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## **2.0 EXECUTIVE SUMMARY**

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### 2.1 SUMMARY

Please note that a similar development on this site was analyzed in the Highland Park Subdivision/Planned Development Draft EIR (SCH#2007062013) circulated from June 11, 2008 to July 25, 2008. The project applicant changed the project as originally reviewed in the Draft EIR. The City of Redding determined that the change in project was substantial, and justified revisions to the previous EIR that changed as a result of the project redesign. However, all sections are included in this Revised Draft EIR for ease of use. The revised text within each section is designated by underlining.

This section provides a brief summary of the proposed project and its environmental consequences. It includes a brief description of the proposed project and associated actions, a list of possible issues of concern, and an overview of project alternatives. At the end of this section, a table is provided that lists identified environmental impacts and mitigation measures (See **Table 2.0-1, Summary of Impacts and Mitigation Measures**).

This summary should not be relied upon for a thorough understanding of individual impacts and mitigation measures. For a more complete description of the project, please refer to **Section 3.0, Project Description**. Please refer to **Section 4.0, Environmental Setting, Impacts and Mitigation Measures**, for a more complete description of project issues and potential effects. A more complete description of project alternatives is available in **Section 6.0, Project Alternatives**.

### 2.2 PURPOSE AND SCOPE OF THE EIR

This Revised Draft Environmental Impact Report (CEQA Guidelines Section 15161) evaluates the potential environmental effects of the Highland Park Subdivision/Planned Development, located in the City of Redding, Shasta County. The project will be comprised of 94.7 acres.

Under CEQA, public agencies are charged with the duty to consider the environmental impacts of a proposed development project, and to minimize these impacts where feasible. The public agency has an obligation to balance a variety of public objectives, including economic, environmental and social factors (CEQA Guidelines Section 15021). The purpose of the EIR is to provide the necessary information on the significant environmental effects of a project to public agency decision makers and the general public. Additionally, the EIR identifies possible means to mitigate the significant effects of a project. The public agency is required to consider the information in the EIR when making its decision on a project (CEQA Guidelines Section 15121).

### 2.3 PROJECT CHARACTERISTICS

The project applicant, S&J Properties, proposes to establish 364 single-family lots and 56 apartment units on 94.7 acres of land within the City of Redding. The purpose of the project is to serve the existing and future market demand for housing within the City of Redding and provide a diverse mix of housing types with a cohesive master planned development.

The project would include the installation of all necessary services and utilities, including roads, water, wastewater, stormdrain and dry utilities. The vesting tentative subdivision map is available for review at the City of Redding 777 Cypress Avenue, Redding, California.

## **2.4 ISSUES OF CONCERN**

As required in CEQA statutes and guidelines (§15123), the focus of this RDEIR is limited to issues of concern pertaining to the potential environmental effects of the revised project. The City of Redding determined that the change in project design may cause the following impacts:

- Noise
- Transportation and Traffic

## **2.5 ISSUES DETERMINED TO HAVE NO IMPACT**

Following review of the project in the Initial Study/NOP and Draft EIR comment period, it was determined that the project would have no further impacts concerning these issues. Consequently, these issues are not addressed in the RDEIR:

- Aesthetics
- Agricultural Resources
- Air Quality
- Geology and Soils
- Hazards and Hazardous Materials
- Hydrology and Water Quality
- Land Use and Planning
- Mineral Resources
- Population and Housing
- Public Services
- Recreation
- Utilities and Service Systems

## **2.6 ENVIRONMENTALLY SUPERIOR ALTERNATIVE**

The **Alternatives Analysis, Section 6.0**, identifies an environmentally superior alternative to the project. After comparing the potential environmental impacts of the alternatives, it is determined that the proposed project with mitigation measures identified in the Draft EIR is the environmentally superior alternative. In addition, the Draft EIR addressed potential cumulative effects of the project, growth-inducing impacts, and significant irreversible effects of the project. (See previously circulated Draft EIR contained on a CD-ROM at back of document)

## **2.7 OTHER IMPACTS**

Under the CEQA Guidelines, the EIR must discuss cumulative impacts when they are significant. Cumulative impacts are defined as two or more individual effects which, when considered together, are considerable or which compound or increase other environmental impacts. Several cumulative impacts of the project were identified, none of which were considered significant.

CEQA requires that the growth-inducing impacts of a project be addressed in the environmental impact report. A proposed project may result in direct and/or indirect growth-inducing impacts. No growth-inducing impacts were identified with the project.

