

PROPOSED MITIGATED NEGATIVE DECLARATION AND INITIAL STUDY

**Shasta County Adult Rehabilitation Center
Shasta County, California**

Prepared for:
Shasta County Department of Public Works
1855 Placer Street
Redding, CA 96001

April 2015
20-68

ENPLAN

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**SHASTA COUNTY
ADULT REHABILITATION CENTER PROJECT
SHASTA COUNTY, CALIFORNIA**

April 2015

Prepared for:
**Shasta County Department of Public Works
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Redding, CA 96001**

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PROPOSED MITIGATED NEGATIVE DECLARATION

LEAD AGENCY: Shasta County Department of Public Works
1855 Placer Street
Redding, CA 96001

PROJECT: Shasta County is proposing to construct a ±36,000 square-foot, medium security, dormitory style Adult Rehabilitation Center with a minimum of 64 beds to better transition inmates from incarceration to the local community. The proposed facility would also include parking areas for County staff and offenders, perimeter security fence, and sidewalks. The County’s goal is to minimize the number of repeat inmates through successful treatment and programming.

LOCATION: The project site is located between Breslauer Way and Radio Lane, east of State Route 273 in the City of Redding, Shasta County, California. See Figure 1 of the Initial Study.

PROJECT

PROPOSER: Shasta County Department of Public Works

PROJECT NAME: Adult Rehabilitation Center Project

FINDINGS

As documented in the Initial Study, project implementation could result in a new source of light or glare; disturbance of nesting migratory birds; disturbance of subsurface cultural resources; and increased traffic on local roads. Design features incorporated into the project would avoid or reduce certain potential environmental impacts, as would compliance with existing regulations and permit conditions. Remaining impacts can be reduced to levels that are less than significant through implementation of the mitigation measures presented in the Initial Study. Because Shasta County will adopt mitigation measures as conditions of project approval and will be responsible for ensuring their implementation, it has been determined that the project will not have a significant adverse impact on the environment. A Mitigation Monitoring and Reporting Program will also be adopted and implemented by Shasta County.

Signature

Date

(Name)

Title

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INITIAL STUDY

Shasta County Adult Rehabilitation Center Project Shasta County, California

I. THE PROJECT

A. Introduction

The Shasta County Sheriff's Office operates an adult jail facility, which is located in the City of Redding at 1655 West Street. The 11-story jail, built in 1984, has 115,035 square feet of floor area and is attached to a two-story County administrative building that houses courtrooms and offices. This high-security jail is used for the detention of individuals pending arraignment, during trial, and upon sentencing. In addition to inmate housing, the jail includes office space, kitchen facilities, and laundry facilities.

The main jail was originally designed to house 237 inmates. However, in the early 1990's, the number of jail beds was increased to 381 by double-bunking 150 cells. The current inmate capacity continues to be 381: 317 males and 64 females.

As part of the jail capacity increase, the Sheriff's Office received capacity guidance from the Shasta County Superior Court. The Court set the maximum number of inmates at 381, and authorized the Sheriff to release inmates when the facility is within 10 percent of being filled or within 10 percent of the capacity of any specific housing unit (i.e., male or female housing areas). Jail capacity releases started in 1993 and continue to the present day, with such releases currently averaging 4,000 inmates per year.

Alternatives to Incarceration

The Sheriff's Office utilizes four different out-of-custody programs to manage offenders: Work Release Program; Shasta Technical Education Program Unified Partnership; Phase Program; and House Arrest. These programs serve to reduce the number of inmates housed in the jail facility, as well as lower the recidivism rate.

Work Release

Through the Work Release Program, out-of-custody offenders are assigned to various groups throughout the County to provide community service, such as roadside clean-up, bicycle repair, vegetation management, and cemetery rehabilitation. The program currently averages 115 offenders; the County is in the process of expanding the number of offenders to 500. The Work Release Program is currently managed through offices located on Veterans Way, east of the proposed Adult Rehabilitation Center site.

Shasta Technical Education Program Unified Partnership (STEP UP)

STEP UP is a pilot program and collaborative effort with Shasta Community College and the Good News Rescue Mission (GNRM) to provide identified, sentenced inmates a chance to receive vocational training at the Shasta Community College campus. The purpose of this program is to provide vocational training and free up beds at the jail. The STEP UP Program has three training courses for the inmates to choose from: Heavy Equipment, Office Administration, and Automotive Technology—all one-year certified programs.

Phase Program

The Phase Program provides adult offenders with reporting, treatment, and training services. The program is conducted at the Shasta County Community Corrections Center (CCC), located at 1405 Court Street, and is delivered to up to 100 eligible adult offenders. Through the Phase Program, staff closely monitor the behavior of offenders with daily check-ins, on-going drug and alcohol testing, and intensive case management. While under supervision, offenders receive on-going treatment to help break cycles of criminal behavior. Classes include substance abuse education and treatment; life skills development; cognitive behavioral therapy; parenting and family training; anger management; employment skills building and career development counseling. Offenders progress through phases at the CCC based on performance.

House Arrest

The House Arrest program helps ease capacity issues through the use of GPS monitors. Selected inmates are allowed to participate in education programs, counseling, off-site employment, and life-skills development, and may attend medical appointments if approved by staff in advance. Inmates are monitored via a web-based software program, which allows staff to set up exclusion zones. Through the web-based system, the County is notified if an inmate enters said zones.

Assembly Bill 109

In 2011, Governor Brown signed Assembly Bills (AB) 109 and AB 117, with the intent of closing the revolving door of low-level inmates cycling in and out of state prisons. This legislation, commonly referred to as the Public Safety Realignment, was passed in response to a U.S. Supreme Court order to reduce the number of inmates in the State's 33 prisons to 137.5 percent of original design capacity. AB 109 transferred responsibility to counties for supervising certain parolees from the California Department of Corrections and Rehabilitation. AB 109 was modified by AB 117 whereby certain specified felonies would now be punishable by incarceration in County jails only, along with other technical changes, instead of state prison.

Under these bills, newly convicted low-level inmates without current or prior serious, violent, or high-risk sex offenses stay in county jail to serve their sentence rather than a state prison. With low-level inmates serving their sentences locally, the need for jail beds in Shasta County has significantly increased. Due to the continued lack of bed space at the main jail, and the Stipulation Order issued by the Shasta County Superior Court, jail capacity releases have further increased.

In addition to reducing the number of inmates in state prison, one of the objectives of the public safety realignment is to develop alternatives to local jail custody. Shasta County's alternatives to incarceration, and the proposed Adult Rehabilitation Center, support the goals set forth in AB 109 and AB 117.

B. Project Need

The main jail location and configuration do not allow for increased bed capacity or additional programming. The proposed project would allow for additional bed and programming space to effectively work with inmates to change their lives, both contributing to successful reintegration of inmates back into society and enhancing staff's professional experience. The proposed facility and main jail would support one another by providing housing and programs for various classifications of inmates, especially at the ends of their sentences.

Limitations agreed to by the Shasta County Superior Court established the maximum number of inmates in the main jail at 381. In accordance with the Stipulation Order, the Shasta County

Sheriff is authorized to release inmates when the facility is within 10 percent of being filled, or 10 percent of the capacity of any specific housing unit (i.e., male or female housing areas), which is 343 total beds.

For the first six months of 2013, the average daily population (ADP) of the entire detention system was 386 inmates (main jail and out-of-county beds). The average includes 62 inmates that were housed in out-of-county contract beds; 2,107 inmates that were granted early release due to the lack of sufficient jail capacity. These figures exclude daily peaks in booking volume, which typically are about six percent, approximately 24 inmates. The County's detention system should have an operational capacity of 421 beds to meet current demand versus its current capacity of 343 (the threshold for capacity related releases). Therefore, the County is currently experiencing a deficit of at least 78 beds. According to projected forecasts, this deficit will increase to 149 beds by 2020, and 199 beds by 2030. Based on these forecasts, 542 beds will be needed by 2030 to reasonably accommodate Shasta County inmates.

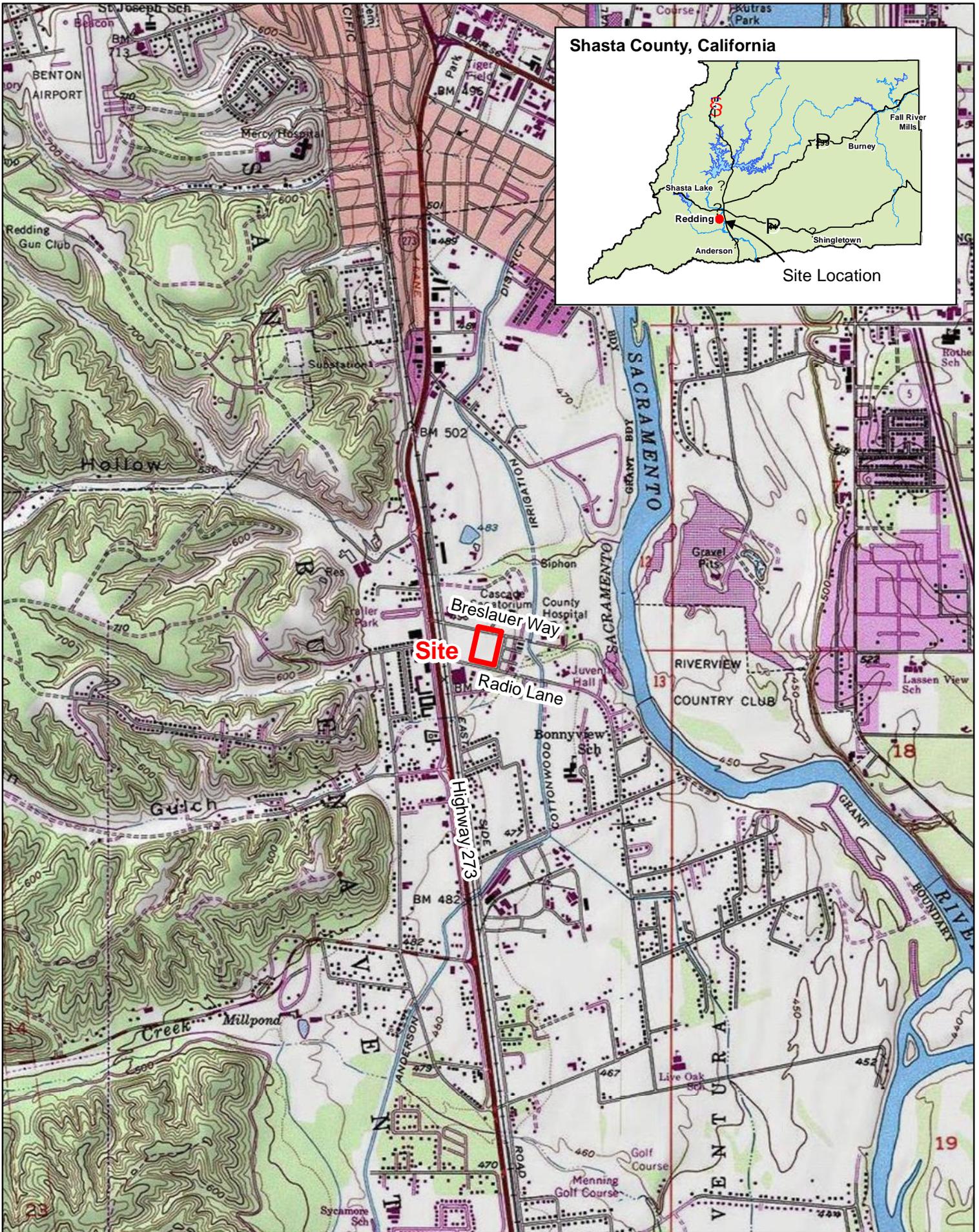
According to data maintained by the Board of State and Community Corrections, Shasta County has the highest rate of capacity-related releases per 1,000 residents in the State of California (17.6 per 1,000 residents). Capacity-related releases greatly hinder the County's ability to properly treat inmates and reduce recidivism. As previously described, the County employs various programs as alternatives to incarceration. Successful approaches to supervising inmates require an accurate assessment of the risk and needs of each offender and the development of an individual plan to provide services and support that are deemed the most beneficial in reducing recidivism. Construction of the new facility would allow the Shasta County Sheriff to consolidate nearly all current programming operations to a single facility to improve efficiency of the individual programs.

