the project area; and there are no other documented earthquake faults in the immediate vicinity that pose a significant risk of rupture, ground shaking, or otherwise unstable ground conditions. The closest active fault is about 50 miles away from the project site. Implementation of the proposed project would not increase the potential for ground shaking to occur. Ground shaking activities such as

earthquakes would have a negligible effect on the project, as it would be designed in accordance with current California Building Code (CBC) seismic design criteria. This CBC design criteria will be incorporated into the project design to help ensure that the project is built to withstand any potential ground shaking that could occur in the project area. The impact would be less than significant.

According to the City's General Plan, landslides could occur in the westernmost portion of the City (City of Redding 2000); however, the proposed project is not located in an area prone to landslides. The project area is relatively flat and would not pose a significant hazard. There would be no impact related to landslides.

Other types of ground failure such as expansive soils and subsidence (i.e., the gradual settling or sinking of an area with little or no horizontal motion) are not considered to pose a significant hazard within the proposed project area as soils in that area are expected to have a medium to low potential for expansion. The impact would be less than significant.

Soil liquefaction occurs when ground shaking from an earthquake causes a sediment layer saturated with groundwater to lose strength and take on the characteristics of a fluid, thus becoming similar to quicksand. Factors determining the liquefaction potential are soil type, the level and duration of seismic ground motions, the type and consistency of soils, and the depth to groundwater. Loose sands and peat deposits, along with recent Holocene age deposits are more susceptible to liquefaction while older deposits of clayey silts, silty clays, and clays deposited in freshwater environments are generally stable under the influence of seismic ground shaking. According to the City's Health and Safety Plan element, the project area is in an area having a high potential for liquefaction (City of Redding 2009).

Although soils in the project area have a high potential for liquefaction, key design features would help ensure the pathways and associated project features are constructed to provide structure stability and would be in conformance with state and federal building code requirements. The impact would, therefore, be less than significant.

b) During construction, localized erosion could occur due to ground disturbance and stockpiling of soil in the project area. Storm drain and wastewater modification would require soil trenching and excavation. If not properly managed, substantial erosion of stockpiled soils could occur, and sediment could be transported into sensitive receiving waters; however, the proposed project is subject to certain erosion-control requirements and BMPs mandated by existing City regulations which includes:

- *City of Redding Grading Ordinance.* This ordinance requires preparation of an erosion and sediment control plan for projects affecting more than one acre (Redding Municipal Code Title 16). The erosion and sediment control plan requires preparation and description of any BMPs that will be used during construction and post-construction, if needed.

- *City of Redding Stormwater Quality Management and Discharge Control Ordinance.* This ordinance requires preparation of a Stormwater Pollution Prevention Plan (SWPPP) for projects affecting greater than 1 acre (Redding Municipal Code Title 14).

The objectives of the SWPPP are to identify the sources of sediment and other pollutants that may affect water quality associated with stormwater discharges and to describe and ensure the implementation of BMPs to reduce those sources of sediment and other pollutants in stormwater discharges.

The potential for project construction to result in substantial soil erosion or the loss of topsoil would be less than significant.

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

f) A review of published data (Paleobiology Database 2018) indicates that there are no known unique geologic features, fossil-bearing strata, or paleontological sites in the project area. The proposed project will have no impact on paleontological resources.

Documentation

- City of Redding. 2000. 2000-2020 General Plan. Health and Safety Element. October
- Paleobiology Database. 2018. The paleobiology database. Available at: https://paleobiodb.org/#/.

Mitigation

No mitigation required.

VIII. GREENHOUSE GAS EMISSIONS

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

Discussion

a) Greenhouse gases (GHGs) are recognized by wide consensus among the scientific community to contribute to global warming/climate change and associated environmental impacts because of their ability to trap heat in the atmosphere and affect climate. The major GHGs that are released from human activity include carbon dioxide, methane, and nitrous oxide (Governor's Office of Planning and Research 2008). The primary sources of GHGs are from industrial facilities, transportation vehicles (including planes and trains), energy/electricity plants, and industrial and agricultural activities (such as dairies and hog farms) (CARB 2021).

GHG emissions from the proposed project would be generated offsite from the production of project materials (e.g., lights, electrical systems), as well as onsite construction-related equipment emissions. While the project would have an incremental contribution in the context of the county and region, construction-related GHG emissions would be short term and minor. BMPs AQ-1 through AQ-6 (Section III Air Quality) will be incorporated into the proposed project which would reduce construction-related GHG emissions. Project operation would be consistent with existing conditions. The impact would be less than significant.

b) The proposed project would not conflict with any applicable plans, policies, or regulations adopted to reduce GHG emissions. As noted in impact "a" and in Section III Air Quality, the proposed project is in conformance with the City's air quality policies and thresholds, follows state guidelines and regulations, and incorporates BMPs AQ-1 through AQ-6. The proposed project would have a less-than-significant impact on the City's applicable plans, policies, or regulations related to GHG emissions. The impact would be less than significant.

Documentation

- City of Redding. 2009. General Plan – Air Quality Element.
- California Air Resources Board (CARB). 2022. Current California GHG Emission Inventory Data. Available at: Current California GHG Emission Inventory Data | California Air Resources Board. Accessed June 5.
- Governor's Office of Planning and Research. 2008. Technical advisory: CEQA and climate change: Addressing climate change through California Environmental Quality Act Review. Sacramento, CA.
- Shasta Air Quality Management District, https://www.co.shasta.ca.us/index/drm_index/aq_index.aspx. Accessed December 2, 2022.