An EIR shall include a detailed statement in a separate section setting forth any significant effect on the environment that cannot be avoided if the project is implemented. Based on the analysis

the project does not contain any *significant and unavoidable impacts* identified with the project as discussed in **Section 5.0, Cumulative Impact Summary**.

## 2.8 MITIGATION NUMBERING

Due to a difference in chapter numbers between the Initial Study and the EIR, the following executive summary table renumbers the mitigation measures consecutively. For cross referencing purposes, the previous mitigation number is indicated in **(parenthesis)** for each mitigation measure.

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**TABLE 2.0-1  
SUMMARY OF IMPACTS AND MITIGATION MEASURES**

Impact	Level of Significance Without Mitigation	Mitigation Measure	Level of Significance After Mitigation
<b>BIOLOGICAL RESOURCES</b>			
<p>This mitigation measure was circulated with the Initial Study and was incorporated into the proposed project. The measure is included here for continuity between the Initial Study, <u>Draft EIR and RDEIR</u>.</p>	Potentially Significant	<p><b>MM 1:</b> To address temporary impacts during all phases of construction, the following mitigation measures would be implemented during construction activities:</p> <ul style="list-style-type: none"> <li>▪ Silt fencing or straw bale siltation barriers shall comply with the requirements and standards of the City of Redding Grading Ordinance.</li> <li>▪ All site grading and construction shall be conducted pursuant to the City's grading ordinance.</li> <li>▪ Hydromulch and/or hydroseed (using approved plant species) will be applied to all soil stockpiles to minimize wind and water erosion.</li> <li>▪ Place sediment curtains upstream and downstream of the construction zone to prevent sediment from being transported and deposited outside of the construction zone.</li> <li>▪ Disturbed soil, including roads, shall be watered frequently to prevent dust emissions.</li> <li>▪ Store equipment and materials away from all wetland features. No contaminants or other debris would be deposited within 25 feet of the drainages or wetland areas.</li> <li>▪ Timing for work conducted within jurisdictional waters would be as stated on permits from</li> </ul>	Less than significant

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Impact	Level of Significance Without Mitigation	Mitigation Measure	Level of Significance After Mitigation
		<p>responsible agencies and may be limited. <b>[IS MM 4.1]</b></p> <p><i>Timing/Implementation:</i> Prior to issuance of a grading permit.</p> <p><i>Enforcement/Monitoring:</i> City of Redding Development Services Department, Transportation Engineering Department, Army Corps of Engineers.</p>	
<p>This mitigation measure was circulated with the Initial Study and was incorporated into the proposed project. The measure is included here for continuity between the Initial Study, <u>Draft EIR and RDEIR</u>.</p>	<p>Potentially Significant</p>	<p><b>MM 2:</b> The developer shall secure any necessary “1600 permit” from the California Department of Fish and Game prior to issuance of City grading permit that would impact a stream channel under CDFG jurisdiction. <b>[IS MM 4.2]</b></p> <p><i>Timing/Implementation:</i> Prior to construction activities.</p> <p><i>Enforcement /Monitoring:</i> City of Redding Development Services Department, Transportation Engineering Department.</p>	<p>Less than Significant</p>
<p>This mitigation measure was circulated with the Initial Study and was incorporated into the proposed project. The measure is included here for continuity between the Initial Study, <u>Draft EIR and RDEIR</u>.</p>	<p>Potentially Significant</p>	<p><b>MM 3:</b> The developer shall secure any necessary “401 permit” and/or water quality certification from the Regional Water Quality Control Board prior to issuance of City grading permit that would impact water quality both on and off-site. <b>[IS MM 4.3]</b></p> <p><i>Timing/Implementation:</i> Prior to issuance of a grading permit.</p>	<p>Less than Significant</p>