Once released from custody, inmates continue their individualized behavioral treatment program. Inmates supervised under the alternative custody programs currently report to the CCC located at 1405 Court Street. However, the facility is nearing capacity and, without additional program space, will be unable to adequately serve those receiving treatment. The proposed rehabilitation center would accommodate much needed space for the alternative custody programs.

Transitioning inmates out of the main jail to the rehabilitation facility would also serve to increase the number of available beds at the jail, which would enhance community safety by allowing the County to detain more-violent inmates in custody longer. Increased bed availability at the main jail aids the County in complying with AB 109, which requires inmates to serve longer sentences at the County level rather than completing their sentences in state prison.

C. Project Description

Shasta County is proposing to construct a ±36,000 square-foot, medium security, dormitory style Adult Rehabilitation Center with a minimum of 64 beds to better transition inmates from incarceration to the local community. The proposed facility would be located between Breslauer Way and Radio Lane, east of SR 273 in the City of Redding (Figures 1 and 2). The proposed facility would consist of a two-story, concrete structure, not to exceed 30 feet in height.



Path: N:\companyfiles\01 - Jobs Active\2020-68 Shasta County - Adult Rehab Center\3-Project GIS\Map_Documents\Fig_1_Vicinity_Map_3-19-15.mxd

All depictions are approximate. Not a survey product. 3.19.15

Figure 1
Site Vicinity





Breslauer Way

Radio Lane

Veterans Lane

State Highway 273

Figure 2
Project Site

All depictions are approximate. Not a survey product. 3.19.15



The proposed facility would also include parking areas for county staff as well as offenders in the Sherriff's alternative custody programs; 12-foot anti-climb perimeter security fence; and an Americans with Disabilities Act (ADA)-compliant sidewalk along Breslauer Way from the westernmost limit of the project site east to Veterans Lane.

The California Department of Corrections and Rehabilitation recognizes that programming is essential for jail population management and to reduce the rate of recidivism. The proposed project would provide for the necessary expansion of programming services in Shasta County. This would enable County staff to identify the programming needs of inmates from the outset, providing inmates with a seamless transition from the programming phase to an alternative custody program. The County's goal is to minimize the number of repeat inmates through successful treatment and programming.

The proposed facility would manage inmates following their release from the main jail. Depending on the release conditions, inmates would utilize either secure (in-custody) or non-secure (out-of-custody) areas of the facility. The primary purpose of the building is to provide programming services as part of the rehabilitation process. Additionally, the facility would house kitchen and laundry facilities, serving staff and inmates at both the main jail and rehabilitation facility. A detailed description of both secure and non-secure areas is provided below. The Preliminary Site Plan for the 64-bed facility is shown in Figure 3.

Although 64 beds are currently proposed, the County is striving to provide an additional 64 beds (approximately 128 beds total) to house additional inmates. This would be achieved through double-bunking and by converting covered outdoor recreation space into additional bed space, with outdoor recreation space being provided to the east of the building, as shown in Figure 4. Although dependent on funding and staff availability, potential expansion of the facility to 128 beds is addressed in this Initial Study. Housing area expansions would help the County reduce the forecasted bed shortfall, which is estimated at 199 beds by 2030.

Secure Area

The secure area (in-custody), making up approximately 75 percent of the overall facility, would include an intake and release area, dormitory style housing, laundry facilities, kitchen facilities, in-custody programming areas, custody administration, staff support areas, and maintenance/storage areas. The secure area operations would require staff to work two 12-hour shifts: five to six staff working the day shift 7:00 a.m. to 7:00 p.m., seven days per week, and four to six staff working the night shift 7:00 p.m. to 7:00 a.m., seven days per week. Additionally, the kitchen area would require up to 10 staff during hours of operation.

Intake and Release Area

This area would be used to receive new inmates from the main jail and to release inmates. The intake and release area would be located within the southern portion of the facility and would be accessed from Radio Lane.

Dormitory Style Housing

The housing area would consist of dormitory style living, with separate male and female sleeping areas. Male and female housing units would feature separate programming space for cognitive behavioral programs, medical screening rooms, and a private interview/counseling room.

Laundry Facilities

Laundry operations are currently housed at the main jail. Project implementation would include new laundry facilities that would serve the main jail and the rehabilitation center. Laundry operations at the jail would be discontinued. As part of relocating laundry facilities to the proposed facility, the County would implement a Certified Washroom Technician Program to supplement rehabilitation programming services. Laundry facility operations are expected to occur 8:00 a.m. to 4:00 p.m., seven days per week.

Kitchen Area

Kitchen operations are currently housed at the main jail. Project implementation would include new kitchen facilities that would serve the main jail and the rehabilitation center. The kitchen area would produce approximately 1,400 meals per day for inmates and staff. Kitchen operations at the main jail would be discontinued. As part of relocating kitchen facilities to the proposed facility, the County would implement a Food Service Certification Program to supplement rehabilitation programming services. This program would be facilitated using a culinary classroom included in the design. Kitchen facility operations are expected to occur 3:30 a.m. to 5:30 p.m., seven days per week.

In-Custody Programming Areas

These areas may include a General Education (GED) lab, Employment Resource Center, outdoor exercise area, space for confidential interviews and assessments, as well as other programming uses such as counseling for drug and alcohol addiction.

Custody Administration

Custody administration facilities would include, but are not limited to: commissary, control room, staff station, and sally areas.

Staff Support Areas

Staff support areas would include, but are not limited to: locker facilities, office space, and file storage area.

Maintenance/Storage Areas

Maintenance/storage areas include, but are not limited to: mechanical room, electrical room, and miscellaneous storage areas.

Non-Secure Area

The non-secure area (out-of-custody), making up approximately 25 percent of the facility, would be dominated by programming service and support areas, including, but not limited to: main lobby, programming and vocational training rooms, office space, break room, storage, and restrooms.

Facility Operation

Secure Area:

Inmate Transport/Release

Following sentencing, inmates would be transported from the jail to the proposed facility via passenger van (estimated at twice per day, seven days per week).

Visitation

Inmate visitation would be conducted entirely through video conference. Hence, only County staff and other authorized personnel would access the secure area.

Professional Visits

The facility would house sentenced inmates; therefore, a minimal number of professional visits (e.g., attorneys) are expected (estimated at one visit per week).

Programming Operations

Approximately eight independent programming instructors would conduct classes within the secure area. Class would generally be limited to two hours per class, between 8:00 a.m. and 7:00 p.m., seven days per week. Programs would include, but would not be limited to, Moral Reconciliation Therapy, Alcoholics Anonymous, Narcotics Anonymous, and Malachi's Dad.

County Staffing

The secure area would be operated by approximately 10 to 14 County staff.

Non-Secure Area:

The non-secure area would include the Alternative Custody Program as well as miscellaneous staff trainings.

Alternative Custody Program

The Sheriff's Alternative Custody Program would serve five to 30 out-of-custody offenders on a daily basis. Sheriff Alternative Custody's staff will book and evaluate these sentenced out-of-custody offenders to determine how and where they will serve their sentence (i.e., Work Release, Home Electronic Confinement, jail). Participants will report between 8:00 a.m. and 5:00 p.m., Monday through Friday, and would travel to the site by the same means as the Work Release Program described below.

The Work Release Program is currently operated from a facility on Veterans Way, immediately east of the proposed Adult Rehabilitation Center site. As part of the proposed project, the program would be operated from the new facility. Approximately 150 offenders currently participate in the Work Release Program, with approximately 20 to 30 participants reporting each day. With the new facility, this number is expected to increase to 500 offenders, with 40 to 50 individuals reporting each day. Participants would travel to the site via public transportation, personal vehicle, bicycle, walk, or be dropped off. Some of the Work Release participants would be transported to off-site work areas by passenger van (approximately two round trips per day). The program would be operated by seven County staff, up to seven days per week.

Staff Training

The proposed facility may be used intermittently for staff training or other County uses. The County estimates up to 40 attendees per event for such activities.

Construction Schedule

Construction of the proposed project is expected to take two construction seasons, and be completed by June 30, 2018. Staffing and occupancy would be expected to begin by December 2018.

D. Permits and Approvals

The following permits and approvals will be needed prior to implementation of the proposed project:

- Shasta County – Approval of Mitigated Negative Declaration and Mitigation Monitoring and Reporting Program for the proposed project.
- Central Valley Regional Water Quality Control Board (RWQCB) – Clean Water Act Section 402 National Pollutant Discharge Elimination System (NPDES) storm water permit for general construction; Storm Water Pollution Prevention Plan (SWPPP)

II. ENVIRONMENTAL SETTING

General Plan Designation

According to the City of Redding General Plan, the project site is designated as Public Facility (PF-1).

Zoning

The City's Zoning Map identifies the project site zoning as Public Facility (PF). According to Chapter 18.36 of the City's Code, the Public Facility District provides for public and quasi-public facilities that are appropriate for educational uses, cultural and institutional uses, health services, specialized housing and care facilities, parks and recreation, general government operations, airports, utility and public service needs, and other similar and related supporting uses. Although the proposed project is not subject to City zoning standards, it is compatible with the City's Public Facility designation.

