

**Redding Oasis Towne Center, Phase IA, Project (UP-23-02)**  
**SCH NO. 2002122045**  
**CANDIDATE FINDINGS**

**Introduction**

The California Environmental Quality Act (CEQA) requires that no public agency shall approve or carry out a project for which an environmental impact report has been completed which identifies one or more significant effects thereof unless such public agency makes one or more of the following findings:

1. Changes or alterations have been required in, or incorporated into, the project which avoid or substantially lessen the significant environmental effect as identified in the Final EIR;
2. Changes or alterations are within the responsibility and jurisdiction of another public agency and not the agency making the finding and such changes have been adopted by such other agency or can and should be adopted by such other agency; or
3. Specific economic, legal, social, technological, or other considerations make infeasible the mitigation measures or project alternatives identified in the final EIR (Cal. Pub. Res. Code Section 21081).

CEQA further requires that, where the decision of the public agency allows the occurrence of significant effects which are identified in the Final EIR, but are not at least substantially mitigated, the agency shall state in writing the specific reasons to support its action based on the Final EIR or other information in the record (Section 15093[b] of the CEQA Guidelines).

The following Findings have been submitted to the administrative record for the project. They are attached to allow readers of this report an opportunity to review the potential reasons for approving the project despite the four unmitigated significant effects identified in Master Environmental Impact Report EIR-2-02.

**Project Description**

Use Permit Application UP-23-02 consists of a regional retail development identified as the Phase I project with Master Environmental Impact Report EIR-2-02. The project consists of a regional retail shopping center proposed on approximately 34 acres and divided into Phases IA and IB, with a total building area of approximately 302,238 square feet (up to 320,000 square feet was considered with the EIR). As described in the EIR, Phase IA was anticipated to occur first on the westerly 15.1 acres. The development proposed includes an approximately 148,663-square-foot discount warehouse, that included a 5,200-square-foot tire center, and a fueling station with four islands and 16 fueling positions as well as two 3,500 square foot-fast food outlets.

Phase IB was anticipated to occur on the eastern portion of the Phase I site and would include approximately 163,000 square feet of mixed-use retail commercial uses on 17.8 acres.

However, the FMEIR identifies the need to reconstruct the Interstate 5 and Oasis Road interchange and roads serving it when vehicle trips generated by the project cause the peak hour trip generation thresholds identified in Mitigation Measure 5-5 of the MEIR to be exceeded and operational failure to occur. Therefore, the order and level of development proposed will not be constrained by phasing lines, but rather will be constrained by the vehicle trip generation resulting from any portion of the proposed development north of Oasis Road. *Thus, any order or combination of structures shown on the use permit site plan could be developed with the initial phase of the project and by this definition is referred to as Phase IA. Phase IB refers to any development that would trigger the peak hour trip generation thresholds identified in Mitigation Measure 5-5 of the MEIR to be exceeded which would trigger the interchange to be reconstructed.*

Use Permit UP-23-02 proposes development of 302,238 square feet of retail commercial uses which is approximately 18,000 square feet less than was studied with the MEIR. The reduction was taken from the retail uses proposed on the east side of the property. Currently proposed is 148,663 square foot large format retail building that includes a 5,200 square-foot tire store and 153,575 square feet of mixed retail uses on the balance of the site. The use permit project is substantially consistent with that studied with EIR-2-02.

Abandonment of Twin View Boulevard north of Oasis Road through the development is also proposed with access north from Oasis Road being provided through the construction of Churn Creek Road/Hawley Road from Oasis Road to an off-site connection with Twin View Road to the north. The elimination of Twin View Boulevard through the property requires amendment of the General Plan Transportation Element Circulation Plan. General Plan Amendment application GPA-1-06 is proposed to implement that change.

## **CONCLUSIONS OF THE MEIR**

The final MEIR evaluates the following environmental issues in relation to the project: Land Use; Traffic and Circulation; Air Quality; Noise; Biological Resources; Cultural Resources; Hydrology and Water Quality; Aesthetics; Hazards and Hazardous Materials; Public Services; and Utility Systems and Services. The Final MEIR identifies feasible mitigation measures that reduce all potential environmental impacts to a less than significant level except for four. As described in the Final MEIR, impacts to air quality resulting from emissions of reactive organic gases (ROG) and nitrogen oxides (NOx) during short term construction activities may remain significant even after implementation of feasible mitigation measures. The Final MEIR also describes significant increases in regional emissions of ozone (from Nox and ROG) and particulate matter (PM10) from area sources and auto travel that would remain significant even after implementation of feasible mitigation measures. Additionally, the Final MEIR identifies that increased stormwater runoff from the project would cause significant rises in off-site flood levels impacting the immediately adjacent properties and the City's storm drainage system. These two impacts remain significant even with implementation of feasible mitigation measures.

## **FINDINGS**

The following findings are made pursuant to Public Resources Code Section 21081 and Title 14 of the California Code of Regulations, Section 15091 and 15093 (State CEQA Guidelines).

A. *Public Resources Code Section 21081 (a)-Findings-Feasible Mitigation Measures*

Pursuant to Public Resources Code Section 21081 (a), the City, having reviewed and considered the information contained in the final MEIR for the project, the public record and the administrative record, finds, pursuant to CEQA and that State CEQA Guidelines, that changes or alterations have been required in, or incorporated into the project which mitigate, avoid or substantially lessen the potentially significant direct environmental effects as identified in the Final MEIR with respect to the following:

**4-1 LAND USE AND PLANNING**

**Significant Impact 4-1**

Noise and dust from the construction of the proposed project would adversely affect neighboring residents.

**Mitigation Measures** \_\_\_\_\_

\_\_\_\_\_ Potential significant impacts resulting from the proposed project would be reduced to below a level of significance by implementation of the mitigation measure below. The mitigation measure has been found to be feasible and is required as a condition of approval.

\_\_\_\_\_ **4-1**

\_\_\_\_\_ Implement Mitigation Measures 6-1 and 7-1.

**Findings**

Implementation of this measure will reduce the potentially significant impact to a level considered less than significant.

**Significant Impact 4-2**

The proposed project would degrade police and fire services below established threshold standards, in conflict with General Plan policies.

**Mitigation Measures** \_\_\_\_\_

\_\_\_\_\_ Potential significant impacts resulting from the proposed project would be reduced to below a level of significance by implementation of the mitigation measure below. The mitigation measure has been found to be feasible and is required as a condition of approval.

\_\_\_\_\_ **4-2**

\_\_\_\_\_ Implement Mitigation Measures 13-1 and 13-3.

**Findings**

Implementation of this measure will reduce the potentially significant impact to a level considered less than significant.

**Significant Impact 4-3**

The proposed project would encroach on the 100-year floodplain along Salt Creek, in conflict with General Plan policies and the Zoning Ordinance.

**Mitigation Measures** \_\_\_\_\_

\_\_\_\_\_ Potential significant impacts resulting from the proposed project would be reduced to below a level of significance by implementation of the mitigation measure below. The mitigation measure has been found to be feasible and is required as a condition of approval.

\_\_\_\_\_ **4-3**

1. The project sponsor shall revise the project site plan to remove development from within the flood fringe and from within 15 feet of the 100-year floodplain boundary; OR
2. The project sponsor shall reconstruct the box culvert that conveys Salt Creek under Oasis Road so that the floodplain is reduced to an area outside the proposed development, and such that the reconstruction does not increase any offsite flood flows or flood elevations; OR
3. The project sponsor shall apply for and receive approval of encroachment into the floodplain from the City, and shall flood proof buildings and provide other appropriate flood-protective measures to the approval of the Floodplain Administrator, City Engineer, Building Official, and Fire Marshal; OR
4. The project sponsor shall construct engineered fill within the flood fringe to take all proposed development out of the 100-year flood zone (application and approval from the City for floodplain encroachment would be required); AND
5. As part of implementation of Mitigation Measures 4-3(b), 4-3(c), or 4-3(d), and in accordance with Chapter 18.51.130 of the Redding Zoning Ordinance, the City shall notify adjacent communities and the California Department of Water Resources prior to encroachment into or alteration or relocation of the floodway or floodplain. The project sponsor shall submit evidence of such notification to the Federal Emergency Management Agency (FEMA) in a request for a Conditional Letter of Map Revision (CLOMR), and shall ensure that the flood-carrying capacity of the altered or relocated portion of the watercourse is maintained. Evidence of approval of the CLOMR by FEMA shall be submitted to the City prior to issuance of a grading permit. The applicant's engineer shall subsequently prepare and submit a Final Letter of Map Revision (LOMR) to FEMA. Prior to the City's issuance of a Certificate of Occupancy, the project sponsor shall submit evidence of FEMA approval of the Final LOMR.