Impact	Level of Significance Without Mitigation	Mitigation Measure	Level of Significance After Mitigation
		<i>Enforcement /Monitoring:</i> City of Redding Development Services Department, Transportation Engineering Department	
This mitigation measure was circulated with the Initial Study and was incorporated into the proposed project. The measure is included here for continuity between the Initial Study, <u>Draft EIR and RDEIR</u> .	Potentially Significant	<p><b>MM 4:</b> Any necessary 404 permit from the U.S. Army Corps of Engineers shall be obtained prior to issuance of a City grading permit that may impact or cause the loss of jurisdictional waters as identified by the project delineation verified by the Corps (pending verification). Mitigation for the loss of jurisdictional waters and any impact upon Federally listed fairy shrimp shall be satisfied in a manner and schedule established by the Corps permit. <b>[IS MM 4.4]</b></p> <p><i>Timing/Implementation:</i> Prior to issuance of a grading permit.</p> <p><i>Enforcement/Monitoring:</i> City of Redding Development Services Department, Transportation Engineering Department</p>	Less than Significant
This mitigation measure was circulated with the Initial Study and was incorporated into the proposed project. The measure is included here for continuity between the Initial Study, <u>Draft EIR and RDEIR</u>	Potentially Significant	<p><b>MM 5:</b> A qualified wildlife biologist shall conduct a pre-construction raptor survey during April-May, or no more than 30 days prior to construction activities to determine the presence or absences of nesting raptors in the Biological Survey Area. Should nesting raptors be observed, appropriate spatial and temporal buffers will be required by California Department of Fish and Game. Removal of trees greater than 12-inch diameter breast height (dbh) shall be removed between September 1 to March 1 to ensure that active raptor nests are not removed. <b>[IS MM 4.5]</b></p>	Less than Significant

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Impact	Level of Significance Without Mitigation	Mitigation Measure	Level of Significance After Mitigation
		<p><i>Timing/Implementation:</i> No more than 30 days prior to construction activities.</p> <p><i>Enforcement /Monitoring:</i> City of Redding Development Services Department, Transportation Engineering Department</p>	
<p>This mitigation measure was circulated with the Initial Study and was incorporated into the proposed project. A modification has been made to the timing/implementation section. The measure is included here for continuity between the Initial Study, <u>Draft EIR and RDEIR</u></p>	<p>Potentially Significant</p>	<p><b>MM 6:</b> All vegetation (i.e., trees, shrubs) that will need to be removed for construction shall be cut down between the months of August 1 and February 15 (outside the nesting season for the following species: oak titmouse, Lawrence’s goldfinch, Lewis’ woodpecker, and loggerhead shrike) to ensure that active nests are not removed as a result of the project. If all vegetation removal associated with construction activities is completed between August 1 to February 15, no pre-construction surveys or additional mitigation is required.</p> <p>If vegetation removal cannot be accomplished between August 1 and February 15, the project proponent shall retain a qualified biologist to:</p> <ul style="list-style-type: none"> <li>▪ Conduct a survey for the nesting bird species listed above in all suitable nesting habitat within the project site no more than 30 days prior to any construction activity. Active nests located within 500 feet of construction activities shall be mapped. If nesting migratory birds are not detected, no further mitigation will be necessary.</li> <li>▪ If active nests are located in, or within 500 feet</li> </ul>	<p>Less than Significant</p>

Impact	Level of Significance Without Mitigation	Mitigation Measure	Level of Significance After Mitigation
		<p>of, construction activities, appropriate no-disturbance buffer zones shall be established. Construction activities shall be prohibited within the Glen Brook Estates Biological Resource Assessment Redding, CA May 2006 17 buffer zone until the end of the nesting season (late July to early August), or until the young have fledged. The qualified biologist shall monitor the nest to determine when the young have fledged and submit weekly reports throughout the nesting season. Also, signs will be placed locating areas to be avoided.</p> <ul style="list-style-type: none"> <li>▪ If necessary, identified nest trees may only be removed prior to the onset of the nesting season (March) or after the young have fledged (late July to early August). <b>[IS MM 4.6]</b></li> </ul> <p><i>Timing/Implementation:</i> Prior to issuance of a grading permit.</p> <p><i>Enforcement/Monitoring:</i> City of Redding Development Services Department.</p>	
<b>CULTURAL RESOURCES</b>			
This mitigation measure was circulated with the Initial Study and was incorporated into the proposed project. The measure is included here for continuity between the Initial Study, <u>Draft EIR and RDEIR</u> .	Potentially Significant	<b>MM 7:</b> In the event evidence of cultural resources should appear during construction, work shall be diverted from that area. Construction operations shall stop within 10 feet of exposure of any unanticipated significant cultural material of the prehistoric or historic periods until a qualified archaeologist can evaluate the find (see 36 CFR 800.11.1 and pertinent	Less than Significant