Surrounding Land Uses

Lands to the north and east of the project site are developed with various Shasta County facilities (e.g., social services, public health, mental health, south County patrol, coroner, etc.). Abutting lands to the west are undeveloped. Lands to the south are developed with industrial facilities and residences.

Topography

The project site is located approximately 485 feet above sea level (U.S. Geological Survey's Redding 7.5-minute quadrangle) and is essentially level.

Soils

According to the Natural Resources Conservation Service, on-site soils include Honcut gravelly loam and Tehama loam, 0 to 3 percent slopes.

Vegetation

The site is currently used by out-of-custody inmates for on-going gardening activities and is therefore heavily disturbed. Portions of the site are currently tilled for row crops. The northern third of the site is planted with fruit trees. Non-tilled areas support annual grasses and forbs. Several concrete-lined irrigation ditches are present on the site.

Water Features

There are no streams or wetlands located on the project site. As described above, the site includes a number of concrete-lined ditches for crop irrigation. These irrigation ditches are not subject to federal or state jurisdiction.

Documentation

City of Redding. 2000-2020 General Plan. Community Development and Design Element. <http://www.ci.redding.ca.us/planning/genplan/cdd.pdf>. Accessed March 2015.

City of Redding. 2002. Zoning Map. <ftp://ftp.ci.redding.ca.us/gis/zoning.pdf>. Accessed July 2014.

Natural Resource Conservation Service. Web Soil Survey. <http://websoilsurvey.nrcs.usda.gov/app/HomePage.htm>. Accessed March 2015.

III. ENVIRONMENTAL CHECKLIST FORM

A. Environmental Factors Potentially Affected

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

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

B. Determination (To be completed by the Lead Agency)

On the basis of this initial evaluation:

- I find that the proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.
- I find that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because revisions in the project have been made by or agreed to by the project proponent. A MITIGATED NEGATIVE DECLARATION has been 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 significant effect(s) 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, if the effect is a "potentially significant impact" or "potentially significant unless mitigated." An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed.
- I find that although the proposed project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier EIR or NEGATIVE DECLARATION pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier EIR or NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed upon the proposed project, nothing further is required.

Neil McAuliffe
Signature

4/20/2015
Date

Neil McAuliffe
Name

Supervising Engineer
Title
Special Projects Division, Shasta County DPW

C. 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 | ■ Greenhouse Gas Emissions | ■ Population and Housing |
| ■ Agricultural and Forestry Resources | ■ Hazards and Hazardous Materials | ■ Public Services |
| ■ Air Quality | ■ Hydrology and Water Quality | ■ Recreation |
| ■ Biological Resources | ■ Land Use and Planning | ■ Transportation/Circulation |
| ■ Cultural Resources | ■ Mineral Resources | ■ Utilities and Service Systems |
| ■ Geology and Soils | ■ Noise | ■ Mandatory Findings of Significance |

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

For the evaluation of potential impacts, the questions in the Initial Study Checklist are stated and an answer is provided according to the analysis undertaken as part of the Initial Study. The analysis considers the long-term, direct, indirect, and cumulative impacts of the project. 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 project will have the potential for impacting the environment, although this impact will be below established thresholds that are considered to be significant.
- **Potentially Significant Impact Unless Mitigation Incorporated.** The project will have the potential to generate impacts which may be considered as a significant effect on the environment, although mitigation measures or changes to the project's physical or operational characteristics can reduce these impacts to levels that are less than significant.
- **Potentially Significant Impact.** The project 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.

Issues (and Supporting Information Sources):	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
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1. AESTHETICS. Would the project:

- | | | | | |
|--|--------------------------|-------------------------------------|-------------------------------------|-------------------------------------|
| a. Have a substantial adverse effect on a scenic vista? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| b. Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| c. Substantially degrade the existing visual character or quality of the site and its surroundings? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| d. Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area? | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |

Discussion

a.

Views of the project site do not meet the definition of a scenic vista because most of the area is dominated by industrial development and County facilities, and there are no designated scenic vistas in the project vicinity. As such, the proposed project would not have a substantial adverse effect on a scenic vista.

b.

The project site is not located near a state-designated scenic highway.

c.

The proposed project includes construction of a two-story building and associated parking areas, outdoor recreation yard, and sidewalk, in a predominantly developed area that includes industrial uses and County facilities. The resulting visual character of the site would be consistent with that of the project vicinity. Potential visual impacts resulting from the project implementation are considered less than significant.

d.

The proposed project would introduce new sources of nighttime lighting that would include parking lot lighting, building exterior lighting, and lighting along secure fencing. However, new lighting would be consistent with the existing types of lighting present in the project vicinity. In addition, new sources of potentially reflective surfaces (e.g., window glazing and other building materials) would also be introduced. However, implementation of Mitigation Measure 1.1 below, would ensure that the proposed building would not use reflective materials in such a way as to create glare on adjacent areas, and would require exterior lighting to provide targeted illumination and prevent light spillover. Impacts would be less than significant after mitigation.

Mitigation

MM 1.1. All exterior lighting shall be directed downwards and away from adjacent properties and rights-of-way. Lighting shall be shielded such that the element is not directly visible, and lighting shall not spill across property lines. Building materials and paint shall be non-reflective.

Documentation

Caltrans. Scenic Highway Program. Eligible and Designated Routes. <http://www.dot.ca.gov/hq/LandArch/scenic/cahisys.htm>. Accessed July 2014.
ENPLAN. Field survey. April 18, 2014.

Issues (and Supporting Information Sources):	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
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2. 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 Model (1997) prepared by the California Department of Conservation as an optional model to use in assessing impacts on agriculture and farmland. In determining whether impacts to forest resources, including timberland, are significant environmental effects, lead agencies may refer to information compiled by the California Department of Forestry and Fire Protection regarding the state’s inventory of forest land, including the Forest and Range Assessment Project and the Forest Legacy Assessment project; and forest carbon measurement methodology provided in Forest Protocols adopted by the California Air Resources Board. Would the project:

- | | | | | |
|--|--------------------------|--------------------------|-------------------------------------|-------------------------------------|
| a. Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| b. Conflict with existing zoning for agricultural use, or a Williamson Act contract? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| c. Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| d. Result in the loss of forest land or conversion of forest land to non-forest use? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| 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? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |

Discussion

a.

According to data maintained by the Farmland Mapping and Monitoring Program, no Prime Farmland, Unique Farmland, or Farmland of Statewide Importance occur in or adjacent to the project site.

b, e.

Neither the project site nor adjacent lands are zoned for agricultural use or are subject to a Williamson Act contract. The subject site is occasionally used for non-commercial production of row crops and fruits. Project implementation would result in the loss of approximately five acres of land suitable for cultivation. The California Agricultural Land Evaluation and Site Assessment (LESA) Model was used to determine the significance of this loss. The model takes into account a number of factors such as soil productivity, water availability, site size, and surrounding land uses. Even with conservative assumptions, the LESA model showed that conversion of the site to non-agricultural use is not a significant impact on farmland.

c, d.

The proposed project would not conflict with existing zoning for, or cause rezoning of, forest land, timberland or land zoned as Timberland Production. The project would not result in the loss of forest land or conversion of forest land to non-forest use.

Mitigation

None necessary

Documentation

City of Redding. 2002. Zoning Map. <ftp://ftp.ci.redding.ca.us/gis/zoning.pdf>. Accessed July 2014.

ENPLAN. Field evaluation. July 2014.

State of California, Department of Conservation. 1997. Land Evaluation and Site Assessment Model. http://www.consrv.ca.gov/DLRP/Pages/gh_lesa.aspx. Accessed July 2014.

State of California, Department of Conservation. 2012. Farmland Mapping and Monitoring Program. Shasta County Important Farmland 2010. <http://www.conservation.ca.gov/dlrp/fmmp/Pages/Shasta.aspx>. Accessed July 2014.

Issues (and Supporting Information Sources):	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
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3. AIR QUALITY. Where available, the significance criteria established by the applicable air quality management or air pollution control district may be relied upon to make the following determinations. Would the project:

- | | | | | |
|---|--------------------------|--------------------------|-------------------------------------|-------------------------------------|
| a. Conflict with or obstruct implementation of the applicable air quality plan? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| b. Violate any air quality standard or contribute substantially to an existing or projected air quality violation? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| c. 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 (including releasing emissions which exceed quantitative thresholds for ozone precursors)? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| d. Expose sensitive receptors to substantial pollutant concentrations? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| e. Create objectionable odors affecting a substantial number of people? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |

Discussion

a-d.

Project implementation would result in short-term construction emissions and long-term operational emissions. For the purposes of environmental review, the Shasta County Air Quality Management District (SCAQMD) has developed a tiered approach for determining the significance of air emissions and appropriate control measures. Significance thresholds are shown in Table 1.

Under the Federal and State Clean Air Acts, various types of air pollution, including criteria pollutants, are subject to ambient air quality standards. To date, national ambient air quality standards (NAAQS) have been established for seven criteria pollutants: sulfur dioxide (SO₂), carbon monoxide (CO), ozone (O₃), nitrogen dioxide (NO₂), sub 10-micron particulate matter (PM₁₀), sub 2.5-micron particulate matter (PM_{2.5}), and lead (Pb). Criteria pollutants are those that have been demonstrated historically to be widespread and have a potential for adverse health impacts. The State of California has also established ambient air quality standards (CAAQS) that further limit the allowable concentrations of certain criteria pollutants. Shasta County is in compliance with the Federal Clean Air Act for all criteria pollutants (considered attainment or unclassified). With respect to the California Clean Air Act, Shasta County is considered non-attainment for O₃ and PM₁₀.

An air emissions modeling program (CalEEMod 2013.2.2) was employed to estimate emissions resulting from project construction and facility operations. As shown in Table 2, construction emissions would not exceed the Level “A” thresholds listed in Table 1. Therefore, implementation of Standard Mitigation Measures as defined by the SCAQMD, such as fugitive dust suppression, would provide appropriate air quality controls during project construction.

**Table 1
Thresholds of Significance for Criteria Pollutants of Concern (lbs/day)**

Pollutants	Level A	Level B
NO _x	>25	>137
ROG	>25	>137
PM ₁₀	>80	>137

Source: Shasta County General Plan, Air Quality

Table 2
Estimated Construction Emissions (lbs/day)

CO	NO_x	ROG	SO₂	PM₁₀	PM_{2.5}	CO₂
18.17	20.72	5.65	0.03	2.07	1.48	2,698.92

As shown in Table 3, facility operation would result in an increase in air emissions on an on-going basis. However, as with construction emissions, long-term operational emissions would not exceed the thresholds established by the SCAQMD.