**Findings**

Implementation of this measure will reduce the potentially significant impact to a level considered less than significant.

**Significant Impact 4-4**

The proposed Phase IA (Boxco) project would exceed the maximum individual allowable individual sign area on three signs and the project would exceed the limit on the number of monument signs, as established in the Zoning Ordinance.

**Mitigation Measures**

\_\_\_\_\_ Potential significant impacts resulting from the proposed project would be reduced to below a level of significance by implementation of the mitigation measure below. The mitigation measure has been found to be feasible and is required as a condition of approval.

4-4

The Project IA applicant shall reduce the size of individual signs and the number of monument signs to comply with the Zoning Code or obtain approval of a Variance from these sign area requirements from the Redding Planning Commission.

**Findings**

Implementation of this measure will reduce the potentially significant impact to a level considered less than significant.

**Significant Impact 4-5**

The proposed project may conflict with General Plan policies pertaining to the provision of public transit and other transportation facilities.

**Mitigation Measures**\_\_\_\_\_

Potential significant impacts resulting from the proposed project would be reduced to below a level of significance by implementation of the mitigation measure below. The mitigation measure has been found to be feasible and is required as a condition of approval.

4-5

The project applicants shall coordinate development of final project plans with City of Redding Planning Division staff and Redding Area Bus Authority (RABA) staff to ensure that the project provides adequate alternative transportation facilities and is consistent with General Plan policies CDD10D, CDD10F, and CDD13E.

**Findings**

Implementation of this measure will reduce the potentially significant impact to a level considered less than significant.

**Significant Impact 4-6**

The proposed project would conflict with General Plan policies pertaining to the provision of fire protection services.

**Mitigation Measures**\_\_\_\_\_

Potential significant impacts resulting from the proposed project would be reduced to below a level of significance by implementation of the mitigation measure below. The mitigation measure has been found to be feasible and is required as a condition of approval.

4-6

1. Prior to issuance of occupancy permits for the Phase I project, Churn Creek Road shall be constructed from Oasis Road northward to a new connection with Twin View Boulevard, to the north of the Phase I site; OR
2. The proposed main driveway across the Phase I site shall be constructed and dedicated as a public street and shall be designed in accordance with the City's standards for arterial roadways, including the provision of improvements identified in Section 16.13.040 of the Municipal Code.

### **Findings**

Implementation of this measure will reduce the potentially significant impact to a level considered less than significant.

### **Significant Impact 4-7**

The proposed abandonment of Twin View Boulevard would conflict with the Redding General Plan and the Redding Municipal Code.

### **Mitigation Measures** \_\_\_\_\_

\_\_\_\_\_ Potential significant impacts resulting from the proposed project would be reduced to below a level of significance by implementation of the mitigation measure below. The mitigation measure has been found to be feasible and is required as a condition of approval.

### **4-7**

1. The proposed main driveway across the Phase I site shall be constructed and dedicated as a public street and shall be designed in accordance with the City's standards for arterial roadways, including the provision of improvements identified in Section 16.13.040 of the Municipal Code. Implementation of this mitigation measure would preclude the need for implementation of Mitigation Measures 4-8, 5-4, and 13-3; OR
2. The City shall approve a General Plan Amendment modifying the Circulation Element to be consistent with abandonment of Twin View Boulevard north of Oasis Road.

### **Findings**

Implementation of this measure will reduce the potentially significant impact to a level considered less than significant.

### **Significant Impact 4-8**

The proposed abandonment of Twin View Boulevard across the Phase I site would block existing public access to residential and commercial properties to the north of the site.

### **Mitigation Measures** \_\_\_\_\_

\_\_\_\_\_ Potential significant impacts resulting from the proposed project would be reduced to below a level of significance by implementation of the mitigation measure below. The mitigation measure has been found to be feasible and is required as a condition of approval.

### **4-8**

\_\_\_\_\_ Prior to issuance of an occupancy permit for the Phase IA project, one of the following measures shall be implemented:

1. Churn Creek Road shall be constructed from Oasis Road northward to connect with Twin View Boulevard to the north of the Phase I site; OR
2. Mitigation Measure 4-7(a) shall be implemented.

### **Findings**

Implementation of this measure will reduce the potentially significant impact to a level considered less than significant.

### **Significant Impact 4-9**

The Phase II project would exceed the maximum allowable building density on the site, in conflict with the Zoning Ordinance and the General Plan.

#### **Mitigation Measures** \_\_\_\_\_

\_\_\_\_ Potential significant impacts resulting from the proposed project would be reduced to below a level of significance by implementation of the mitigation measure below. The mitigation measure has been found to be feasible and is required as a condition of approval.

#### **4-9**

1. The project sponsor shall reduce the proposed building area for the Phase II project to attain an FAR of 0.3 or lower; OR
2. The project sponsor shall meet the requirements for a bonus FAR, as provided in Section 18.33.060 of the Zoning Ordinance, and shall reduce the proposed building area for the Phase II project sufficiently to meet the FAR requirements combined with the bonus; OR
3. The project sponsor shall obtain approval of a General Plan Amendment from the City of Redding to permit development up to an FAR of 0.36 in the Regional Commercial land use category.

#### **Findings**

Implementation of this measure will reduce the potentially significant impact to a level considered less than significant.

### **5-1 TRAFFIC**

#### **Significant Impact 5-1**

The intersections of Oasis Road & I-5 Southbound Ramps, and Oasis Road & I-5 Northbound Ramps would operate at LOS E or F during both peak hours under the Existing Plus Phase IA scenario.

#### **Mitigation Measures** \_\_\_\_\_

\_\_\_\_ Potential significant impacts resulting from the proposed project would be reduced to below a level of significance by implementation of the mitigation measure below. The mitigation measure has been found to be feasible and is required as a condition of approval.

#### **5-1**

\_\_\_\_ Prior to the issuance of occupancy permits for the Phase IA project, the following traffic improvements shall be constructed:

1. The following intersections shall be signalized: Oasis Road at Cascade Boulevard; Oasis Road & I-5 Southbound Ramps; Oasis Road & I-5 Northbound Ramps; Oasis Road & Western Driveway; Oasis Road & Eastern Driveway; and Oasis Road & Churn Creek Road. Peak-hour volume signal warrants would be met for the intersections of Oasis Road at I-5 Southbound Ramps, at I-5 Northbound Ramps, and at Western Driveway. Signalization of the intersection of Oasis Road & Cascade Boulevard and Oasis Road &

Eastern Driveway would be recommended based on excessive vehicle queues. Coordination of these signals would be required due to their close proximity to one another.