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Impact	Level of Significance Without Mitigation	Mitigation Measure	Level of Significance After Mitigation
		<p>CEQA regulations). [IS MM 5.1]</p> <p><i>Timing/Implementation:</i> As a condition of project approval, and implemented during construction activities.</p> <p><i>Enforcement/monitoring:</i> City of Redding Development Services Department.</p>	
<p>This mitigation measure was circulated with the Initial Study and was incorporated into the proposed project. The measure is included here for continuity between the Initial Study, <u>Draft EIR and RDEIR</u></p>	<p>Potentially Significant</p>	<p><b>MM 8:</b> If human remains are discovered, all work must stop in the immediate vicinity of the find, and the Shasta County Coroner shall be contacted immediately in accordance with Section 5097.98 of the State Public Resources Code and Section 7050.5 of California’s Health and Safety Code. If the remains are determined to be Native American, the coroner will notify the Native American Heritage Commission, and follow the procedures outlined in CEQA Section 15064.5(d) and (e) shall be followed. [IS MM 5.2]</p> <p><i>Timing/Implementation:</i> As a condition of project approval, and implemented during construction activities.</p> <p><i>Enforcement/monitoring:</i> City of Redding Development Services Department.</p>	<p>Less than Significant</p>
<p>This mitigation measure was not circulated with the Initial Study. This mitigation measure has been added as a result of comments on the NOP/Initial Study and a subsequent site visitation by a representative of the</p>	<p>Potentially Significant</p>	<p><b>MM 9:</b> An archaeological monitor shall be on site for all ground moving activities in the southern portion of the site (as noted in Figure 1 of the Archaeological Evaluation Revised August 2007), and an</p>	<p>Less than Significant</p>

Impact	Level of Significance Without Mitigation	Mitigation Measure	Level of Significance After Mitigation
<p>Winnemem Wintu tribe on August 28, 2007. This mitigation measure has been incorporated into the proposed project under Project Description. The measure is included here for continuity between the Initial Study Draft EIR and RDEIR.</p>		<p>archaeological monitor shall be on site for any ground moving activities within 300 feet either side of the ephemeral stream that runs through the center of the project area. In addition, an archeological monitor shall be on call to assess any unexpected archaeological discovery. <b>[EIR MM 5.3]</b></p> <p><i>Timing/Implementation:</i> As a condition of project approval, and implemented during construction activities.</p> <p><i>Enforcement/monitoring:</i> City of Redding Development Services Department.</p>	
<p>This mitigation measure was not circulated with the Initial Study. This mitigation measure has been added as a result of comments on the NOP/Initial Study and a subsequent site visitation by a representative of the Winnemem Wintu tribe on August 28, 2007. This mitigation measure has been incorporated into the proposed project under Project Description. The measure is included here for continuity between the Initial Study Draft EIR and RDEIR.</p>	Potentially Significant	<p><b>MM 10:</b> If prehistoric or ethnohistoric resources are discovered during construction or earth-disturbing activities, a qualified Native American monitor shall be retained. <b>[EIR MM 5.4]</b></p> <p><i>Timing/Implementation:</i> As a condition of project approval, and implemented during construction activities.</p> <p><i>Enforcement/monitoring:</i> City of Redding Development Services Department</p>	Less than Significant
<p><b>4.1 GEOLOGY AND SOILS</b></p>			
<p><b>Impact:</b> Implementation of the proposed project would require extensive grading and site preparation, which may increase soil erosion and affect slope stability.</p>	Potentially significant	<p><b>MM 11:</b> The Developer is required to submit a final grading plan and an Erosion and Sediment Control Plan, prepared by a licensed engineer, to the City of Redding, pursuant to the Clearing, Grading, Fills, and</p>	Less than significant

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Impact	Level of Significance Without Mitigation	Mitigation Measure	Level of Significance After Mitigation
		<p>Excavation Ordinance (Title 16.12 in the City of Redding Municipal Code, October 2004 Update). <b>[EIR MM 4.1.1]</b></p> <p><i>Timing/Implementation:</i> Prior to issuance of a grading permit.</p> <p><i>Enforcement/monitoring:</i> City of Redding Development Services Department and Transportation Engineering Department.</p>	
<b>4.2 NOISE</b>			
<p><b>Impact:</b> Existing residential uses surrounding the proposed project would be exposed to noise from construction activities during development of the project.</p>	Potentially Significant	<p><b>MM 12:</b> Construction within the project area shall comply with the City of Redding Clearing, Grading, Fills and Excavation Ordinance (Section 16.12.120H) and Noise Ordinance (Section 18.40.100) contained within the Redding Municipal Code. <b>[EIR MM 4.2.2]</b></p> <p><i>Timing/Implementation:</i> The requirements shall be reflected on all grading and improvement plans and shall be placed in all construction contracts for individual contractors throughout the grading and construction process.</p> <p><i>Enforcement/Monitoring:</i> City of Redding Development Services Department.</p>	Less than Significant
<p><b>Impact:</b> Development of multi-family lots in all phases will expose residents to exterior and interior noise levels above the City of Redding's standard as a result of the</p>	Potentially Significant	<p><b>MM 13:</b> In order to attenuate noise from traffic on Interstate 5, the project proponent, owner, or successor in interest will install <u>noise barriers at locations specified in Figure 4.2-4 and Table 4.2-5.</u> (i.e., earthen berm or solid masonry wall) that is:</p>	Less than Significant