Table 3
Estimated Operational Emissions (lbs/day)

CO	NO_x	ROG	SO₂	PM₁₀	PM_{2.5}	CO₂
17.88	5.05	2.24	0.03	1.48	0.47	3,513.21

To minimize potential impacts to air quality, the project would be constructed in accordance with guidelines established by SCAQMD and the California Air Resources Board (CARB). A basic requirement for projects occurring in the SCAQMD is dust control. Dust control measures that would be implemented as part of the project proposal may include: covering, watering, and treating excavated, graded, or stockpiled areas; establishing speed limits for construction vehicles; restricting construction activities when winds exceed 20 mph; covering inactive areas; managing dust during material transport; street sweeping; and re-establishing groundcover. Further, in accordance with CARB regulations, additional measures to minimize impacts to air quality may include: maintaining all construction equipment in proper tune according to manufacturer’s specifications, using diesel construction equipment meeting the California Air Resources Board’s (CARB’s) 1996 or newer certification standard for off-road heavy-duty diesel engines, registering in the CARB Diesel Off-road On-line Reporting System program, and registering certain portable equipment in the Portable Equipment Registration Program or directly with the SCAQMD. With resulting construction and operational emissions below the “Level A” threshold, implementation of dust control measures, and compliance with CARB regulations, impacts to air quality would be less than significant.

e.

Project construction may result in the release of diesel fumes, paint fumes, or other potentially objectionable odors. The nearest residential areas are located over 300 feet to the southeast. Because odor generation would be limited to construction activities (temporary in nature), area resident’s exposure to objectionable odors (if any) would be less than significant.

Mitigation

None necessary

Documentation

California Air Resources Control Board. Area Designations Maps—State and National.

<http://www.arb.ca.gov/desig/adm/adm.htm>. Accessed March 2015.

California Air Resources Control Board. Fugitive Dust Rule 3.16. Fugitive, Indirect, or Non-Traditional Sources.

<http://www.arb.ca.gov/drdb/sha/curhtml/r3-16.pdf>. Accessed March 2015.

Shasta County. General Plan, As Amended Through September 2004. 6.5 Air Quality.

http://www.co.shasta.ca.us/index/drm_index/planning_index/plng_general_plan.aspx. Accessed March 2015.

Issues (and Supporting Information Sources):	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
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4. BIOLOGICAL RESOURCES. Would the project:

- | | | | | |
|--|--------------------------|-------------------------------------|--------------------------|-------------------------------------|
| a. Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| 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? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| c. Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| 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? | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| e. Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| 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? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

Discussion

a.

The following evaluation of potential impacts on special-status species is based on the findings of a review of California Natural Diversity Data Base (CNDDDB) and U.S. Fish and Wildlife Service (USFWS) records, as well as botanical and wildlife surveys completed by ENPLAN on April 18, 2014. The CNDDDB and USFWS records were initially reviewed in April 2014, prior to conducting the field surveys; an updated review of CNDDDB and USFWS records was completed in January 2015. The updated records search found no new occurrences of special-status species reported within the search radius. The only species within the search radius subject to a change in the listing status during the time period between the initial records review and the updated records review is the western yellow-billed cuckoo, which changed from a federal Candidate species to a federal Threatened species.

Special-Status Plant Species

Review of the USFWS species list for the Redding quadrangle identified no federally listed or Candidate plant species as potentially being affected by work within the quadrangle. The quadrangle does not contain designated critical habitat for plant species. Review of CNDDDB records showed that no special-status plant species have been previously reported in the project area. Seven special-status plant species (dubious pea, Henderson's bent grass, legenere, Red Bluff dwarf rush, silky cryptantha, slender Orcutt grass, and Sulphur Creek brodiaea) have been reported within a 5-mile radius of the project site. To determine the presence/absence of special-status species,

ENPLAN conducted a botanical survey of the project area on April 18, 2014. Most of the special-status species potentially occurring in the project site would have been evident at the time the fieldwork was conducted. The potential presence of species not identifiable during the field studies was readily determined on the basis of observed habitat characteristics. No special-status plant species were observed or are expected to occur on the site, and no additional botanical evaluation is warranted.

Special-Status Wildlife Species

Review of the USFWS species list for the Redding quadrangle identified eleven federally listed animal species (California red-legged frog, Central Valley spring-run Chinook salmon, Central Valley steelhead, Delta smelt, green sturgeon, northern spotted owl, Sacramento River winter-run Chinook salmon, valley elderberry longhorn beetle, vernal pool fairy shrimp, vernal pool tadpole shrimp, and western yellow-billed cuckoo) as potentially being affected by work within the quadrangle. The quadrangle contains designated critical habitat for the following animal species: Sacramento River winter-run Chinook salmon, Central Valley spring-run Chinook salmon, and Central Valley steelhead. Review of the USFWS's Critical Habitat Mapper found that no critical habitat has been designated in the project area (critical habitat is designated for Central Valley steelhead in the nearby reach of Oregon Gulch, which is approximately 300 feet southeast of the project site).

Review of CNDDDB records showed that no special-status animal species have been previously reported in the project site. Nine special-status wildlife species (bald eagle, bank swallow, Central Valley spring-run Chinook salmon, Central Valley steelhead, Sacramento River winter-run Chinook salmon, western pond turtle, valley elderberry longhorn beetle, vernal pool fairy shrimp, and vernal pool tadpole shrimp) and five non-status wildlife species (California linderiella, kneecap lanx, Shasta chaparral, silver-haired bat, and western pearlshell) have been reported within a 5-mile radius of the project site. To determine the presence/absence of special-status species, ENPLAN conducted a wildlife survey of the project area on April 18, 2014. The potential for special-status wildlife species to utilize the project area was readily determined on the basis of observed habitat characteristics. No special-status wildlife species were observed or are expected to occur on the site, and no additional wildlife evaluation is warranted.

b, c.

ENPLAN's field survey on April 18, 2014 did not identify the presence of any wetlands, other waters, riparian habitat, or other sensitive natural communities. Project implementation would thus not affect wetlands or other sensitive habitats subject to state or federal jurisdiction.

d.

Project implementation would not interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors. Numerous native resident and migratory fish and wildlife species inhabit Shasta County. Most notable among the migratory species are anadromous salmonids and black-tailed deer. No suitable habitat for anadromous salmonids occurs on the project site, nor would such habitat be indirectly affected by project implementation. The black-tailed deer is not designated a special-status species by the California Department of Fish and Wildlife (CDFW), but is of concern to the CDFW. Review of the County's General Plan found that no critical winter range, fall holding areas, or fawning grounds occur on the site.

The site is located within the Pacific Flyway, and it is possible that migratory birds could occasionally nest on the site. The federal Migratory Bird Treaty Act and related international treaties and domestic laws provide protection for migratory birds. The Migratory Bird Treaty Act established that all migratory birds and their parts (including eggs, nests, and feathers) are fully protected. The Migratory Bird Treaty Act is the domestic law that affirms, or implements, the United States' commitment to four international conventions (with Canada, Japan, Mexico, and Russia) for the protection of a shared migratory bird resource. Each of the conventions protects selected species of birds that are common to each country (i.e., they occur in each country at some point during their annual life cycle). The USFWS is the federal agency primarily responsible for protection of migratory birds.

Migratory birds have a low potential to nest in the project area. Nonetheless, to comply with the requirements of the Migratory Bird Treaty Act, vegetation removal and/or construction activities should occur outside of the nesting season, if possible. In the local area, most birds nest between February 1 and July 31. Accordingly, the potential for adversely affecting nesting birds can be greatly minimized by removing vegetation either before February 1 or after July 31. If this is not possible, a nesting survey should be conducted within one week prior to the start of construction. If active nests are found, work would need to be postponed in the vicinity of the nests until after the young have fledged.

Further, to prevent nest abandonment and mortality of chicks and eggs, vegetation removal and construction activities in the vicinity would need to be terminated or restricted, as described in Mitigation Measure 4.1.

With exception of providing potential nesting habitat for migratory birds, the project site does not provide suitable nursery sites for other fish and wildlife species. Compliance with the requirements of the Migratory Bird Treaty Act and implementation of Mitigation Measure 4.1 will ensure that nesting migratory birds are not adversely affected by the proposed project.

e.

No adopted local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance, are applicable to the project proposal.

f.

No adopted Habitat Conservation Plans, Natural Community Conservation Plans, or other approved local, regional, or state habitat conservation plans are applicable to the project area/proposal.

Mitigation

MM 4.1. To ensure that active nests of migratory birds are not disturbed, vegetation removal shall be avoided during the nesting season (generally February 1 to July 31), to the extent possible. If vegetation removal must occur during the nesting season, a focused survey shall be conducted by a qualified biologist to identify active nests in and adjacent to the project site. The survey shall be conducted by a qualified biologist no more than seven days prior to the beginning of construction. If nesting birds are found, the nest shall not be removed until after the young have fledged. Further, to prevent nest abandonment and mortality of chicks and eggs, no construction shall occur within 500 feet of an active nest until the young have fledged, unless a smaller buffer zone is authorized by the California Department of Fish and Wildlife and U.S. Fish and Wildlife Service (the size of the construction buffer zone may vary depending on the species of nesting birds present).

Documentation

California Natural Diversity Database. April 16, 2014 and January 20, 2015.

ENPLAN. Field surveys. April 18, 2014.

U.S. Fish and Wildlife Service. Federal Endangered and Threatened Species that Occur in or may be Affected by Projects in the Redding (647C) U.S.G.S. 7.5-Minute Quad.

http://www.fws.gov/sacramento/es_species/Lists/es_species-lists_quad-finder_quicklist.cfm?ID=647C. Accessed April 16, 2014 and January 20, 2015.

U.S. Fish and Wildlife Service. 2015. Critical Habitat Mapper.

<http://criticalhabitat.fws.gov/crithab/flex/crithabMapper.jsp>. Accessed January 2015.

Issues (and Supporting Information Sources):	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
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5. CULTURAL RESOURCES. Would the project:

- | | | | | |
|---|--------------------------|-------------------------------------|--------------------------|-------------------------------------|
| a. Cause a substantial adverse change in the significance of a historical resource as defined in CEQA Guidelines §15064.5? | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| b. Cause a substantial adverse change in the significance of an archaeological resource pursuant to CEQA Guidelines §15064.5? | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| c. Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| d. Disturb any human remains, including those interred outside of formal cemeteries? | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |

Discussion

a-d.

A cultural resources study, including a record and literature search and field survey, was completed for the project by ENPLAN. Sources consulted included the Northeastern Center of the California Historical Resources Information System at California State University, Chico, the Native American Heritage Commission (NAHC), Shasta Historical Society, and the local Native American community. Records indicated that nine cultural resource surveys have been conducted within a half-mile of the project site; approximately 90 percent of the project site has been previously surveyed. Although no historic properties have been previously identified, two pre-historic sites have been recorded with a half-mile of the project site. The prehistoric components included two lithic scatters and a midden feature. Additionally, a historic hospital cemetery is located in the project vicinity, and the Anderson-Cottonwood Irrigation District (A.C.I.D.) Canal, a feature listed on the California Points of Historical Interest list, is located approximately 500 feet east of the project site.