2. At the Oasis Road & I-5 Southbound Ramps intersection, the eastbound approach shall be widened to provide an exclusive through lane and an exclusive right-turn lane. The southbound on-ramp should be widened to provide 300-feet of side-by-side lanes followed by 40:1 taper. The westbound approach shall be re-striped to provide one through lane.
3. At the Oasis Road & I-5 Northbound Ramps intersection, the northbound approach shall be widened and re-striped to provide a shared through/left lane and two exclusive right-turn lanes. The westbound approach shall be widened to provide an exclusive through lane and an exclusive right-turn lane. All proposed ramp/roadway widening may include relocation of utilities and drainage and would be subject to Caltrans and/or City's approval during project design review.
4. Twin View Boulevard south of Oasis Road shall be shifted to align with the intersection of Oasis Road & Western Driveway, effectively eliminating the existing intersection of Oasis Road & Twin View Boulevard. The westbound approach of the intersection shall be widened to provide one left-turn lane, one through lane and one shared through/right lane. The eastbound approach shall provide two exclusive left-turn lanes, one through and shared through-right lane and may require additional right-of-way acquisition from the southerly property owners. The northbound approach shall provide one shared left-through lane and one exclusive right-turn lane. The project sponsor shall dedicate to the City of Redding the road right-of-way for both the interim Phase I alignment as well as the ultimate alignment (to be constructed as part of Phase II) of Twin View Boulevard across the Phase II site.
5. A one-lane loop-ramp from Westbound Oasis Road/Overpass to Southbound I-5 Freeway shall be constructed and may require relocation of the southbound off-ramp to the west in order to meet Caltrans design requirements. This may require additional right-of-way acquisition from the property owners to the west. All proposed ramp/roadway improvements may include relocation of utilities and drainage and would be subject to Caltrans and/or City's approval during project design review.
6. At the intersection of Oasis Road and Cascade Boulevard, the southbound approach shall be widened to provide one exclusive left-turn lane and one shared through-right lane. This may require additional right-of-way acquisition from the adjacent property owner(s).
7. Right-of-way acquisition necessary to accomplish Mitigation Measures 5-1 c, d, e, and f would be required prior to issuance of a building permit for Phase I. The project sponsor shall negotiate with the affected property owners for purchase of the necessary right-of-way. The project sponsor may enter into agreements with the City of Redding, the Redding Redevelopment Agency, and/or Caltrans to participate partially or fully in the implementation of this mitigation measure.

### **Findings**

Implementation of this measure will reduce the potentially significant impact to a level considered less than significant.

### **Significant Impact 5-2**

Under Phase IA, Twin View Boulevard north of Oasis Road would be abandoned from its existing alignment and intersection with Oasis Road and re-routed across the Phase I site as a driveway. Twin View Boulevard south of Oasis Road would also be realigned to intersect with the main driveway of the project. These roadway modifications would adversely affect existing traffic utilizing Twin View Boulevard.

#### **Mitigation Measures** \_\_\_\_\_

\_\_\_\_\_ Potential significant impacts resulting from the proposed project would be reduced to below a level of significance by implementation of the mitigation measure below. The mitigation measure has been found to be feasible and is required as a condition of approval.

#### **5-2**

\_\_\_\_\_ None required.

#### **Findings**

Implementation of this measure will reduce the potentially significant impact to a level considered less than significant.

### **Significant Impact 5-3**

Construction activities associated with abandonment of Twin View Boulevard north of Oasis Road during Phase IA may disrupt and adversely affect background and project-related traffic.

#### **Mitigation Measures** \_\_\_\_\_

\_\_\_\_\_ Potential significant impacts resulting from the proposed project would be reduced to below a level of significance by implementation of the mitigation measure below. The mitigation measure has been found to be feasible and is required as a condition of approval.

#### **5-3**

\_\_\_\_\_ A Traffic Handling Plan to maintain acceptable traffic operating conditions during construction activities shall be prepared prior to the commencement of project construction. The plans shall be prepared in accordance with City of Redding and Caltrans standards and shall be incorporated into the design plans, specifications, and estimates (PS&E) package.

#### **Findings**

Implementation of this measure will reduce the potentially significant impact to a level considered less than significant.

### **Significant Impact 5-4**

The Phase IA abandonment of Twin View Boulevard north of Oasis Road and its replacement with a project driveway would block existing public access to properties north of the project site.

#### **Mitigation Measures** \_\_\_\_\_

\_\_\_\_\_ Potential significant impacts resulting from the proposed project would be reduced to below a level of significance by implementation of the mitigation measure below. The mitigation measure has been found to be feasible and is required as a condition of approval.

#### 5-4

Prior to issuance of an occupancy permit for the Phase IA project, one of the following measures shall be implemented:

1. Churn Creek Road shall be constructed from Oasis Road northward to connect with Twin View Boulevard to the north of the Phase I site; OR
2. Mitigation Measure 4–7(a) shall be implemented.

#### **Findings**

Implementation of this measure will reduce the potentially significant impact to a level considered less than significant.

#### **Significant Impact 5-5**

Under 2006 Plus Phase IA Scenario, Oasis Road would experience significant queuing in the westbound direction at the intersection of I-5 Northbound Ramps Saturday midday peak hour. Under 2006 Plus Phase IB Scenario, Oasis Road would experience significant queuing in the westbound direction at the intersection of I-5 Northbound Ramps during both the Weekday PM peak hour and Saturday midday peak hour. In addition, the intersection of Oasis Road & I-5 Northbound Ramps would operate at LOS D in the Saturday midday peak hour. (S)

#### **Mitigation Measures**

Potential significant impacts resulting from the proposed project would be reduced to below a level of significance by implementation of the mitigation measure below. The mitigation measure has been found to be feasible and is required as a condition of approval.

#### 5-5

1. Project floor area and/or proposed uses shall be reduced to a level such that trip generation would not exceed the following thresholds based on current Institute of Transportation Engineers (I.T.E.) trip generation standards:
  1. Weekday PM peak hour trips: 740 Inbound and 800 Outbound (total 1,540) trips, and
  2. Saturday midday peak hour trips: 742 Inbound and 764 Outbound (total 1,506) trips.

#### **Findings**

Implementation of this measure will reduce the potentially significant impact to a level considered less than significant.

#### **Significant Impact 5-7**

Under 2012 Plus Phase II Scenario, Oasis Road would experience significant queuing in the westbound direction at the intersection of I-5 Northbound Ramps during both the Weekday PM peak hour and Saturday midday peak hour. The intersection of Oasis Road & I-5 Northbound Ramps would operate at LOS F during both the PM peak hour and Saturday midday peak hour. The intersection of Oasis Road & Western Driveway, would operate at LOS F during both peak hours and the intersection of Oasis Road & Eastern Driveway would operate at LOS D during the Saturday midday peak hour under the 2012 Plus Phase II scenario. Additionally, weaving movements along northbound I-5 between Route 273 and Oasis Road would operate at LOS D. (S)

## **Mitigation Measures \_\_\_\_\_**

\_\_\_\_\_ Potential significant impacts resulting from the proposed project would be reduced to below a level of significance by implementation of the mitigation measure below. The mitigation measure has been found to be feasible and is required as a condition of approval.

### **5-7**

\_\_\_\_\_ Prior to the issuance of occupancy permits for any portion of the project which would exceed the trip generation thresholds identified in Mitigation Measure 5-5, the following traffic improvements shall be constructed:

1. At the Oasis Road & I-5 Southbound Ramps intersection, the southbound approach shall be widened to provide two left-turn lanes, one through lane, and one right-turn lane. The eastbound approach shall be widened to provide three through lanes and one free-flow right-turn lane. The westbound approach shall be widened to provide a loop on-ramp to southbound I-5 and three through lanes. The widening of the Oasis Road & I-5 Southbound Ramps intersection would also require widening at the Oasis Road & Cascade Boulevard intersection due to its close proximity. At the Oasis Road & Cascade Boulevard intersection, the northbound approach shall be widened to provide one exclusive left-turn lane and one shared through-right lane. The eastbound approach shall be widened to provide one shared through-left lane and one shared through-right lane. The westbound approach shall be widened to provide one shared through-left lane, one exclusive through lane, and one right-turn lane. The southbound approach shall be widened to provide one exclusive left-turn lane and one shared through-right lane. This may require additional right-of-way acquisition from the adjacent property owner(s).
2. At the Oasis Road & I-5 Northbound Ramps intersection, the northbound approach shall be widened to provide one shared through-left lane, and two right-turn lanes. The eastbound approach shall be widened to provide one left-turn lane and three through lanes. The westbound approach shall be widened to provide three through lanes and one shared through/right-turn lane.
3. At the Oasis Road & Western Driveway/Twin View Boulevard intersection, the northbound approach shall be widened to provide two left-turn lanes, one through lane, and one right-turn lane. The southbound approach shall be widened to provide one left-turn lane, one through lane, and one right-turn lane. The eastbound approach shall be widened to provide two left-turn lanes, three through lanes, and one right-turn lane. The westbound approach shall be widened to provide one left-turn lane, three through lanes, and a shared through/right lane.
4. At the Oasis Road & Eastern Driveway intersection, the northbound approach shall be widened to provide two left-turn lanes and one shared through-right lane. The southbound approach shall be widened to provide one left-turn lane, one shared right/through lane, and one right-turn lane. The eastbound approach shall be widened to provide two left-turn lanes, two through lanes, and two right-turn lanes. The westbound approach shall be widened to provide one left-turn lane, two through lanes, and one shared through/right lane.
5. At the Oasis Road & Churn Creek Road intersection, the northbound approach shall be constructed to provide two left-turn lanes, one through lane, and one right-turn lane. The southbound approach shall be constructed to provide one left-turn lane, one through lane,

and one right-turn lane. The eastbound approach shall be constructed to provide one left-turn lane, one through lane, and one right-turn lane. The westbound approach shall be constructed to provide one left-turn lane, one through lane, and one shared through/right-turn lane.