Impact	Level of Significance Without Mitigation	Mitigation Measure	Level of Significance After Mitigation
proximity to I-5.		<p>(1) designed to attenuate exterior noise levels to a maximum of 60 dB, and to break line of sight to heavy trucks. The <u>noise barriers</u> shall be consistent with the placement and heights specified in <b>Figure 4.2-4</b> and <b>Table 4.2-5</b>.</p> <p style="text-align: center;">OR</p> <p>(2) if a reduced exterior noise standard is approved by the City Council, the <u>noise barriers</u> shall be designed to attenuate exterior noise levels to a maximum of 63 dB as approved by the City. The <u>noise barriers</u> shall be consistent with the placement and heights specified in <b>Figure 4.2-4</b> and <b>Table 4.2-5</b>. [EIR MM 4.2.3(a)]</p> <p><i>Timing/Implementation:</i> Prior to approval of the final map for all phases of the project.</p> <p><i>Enforcement/Monitoring:</i> City of Redding Development Services Department, Caltrans</p>	
	Potentially Significant	<p><b>MM 14:</b> Residential dwelling buildings identified in Table 4.2-6, shall be designed to achieve interior acoustical requirement of 45 dBA CNEL/Ldn, in accordance with Title 24 of the California Code of Regulations. Based on the modeling conducted for this analysis, an exterior-to-interior noise-level reduction of 27-32 dBA would be required for second floor façades adjacent to the I-5 corridor to achieve an interior noise-level of 45 dBA CNEL/Ldn. Noise reduction/insulation methods commonly applied to reduce interior noise levels are provided below:</p> <ul style="list-style-type: none"> <li>▪ Exterior walls should have a laboratory sound transmission class rating of at least STC-49.</li> </ul>	Less than Significant

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Impact	Level of Significance Without Mitigation	Mitigation Measure	Level of Significance After Mitigation
		<ul style="list-style-type: none"> <li>▪ Stud walls should be at least 4 inches in nominal depth and should be finished on the outside with siding-on-sheathing, stucco, brick or brick veneer.</li> <li>▪ Insulation material at least R-11 thick should be installed continuously through the cavity space behind the exterior sheathing and between wall studs. Insulation should be glass fiber or mineral wool.</li> <li>▪ Windows should have a laboratory sound transmission class rating of at least STC 40 for stucco or brick homes and STC 42 for siding homes.</li> <li>▪ The total area of glass of both windows and exterior doors in sleeping spaces should not exceed 20 percent of the floor area.</li> <li>▪ Doors, or door/storm systems should have a laboratory sound transmission class rating of at least STC 38.</li> <li>▪ <u>Use of resilient channels or other façade improvements.</u></li> </ul> <p>A detailed exterior to interior building façade noise reduction analysis shall be submitted with application for a building permit for those units identified in Table 4.2-6. The actual exterior-to-interior noise-reduction requirements would be dependent on final building designs (i.e. construction plans, floor plans, and building elevations). <b>[EIR MM 4.2.3(b)]</b></p>	

Impact	Level of Significance Without Mitigation	Mitigation Measure	Level of Significance After Mitigation
		<p><i>Timing/Implementation:</i> Prior to issuance of Building Permit</p> <p><i>Enforcement/Monitoring:</i> City of Redding Development Services Department, Building Division.</p>	
<b>4.3 TRANSPORTATION AND CIRCULATION</b>			
<p><b>Impact:</b> Development of the Highland Park Subdivision/Planned Development could exceed, either individually or cumulatively, a level of service standard established by the City of Redding General Plan Transportation Element for designated roads or highways.</p>	<p>Potentially Significant</p>	<p><b>MM 15:</b> <u>Improvements which maintain operational LOS at pre-project levels during the AM peak-hour condition at the State Route 299/Churn Creek Road westbound ramps shall be constructed and in operation prior to occupancy. The scope of the improvements may include minor ramp widening and/or restriping for implementation of a refuge lane in Churn Creek Road from the westbound ramp or signalization of the ramp prior to occupancy of the 35<sup>th</sup> lot within the project. Acceptance of the improvement design is subject to final approval of the City Engineer and shall be based on an operational analysis demonstrating the effectiveness of such improvements. [EIR MM 4.3.2(a)]</u></p> <p><i>Timing/Implementation:</i> <u>Prior to recordation of 35<sup>th</sup> lot.</u></p> <p><i>Enforcement/Monitoring:</i> <u>City of Redding Development Services Department, Transportation Engineering Department and Caltrans.</u></p>	<p>Less than Significant</p>