Mitigation

No mitigation required.

IX. HAZARDS AND HAZARDOUS MATERIALS

Would the project:	*Potentially Significant Impact*	*Less-Than-Significant with Mitigation Incorporated*	*Less-Than-Significant Impact*	*No Impact*
a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	☐	☐	☒	☐
b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	☐	☐	☒	☐

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

Discussion

a, b, d) The proposed project would not present a significant risk due to the use of hazardous materials or emissions. The project area is not on any lists of properties known to contain hazardous materials. A review of known hazardous materials sites databases identified one nearby leaking underground storage tank (LUST) site within an approximate 0.5 mile. The underground tank was removed and remediation actions were taken. The case was closed in 2013 and does not pose a threat to the proposed project in the form of hazardous material leaks or spills.

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

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

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

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

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

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

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

c) There are no existing or currently proposed schools within 0.25 mile of the project area. There would be no impacts on schools.

e) The proposed project is located 1.8 miles from the Benton Airpark; however, the project would be outside of the airport influence area and the limited use at the Benton Airpark would not result in a safety hazard or excessive noise for people working in the project area. No impact.

f) The proposed project is located at the end of Aoki Way, which is classified as a local driveway or service road. The project area will be closed during construction; however, the site will include an access road and would not interfere with any emergency response plan. No impact.

g) During the construction period, the use of construction equipment in and around vegetated areas increases the potential for wildfire ignition. The project area consists of vegetated areas that could be susceptible to wildfires. However, the proposed project would be constructed in compliance with applicable local, state, and federal requirements, including the California Fire Code, which would ensure that the potential for construction equipment to spark a wildland fire is minimal. Operation of the proposed project would be consistent with existing operations and would not increase the existing wildfire potential. The potential for wildfire ignition from construction and operation of the proposed project would be less than significant.

Documentation

- California State Water Resources Control Board. 2022. Geotracker available at: http://geotracker.waterboards.ca.gov/.
- California Department of Toxic Substances Control. 2022. EnviroStor – Hazardous Waste and Substances Site List (Cortese) available at: https://www.envirostor.dtsc.ca.gov/.
- City of Redding Storm Water Management Program available at: https://www.cityofredding.org/departments/public-works/environmental-management/storm-water-management.

Mitigation

No mitigation required.

X. HYDROLOGY AND WATER QUALITY

Would the project:	*Potentially Significant Impact*	*Less-Than-Significant with Mitigation Incorporated*	*Less-Than-Significant Impact*	*No Impact*
a) Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?	☐	☐	☒	☐
b) Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?	☐	☐	☐	☒
c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would:	☐	☐	☒	☐
i) result in substantial erosion or siltation on- or off-site;	☐	☐	☒	☐
ii) substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or offsite;	☐	☐	☒	☐
iii) create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff; or	☐	☐	☒	☐

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

Discussion

a) The boat ramp and drift beach would require work within the Sacramento River. Equipment would be operated from the ramp, beach, and a temporary gravel work pad, and would not enter the river. The precast boat ramp would be installed without dewatering the construction area, instead a gravel berm would be constructed in a semi-circle to contain the water in the work area. Disturbed sediment would settle back to the bottom without entering the river.

The City's construction standards require that all projects prepare a plan to address water pollution control and incorporate this plan into the project design. In accordance with the City's Stormwater Quality Management and Discharge Control Ordinance, and as a part of the Clean Water Act Section 402, National Pollutant Discharge Elimination System, the construction standards and specifications for the proposed project will require that an Erosion and Sediment Control Plan (ESCP) be prepared by the contractor prior to construction. The ESCP would help ensure that water quality standards are not substantially affected by the proposed project through the implementation of sediment control measures and runoff prevention practices. The ESCP, BMPs HAZ-1 through HAZ-5, as well as the following BMPs would be implemented:

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

The proposed project would have a less than significant impact on water quality.

b) Project construction would not substantially deplete groundwater supplies because no groundwater would be used, and no groundwater wells would be affected during construction. The project would have no impact on groundwater.

c) The project would implement an ESCP and comply with a construction general permit or NPDES that would result in minimal erosion or siltation from the construction of the project, and result in a less than significant impact.

The project would expand the parking lot and widen the boat launch, which would alter the drainage pattern in the project area. The improvements would not substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or offsite, as stormwater treatment facilities would create some retention. Vehicles using both the parking lot and boat launch create the potential for pollutants to sit on the pavement; however, storm water treatment features have been incorporated into the landscaping features. The treatment features will capture surface flow, treat the flow by removing pollutants, and allow the flow to gradually leave the feature and enter the storm drain system.

A Floodplain Encroachment Assessment (Pacific Hydrologic, 2023) was prepared to evaluate potential impacts to the Federal Emergency Management Agency (FEMA) regulatory 100-year floodplain and designated floodway. It was determined that the project and associated improvements are not within the designated floodway or FEMA floodplain and the project would not result in an encroachment or fill.