6. In order for the development which triggers Mitigation Measure 5–7 to be permitted or constructed, a seven (7)-lane (or larger) over crossing must be constructed to provide the lane configuration described above which includes one left-turn lane, and three through lanes on the Eastbound approach to Oasis Road and the Northbound ramps and a loop on-ramp and three through lanes on the Westbound approach to Oasis Road and the Southbound ramps. Additional auxiliary lane and/or acceleration and deceleration lanes between the on-and off-ramps may be required. Signalization of the reconstructed intersections are to continue to be provided.

City of Redding and Caltrans approval of the layout and design of the intersection improvements identified in this mitigation measure shall be required prior to approval of the Use Permit for the project.

### **Findings**

Implementation of this measure will reduce the potentially significant impact to a level considered less than significant.

### **Significant Impact 5-8**

Implementation of Mitigation Measure 5–7 would result in secondary impacts related to the expanded right-of-way for road and intersection improvements, including the displacement of a private residence and gas station pumps. At the time of these improvements, realignment of Twin View Boulevard south of Oasis is proposed and acquisition of off-site right-of-way would be necessary for street right-of-way requirements.

### **Mitigation Measures \_\_\_\_\_**

\_\_\_\_ Potential significant impacts resulting from the proposed project would be reduced to below a level of significance by implementation of the mitigation measure below. The mitigation measure has been found to be feasible and is required as a condition of approval.

### **5-8**

1. Prior to implementation of Mitigation Measure 5–7 roadway/intersection improvements at the intersection of Oasis Road and realigned Twin View Boulevard, the project sponsor shall negotiate a relocation agreement with any affected property owner. The property owner shall receive fair-market value for the property or be relocated to a comparable property and residence. The project sponsor may enter into agreements with the City of Redding, the Redding Redevelopment Agency, and/or Caltrans to participate partially or fully in the implementation of this mitigation measure.
2. Prior to implementation of Mitigation Measure 5–7 roadway/intersection improvements at the intersection of Oasis Road and Cascade Boulevard (Old Oasis Road), the project sponsor shall negotiate a relocation agreement with the affected property owner to relocate the affected gasoline pumps or otherwise compensate the owner. The project sponsor may enter into agreements with the City of Redding, the Redding Redevelopment Agency,

and/or Caltrans to participate partially or fully in the implementation of this mitigation measure.

3. Right-of-way acquisition for the realigned Twin View Boulevard south of Oasis would be required prior to issuance of a building permit for development which triggers Mitigation Measure 5–7 improvements. The project sponsor shall negotiate with the affected property owners for purchase of the necessary right-of-way. The project sponsor may enter into agreements with the City of Redding, the Redding Redevelopment Agency, and/or Caltrans to participate partially or fully in the implementation of this mitigation measure.
4. Roadway improvements for realignment of Twin View Boulevard south of Oasis shall be completed prior to occupancy of development which triggers Mitigation Measure 5–7 improvements.

### **Findings**

Implementation of this measure will reduce the potentially significant impact to a level considered less than significant.

### **Significant Impact 5-10**

Construction activities associated with widening of Oasis Road and modification of the I-5/Oasis Road interchange may disrupt and impact background and project related traffic.

#### **Mitigation Measures** \_\_\_\_\_

\_\_\_\_\_ Potential significant impacts resulting from the proposed project would be reduced to below a level of significance by implementation of the mitigation measure below. The mitigation measure has been found to be feasible and is required as a condition of approval.

#### **5-10**

\_\_\_\_\_ Implement Mitigation Measure 5–3.

### **Findings**

Implementation of this measure will reduce the potentially significant impact to a level considered less than significant.

### **Significant Impact 5-11**

The intersections of Oasis Road & Cascade Boulevard, Oasis Road & I-5 Southbound Ramps, Oasis Road & I-5 Northbound Ramps, and Oasis Road & Twin View Boulevard would operate at LOS F during both peak hours under 2025 Cumulative No Project conditions.

#### **Mitigation Measures** \_\_\_\_\_

\_\_\_\_\_ Potential significant impacts resulting from the proposed project would be reduced to below a level of significance by implementation of the mitigation measure below. The mitigation measure has been found to be feasible and is required as a condition of approval.

#### **5-11**

1. The intersections of Oasis Road & Cascade Boulevard; Oasis Road & I-5 Southbound Ramps; Oasis Road & I-5 Northbound Ramps; and Oasis Road & Twin View Boulevard

shall be signalized. Coordination of these signals would be required due to their close proximity to one another.

2. At the Oasis Road & Cascade Boulevard intersection, the northbound approach shall be widened to provide one left-turn lane and one shared through/right lane. The southbound approach shall be widened to provide two left-turn lanes and one shared through/right lane. The eastbound approach shall be widened to provide one left-turn lane, one exclusive through lane, and one shared through/right lane. The westbound approach shall be widened to provide one left-turn lane, two through lanes, and one right-turn lane.
3. At the Oasis Road & I-5 Southbound Ramps intersection, the southbound approach shall be widened to provide two left-turn lanes, one through lane, and one right-turn lane. The eastbound approach shall be widened to provide three through lanes and two right-turn lanes. The westbound approach shall be widened to provide two left-turn lanes and two through lanes.
4. At the Oasis Road & I-5 Northbound Ramps intersection, the northbound approach shall be widened to provide one exclusive left-turn lane, one shared through/left lane, and two right-turn lanes. The eastbound approach shall be widened to provide one left-turn lane and three through lanes. The westbound approach shall be widened to provide three through lanes and one right-turn lane.
5. At the Oasis Road & Twin View Boulevard intersection, the northbound approach shall be widened to provide two left-turn lanes, one shared through/right lane, and one exclusive right-turn lane. The southbound approach shall be widened to provide one left-turn lane, one through lane, and one right-turn lane. The eastbound approach shall be widened to provide one left-turn lane, three through lanes, and one right-turn lane. The westbound approach shall be widened to provide two left-turn lanes, two exclusive through lanes, and one shared through/right lane.

These mitigation measures would not apply to the proposed project.

### **Findings**

Implementation of this measure will reduce the potentially significant impact to a level considered less than significant.

### **Significant Impact 5-12**

The intersection of Oasis Road & Gold Hills Drive would operate at LOS F during the PM peak hour under 2025 Cumulative No Project conditions.

#### **Mitigation Measures**

Potential significant impacts resulting from the proposed project would be reduced to below a level of significance by implementation of the mitigation measure below. The mitigation measure has been found to be feasible and is required as a condition of approval.

#### **5-12**

The intersection of Oasis Road & Gold Hills Drive shall be signalized. (This mitigation would not apply to the proposed project.)

**Findings**

Implementation of this measure will reduce the potentially significant impact to a level considered less than significant.

**Significant Impact 5-13**

The intersection of Oasis Road & Akrich Street would operate at LOS F during the PM peak hour under 2025 Cumulative No Project conditions.

**Mitigation Measures** \_\_\_\_\_

\_\_\_\_\_ Potential significant impacts resulting from the proposed project would be reduced to below a level of significance by implementation of the mitigation measure below. The mitigation measure has been found to be feasible and is required as a condition of approval.

**5-13**

\_\_\_\_\_ The intersection of Oasis Road & Akrich Street shall be signalized. (This mitigation would not apply to the proposed project.)