Based on the results of the records search, including consultation with Native Americans, the project area is considered somewhat sensitive for prehistoric resources due to its proximity to the Sacramento River and the presence of other sites in the area. Any prehistoric remains would likely consist of outlying lithic scatters associated with habitation camp sites. The project area is also considered somewhat sensitive for historic resources due to hospital-related features and possible human burials. However, no "Historical Resources," as defined in Section 15064.5 of the CEQA Guidelines, were identified during ENPLAN's field survey, and no further cultural resources field studies are required. "Historical Resources" include both historic and prehistoric features. Although the archaeologist's field evidence of sensitive cultural resources is minimal, Native American representatives have requested that a Native American monitor be present during all initial earth-disturbing construction activities. It is therefore recommended that a Native American representative be allowed to voluntarily monitor all initial earth-disturbing construction activities should they so choose (see Mitigation Measure 5.1 below). Project impacts on cultural resources are considered potentially significant in light of the potential to uncover unknown or undocumented subsurface cultural remains. However, implementation of Mitigation Measures 5.1, 5.2, and 5.3, below would ensure that potential impacts associated with the proposed project would be less than significant.

No unique geologic features, fossil-bearing strata, or paleontological sites are known to exist in the vicinity of the project sites.

Mitigation

MM 5.1. Shasta County shall notify the Wintu Educational and Cultural Council a minimum of two weeks in advance of the start of project construction and offer the opportunity for a Native American representative to voluntarily monitor initial ground-disturbing construction activities, should they so choose.

MM 5.2. If any human remains are encountered during any phase of construction, all earth-disturbing work shall stop within 50 feet of the find. The county coroner shall be contacted to determine whether investigation of the cause of death is required as well as to determine whether the remains may be Native American in origin. Should Native American remains be discovered, the county coroner must contact the Native American Heritage Commission (NAHC). The NAHC will then determine those persons it believes to be most likely descended from the deceased Native American(s). Together with representatives of the people of most likely descent, a qualified archaeologist shall make an assessment of the discovery and recommend/implement mitigation measures as necessary.

MM 5.3. If any previously unevaluated cultural resources (i.e., burnt animal bone, midden soils, projectile points or other humanly-modified lithics, historic artifacts, etc.) are encountered, all earth-disturbing work shall stop within 50 feet of the find until a qualified archaeologist can make an assessment of the discovery and recommend/implement mitigation measures as necessary.

Documentation

ENPLAN. Field surveys. June 2014.

Issues (and Supporting Information Sources):	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
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6. GEOLOGY AND SOILS. Would the project:

a. Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:

1) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
2) Strong seismic ground-shaking?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
3) Seismic-related ground failure, including liquefaction?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
4) Landslides?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. Result in substantial soil erosion or the loss of topsoil?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c. Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d. Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e. Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Discussion

a.

The proposed project would not expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:

1) Rupture of a known earthquake fault:

According to the Alquist-Priolo Earthquake Fault Zoning Maps for Shasta County, there are no known Alquist-Priolo Special Study Zones in the project vicinity.

2), 3) Strong seismic ground shaking or seismic-related ground failure, including liquefaction:

According to the County's General Plan, Shasta County has a low level of historic seismic activity. In the past 120 years, there has been no significant property damage or loss of life due to earthquakes occurring within or near the County. Faults are primarily located in the eastern half of the County, with a few occurring in the vicinity of the project site. Almost all Alquist-Priolo Special Study Zones, which identify fault areas considered to be of greatest risk in the state, occur east of Highway 89 in eastern Shasta County.

Liquefaction is primarily associated with saturated, cohesionless soil layers located close to the ground surface. During earthquakes, soils may lose strength and ground failure may occur. This phenomenon is most likely to

occur in alluvial (geologically recent, unconsolidated sediments) and stream channel deposits, especially when the groundwater table is high. According to the City's General Plan, areas with high liquefaction potential are generally located along the Sacramento River and its tributaries. Sites with low liquefaction potential are generally located in the gently sloping areas between the river and the foothills. Sites within the foothills are considered to have no liquefaction potential. Based on mapping included in the City's General Plan, the project site is not located in an area of high liquefaction potential.

The potential for adverse effects resulting from seismic ground shaking, and seismic-related ground failure, including liquefaction, is not expected to be significant. However, as part of the final project design phase, a geotechnical study will be prepared; recommendations of the study will be implemented to ensure that people and structures are not exposed to significant geologic or soils hazards.

4) Landslides:

According to the City's General Plan, landslides are considered most prevalent in the steeper, westernmost part of the City. Given that the site and surrounding lands have only a one- to two-percent slope, the potential for landslides is less than significant.

b.

Soils within the project site are mapped almost exclusively as Tehama loam, 0 to 3 percent slopes; a very minor amount of Honcut gravelly loam occurs in the southeastern corner of the site. Project soil types are summarized in Table 4.

**Table 4
Soil Types and Characteristics**

Soil Name	Soil Type	Slope (%)	Erosion Hazard	Permeability	Drainage	Runoff Rate
Honcut (He)	Gravelly loam	0-2	None to slight	Moderate	Well drained	Very slow
Tehama (TbA)	Loam	0-3	None to slight	Slow	Well drained	Very slow

Best management practices for erosion and sediment control would be implemented during project construction, as required by the Construction General Permit Order issued by the Central Valley RWQCB; the order requires preparation and implementation of a SWPPP for all projects that disturb one or more acres of soil. Measures that may be implemented to minimize erosion include limiting construction to the dry season; use of straw wattles, silt fences, and/or gravel berms to prevent sediments from discharging off-site; and revegetating temporarily disturbed sites upon completion of construction. Because best management practices for erosion and sediment control would be implemented in accordance with existing requirements, the potential for soil erosion and loss of top soil would be less than significant.

c.

The project site is not known to be located on unstable geologic units or soils. As discussed under question 6(a) above, a geotechnical study would be prepared and implemented to minimize the potential for the project to result in landslides, lateral spreading, subsidence, liquefaction and/or collapse to less than significant.

d.

According to the City's General Plan, the proposed project is not located on expansive soils, and would therefore not create a substantial risk to life or property. Expansive soils contain higher levels of clay and present hazards for development since they expand and shrink depending on water content. Because project site soils are primarily comprised of sandy loam (well drained), the potential for adverse effects resulting from soil expansion is less than significant.

e.

The proposed project will utilize the City's wastewater disposal system. Use of septic tanks or alternative wastewater disposal systems is not proposed.

Mitigation

None necessary

Documentation

City of Redding. 2000-2020 General Plan. Health and Safety Element. Seismic and Geologic Hazards.

<http://www.ci.redding.ca.us/planning/genplan/h&safty.pdf>. Accessed March 2015.

State of California, Department of Conservation. 2010. California Geological Survey—Alquist-Priolo Earthquake Fault Zoning Maps. www.quake.ca.gov/gmaps/ap/ap_maps.htm. Accessed July 2014.

Shasta County. General Plan, As Amended Through September 2004. Chapter 5.1: Seismic and Geologic Hazards.

http://www.co.shasta.ca.us/index/drm_index/planning_index/plng_general_plan.aspx. Accessed July 2014.

U.S. Department of Agriculture, Natural Resources Conservation Service. 2014.

<http://websoilsurvey.nrcs.usda.gov/app/HomePage.htm>. Accessed February 2014.

Issues (and Supporting Information Sources):	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
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7. GREENHOUSE GAS EMISSIONS. Would the project:

- | | | | | |
|--|--------------------------|--------------------------|-------------------------------------|-------------------------------------|
| a. Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| b. Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

Discussion

a.

As documented in Section III.3, “Air Quality,” project construction and facility operation would generate air emissions, including greenhouse gases such as carbon dioxide (CO₂) and nitrous oxides (NO_x). Construction activities would result in production of an estimated 2,699 lbs/day of CO₂ and 21 lbs/day of NO_x; minor amounts of methane would also be present in construction vehicle and equipment emissions. With respect to operational emissions, the facility would generate an estimated 3,513 lbs/day of CO₂ and 5 lbs/day of NO_x. As with construction emissions, minor amounts of methane would also be present in vehicle emissions.

The Shasta County Air Quality Management District (SCAQMD) has not adopted thresholds of significance for greenhouse gases. According to SCAQMD staff, the District’s greenhouse gas policy is to quantify, minimize, and mitigate greenhouse gas emissions, as feasible. As described in Section III.C.3, “Air Quality,” construction and operational emissions would not exceed the “Level A” thresholds of significance defined by the SCAQMD. Further, BMPs would be implemented to minimize air emissions, including greenhouse gases. Based on this information, greenhouse gas emissions resulting from project construction would be less than significant.

b.

The project would not conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases.

Mitigation

None necessary

Documentation

Shasta County Air Quality Management District. Ross Bell, Air Quality District Manager, pers. comm.

Issues (and Supporting Information Sources):	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
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8. HAZARDS AND HAZARDOUS MATERIALS. Would the project:

- | | | | | |
|--|--------------------------|--------------------------|-------------------------------------|-------------------------------------|
| a. Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| b. Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| c. Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| d. Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| e. For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| f. For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| g. Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| h. Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |

Discussion

a, b.

Project operation would not result in an increased use of hazardous materials, nor would it increase the potential for a release of hazardous materials to the environment. However, project construction would involve the use of relatively small quantities of hazardous materials such as diesel, gasoline, oils, and other engine fluids. Additionally, the proposed facility would be painted. Existing state standards govern the transport, use, and disposal of hazardous materials; because work would be conducted in accordance with these existing requirements, potential impacts would be less than significant and no mitigation measures are warranted.

c.

The proposed project would not emit hazardous emissions or handle hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school. The nearest school, Bonny View Elementary School, is located approximately 0.3 miles southeast of the project site. Residential neighborhoods, industrial facilities, vegetation, and agricultural fields separate the school from the project site.

d.

Review of the State's EnviroStor and GeoTracker databases showed that the project site is not included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5.

e, f.

There are no public airports within two miles of the project site. A private airstrip, Benton Air Park, is located approximately 1.8 miles to the northwest of the project site. However, given the distance from the project site to the airstrip, the proposed project is not expected to result in a safety hazard for people residing or working in the project area.

g.

The proposed project is located in a developed area consisting of industrial and residential uses, and other County facilities. The project does not involve a use or activity that could interfere with emergency-response or emergency-evacuation plans for the area.

h.

The proposed facility would be located in a relatively urbanized area. According to data maintained by CAL FIRE, the project site is designated as Non-Very High Fire Hazard Severity Zone (Non-VHFHSZ). The proposed project would not expose people or structures to a significant risk of loss, injury, or death involving wildland fires. Impacts are expected to be less than significant.