The project would not result in flooding, affect the capacity of existing or planned stormwater drainage systems, or provide substantial additional sources of polluted runoff; therefore, the project would have a less than significant impact.

d) The project area includes work within and adjacent to the Sacramento River. The northern portion of the project area is shown in the designated as Floodway Zone AE (Federal Emergency Management Agency 2011). Zone AE is a floodplain designation that has mapped base flood elevations (BSE) determined, and is mapped as a special flood hazard area. The existing boat ramp is partially inundated throughout the year, which allows recreational users to launch their boats. While the boat launch would be widened to allow two boats to be launched at one time, the improvements are not anticipated to significantly increase use. The current boat ramp configuration requires trucks to sit idling while waiting to access the ramp. The widened ramp will provide efficiency and reduce the amount of time vehicles sit near the water. The threat of a tsunami wave is not applicable to inland, central valley communities such as Redding. Seiches could potentially be generated in either Shasta or Whiskeytown lakes during an earthquake. If a seiche were to overtop Shasta Dam, or in the event of dam failure, the project area would be within the inundation zone. However, regional history documents that the potential for such a threat is low (City of Redding 2000). The project would have a less than significant risk for release of pollutants due to project inundation.

Documentation

- City of Redding. 2000-2020 General Plan. Health and Safety Element figures 4-1 (Ground Shaking Potential) and 4.2 (Liquefaction Potential).
- Federal Emergency Management Agency (FEMA), Floodplain regulations, FIRM Map 06089C1539G, March 17, 2011.
- Floodplain Encroachment Assessment, Pacific Hydrologic Incorporated, January 2023

Mitigation

No mitigation necessary.

XI. LAND USE AND PLANNING

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

Discussion

a,b) The proposed project would not divide an established community. The proposed project would be constructed on existing City property and would enhance recreational opportunities for the public. The proposed project would not conflict with any applicable policies and regulations of the City's General Plan and Zoning Ordinance. There would be no impact.

Documentation

- City of Redding. 2000-2020 General Plan.
- City of Redding. 2022. Municipal Code.

Mitigation

No mitigation required.

XII. MINERAL RESOURCES

Would the project:	*Potentially Significant Impact*	*Less-Than-Significant with Mitigation Incorporated*	*Less-Than-Significant Impact*	*No Impact*
a) Result in the loss of availability of a known mineral resource classified MRZ-2 by the State Geologist that would be of value to the region and the residents of the state?	☐	☐	☐	☒
b) Result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan, or other land use plan?	☐	☐	☐	☒

Discussion

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

Documentation

- City of Redding. 2009. General Plan – Natural Resources Element.
- California Department of Conservation. 2016. Mines Online. https://maps.conservation.ca.gov/mol/index.html.

Mitigation

No mitigation required.

XIII. NOISE

Would the project:	*Potentially Significant Impact*	*Less-Than-Significant with Mitigation Incorporated*	*Less-Than-Significant Impact*	*No Impact*
a) Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	☐	☐	☒	☐
b) Generation of excessive groundborne vibration or groundborne noise levels?	☐	☐	☒	☐
c) For a project located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?	☐	☐	☐	☒

Discussion

a,b) The proposed project would be located in a recreational area adjacent to the river. Existing ambient noise and vibration includes trucks towing trailers along the roadway and utilizing the boat ramp, as well as conversation from recreational users. Noise levels would increase during construction due to the operation of equipment; however, this would be temporary in nature and operation would occur during daylight hours. Construction noise would consist of grading and excavation equipment, trucks, and construction personnel. The project includes cast in drilled hole piles, but does not include pile driving or other percussive methods for construction.

Operation of the project would be similar to existing conditions. Widening of the ramp is not anticipated to increase use, but to make the existing use more efficient. Operation of the drift boat beach will allow more room and increase safety, so those using rafts or kayaks can launch without using the vehicular boat ramp. No permanent or long-term noise impacts would occur because of the proposed project. Noise impacts would be less than significant.

c) The proposed project is not located within an airport land use plan or near any airports; therefore, there would be no impacts.

Documentation

- City of Redding General Plan, Noise Element, 2000.
- Redding Municipal Airport. 2004. Redding Municipal Airport Master Plan. https://www.cityofredding.org/home/showdocument?id=865.

Mitigation

No mitigation required.

XIV. POPULATION AND HOUSING

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

Discussion

a-b) The recreational improvement project would be constructed in an existing recreational area. The project is bordered by the river, a cemetery, the rodeo grounds, and Turtle Bay Exploration Park. All properties in the vicinity are zoned for public use or currently built-out. The project would not induce population growth or displace people. The project would have no impact on population and housing.

Documentation

- City of Redding General Plan, Housing Element 2014.

Mitigation

No mitigation required.

XV. PUBLIC SERVICES

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

Discussion

a-e) The proposed project would not cause substantial adverse physical impacts on government facilities or negatively affect public services. Similarly, access to schools, parks, and other public facilities would not be affected since access will be maintained through the project area during construction. Proposed contractor construction access in the area may temporarily interfere with access to the boat ramp. The proposed project would not result in substantial conflict or lack of emergency access. The proposed project would have a less-than-significant temporary impact, and no permanent impact, on public services.

Documentation

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

Mitigation

No mitigation required.

XVI. RECREATION

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

Discussion

a) The proposed project primarily involves boating and fishing recreation, and would not impact the number of users at existing neighborhood or regional parks or the physical deterioration of those facilities. The project would have no impact.

b) The larger project components include widening the existing boat ramp, creating a drift boat beach, installing a new restroom, expanding the parking lot, and extending the Sacramento River Trail approximately 650 feet. The proposed project will have a minor impact on native trees and require fill in jurisdictional waters; however, these impacts would not have a significant physical effect on the environment. The project would have a less than significant impact.

Documentation

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

Mitigation

No mitigation required.