**Findings**

Implementation of this measure will reduce the potentially significant impact to a level considered less than significant.

**Significant Impact 5-14**

The intersection of Pine Grove Avenue & I-5 Southbound Ramps would operate at LOS F during the Saturday midday peak hour under 2025 Cumulative No Project conditions.

**Mitigation Measures** \_\_\_\_\_

\_\_\_\_\_ Potential significant impacts resulting from the proposed project would be reduced to below a level of significance by implementation of the mitigation measure below. The mitigation measure has been found to be feasible and is required as a condition of approval.

**5-14**

\_\_\_\_\_ The intersection of Pine Grove Avenue & I-5 Southbound Ramps shall be signalized. (This mitigation would not apply to the proposed project.)

**Findings**

Implementation of this measure will reduce the potentially significant impact to a level considered less than significant.

**Significant Impact 5-15**

The intersection of Pine Grove Avenue & I-5 Northbound Ramps would operate at LOS E during the PM peak hour and LOS F during the Saturday midday peak hour under 2025 Cumulative No Project conditions.

**Mitigation Measures** \_\_\_\_\_

\_\_\_\_\_ Potential significant impacts resulting from the proposed project would be reduced to below a level of significance by implementation of the mitigation measure below. The mitigation measure has been found to be feasible and is required as a condition of approval.

**5-15**

\_\_\_\_\_ The intersection of Pine Grove Avenue & I-5 Northbound Ramps shall be signalized. (This mitigation would not apply to the proposed project.)

**Findings**

Implementation of this measure will reduce the potentially significant impact to a level considered less than significant.

**Significant Impact 5-16**

The intersection of Constitution Way & I-5 Northbound Ramps would operate at LOS F during both peak hours under 2025 Cumulative No Project conditions.

**Mitigation Measures** \_\_\_\_\_

\_\_\_\_\_ Potential significant impacts resulting from the proposed project would be reduced to below a level of significance by implementation of the mitigation measure below. The mitigation measure has been found to be feasible and is required as a condition of approval.

**5-16**

\_\_\_\_\_ The intersection of Constitution Way & I-5 Northbound Ramps shall be signalized. The northbound approach shall be widened to provide one shared left/through/right lane and one exclusive right-turn lane. The westbound approach shall be widened to provide one through lane and one right-turn lane. (This mitigation would not apply to the proposed project.)

**Findings**

Implementation of this measure will reduce the potentially significant impact to a level considered less than significant.

**Significant Impact 5-17**

The intersection of Constitution Way & Twin View Boulevard would operate at LOS F during both peak hours under 2025 Cumulative No Project conditions.

**Mitigation Measures** \_\_\_\_\_

\_\_\_\_\_ Potential significant impacts resulting from the proposed project would be reduced to below a level of significance by implementation of the mitigation measure below. The mitigation measure has been found to be feasible and is required as a condition of approval.

**5-17**

\_\_\_\_\_ The intersection of Constitution Way & I-5 Twin View Boulevard shall be signalized and widened. The northbound approach shall be re-stripped to provide one left-turn lane and one shared through/right lane. The southbound approach shall be widened to provide one left-turn lane, one shared through/right lane, and one exclusive right-turn lane. The eastbound approach

shall be widened to provide two left-turn lanes, one through lane, and one right-turn lane. The westbound approach shall be widened to provide one left-turn lane and a shared through-right lane. (This mitigation would not apply to the proposed project.)

**Findings**

Implementation of this measure will reduce the potentially significant impact to a level considered less than significant.

**Significant Impact 5-18**

The intersection of Hawley Road & Highway 299 Westbound Ramps would operate at LOS E during the PM peak hour.

**Mitigation Measures** \_\_\_\_\_

\_\_\_\_\_ Potential significant impacts resulting from the proposed project would be reduced to below a level of significance by implementation of the mitigation measure below. The mitigation measure has been found to be feasible and is required as a condition of approval.

**5-18**

\_\_\_\_\_ The intersection of Hawley Road & Highway 299 Westbound Ramps shall be signalized. (This mitigation would not apply to the proposed project because the impacts would be caused by background traffic growth.)

**Findings**

Implementation of this measure will reduce the potentially significant impact to a level considered less than significant.

**Significant Impact 5-19**

The intersection of Hawley Road & Highway 299 Eastbound Ramps would operate at LOS F during both peak hours under 2025 Cumulative No Project conditions.

**Mitigation Measures** \_\_\_\_\_

\_\_\_\_\_ Potential significant impacts resulting from the proposed project would be reduced to below a level of significance by implementation of the mitigation measure below. The mitigation measure has been found to be feasible and is required as a condition of approval.

**5-19**

\_\_\_\_\_ The intersection of Hawley Road & Highway 299 Eastbound Ramps shall be signalized. The eastbound approach shall be re-striped to provide one left-turn lane, one right turn lane, and one shared through/right lane. (This mitigation would not apply to the proposed project.)

**Findings**

Implementation of this measure will reduce the potentially significant impact to a level considered less than significant.

**Significant Impact 5-32**

Development of the project as proposed may be inconsistent with General Plan policies.

### **Mitigation Measures** \_\_\_\_\_

\_\_\_\_\_ Potential significant impacts resulting from the proposed project would be reduced to below a level of significance by implementation of the mitigation measure below. The mitigation measure has been found to be feasible and is required as a condition of approval.

#### **5-32**

\_\_\_\_\_ Mitigation measures would include the following:

1. Indicate needed right-of-way for public roadways.
2. Pay applicable City of Redding development impact fees.
3. Use intelligent transportation control systems, where appropriate, to improve traffic flow and safety on the street and highway system. This should include the use of interconnected signal timing to optimize vehicle progression along Oasis Road.
4. Provide pedestrian-oriented features, such as benches, enhanced landscape, and trash receptacles.
5. Provide sidewalks or other pedestrian-dedicated facilities on both sides of new public streets. Exceptions may be appropriate where topography is difficult, or where the development plan illustrates that pedestrians will be accommodated by alternative means.
6. Provide pedestrian facilities of a sufficient width to ensure pedestrian comfort and safety and to accommodate the special needs of the physically disabled.
7. Prohibit on-street parking on arterial streets to reduce congestion and conflicts.
8. Incorporate facilities suitable for bicycle use in the design of interchanges, intersections, and other street-improvement/ maintenance facilities.
9. Provide bicycle facilities or pay in-lieu fees based on a fair share portion.
10. Provide bus pull-outs along arterial streets at approximately 1/4-mile intervals or as indicated in the Shasta County Transit Development Plan. Determine the precise locations during development plan review or at the time of major street improvement or reconstruction.
11. Install passenger amenities at designated bus stops when identified as a mitigating measure.
12. Provide attractive, well-lighted, comfortable, and protected waiting areas for bus passengers.

### **Findings**

Implementation of this measure will reduce the potentially significant impact to a level considered less than significant.

## **6-1 AIR QUALITY**

### **Significant Impact 6-2**

The project would change traffic volumes and congestion levels, changing carbon monoxide concentrations at land uses near the roadway. The proposed project would result in an incremental increase in carbon monoxide concentrations, but would not result in violations of the ambient air quality standards.

**Mitigation Measures** \_\_\_\_\_

\_\_\_\_\_ Potential significant impacts resulting from the proposed project would be reduced to below a level of significance by implementation of the mitigation measure below. The mitigation measure has been found to be feasible and is required as a condition of approval.

\_\_\_\_\_ **6-2**

\_\_\_\_\_ None required.

**Findings**

Implementation of this measure will reduce the potentially significant impact to a level considered less than significant.

**Significant Impact 6-4**

The project would contain new sources of toxic air contaminants (TACs).

**Mitigation Measures** \_\_\_\_\_

\_\_\_\_\_ Potential significant impacts resulting from the proposed project would be reduced to below a level of significance by implementation of the mitigation measure below. The mitigation measure has been found to be feasible and is required as a condition of approval.

\_\_\_\_\_ **6-4**

\_\_\_\_\_ None required.

**Findings**

Implementation of this measure will reduce the potentially significant impact to a level considered less than significant.

**7-1 NOISE**

**Significant Impact 7-1**

Project construction would increase noise levels in the project vicinity.