Mitigation

None necessary

Documentation

CAL FIRE. Very High Fire Hazard Severity Zones in LRA, Redding. May 2008.

http://www.fire.ca.gov/fire_prevention/fhsz_maps/FHSZ/shasta/Redding.pdf. Accessed March 2015.

Department of Toxic Substances Control. 2014. EnviroStor.

http://www.envirostor.dtsc.ca.gov/public/search.asp?page=1&cmd=search&business_name=&main_street_name=&city=&zip=&county=&status=ACT%2CBKLG%2CCOM&branch=&site_type=CSITES%2COPEN%2CFUDS%2CCLOSE&npl=&funding=&reporttitle=HAZARDOUS+WASTE+AND+SUBSTANCES+SITE+LIST&reporttype=CORTESE&federal_superfund=&state_response=&voluntary_cleanup=&school_cleanup=&operating=&post_closure=&non_operating=&corrective_action=&tiered_permit=&evaluation=&spec_prog=&national_priority_list=&senate=&congress=&assembly=&critical_pol=&business_type=&case_type=&searchtype=&hwmp_site_type=&cleanup_type=&ocie_erp=False&hwmp=False&permitted=&pc_permitted=&orderby=county. Accessed February 2014.

Redding Unified School District. 2010. School Boundary Map.

http://www.reddingschools.net/site_res_view_template.aspx?id=e9c7c890-066e-43ee-bb47-f12d2f888f63.

Accessed March 2015.

State Water Resources Control Board. 2014. GeoTracker.

<https://geotracker.waterboards.ca.gov/map/?CMD=runreport&myaddress=Shasta+County>. Accessed February 2014.

Issues (and Supporting Information Sources):	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
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9. HYDROLOGY AND WATER QUALITY. Would the project:

- | | | | | |
|--|--------------------------|--------------------------|-------------------------------------|-------------------------------------|
| a. Violate any water quality standards or waste-discharge requirements? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| b. Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of preexisting nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| c. Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of stream or river, in a manner which would result in substantial erosion or siltation on- or off-site? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| d. Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| e. Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| f. Otherwise substantially degrade water quality? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| g. Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| h. Place within a 100-year flood-hazard area structures which would impede or redirect flood flows? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| i. Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| j. Inundation by seiche, tsunami, or mudflow? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

Discussion

a.

The proposed project has the potential to temporarily degrade water quality due to increased erosion during project construction. However, as previously described in Section III.6, "Geology and Soils," best management practices for erosion and sediment control associated with the SWPPP would be implemented. The proposed project also has the potential to degrade water quality in the long-term, during project operation; however, the project will comply with the applicable Municipal Separate Storm Sewer System (MS4) NPDES permit requirements, which include best management practices to reduce pollutants in post-construction runoff. Therefore, impacts of project construction and operation with respect to water quality standards and waste-discharge requirements are expected to be less than significant.

b.

The proposed project would not require new groundwater supplies for construction or operation of the project. The project would result in minor overcovering of ground surfaces which could potentially reduce groundwater recharge. However, soils on the site have moderate to slow permeability and most runoff would exit the site as surface flow. Effects on groundwater levels would be less than significant.

c.

As described previously, the site includes a number of concrete-lined ditches used for crop irrigation. Although these ditches would be removed, the proposed project would not substantially alter existing drainage patterns, alter the course of a stream or a river, or result in substantial erosion or siltation on- or off-site. As previously described, best management practices for erosion and sediment control would be implemented during project construction. Therefore, no significant impacts with respect to drainage patterns, erosion, or siltation are expected as a result of project construction or operation.

d.

Project implementation would result in minor changes in drainage patterns, as well as overcovering of soils and a commensurate increase in the amount of surface runoff. However, as mentioned in Section III.9(a) above, the proposed project would comply with the applicable MS4 NPDES permit to ensure that the post-construction peak runoff does not exceed the pre-construction peak runoff volume. This could be achieved by directing runoff to landscaped areas, using vegetated swales for detention of peak flows, or other measures. By managing post-construction peak flow rates, the potential for flooding would be less than significant.

e.

The proposed project would not exceed the capacity of existing and planned stormwater drainage systems. Minor amounts of erosion could occur during project construction, and in the long term, the road would collect oil drips and other contaminants associated with vehicle use, which would ultimately enter the stormwater drainage system. However, as noted above, the project will comply with the applicable MS4 NPDES permit, which will adequately handle on-site drainage associated with the development of the property, as well as require best management practices for pollutant control. The project would not constitute a substantial additional source of polluted runoff.

f.

Project implementation could potentially degrade water quality through increased erosion and sedimentation or through the release of petroleum products, paints, or other potentially hazardous materials. During construction activities, the use of best management practices for erosion control and spill prevention, combined with compliance with existing requirements governing the transport, use, and disposal of fuels and other potentially hazardous materials, would reduce the potential for water quality degradation to an insignificant level. In the long term, operation of the project would introduce oil drips and other contaminants associated with vehicle use. However, compliance with the applicable MS4 NPDES permit would reduce impacts on water quality to a less-than-significant level.

g, h, i.

The project area is not within a 100-year flood hazard area; the proposed project would not expose people or structures to a significant risk of loss, injury, or death involving flooding. As documented in the Shasta County Multi-Jurisdictional Hazard Mitigation Plan, the potential for dam failure is extremely low.

j.
The project site is located within the interior of California where there is no threat of a tsunami. According to the City's General Plan, seiches could potentially be generated in both Whiskeytown Lake and Shasta Lake as a result of very strong ground-shaking. Given that these facilities are approximately 9 and 11 miles from the project site, respectively, there is no potential for inundation resulting from seiches. As described in the County's General Plan, the potential for mudflows would be limited to volcanic activity (Lassen Peak and Mt. Shasta). The project area is located in an area whereas inundation by seiche, tsunami, or mudflow would not pose a risk to the project.

Mitigation

None necessary

Documentation

City of Redding. 2000-2020 General Plan. Health and Safety Element.

<http://www.ci.redding.ca.us/planning/genplan/h&safty.pdf>. Accessed March 2015.

Federal Emergency Management Agency (FEMA). FEMA's National Flood Hazard Layer (Official).

<http://fema.maps.arcgis.com/home/webmap/viewer.html?webmap=cbe088e7c8704464aa0fc34eb99e7f30>.
Accessed February 2014.

Shasta County. General Plan, As Amended Through September 2004. 5.1 Seismic and Geologic Hazards

http://www.co.shasta.ca.us/index/drm_index/planning_index/plng_general_plan.aspx. Accessed February 2014.

Shasta County. 2011. Shasta County and City of Anderson Multi-Jurisdictional Hazard Mitigation Plan.

http://www.co.shasta.ca.us/docs/Resource_Management/generalplanupdate/HazardMitigationPlan.pdf Accessed
March 2015.

Issues (and Supporting Information Sources):	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
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10. LAND USE AND PLANNING. Would the project:

- | | | | | |
|--|--------------------------|--------------------------|--------------------------|-------------------------------------|
| a. Physically divide an established community? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| b. Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to, the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| c. Conflict with any applicable habitat conservation plan or natural community conservation plan? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

Discussion

a.

The proposed facility would be constructed in a developed area consisting of industrial uses and County facilities. Project implementation would not physically divide an established community.

b.

The City's Zoning Map designates the project site as Public Facility. The proposed project is compatible with the City's Public Facility designation. The proposed project would not conflict with any applicable land use plan, policy, or regulation of any agency with jurisdiction over the project.

c.

There are no habitat conservation plans or natural community conservation plans that include the project area.

Mitigation

None necessary

Documentation

City of Redding. 2002. Zoning Map. Amended 2011. <ftp://ftp.ci.redding.ca.us/gis/zoning.pdf>. Accessed March 2015.

Shasta County. General Plan, As Amended Through September 2004. 7.1 Community Organization and Development Pattern. http://www.co.shasta.ca.us/index/drm_index/planning_index/plng_general_plan.aspx. Accessed March 2015.

Issues (and Supporting Information Sources):	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
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11. MINERAL RESOURCES. Would the project:

- | | | | | |
|---|--------------------------|--------------------------|--------------------------|-------------------------------------|
| a. Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| b. Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

Discussion

a, b.

As defined by the California Geological Society (formerly California Division of Mines and Geology), the project area does not contain any mineral resources that would be of value to the region and the residents of the State.

Mitigation

None necessary

Documentation

California Geological Society. 1997. Division of Mines and Geology. "Mineral Land Classification of Alluvial Sand and Gravel, Crushed Stone, Volcanic Cinders, Limestone, and Diatomite within Shasta County, California."

Issues (and Supporting Information Sources):	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
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12. NOISE. Would the project result in:

a. Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c. A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d. A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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 expose people residing or working in the project area to excessive noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f. For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Discussion

a, c, d.

Project implementation has the potential to increase noise levels in the short term during project construction and in the long term due to project operation. With respect to short-term noise level increases, construction activities typically generate maximum noise levels of about 85 decibels (dBA) at a distance of 50 feet. Noise from construction activities generally attenuates at a rate of 6 dBA per doubling of distance. Typical sound levels and relative loudness for various types of construction equipment are described in Table 5.

Generally speaking, construction noise levels at and near the project site would fluctuate, depending on the number and type of construction equipment operating at any given time. Construction activities associated with the proposed project are estimated to be completed within two construction seasons. Additionally, work would occur during weekdays between the hours of 7:00 a.m. and 7:00 p.m. With construction activities confined to daytime hours, the short duration of the activities, and the existing noise levels associated with an industrial area in close proximity to railroad tracks, SR 273, and other roadways, construction noise levels would be less than significant.

In the long term, the proposed project would introduce two new sources of noise: 1) Adult Rehabilitation Center operations (i.e., outdoor recreation of inmates, kitchen and laundry operations), and 2) vehicle trips on local roadways. Kitchen and laundry operations would occur seven days a week, from 3:30 a.m. to 5:30 p.m. and from 8:00 a.m. to 4:00 p.m., respectively. According to the City’s General Plan Noise Element, the applicable noise level standard is 55 dBA for daytime hours between 7 a.m. and 10 p.m., and 45 dBA for nighttime hours between 10 p.m. to 7 a.m. — with an additional 10 dB allowed for non-noise-sensitive land uses. Based on noise-level measurements at the nearby juvenile hall, noise levels at the proposed Adult Rehabilitation Center are estimated at approximately 66.6 dBA at a distance of 50 feet from the facility. Given noise attenuation over distance, the proposed project would comply with the 65 dBA standard where the zoning changes from Public Facility to Residential Single Family, at approximately 300 feet

**Table 5
Examples of Construction Equipment Noise Emission Levels**

Equipment	Typical Noise Level (dBA) 50 ft from Source
Air compressor	81
Backhoe	80
Ballast Equalizer	110
Ballast Tamper	83
Compactor	82
Concrete Mixer	85
Concrete Pump	82
Concrete Vibrator	76
Crane, Derrick	88
Crane, Mobile	83
Dozer	85
Generator	81
Grader	85
Loader	85
Paver	89
Pile-driver (Impact)	101
Pile-driver (Sonic)	96
Pump	76
Saw	76
Truck	88

Sources: FTA 2006:12-6, adapted by ENPLAN 2015

southeast of the project site. Further, noise levels generated during operation of the proposed facility would be consistent with levels generated by the juvenile facility located approximately 0.2 miles east of the project site.