XVII. TRANSPORTATION

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

Discussion

a) Construction of the proposed project would generate vehicle trips associated with worker commutes and material and equipment hauling. The increases in trips per day on local and regional roadways within the City could affect roadway capacity and circulation by introducing slower movements and larger turning radii of construction trucks compared to passenger vehicles if the number of trips were to result in a significant increase from the current local conditions.

The proposed project would generate construction traffic throughout the 10-month construction period with periods of heavier use (i.e., during grading) and periods of minimal vehicle use (i.e., site restoration). The proposed project would not conflict with the City of Redding General Plan policies or the City of Redding Parks, Trails, and Open Space Master Plan (City of Redding 2018). The proposed project would not conflict with any program, ordinance, or policy addressing the circulation system, and the impact would be less than significant.

b) Section 15064.3(b) of the current CEQA Guidelines shifts transportation impact analysis from a level of service (LOS) standard to a vehicle miles traveled (VMT) standard that refers to the amount and distance of automobile travel attributable to a project. However, VMT does not currently include recreational uses. The proposed project would require some haul, vendor, and worker trips over the 10-month construction period. The technical advisory provided by the Office of Planning and Research (OPR) provides that projects with less than 110 trips per day are presumed less than significant (OPR 2018). The proposed project would result in less than 110 trips per day during construction and would result in no additional maintenance trips during operation of the proposed project. The proposed project would result in a less than significant impact.

c) The proposed project, once constructed, would be consistent with existing use and would not result in changes to roadways causing an increase in hazards due to a geometric design feature or incompatible use on any roadways in the area. During construction, equipment and vehicles would be intermittently entering and exiting Aoki Way. This could pose a potential hazard from interaction with the general public on this public roadway. However, construction activities would be temporary and would largely occur within the closed boat launch area (i.e., away from the public roadways) and would not result in a substantial hazard. The proposed project would have no impact related to hazards from geometric design features.

d) Construction of the proposed project would not substantially interfere with emergency access. Constriction activities would be short-term and temporary in nature with possible partial closure and restrictions on Aoki Way. Construction will occur at the end of a dead-end road and through traffic is not possible in the baseline condition. Emergency vehicles would be allowed to come into and out of the construction area as needed. Once constructed, the proposed project area would be open and would not impact emergency access. Therefore, the impact would be less than significant.

Documentation

- City of Redding General Plan, Transportation Element, 2000.
- City of Redding Parks, Trails, and Open Space Master Plan, 2018.
- California Office of Planning and Research (OPR). 2018. Technical Advisory On Evaluation Transportation Impacts in CEQA. http://opr.ca.gov/docs/20190122-743_Technical_Advisory.pdf.

Mitigation

No mitigation required.

XVIII. TRIBAL CULTURAL RESOURCES

Would the project: cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:	*Potentially Significant Impact*	*Less-Than-Significant with Mitigation Incorporated*	*Less-Than-Significant Impact*	*No Impact*
a) Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k), or	☐	☐	☐	☒

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

Discussion

a, b) A letter was sent to the NAHC on February 10, 2022, requesting a review of their Sacred Lands File and contact information for potentially interested individuals. A response was received on February 28, 2022, which reported that no Native American cultural sites are known in the project area. On February 28, 2022, letters were sent to individuals/groups who may have information regarding the proposed project area. On August 17, 2022, the City sent formal notification of determination that a decision to undertake a project, and notice of consultation opportunity, pursuant to Public Resources Code § 21080.3.1. Two local Tribes responded, and consultation is ongoing. No tribal cultural resources were identified in the project area, and the proposed project would have no impact on tribal cultural resources.

Documentation

- Anthropological Studies Center at Sonoma State University. 2022. Archaeological Resources Study of the Turtle Bay Boat Ramp.

Mitigation

No mitigation required.

XIX. UTILITIES AND SERVICE SYSTEMS

Would the project:	*Potentially Significant Impact*	*Less-Than-Significant with Mitigation Incorporated*	*Less-Than-Significant Impact*	*No Impact*
a) Require or result in the relocation or construction of new or expanded water, wastewater treatment or storm water drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?	☐	☐	☒	☐
b) Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years?	☐	☐	☒	☐
c) Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?	☐	☐	☐	☒
d) Generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?	☐	☐	☒	☐
e) Comply with federal, state, and local management and reduction statutes and regulations related to solid waste?	☐	☐	☒	☐

Discussion

a) The proposed project would not require construction or relocation of water, electrical, natural gas, or telecommunication facilities. The proposed project would require modification and replacement of storm water and wastewater facilities due to the proposed new restroom and expansion of the parking lot. The proposed project would not result in any other infrastructure improvements or require relocation of existing infrastructure beyond what has been analyzed herein; therefore, the proposed project would have a less than significant impact.

b) Construction and operation of the proposed project would not require the use of potable water. Water required for construction use, such as for dust control and pipeline testing, would be available from the City's existing water resources and would not require substantial amounts of additional water supplies. Operation of the proposed project would not require water exceeding existing use. The proposed project would have sufficient water supplies to serve the project, and the impact would be less than significant.

c) The proposed project would provide wastewater conveyance capacity similar to the existing capacity. The existing wastewater lines will be replaced and relocated. The existing restroom is operated by a small wastewater lift station that serves only the surrounding businesses. The lift station would not be improved and the project would not create additional wastewater capacity. The project has no potential to induce growth and the project would have no impact.

d,e) The proposed project construction activities would generate a minor amount of debris requiring disposal at a suitable facility, such as the City's West Central Landfill, which has sufficient permitted capacity to accommodate the proposed project with 6,589,044 cubic yards of remaining capacity and a maximum permitted capacity of 700 tons per day (CalRecycle 2019). Standard construction specifications would require recycling of some materials such as concrete to reduce landfill waste. Any potentially hazardous materials would be disposed of at an approved landfill. Through construction specifications, the City will confirm that the proposed project complies with federal, state, and local statutes and regulations pertaining to recycling and disposal of solid waste. The impact would be less than significant.