**Mitigation Measures** \_\_\_\_\_

\_\_\_\_\_ Potential significant impacts resulting from the proposed project would be reduced to below a level of significance by implementation of the mitigation measure below. The mitigation measure has been found to be feasible and is required as a condition of approval.

\_\_\_\_\_ **7-1**

1. All construction activities within 500 feet of a residential district shall be prohibited during the following hours in accordance with Section 18.40.100 of the Redding Zoning Code:
  - May 15 through September 15: Between the weekday hours of 7 p.m. and 6 a.m. and weekends and holidays between 8 p.m. and 9 a.m.
  - September 16 through May 14: Between the weekday hours of 7 p.m. and 7 a.m. and weekends and holidays between 8 p.m. and 9 a.m.

2. A blasting plan for construction shall be prepared and followed that includes the following:
- The Blasting Plan must meet the approval of the appropriate City department with jurisdiction over the project and blasting.
  - Primary components of the Blasting Plan shall include:
    - a. Identification of blast officer.
    - b. Scaled drawings of blast locations, and neighboring buildings, streets, or other locations which could be inhabited.
    - c. Blasting notification procedures, lead times, and list of those notified. Public notification to potentially affected vibration receptors describing the expected extent and duration of the blasting.
    - d. Description of means for transportation and on-site storage and security of explosives in accordance with local, State and federal regulations.
    - e. Minimum acceptable weather conditions for blasting and safety provisions for potential stray current (if electric detonation).
    - f. Traffic control standards and traffic safety measures (if applicable).
    - g. Requirement for provision and use of personal protective equipment.
    - h. Minimum standoff distances and description of blast impact zones and procedures for clearing and controlling access to blast danger.
    - i. Procedures for handling, setting, wiring, and firing explosives. Also procedures for handling misfires per Federal code.
    - j. Type and quantity of explosives and description of detonation device. Sequence and schedule of blasting rounds, including general method of excavation, lift heights, etc.
    - k. Methods of matting or covering of blast area to prevent flyrock and excessive air blast pressure.
    - l. Description of blast vibration and air blast monitoring program.
    - m. Dust control measures in compliance with applicable air pollution control regulations (to interface with general construction dust control plan).
    - n. Emergency Action Plan to provide emergency telephone numbers and directions to medical facilities. Procedures for action in the event of injury.
    - o. Material Safety Data Sheets for each explosive or other hazardous materials to be used.
    - p. Evidence of licensing, experience, and qualifications of blasters.
    - q. Description of insurance for the blasting work.
  - A Blast Survey Workplan shall be prepared by the blaster. The Plan shall establish vibration limits in order to protect structures from blasting activities and identify specific monitoring points. At a minimum, a pre-blast survey shall be conducted of any potentially affected structures and underground utilities within 500 feet of a blast area, as well as the nearest commercial or residential structure, prior to blasting.
  - The survey shall include visual inspection of the structures, documentation of structures by means of photographs, video, and a level survey of the ground floor of structures or the crown of major and critical utility lines, and these shall be submitted to the City. This documentation shall be reviewed with the individual owners prior to any blasting operations. The City and impacted property owners shall be notified at least 48 hours prior to the visual inspections.

- Vibration and settlement threshold criteria (for example peak particle velocity of 0.5 inches per second) shall be submitted by the blaster to the City for review and approval during the design process. If the settlement or vibration criteria are exceeded at any time or if damage is observed at any of the structures or utilities, then blasting shall immediately cease and the City immediately notified. The stability of segmental retaining walls, existing slopes, creek canals, etc. shall be monitored and any evidence of instability due to blasting operations shall result in immediate termination of blasting. The blaster shall modify the blasting procedures or use alternative means of excavating in order to reduce the vibrations to below the threshold values, prevent further settlement, slope instability, and prevent further damage.
- Air blast overpressure limits shall be set and monitoring shall be conducted at the property line closest to the blast and at other above-ground structures identified in the Plan for vibration monitoring. Air blast overpressure limits shall be in accordance with applicable laws and shall be established to prevent damage to adjacent properties, new construction, and to prevent injuries to persons on-site and off-site.
- Prior to full-scale production blasting, the blaster shall conduct a series of test blasts at the sites where blasting is to occur. The tests shall start with reduced charge weights and shall increase incrementally to that of a full-scale production round. Monitoring shall be conducted as described in the Plan.
- Post-construction monitoring of structures shall be performed to identify (and repair if necessary) all damage, if any, from blasting vibrations. Any damage shall be documented by photograph, video, etc. This documentation shall be reviewed with the individual property owners.
- Reports of the results of the blast monitoring shall be provided to the City, the local fire department, and owners of any buried utilities on or adjacent to the site within 24 hours following blasting. Reports documenting damage, excessive vibrations, etc. shall be provided to the City and impacted property owners.

**Findings**

Implementation of this measure will reduce the potentially significant impact to a level considered less than significant.

**Significant Impact 7-2**

Traffic and other on-site project noise sources would increase noise levels in the project vicinity.

**Mitigation Measures**

\_\_\_\_\_ Potential significant impacts resulting from the proposed project would be reduced to below a level of significance by implementation of the mitigation measure below. The mitigation measure has been found to be feasible and is required as a condition of approval.

\_\_\_\_\_ **7-2**

1. In compliance with Zoning Section 18.40.100, loading, unloading, opening, closing, or other handling of boxes, crates, containers, building materials, or similar objects between the hours of 10 p.m. and 7 a.m. shall not cause a noise disturbance across a residential real property line. Prior to construction the applicant shall identify loading areas and times of use to the City to assure that operations would meet these limits.

2. The applicant shall be required to provide noise attenuation to reduce noise levels by 5 dBA for the Oasis Court residences that also are bounded by Oasis Road to the north. The noise attenuation could be in the form of a sound wall, berming along the right-of-way or a combination of a berm and a wall on top of the berm. The noise attenuation methods used for the exterior areas would also mitigate the potential increases in interior noise levels.

### **Findings**

Implementation of this measure will reduce the potentially significant impact to a level considered less than significant.

### **Significant Impact 7-3**

The project would increase cumulative traffic-related noise levels in the project vicinity.

#### **Mitigation Measures** \_\_\_\_\_

\_\_\_\_\_ Potential significant impacts resulting from the proposed project would be reduced to below a level of significance by implementation of the mitigation measure below. The mitigation measure has been found to be feasible and is required as a condition of approval.

#### **7-3**

\_\_\_\_\_ Future modifications of Oasis Road between Cascade and Gold Hills Drive shall include *noise attenuation* to mitigate noise levels at residential uses adjacent to the realigned road. The noise attenuation could be in the form of a sound wall, berming along the right-of-way or a combination of a berm and a wall on top of the berm.

### **Findings**

Implementation of this measure will reduce the potentially significant impact to a level considered less than significant.

## **8-1 BIOLOGICAL RESOURCES**

### **Significant Impact 8-1**

Construction would result in the loss of oak trees subject to the City's Tree Preservation Ordinance.

#### **Mitigation Measures** \_\_\_\_\_

\_\_\_\_\_ Potential significant impacts resulting from the proposed project would be reduced to below a level of significance by implementation of the mitigation measure below. The mitigation measure has been found to be feasible and is required as a condition of approval.

#### **8-1**

1. Prior to construction, a landscape plan shall be developed indicating the type, location, and size of trees planted in parking and landscaped areas. To the extent feasible the landscape irrigation system shall take into account the differing water needs of native and nonnative trees preserved on the site.

2. Phase IA - All healthy protected trees west of the parking area adjacent to Interstate 5 shall be preserved. The 28-inch and 54-inch oak trees adjacent the north property line north of the Boxco building are to be preserved and may require loss of parking area to provide adequate buffering. The oak trees to be preserved shall be depicted on the final grading plan. To offset the removal of the remaining 258 trees, three oak seedling trees shall be planted for each protected tree removed, or one fifteen-gallon tree shall be planted for each protected tree removed. In the alternative, one 24-inch box tree may be planted for each 3 protected trees removed. A combination of these tree replacement alternatives may be implemented. If the oak seedling planting alternative is chosen, the developer shall post a maintenance bond with the City of Redding in an amount required for a 3-year maintenance program for the oak seedling plantings. The maintenance program is to be approved by the City and a copy of the maintenance contract with a professional arborist or landscape architect shall be provided to the Development Services Department prior to issuance of a building permit.
3. Oak trees to be preserved shall be snow-fenced at the drip line for the duration of grading and construction activity. Placement of snow fencing shall be verified in the field by the Development Services Department prior to the commencement of grading or construction.