No public complaints have been received by the Sheriff's Office regarding noise levels at the juvenile facility, and the proposed project would have a similar outdoor recreation yard and comparable kitchen facilities and fan blowers (Breshears, pers. comm.).

With respect to noise levels generated by additional traffic, the proposed project would contribute up to an additional 232 vehicle trips to the local roadways—an approximate 1 percent increase on E. Bonnyview Road and an approximate 6 percent increase on Breslauer Way. This increase in traffic would generate much less than a 1 dBA increase in noise levels. The human ear can generally detect no less than a 3 dBA change in noise levels (FHWA 2015); therefore, the minor increase in traffic-generated noise levels resulting from project implementation would be less than significant.

In summary, given the expected noise levels and the existing land uses in the vicinity, project operation would not result in a perceptible increase in ambient noise levels. Additionally, it is expected that noise levels resulting from operation of the proposed project would comply with the noise-level standards described in the City's General Plan.

b.

The proposed project would not expose people to or generate excessive groundborne vibration or groundborne noise levels. Initial project construction would consist of excavating, trenching, and concrete activities. Once the site is prepared, the project will primarily consist of building construction. Building construction would primarily utilize welders, air tools, and associated equipment (e.g., compressors, generator, etc.). Work would not involve the use of

explosives, pile driving, or other intensive construction techniques that could generate significant groundborne noise or vibration.

e, f.

The airport nearest the project site is the Benton Airpark, which is located approximately 1.8 miles to the northwest. Due to the airport's relatively small traffic volume and its distance from the project location, people residing or working within the project area would not be exposed to excessive aircraft-generated noise levels.

Mitigation

None necessary

Documentation

City of Redding. General Plan 2000-2020. Noise Element. <http://www.ci.redding.ca.us/planning/genplan/noise.pdf>. Accessed February 2015.

Federal Highway Administration (FHWA). 2015. Analysis and Abatement Guidance. http://www.fhwa.dot.gov/environment/noise/regulations_and_guidance/analysis_and_abatement_guidance/polguide01.cfm. Accessed March 2015.

Federal Transit Administration (FTA). 2006 (May). *Transit Noise and Vibration Impact Assessment*. FTA-VA-90-1003-06. Washington, DC: Office of Planning and Environment.

http://www.fta.dot.gov/documents/FTA_Noise_and_Vibration_Manual.pdf. Accessed March 2015.

Shasta County Sheriff's Office. Captain Janet Breshears, pers. comm.

Issues (and Supporting Information Sources):	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
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13. POPULATION AND HOUSING. Would the project:

- | | | | | |
|---|--------------------------|--------------------------|-------------------------------------|-------------------------------------|
| a. Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| b. Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| c. Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

Discussion

a.

Construction of the proposed facility would not directly or indirectly induce substantial population growth in the area. Although construction-related jobs may be temporarily created, most are expected to be filled by existing Shasta County residents. Due to the short-term nature of the jobs, project construction is not likely to attract new residents to the area. A few permanent jobs could be created with operation of the proposed facility and the need for additional staffing. These jobs could be filled by out-of-area residents or could be re-assignments of local staff. The existing housing stock in the Redding area is more than adequate to serve any new residents that may be attracted to the area. The potential for population growth is expected to be less than significant.

b.

Project implementation would not remove any existing housing; thus, the proposed project would not necessitate the construction of replacement housing elsewhere.

c.

Project implementation would not remove any developed land uses; therefore, no people would be displaced and no replacement house would be necessary.

Mitigation

None necessary

Documentation

Shasta County Department of Public Works. Neil McAuliffe, Supervising Engineer, pers. comm.

Issues (and Supporting Information Sources):	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
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14. PUBLIC SERVICES.

a. 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:

i. Fire protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
ii. Police protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
iii. Schools?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
iv. Parks?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
v. Other public facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Discussion

a-i, ii.

The project would not substantially adversely affect fire or police protection services. The project would serve as a benefit to area residences, both County and City, by increasing the number of beds available for in-custody inmates. This will serve to reduce the number of early releases related to jail capacity limitations.

a-iii.

The proposed project would not include new houses or businesses, and would not generate new residents; thus, the project would not increase numbers of students served by local schools.

a-iv.

The proposed project does not include the provision of any new recreational facilities nor would it adversely affect any existing recreational facilities.

a-v.

According to the Traffic Impact Analysis report prepared for the proposed project, development of the project could incrementally increase the demand for transit services in the project area. Specifically, persons participating in the Work Release Program and other alternate custody programs are likely to use transit, and some employees could make use of transit services. Based on the trip generation assumptions made herein, the project could result in an additional 42 daily transit boardings by Work Release and Alternative Custody Program participants, and after accounting for employee transit use a total of 50 additional daily boardings is projected. This additional demand would be spread among the two existing Redding Area Bus Authority (RABA) routes that already provide service in this area. Because transit service is already provided and the incremental demand associated with the proposed project would not exceed the capacity of existing service or necessitate changing current transit operations, impacts are expected to be less than significant.

Mitigation

None necessary

Documentation

KD Anderson & Associates, Inc. 2015. Traffic Impact Analysis for the Shasta County Adult Rehabilitation Center.

Prepared for ENPLAN. Redding, CA.

Shasta County Department of Public Works. Neil McAuliffe, Supervising Engineer, pers. comm.

Issues (and Supporting Information Sources):	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
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15. RECREATION. Would the project:

- | | | | | |
|--|--------------------------|--------------------------|--------------------------|-------------------------------------|
| a. Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| 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? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

Discussion

a, b.

The proposed project does not include construction of houses or businesses that would increase the demand for recreational facilities, nor would it adversely affect existing recreational resources. Further, the proposed project does not include the construction or expansion of public recreational facilities. Therefore, no impact would occur with project implementation.

Mitigation

None necessary

Documentation

Shasta County Department of Public Works. Neil McAuliffe, Supervising Engineer, pers. comm.

Issues (and Supporting Information Sources):	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
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16. TRANSPORTATION AND CIRCULATION. Would the project:

- | | | | | |
|---|--------------------------|-------------------------------------|-------------------------------------|-------------------------------------|
| a. Conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit? | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| b. Conflict with an applicable congestion management program, including, but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| c. Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| d. Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| e. Result in inadequate emergency access? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| f. Conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |

Discussion

a, b.

A Traffic Impact Analysis was prepared by K.D. Anderson & Associates to analyze potential impacts on local roadways and intersections resulting from implementation of the proposed project. Impacts of the proposed project were considered within the context of existing traffic conditions, under future traffic conditions that assume development of recently approved projects that have not yet been constructed, and under long-term traffic conditions (i.e., year 2035 conditions). Because the proposed project is under County jurisdiction but is located within the City of Redding, and near a state highway, existing and future traffic conditions were compared against City, County, and Caltrans standards.

Traffic conditions were quantified through determination of "Level of Service" (LOS). As shown in Table 6, LOS is a qualitative measure of traffic operating conditions, whereby a letter grade "A" through "F" is assigned to an intersection, or roadway segment, representing progressively worsening traffic conditions. LOS was calculated for key intersections (i.e., SR 273/Breslauer Way, Breslauer Way/Westside Road, and Breslauer Way/Eastside Road) and for individual roadway segments that will be used to access the project site (i.e., Breslauer Way, Radio Lane, East Bonnyview Road, and Eastside Road). Traffic conditions were evaluated through observation of current weekday a.m. and p.m. peak-hour traffic volumes. The key intersections are currently indicative of LOS A to LOS C conditions; while roadway conditions currently offer LOS A to LOS B conditions. These conditions satisfy City, County, and Caltrans standards as shown in Table 7.

**Table 6
Level of Service Definitions**

Level of Service	Signalized Intersection	Unsignalized Intersection	Roadway (Daily)
"A"	Uncongested operations, all queues clear in a single-signal cycle. Delay < 10.0 sec	Little or no delay. Delay ≤ 10 sec/veh	Completely free flow.
"B"	Uncongested operations, all queues clear in a single cycle. Delay > 10.0 sec and ≤ 20.0 sec	Short traffic delays. Delay > 10 sec/veh and ≤ 15 sec/veh	Free flow, presence of other vehicles noticeable.
"C"	Light congestion, occasional backups on critical approaches. Delay > 20.0 sec and ≤ 35.0 sec	Average traffic delays. Delay > 15 sec/veh and ≤ 25 sec/veh	Ability to maneuver and select operating speed affected.
"D"	Significant congestion of critical approaches but intersection functional. Cars required to wait through more than one cycle during short peaks. No long queues formed. Delay > 35.0 sec and ≤ 55.0 sec	Long traffic delays. Delay > 25 sec/veh and ≤ 35 sec/veh	Unstable flow, speeds and ability to maneuver restricted.
"E"	Severe congestion with some long standing queues on critical approaches. Blockage of intersection may occur if traffic signal does not provide for protected turning movements. Traffic queue may block nearby intersection(s) upstream of critical approach(es). Delay > 55.0 sec and < 80.0 sec	Very long traffic delays, failure, extreme congestion. Delay > 35 sec/veh and ≤ 50 sec/veh	At or near capacity, flow quite unstable.
"F"	Total breakdown, stop-and-go operation. Delay > 80.0 sec	Intersection blocked by external causes. Delay > 50 sec/veh	Forced flow, breakdown.

Source: Transportation Research Board 2010

**Table 7
Local Agency Standards for Level of Service**

Agency	Standards
City of Redding	LOC C for city streets; LOS D for streets within the State highway system
Shasta County	LOS C for city streets and intersections
Caltrans	LOS D for SR 273

Sources: City of Redding 2000-2020 General Plan; Shasta County General Plan, As Amended through September 2004; Caltrans 2013

In addition to the level of service standards presented in Table 7, the City of Redding has established volume thresholds for local streets and residential collectors. These thresholds are 2,000 vehicles per day or 180 vehicles during the peak hour on local streets, and 4,000 vehicles per day or 360 vehicles during the peak hour on residential collectors having individual access to single-family lots.