Documentation

- City of Redding General Plan, Public Facilities Elements, 2000.
- CalRecycle. 2019. Facility Operations, West Central Landfill. https://www2.calrecycle.ca.gov/SWFacilities/Directory/45-AA-0043/Detail/. Mitigation

No mitigation required.

XX. WILDFIRE

If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project:	*Potentially Significant Impact*	*Less-Than-Significant with Mitigation Incorporated*	*Less-Than-Significant Impact*	*No Impact*
a) Substantially impair an adopted emergency response plan or emergency evacuation plan?	☐	☐	☒	☐
b) Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to, pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?	☐	☐	☒	☐
c) Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?	☐	☐	☒	☐

If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project:	*Potentially Significant Impact*	*Less-Than-Significant with Mitigation Incorporated*	*Less-Than-Significant Impact*	*No Impact*
d) Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?	☐	☐	☒	☐

Discussion

a-d) The proposed project area is within a local responsibility area and is in an area designated by CAL FIRE that is a 'Non-Very High Fire Severity Zone". While all undeveloped areas are susceptible to wildfire, the proposed project would be constructed in compliance withal applicable local, state, and federal requirements, including the California Fire Code, which would minimize the potential for construction equipment to spark a wildland fire. The proposed project would not affect emergency evacuation plans, result in the uncontrolled spread of wildfire, require installation or maintenance of associated wildfire infrastructure, or expose people or structures to significant risks related to wildfires. The proposed project would result in a less-than-significant impact related to wildfires. Construction and operational impacts related to fire hazards would be less than significant.

Documentation

- CAL FIRE. 2008. Very High Fire Severity Zones in LRA- Shasta County. https://osfm.fire.ca.gov/media/6806/fhszl_map45.pdf.
- City of Redding. 2000-2020 General Plan. Health and Safety Element.

Mitigation

No mitigation required.

XXI. MANDATORY FINDINGS OF SIGNIFICANCE

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

Discussion

a) The proposed project would have minimal potential to degrade the quality of the environment, affect wildlife populations or their habitats, or reduce the number or restrict the range of rare or endangered plant and animal species. Although special-status wildlife species, including Central Valley spring-run ESU Chinook salmon, Sacramento River winter-run ESU Chinook salmon, and Central Valley DPS steelhead, including designated habitat for these species may be impacted by implementation of the proposed project, standard conservation measures, BMPs, and mitigation measures will be used to avoid adverse impacts on these species. Additionally, implementation of the proposed project is not anticipated to impact cultural resources, therefore the proposed project would not eliminate examples of history or prehistory.

b) As described in Section III, the proposed project could temporarily contribute to cumulative air quality impacts. However, these impacts would be considered less than significant and under policy of the City's General Plan, application of standard BMPs would eliminate the potential for air quality impacts during project implementation. Upon project completion the proposed project would not result in an increase in emissions and would therefore not be cumulatively considerable. The project's potential cumulative traffic impacts would be less than significant.

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

Documentation

- See all sections above

Mitigation

MM-1. All in-water work shall occur during April 1 through June 30 to avoid peak times when listed juvenile anadromous fish would be present.

MM-2. Prior to any in-water work, qualified fish biologists, in consultation with CDFW, shall utilize seine netting to work from the edge of water, outward just before berm construction to remove any individuals that could be within the work area. No handling of fish shall occur. Prior to completion of the gravel berm, the area will be surveyed and seined again by qualified fish biologists to ensure absence of fish in the work area. The berm will serve as a barrier to the in-water portion of the project area. After the gravel berm is constructed, the work pad may be constructed.

MM-3. Prior to any placement of gravel in water, heavy equipment operation practices shall be implemented that minimize the potential for injury or death of listed fish species, including alerting fish to equipment operation in the channel before gravel is placed in the water (i.e. slow, deliberate equipment operation and gently tapping water surface prior to entering or placing gravels in the river channel).

MM-4. The gravel berm and work pad shall be constructed out of ¾-inch minus, silt free, clean, spawning-grade gravel that meets Caltrans' cleanness test (California Test No. 227) with a value of 85 or higher. Upon construction completion, the gravel berm would be breached and the gravel pad and berm would be left in place to provide the benefit of approximately 236 cubic yards of spawning grade gravels to augment spawning opportunities for salmon.

MM-5. Twenty-four hours **(**24-hours) prior to initiation of ground disturbance or vegetation removal within 50-feet of suitable reptile and/or amphibian habitat (i.e., Sacramento River and riparian areas), a qualified biologist shall perform a pre-construction survey for western pond turtle, their nests, and foothill yellow-legged frog. If western pond turtles, their nests, or yellow-legged frog are encountered in the project area during construction and could be harmed by construction activities, work will stop immediately in the area and CDFW will be notified. Upon authorization from CDFW, a qualified biologist may relocate the individual(s) the shortest distance possible to a location containing habitat outside of the construction impact zone.