### **Findings**

Implementation of this measure will reduce the potentially significant impact to a level considered less than significant.

### **Significant Impact 8-2**

Construction impacts could adversely affect nesting raptors.

#### **Mitigation Measures \_\_\_\_\_**

\_\_\_\_\_ Potential significant impacts resulting from the proposed project would be reduced to below a level of significance by implementation of the mitigation measure below. The mitigation measure has been found to be feasible and is required as a condition of approval.

#### **8-2**

1. Prior to any construction activity, the applicant shall retain a qualified wildlife biologist to conduct a survey for nesting raptors within the project site. Active raptor nests located within 500 feet of construction activities shall be mapped.
2. If active raptor nests are located in, or within 500 feet of, an active or scheduled construction activity area, then appropriate buffer zones shall be established in consultation with the California Department of Fish and Game (CDFG). Construction activities shall be prohibited within this buffer zone until the end of the raptor nesting season (late July to early August), or until the young have fledged. A qualified wildlife biologist shall monitor the nest to determine when the young have fledged and submit weekly reports to the CDFG throughout the nesting season. This measure shall be repeated for all phases of construction.
3. If necessary, identified nest trees may only be removed prior to the onset of the nesting season (March), or after young have fledged (late July to early August). This measure shall be repeated for all phases of construction.

## Findings

Implementation of this measure will reduce the potentially significant impact to a level considered less than significant.

### Significant Impact 8-3

Project construction would result in the loss of jurisdictional wetlands.

#### Mitigation Measures

Potential significant impacts resulting from the proposed project would be reduced to below a level of significance by implementation of the mitigation measure below. The mitigation measure has been found to be feasible and is required as a condition of approval.

#### 8-3

Prior to issuance of a grading permit, the project sponsor shall obtain a Section 404 permit from the U.S. Army Corps of Engineers and a Section 1603 Streambed Alteration Agreement from the California Department of Fish and Game, and shall comply with all permit conditions and mitigation measures required by these agencies. In addition, the project sponsor shall perform the following mitigation:

1. Since onsite mitigation is not considered feasible, off-site mitigation shall include purchasing credits at an approved mitigation bank (i.e., CDFG's Stillwater Plains Mitigation Bank and/or Cottonwood Creek Mitigation Bank) at the following ratios:
  - Vernal Pools: A minimum 2:1 preservation credits and 1:1 creation credits  
If protocol surveys identify that the vernal pools are not occupied by federally threatened or endangered shrimp species, this requirement would be reduced to a minimum 2:1 preservation credits and no creation credits.
  - Other Wetland types: A minimum 2:1 preservation credits
  - Other Waters of U.S.: A minimum 1:1 preservation creditsThese ratios shall be applied towards any off-site mitigation credits required by the Corps or CDFG related to loss of these wetland features.
2. The following mitigations shall be implemented at the project site during construction activities:
  - Conduct all trenching and construction activities across wetland features during the dry season - typically April 15 to October 15.
  - Place sediment curtains upstream and downstream of the construction zone to prevent sediment disturbed during ground-disturbing activities from being transported and deposited outside of the construction zone.
  - Locate soil/staging areas such that they do not drain directly into wetland features, to the fullest extent possible. If a soil/staging area site drains into a wetland feature, catch basins shall be constructed to intercept sediment before it reaches the wetland feature.
  - Store equipment and materials away from all wetland features. No contaminants or other debris shall be deposited within 25 feet of drainages and wetland areas.
3. Final design of the drainage channel or enclosed pipe along the north property line shall fully meet the requirements of the Streambed Alteration Agreement with the CDFG.

CDFG has indicated that to the extent feasible this drainage channel should be open and be vegetated to support wildlife.

4. The drainage channel design at the north property line shall incorporate the following design criteria:
  - The drainage channel shall be constructed with a concrete bottom with a minimum width of 10 feet along straight courses and 12 feet along curves. Curbing is to be constructed along both sides.
  - Side slopes are to be earthen with a minimum slope of 3:1. If such a slope is found to be incompatible because of bedrock conditions, alternative measures may be approved by the Development Services Department.
  - Side slopes are to be appropriately landscaped.
  - A 12-foot-wide all-weather surface maintenance road is to be constructed at the top of slope along the north side of the drainage channel. A V-ditch is to be constructed within this area.
  - The area at the top of slope along the south side of the drainage channel is to be graded to drain to the south and is to be landscaped.
  - Access to the drainage channel is to be provided to the specifications of the City Engineer.
  - Maintenance of the drainage facility shall be provided for through a landscape maintenance district. If the drainage facility is used for detention purposes, the maintenance district shall include detention facility maintenance as well. Prior to obtaining a certificate of occupancy for any building, the property owner(s) shall submit a landscape maintenance district petition and consent form, a landscape maintenance agreement form, and applicable application fees to the Development Service Department.

### **Findings**

Implementation of this measure will reduce the potentially significant impact to a level considered less than significant.

### **Significant Impact 8-4**

Construction activities could adversely affect special-status plant or wildlife species.

#### **Mitigation Measures \_\_\_\_\_**

\_\_\_\_ Potential significant impacts resulting from the proposed project would be reduced to below a level of significance by implementation of the mitigation measure below. The mitigation measure has been found to be feasible and is required as a condition of approval.

#### **8-4**

\_\_\_\_ As identified in mitigation measure 8-3, the applicant has applied for an individual permit pursuant to Section 404 of the Clean Water Act. Water quality certification from the Regional Water Quality Control Board would also be required pursuant to Section 401 of the Clean Water Act. Mitigation measure 8-3(a) would mitigate both the habitat and species issues (if species are present) related to the federally threatened or endangered vernal pool shrimp species. No additional mitigation measures would be required.

**Findings**

Implementation of this measure will reduce the potentially significant impact to a level considered less than significant.

**Significant Impact 8-5**

Construction activities (or operation) could adversely affect Salt Creek if an adequate buffer area is not established.

**Mitigation Measures** \_\_\_\_\_

\_\_\_\_\_ Potential significant impacts resulting from the proposed project would be reduced to below a level of significance by implementation of the mitigation measure below. The mitigation measure has been found to be feasible and is required as a condition of approval.

\_\_\_\_\_ **8-5**

\_\_\_\_\_ The applicant shall consult with DFG regarding appropriate vegetation within the buffer area and provide the final plan for City approval.

**Findings**

Implementation of this measure will reduce the potentially significant impact to a level considered less than significant.

**Significant Impact 8-6**

Construction activities (or operation) would redistribute water that now flows to the intermittent creek south of the Phase II area.

**Mitigation Measures** \_\_\_\_\_

\_\_\_\_\_ Potential significant impacts resulting from the proposed project would be reduced to below a level of significance by implementation of the mitigation measure below. The mitigation measure has been found to be feasible and is required as a condition of approval.

\_\_\_\_\_ **8-6**

\_\_\_\_\_ To reduce the potential adverse effects of reduced flows within this channel, a portion of stormwater from the project site should be collected, filtered, and discharged into this intermittent channel. The drainage south of Oasis Road should not be modified during Phase I development north of Oasis Road. When the area south of Oasis Road is developed, drainage of the south of Oasis area should be designed so that the intermittent stream south of the site would receive runoff from the project site during storm events.

**Findings**

Implementation of this measure will reduce the potentially significant impact to a level considered less than significant.

**Significant Impact 8-7**

The project would eliminate approximately 90 acres of habitats that are common in Redding.

**Mitigation Measures** \_\_\_\_\_

\_\_\_\_\_ Potential significant impacts resulting from the proposed project would be reduced to below a level of significance by implementation of the mitigation measure below. The mitigation measure has been found to be feasible and is required as a condition of approval.