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Impact	Level of Significance Without Mitigation	Mitigation Measure	Level of Significance After Mitigation
	Potentially Significant	<p><b>MM 16:</b> The applicant, developer or successor in interest shall construct improvements on Churn Creek Road and westbound Whistling Drive and Canby Road including:</p> <ul style="list-style-type: none"> <li>▪ Provide an exclusive right turn lane along the eastbound Canby Road approach</li> <li>▪ Provide two through lanes along the southbound Churn Creek Road approach</li> <li>▪ Provide two through lanes along the northbound Churn Creek Road approach, of which the outer lane will be a shared through-right lane. <b>[EIR MM 4.3.2(b)]</b></li> </ul> <p><i>Timing/Implementation:</i> Prior to occupancy of unit 230.</p> <p><i>Enforcement/Monitoring:</i> City of Redding Development Services Department, and Transportation Engineering Department.</p>	Less than Significant
	Potentially Significant	<p><b>MM 17:</b> The applicant, developer or successor in interest shall construct a signal and appropriate intersection improvements at the Churn Creek Road /Bodenhamer Boulevard intersection. <b>[EIR MM 4.3.2(c)]</b></p> <p><i>Timing/Implementation:</i> Prior to occupancy of unit 200.</p> <p><i>Enforcement/Monitoring:</i> City of Redding</p>	Less than Significant

Impact	Level of Significance Without Mitigation	Mitigation Measure	Level of Significance After Mitigation
		Development Services Department, and Transportation Engineering Department.	
<p><b>Impact:</b> Development of Highland Park Subdivision/Planned Development project and all other short-term and long-term development would increase traffic at sufficient volume to cause LOS to decline below City standards under the <i>Cumulative Plus Project</i> scenario.</p>	Potentially Significant	<p><b>MM 18:</b> <u>Payment of a pro-rata cost share representing 6.0 percent of the cost for signalization of the State Route 299/Churn Creek Road westbound ramps shall satisfy the project’s responsibility for mitigation in the cumulative condition. The fee shall be established based on an engineer’s cost estimate for signalization prepared by the permittee and approved by the City Engineer. The fee shall be deposited with the City of Redding prior to recordation of the 35<sup>th</sup> lot. Should the signal improvements be added to the Citywide Traffic Improvement Fee (TIF) program in the future, the funds shall be deposited in the TIF account. Alternatively, the funds shall be available to supplement funding provided by other development for construction of the signal or related improvements. Should the project be required to install a traffic signal to satisfy the requirements of the Existing Plus Project Mitigation, any funds collected for the purpose of constructing the signal, including Citywide Traffic Impact Fees, shall be made available for reimbursement as set forth in §16.20.150 of the Redding Municipal Code. [EIR MM 4.3.5]</u></p> <p><i>Timing/Implementation:</i> <u>Prior to recordation of the 35<sup>th</sup> lot.</u></p> <p><i>Enforcement/Monitoring:</i> <u>City of Redding Development Services Department, and Transportation Engineering Department.</u></p>	Less than Significant

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Impact	Level of Significance Without Mitigation	Mitigation Measure	Level of Significance After Mitigation
		Also see Table 4.3-11, Section 4.3, page 4.3-29 for project pro-rata share of TIF.	

**TABLE 2.0-2  
COMPARISON OF ALTERNATIVES TO THE PROPOSED PROJECT**

Issue	Alternative		
	1	2	3
Land Use	S	S	S
Population, Housing and Employment	W	S	S
Geology and Soils	S	W	S
Hydrology and Water Quality	W	S	S
Air Quality	W	S	S
Transportation and Circulation	W	S	S
Biological Resources	W	W	S
Noise	W	S	S
Community Services	W	S	S
Utilities and Service Systems	S	S	S
Visual Resources	S	S	S
Cultural Resources	S	S	S
Recreation	W	S	B

B = Impacts better than those of proposed project.

S = Impacts same as those of the proposed project or no better or worse.

W = Impacts worse than those of the proposed project.