MM-6. If construction or vegetation removal occurs during the nesting season, February 1 through August 31 for birds and November 1 through July 15 for raptors, a qualified biologist shall conduct a pre-construction survey to locate active nests. The pre-construction survey will be performed no more than 7 days prior to the implementation of construction activities. If a lapse in construction activities occurs for 7 days or longer, another pre-construction survey will be performed. If an active nest is

found, a qualified biologist (in consultation with the CDFW) will determine the extent of a buffer zone to be established around the nest.

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

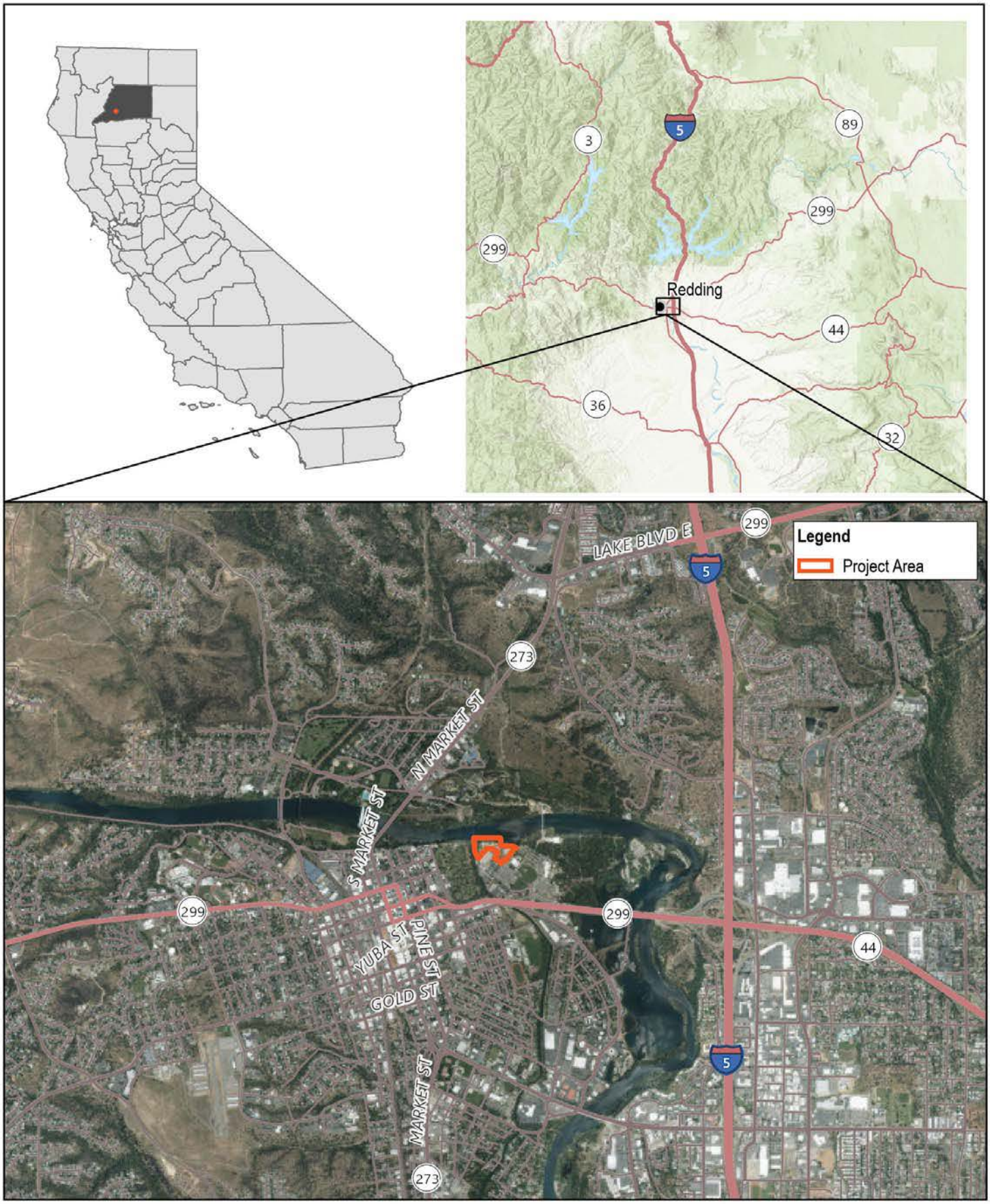
APPENDIX A

Figure 1 – Project Vicinity

Figure 2 – Project Area

Figure 3 – Project Action Area

Figure 4 – Boat Launch Ramp Section



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City of Redding
Turtle Bay Boat Ramp
Improvement Project

Project No. 12558750
Revision No. -
Date 3/9/2022

Vicinity Map

FIGURE 1

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City of Redding
Turtle Bay Boat Ramp
Improvement Project

Project Area

Project No. 12558750
Revision No. -
Date 9/13/2022

FIGURE 2

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Map Projection: Lambert Conformal Conic
Horizontal Datum: North American 1983
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City of Redding
Turtle Bay Boat Ramp Improvement Project