Trips to and from the project site are likely to have origins and destinations throughout the County. For this analysis, it is assumed that the regional distribution of traffic mimics the overall population distribution in the County. This assumption suggests that much of the proposed project traffic would be oriented to the north towards central Redding (approximately 50 percent) and to the south to Anderson and Cottonwood (approximately 30 percent). Other trips would originate in areas east of the site and would use South Bonnyview Road to reach the site (approximately 20 percent).

The existing peak-hour traffic volume on Breslauer Way is 196 vehicles per hour (vph). Eastside Road experiences peaks of 333 vph between Radio Lane and Breslauer Way, and 190 vph north of Breslauer Way. The average daily traffic (ADT) volume on Radio Lane is 3,700 vehicles. East Bonnyview Road has 3,700 ADT between Radio Lane and North Bonnyview Road and 5,050 ADT between North Bonnyview Road and South Bonnyview Road.

Short-term increases in traffic volume would occur during project construction, but would not be significant. In the long term, proposed project operations would result in an incremental increase in traffic volume. Depending on available data, traffic impacts resulting from project operation were evaluated based on peak-hour traffic volumes or average daily traffic volumes. The number of vehicle trips to be generated by the project was estimated through application of rates published by the Institute of Transportation Engineers in *Trip Generation, 9th Edition*, and through evaluation of proposed site activities. For the purposes of the proposed project, specific trip generation was estimated based on the anticipated operational schedule for County staff and offenders, as well as modal splits suggested by County staff based on current activities in the area. Available data shows that the typical volume of traffic generated by prison-related uses is minimal; however, the proposed project would also include Work Release Program and Day Reporting activities. Assuming that the proposed facility may ultimately contain up to 128 beds, the proposed project would contribute an additional 232 daily automobile trips (i.e., ½ in and ½ out), with 44 and 14 trips during the morning and evening peak hours, respectively. The resulting LOS at key intersections and along roadway segments based on existing conditions plus the project, would be LOS A to LOS D at intersections, and LOS A on roadways; these levels of service satisfy City, County, and Caltrans standards. See Tables 8 and 9 for summaries of key intersection and roadway LOS.

As noted above, two cumulative traffic conditions were assessed; one assumed development of “approved” projects identified by the County and the City, and the other is based on projected year 2035 traffic volumes. Year 2035 traffic volumes were forecasted utilizing the Shasta Regional Transportation Agency regional travel demand forecasting model. Assuming build-out of approved projects plus the proposed project, key intersections would function at LOS A to LOS D, and roadways would function at LOS A to LOS B. Under year 2035 cumulative conditions with implementation of the proposed project, key intersections would function at LOS A to LOS D, and roadway segments would range from LOS A to LOS C. Under either scenario, the resulting cumulative levels of service would satisfy City, County, and Caltrans LOS standards.

**Table 8
Projected Levels of at Service at Key Intersection**

		Existing		Existing Plus Proposed Project		Existing Plus Approved Projects Plus Proposed Project		Cumulative Year 2035 Conditions Plus Proposed Project	
Intersection	Control	A.M. Peak Hour LOS	P.M. Peak Hour LOS	A.M. Peak Hour LOS	P.M. Peak Hour LOS	A.M. Peak Hour LOS	P.M. Peak Hour LOS	A.M. Peak Hour LOS	P.M. Peak Hour LOS
Breslauer Way/ Westside Road	NB/SB Stop	A (A)	A (B)	A (A)	A (C)	A (A)	A (B)	B (C)	A (C)
SR 273/ Breslauer Way	Signal	C	C	D	C	D	C	D	C
Breslauer Way/ Eastside Road	NB/SB/WB Stop	A (B)	A (B)	A (B)	A (B)	A (B)	A (B)	B (C)	A (B)

For stop-controlled intersections, the overall LOS is presented followed by the LOS for the worst-case leg of the intersection in parentheses. Source: KD Anderson & Associates, Inc. 2015

Although the proposed project would not degrade the LOS of key intersections or roadways below an acceptable standard, the proposed project would add traffic to roadways that already exceed the City’s planning level thresholds (2,000 vehicles vpd or 180 vph on local streets and 4,000 vpd or 360 vph on residential collectors). The proposed project would add traffic to the portion of East Bonnyview Road that already exceeds 4,000 vpd. Similarly, the project would add traffic to Breslauer Way, which already carries more than 180 vph. This increase is not significant in itself—approximately a 1 percent increase on East Bonnyview Road and approximately a 6 percent increase on Breslauer Way—and would not contribute to negative effects on capacity of the roadways; however, Shasta County will contribute its fair share towards the cost of addressing these issues by paying a fee to the City in accordance with the City’s Traffic Impact Fee program (see Mitigation Measure 16.1 below).

Table 9
Projected Levels of Service on Key Roadways
(volume as ADT unless otherwise specified)

			Existing		Existing Plus Proposed Project		Existing Plus Approved Projects Plus Proposed Project		Cumulative Year 2035 Conditions Plus Proposed Project	
Street	Location	Facility Type	Volume	LOS	Volume	LOS	Volume	LOS	Volume	LOS
Radio Lane	Veterans Lane to East Bonnyview Rd	Collector	3,700	A	3,746	A	3,816	A	4,046	A
		Residential Collector	3,700	A	3,746	A	3,816	A	4,046	A
East Bonnyview Road	Radio Lane to N Bonnyview Road	Collector	3,700	A	3,746	A	3,816	A	4,046	A
		Residential Collector	3,700	A	3,746	A	3,816	A	4,046	A
	N. Bonnyview Rd to S. Bonnyview Rd	Collector	5,050	A	5,096	A	5,111	A	5,461	A
		Residential Collector	5,050	A	5,096	A	5,111	A	5,461	A
Eastside Road	Radio Lane to Breslauer Way	Collector	333 NB a.m. vph	B	334 vph	B	334 vph	B	386 vph	C
	North of Breslauer Way		190 NB a.m. vph	A	191 vph	A	191 vph	A	217 vph	A
Breslauer Way	Eastside Road to Veterans Lane	Local - Collector	196 WB p.m. vph	A	207 vph	A	207 vph	A	220 vph	A
		Local Street	196 WB p.m. vph	A	207 vph	A	207 vph	A	220 vph	A

Notes: Bolded text indicates a traffic volume in excess of City of Redding adopted minimum standards.
Source: KD Anderson & Associates, Inc. 2015

c.

The proposed project does not involve any aviation-related uses. No impact would occur.

d.

The proposed project does not involve road construction nor would it introduce incompatible traffic types on local roads as a result of project operation. Therefore, no impact would occur.

e.

Project construction is not expected to interfere with emergency access. Construction-related activities would be short term and temporary in nature. Long-term operation of the project would add minimal vehicles to local roadways. Impacts would be less than significant.

f.

With development of the proposed project, additional pedestrian and bicycle traffic would be generated on adjacent streets. Pedestrians could travel between the project site and existing RABA stops; two existing RABA routes provide service in the area and stop near the intersection of Breslauer Way and Veterans Lane, located across the street from the project site. Based on the trip generation assumptions, the proposed project could result in another 18 daily pedestrian or bicycle trips by Work Release or other alternate custody programs offenders. This activity would be spread throughout the day, and conflicts could result between automobiles and pedestrians in those areas where shoulders are limited and sidewalks or bike lanes are not provided. However, the proposed project will include development of an Americans with Disabilities Act (ADA)-compliant sidewalk along Breslauer Way from the westernmost limit of the project site, east to Veterans Lane. The proposed project would not conflict with local plans, policies, or programs regarding public transit, bicycle, or pedestrian facilities. Impacts are expected to be less than significant.

Mitigation

MM 16.1. Shasta County shall pay a traffic impact fee to the City of Redding to offset potential impacts to City streets. The amount of the fee shall be in accordance with the City's Traffic Impact Fee program.

Documentation

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KD Anderson & Associates, Inc. 2015. Traffic Impact Analysis for the Shasta County Adult Rehabilitation Center. Prepared for ENPLAN. Redding, CA.

Shasta County. Shasta County General Plan, As amended through September 2004. 7.4 Circulation.

http://www.co.shasta.ca.us/docs/Resource_Management/docs/74circ.pdf?sfvrsn=0. Accessed March 2015.

Transportation Research Board. 2010. Highway Capacity Manual.

Issues (and Supporting Information Sources):	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
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17. UTILITIES AND SERVICE SYSTEMS. Would the project:

- | | | | | |
|---|--------------------------|--------------------------|-------------------------------------|-------------------------------------|
| a. Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| b. Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| c. Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| d. Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| e. Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| f. Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| g. Comply with federal, state, and local statutes and regulations related to solid waste? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

Discussion

a.

Wastewater generated by the proposed project would be discharged into the City's sewer system. The proposed project would not generate a wastewater volume that would exceed treatment requirements of the Central Valley RWQCB. Impacts would be less than significant.

b.

Adequate water supply and wastewater treatment capacity is available in the City's existing system to accommodate the proposed project. Construction and operation of the proposed project would not require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities. Impacts would be less than significant.

c.

The proposed project would entail construction of new storm water drainage facilities serving the proposed project. The storm drain system would comply with the applicable MS4 NPDES permit requirements. As previously described in Section III.9, "Hydrology and Water Quality," storm water flow would be metered out of the project site and would not exceed peak pre-construction flows. With storm water discharges not exceeding peak pre-construction flows, impacts resulting from storm drain system construction would be less than significant.

d.

The proposed project would not require additional water supplies or new or expanded entitlements.

e.

The proposed project would generate wastewater during operation of the proposed facility. Wastewater treatment would be provided by the City of Redding, which has adequate capacity to serve the project's projected demand in addition to its existing commitments.

f.

Construction of the proposed project would result in a minimal amount of debris requiring disposal at a landfill. This one-time impact is not expected to significantly affect the capacity of local landfills.

g.

The proposed project would comply with all applicable statutes and regulations as they relate to solid waste.

Mitigation

None necessary

Documentation

Shasta County Department of Public Works. Neil McAuliffe, Supervising Engineer, pers. comm.

Issues (and Supporting Information Sources):	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
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18. MANDATORY FINDINGS OF SIGNIFICANCE.

- | | | | | |
|--|--------------------------|-------------------------------------|--------------------------|-------------------------------------|
| a. Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory? | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| 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)? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| c. Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

Discussion

a.

As documented in the Initial Study, project implementation could result in a new source of light or glare; disturbance of nesting migratory birds; disturbance of subsurface cultural resources; and increased traffic on local roads. Controls incorporated in the project proposal and implementation of mitigation measures would minimize impacts to less than significant levels as would compliance with required agency regulations and permits.

b.

Based on the discussion and findings of this Initial Study and in consideration of recently approved projects in the general area, there is no evidence to suggest that the project would have impacts that are cumulatively considerable.

c.

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

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