Action Area

Project No. **12558750**
Revision No. **-**
Date **11/10/2022**

FIGURE 3

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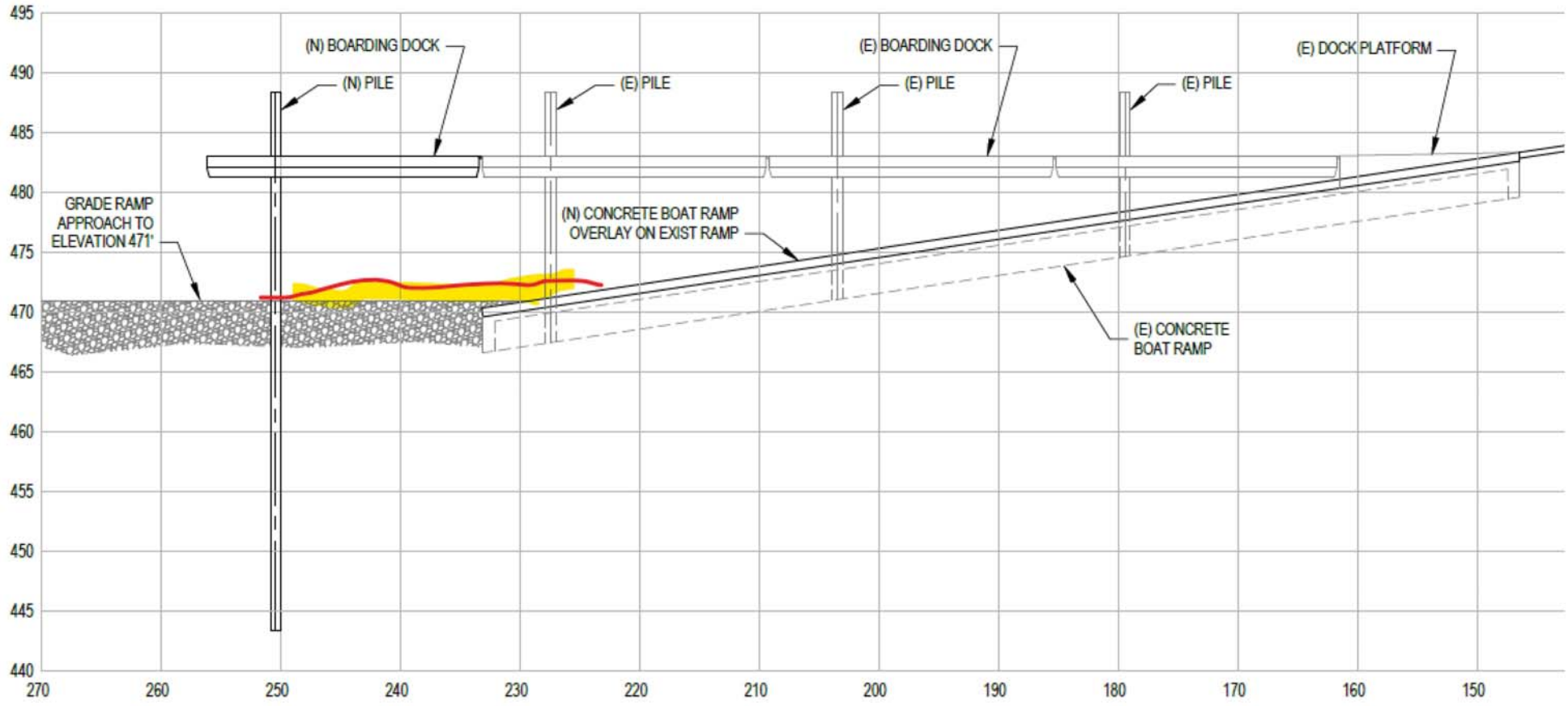

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BOAT LAUNCH RAMP SECTION

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City of Redding
Turtle Bay Boat Ramp
Improvement Project

Project No. **12558750**
Revision No. **-**
Date **11/10/2022**

Boat Launch Ramp Section

FIGURE 4

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ATTACHMENT C

Mitigation Monitoring and Environmental Commitment Program

MITIGATION MONITORING AND ENVIRONMENTAL COMMITMENT PROGRAM

TURTLE BAY BOAT RAMP PROJECT
(STATE CLEARINGHOUSE NO. 2023XXXXXX)

MITIGATION MONITORING PROGRAM CONTENTS

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

LEGAL BASIS OF AND PURPOSE FOR THE MITIGATION MONITORING PROGRAM

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

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

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

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

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

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

MITIGATION MONITORING/ENVIRONMENTAL COMMITMENT PROGRAM TABLE

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

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

NONCOMPLIANCE COMPLAINTS

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

MITIGATION MONITORING AND ENVIRONMENTAL COMMITMENT PROGRAM TABLE
TURTLE BAY BOAT RAMP PROJECT
MITIGATION MONITORING PROGRAM
(STATE CLEARINGHOUSE NO. 2023XXXXXX)

ENVIRONMENTAL COMMITMENTS

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

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

Best Management Practices	Timing/ Implementation	Enforcement/ Monitoring	Verification (Date and Initials)
BIO-2. Appropriate erosion and sediment control measures (e.g., silt fences, straw wattles) shall be in place prior to the onset of construction activities near jurisdictional waters and in project areas where there is a potential for surface runoff to drain into jurisdictional waters. The measures shall be monitored and maintained until construction activities have ceased.	Preconstruction/ Construction	City/ Construction Management	
BIO-3. High visibility fencing, flagging, or markers will be installed along the edges of the work zone near avoided waters and riparian areas. In addition, equipment entry and exit points; and staging, storage, and stockpile areas must be clearly marked prior to the entry of mechanized equipment or vehicles into the construction area.	Preconstruction/ Construction	City/ Construction Management	
BIO-4. The construction area will be fenced, staked, or flagged as close to the limits as feasible.	Preconstruction/ Construction	City/ Construction Management	
BIO-5. A qualified biologist will provide training for all contractors, work crews, and any onsite personnel on the status of the VELB, its host plant and habitat, the need to avoid damaging the elderberry shrubs, and possible penalties for noncompliance.	Preconstruction/ Construction	City/ Construction Management	
Cultural Resources (CR)			
CR-1. If previously unidentified cultural materials are unearthed during construction, it is City policy that work be halted in that area until a qualified archaeologist can assess the significance of the find.	Construction	City/ Construction Management	
CR-2. If human remains are discovered during project activities, all activities near the find will be stopped, and the Shasta County Sheriff-Coroner's Office will be notified. If the coroner determines that the remains may be those of a Native American, the coroner will contact the Native American Heritage Commission (NAHC). Treatment of the remains will be conducted in accordance with further direction of the County Coroner or NAHC, as appropriate.	Construction	City/NAHC/ County Coroner	
Hazards and Hazardous Materials (HAZ)			
HAZ-1. Hazardous materials, including fuels, oils, cement, and solvents will be stored and contained in an area protected from direct runoff and away from areas where they could enter waters of the United States.	Construction	City/ Construction Management	
HAZ-2. Construction equipment will be inspected daily for leaks. Leaking fluids will be contained upon detection, and equipment repairs will be made as soon as practicable, or the leaking equipment will be moved offsite.	Construction	City/ Construction Management	

Best Management Practices	Timing/ Implementation	Enforcement/ Monitoring	Verification (Date and Initials)
HAZ-3. Secondary containment such as drip pans or absorbent materials will be used to catch spills or leaks when removing or changing fluids. Secondary containment will be used for storage of all hazardous materials.	Construction	City/ Construction Management	
HAZ-4. Spill containment and clean-up materials will be kept onsite at all times for use in the event of an accidental spill.	Construction	City/ Construction Management	
HAZ-5. Absorbent materials will be used on small spills rather than hosing down or burying the spill. The absorbent material will be promptly removed and disposed of properly.	Construction	City/ Construction Management	
Hydrology and Water Quality (WQ)			
WQ-1. All construction work and stockpiling of materials will be confined to the project disturbance area.	Construction	City/ Construction Management	
WQ-2. Temporary stockpiling of excavated or imported material will be placed in upland areas.	Construction	City/ Construction Management	
WQ-3. Excess soil will be used onsite or disposed of at a regional landfill or other appropriate facility.	Construction	City/ Construction Management	

CALIFORNIA ENVIRONMENTAL QUALITY ACT MITIGATION MEASURES

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

Mitigation Measure (MM)	Timing/ Implementation	Enforcement/ Monitoring	Verification (Date and Initials)
Biological Resources (BIO)			
MM-1. All in-water work shall occur during April 1 through June 30 to avoid peak times when listed juvenile anadromous fish would be present.	Construction	City/ Construction Management	

Mitigation Measure (MM)	Timing/ Implementation	Enforcement/ Monitoring	Verification (Date and Initials)
MM-2. Prior to any in-water work, qualified fish biologists, in consultation with CDFW, shall utilize seine netting to work from the edge of water, outward just before berm construction to remove any individuals that could be within the work area. No handling of fish shall occur. Prior to completion of the gravel berm, the area will be surveyed and seined again by qualified fish biologists to ensure absence of fish in the work area. The berm will serve as a barrier to the in-water portion of the project area. After the gravel berm is constructed, the work pad may be constructed.	Preconstruction/ Construction	City/ Construction Management	
MM-3. Prior to any placement of gravel in water, heavy equipment operation practices shall be implemented that minimize the potential for injury or death of listed fish species, including alerting fish to equipment operation in the channel before gravel is placed in the water (i.e. slow, deliberate equipment operation and gently tapping water surface prior to entering or placing gravels in the river channel).	Preconstruction/ Construction	City/ Construction Management	
MM-4. The gravel berm and work pad shall be constructed out of ¾-inch minus, silt free, clean, spawning-grade gravel that meets Caltrans' cleanness test (California Test No. 227) with a value of 85 or higher. Upon construction completion, the gravel berm would be breached and the gravel pad and berm would be left in place to provide the benefit of approximately 236 cubic yards of spawning grade gravels to augment spawning opportunities for salmon.	Construction	City/ Construction Management	
MM-5. Twenty-four hours (24-hours) prior to initiation of ground disturbance or vegetation removal within 50-feet of suitable reptile and/or amphibian habitat (i.e., Sacramento River and riparian areas), a qualified biologist shall perform a pre-construction survey for western pond turtle, their nests, and foothill yellow-legged frog. If western pond turtles, their nests, or yellow-legged frog are encountered in the project area during construction and could be harmed by construction activities, work will stop immediately in the area and CDFW will be notified. Upon authorization from CDFW, a qualified biologist may relocate the individual(s) the shortest distance possible to a location containing habitat outside of the construction impact zone.	Preconstruction/ Construction	City/ Construction Management	
MM-6. If construction or vegetation removal occurs during the nesting season, February 1 through August 31 for birds and November 1 through July 15 for raptors, a qualified biologist shall conduct a pre-construction survey to locate active nests. The pre-construction survey will be performed no more than 7 days prior to the implementation of construction activities. If a lapse in construction activities occurs for 7 days or longer, another pre-construction survey will be performed. If an active nest is found, a qualified biologist (in consultation with the CDFW) will determine the extent of a buffer zone to be established around the nest.	Construction	City/ Construction Management	

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

ATTACHMENT D

Comments and Response to Comments (if any)