\_\_\_\_\_ **8-7**

\_\_\_\_\_ None required.

**Findings**

Implementation of this measure will reduce the potentially significant impact to a level considered less than significant.

**9-1 CULTURAL RESOURCES**

**Significant Impact 9-1**

Construction of the proposed Phase I (IA and IB) project would involve grading and other soil disturbance that would destroy any remaining intact archaeological resources or human remains associated with the registered archaeological site CA-SHA-551 that is located on the Phase I project site.

**Mitigation Measures** \_\_\_\_\_

\_\_\_\_\_ Potential significant impacts resulting from the proposed project would be reduced to below a level of significance by implementation of the mitigation measure below. The mitigation measure has been found to be feasible and is required as a condition of approval.

\_\_\_\_\_ **9-1**

1. Any ground-disturbing construction activity occurring within 100 feet of the boundary of the Preservation Area of site CA-SHA-551 shall be conducted in the presence of a qualified archaeologist and a Wintu Tribe representative. If cultural material “pockets” containing particularly significant cultural features or artifacts, or human remains, are exposed during this work, then the archaeological monitor shall conduct an appropriate level of data recovery in consultation with the Wintu Tribe representative, including re-locating any human remains inadvertently exposed.
2. If construction of the recreational trail along the west side of Salt Creek cannot feasibly avoid incursion into the Preservation Area, the trail shall be designed so that construction will not disturb the surface or subsurface of the Preservation Area. The area shall be protected by a geosynthetic textile, and imported fill dirt shall be compacted on top of the protective textile mat. Construction design shall be approved by a qualified archaeologist, and trail construction within the Preservation Area or within 30 feet of the Preservation Area shall be monitored by the archaeologist.
3. The project sponsor shall implement Mitigation Measure 9–2.

**Findings**

Implementation of this measure will reduce the potentially significant impact to a level considered less than significant.

### **Significant Impact 9-2**

Construction of the proposed Phase I project would involve grading and other soil disturbance that could potentially disturb previously undiscovered buried historic or archaeological resources or human remains.

#### **Mitigation Measures** \_\_\_\_\_

\_\_\_\_ Potential significant impacts resulting from the proposed project would be reduced to below a level of significance by implementation of the mitigation measure below. The mitigation measure has been found to be feasible and is required as a condition of approval.

#### **9-2**

\_\_\_\_ A qualified professional archaeologist shall monitor initial construction impacts to the ground surface and subsurface components within the extensively disturbed and largely destroyed remaining portion of site CA-SHA-551. These areas are delineated in maps contained in the 1993 archaeological testing report by Jensen & Associates. If isolated burials or previously undetected intact sub-surface features of potential significance (e.g., intact fire hearths, buried occupation features, etc.) are observed during this activity, the Archaeological Monitor shall be empowered to temporarily halt construction work until the cultural component can be assessed and appropriate recommendations made. In the case of burials or disarticulated human remains, any evaluation and recovery shall be undertaken in consultation with the County Coroner's office, the Native American Heritage Commission in Sacramento, and a local Native American representative, per Chapter 1492 of Statutes of 1982, Section 7050.5 of the Health and Safety Code, amended Section 5097.94 of the Public Resources Code, and Sections 5097.99 of the Public Resources Code, and in compliance with Senate Bill 447 which amended Section 5097.99 of the Public Resources Code in 1988.

#### **Findings**

Implementation of this measure will reduce the potentially significant impact to a level considered less than significant.

## **10-1 HYDROLOGY AND WATER QUALITY**

### **Significant Impact 10-1**

Uncontrolled erosion from vegetation clearing, grading and earthmoving, and use of construction equipment, during project construction could contaminate surface water.

#### **Mitigation Measures** \_\_\_\_\_

\_\_\_\_ Potential significant impacts resulting from the proposed project would be reduced to below a level of significance by implementation of the mitigation measure below. The mitigation measure has been found to be feasible and is required as a condition of approval.

#### **10-1**

\_\_\_\_ The project sponsor shall:

1. Obtain a Construction Storm Water Permit from the Central Valley Regional Water Quality Control Board prior to initiation of construction.

2. As required by the Construction Storm Water Permit, prepare and implement a Storm Water Pollution Prevention Plan (SWPPP), including an erosion and sedimentation control plan. The SWPPP shall address both erosion and non-point source pollution impacts (e.g., improper handling or accidental spill of toxic materials) from project construction. The SWPPP, at a minimum, shall follow all City ordinances and conform to the California Storm Water Best Management Practices Handbook, and shall include, but not be limited to, the following criteria:
  1. Immediately revegetate or otherwise protect all disturbed areas from both wind and water erosion upon the completion of grading activities.
    - Water soils susceptible to wind erosion frequently during construction.
    - To the extent possible, schedule major site development work involving earth moving and excavation for the dry season (April 15 to October 15). If grading is to be conducted in winter, implement an approved erosion control plan prior to October 15th. Capture and deposit all runoff prior to discharge into project area drainages.
    - Incorporate measures as necessary to protect area drainages from sedimentation. Control measures shall include provisions for desilting of surface runoff and control of runoff velocity to minimize downcutting of streambed deposits and erosion gully formation. Temporary structures such as sediment detention basins to check stream flow during storm runoff periods shall be used during construction.
    - Use water bars, temporary swales and culverts, mulch and jute netting, hydroseeding, silt fences and sediment traps where necessary to prevent surface water from eroding graded areas and to retain sediment.
    - The performance of erosion control measures shall be monitored during the rainy season and following major storm events that occur between construction periods, and modified as necessary.
  3. Comply with all City water quality provisions, including the City's grading ordinance, Title 16, Chapter 16.12 of the Municipal Code.
  4. The Storm Water Pollution Prevention Plan (SWPPP) prepared by the project sponsor as required for the Construction Storm Water Permit, including erosion and sedimentation control plan, shall be approved by the City of Redding prior to issuing a grading permit.

### **Findings**

Implementation of this measure will reduce the potentially significant impact to a level considered less than significant.

### **Significant Impact 10-3**

Urban pollutants generated by commercial activity, the Boxco fuel station, increased vehicular use, and herbicide, pesticide, and fertilizer use associated with landscaping, could degrade the quality of receiving waters.

### **Mitigation Measures** \_\_\_\_\_

\_\_\_\_\_ Potential significant impacts resulting from the proposed project would be reduced to below a level of significance by implementation of the mitigation measure below. The mitigation measure has been found to be feasible and is required as a condition of approval.

**10-3**

The project sponsor shall:

1. Prepare and implement a Storm Water Pollution Prevention Plan (see Mitigation Measure 10-1(b)) including operational procedures for good housekeeping, preventive maintenance, material handling and storage, and waste handling/ recycling at all project facilities including the fuel station.
2. Prior to initiating construction, obtain Water Quality Certification from the State Water Resources Control Board verifying that the project does not violate State water quality standards (per Section 401 of the Clean Water Act), and comply with all conditions of the water quality certification.
3. Comply with the City of Redding's NPDES Phase II General Storm Water Permit requirements that are in effect at the time of project approval, including all requirements such as design standards for storm water treatment, properly designed loading/ unloading docks, fueling areas, parking areas, and trash storage areas, Best Management Practices (BMPs), measurable goals, and/or timetables.
4. Install SIFT-type filters, or equivalent alternatives, at all of the onsite drainage inlets to remove sediment, debris, and hydrocarbons from incoming flows.
5. Implement a monitoring, inspection, and documentation program to assure the effectiveness of control measures.

**Findings**

Implementation of this measure will reduce the potentially significant impact to a level considered less than significant.

**Significant Impact 10-4**

Construction of structures within the 100-year floodplain of Salt Creek could expose people or structures to a significant risk of loss, injury or death.

**Mitigation Measures** \_\_\_\_\_

Potential significant impacts resulting from the proposed project would be reduced to below a level of significance by implementation of the mitigation measure below. The mitigation measure has been found to be feasible and is required as a condition of approval.

**10-4**

Implement Mitigation Measure 4-3.

**Findings**

Implementation of this measure will reduce the potentially significant impact to a level considered less than significant.

**Significant Impact 10-5**

Construction within the floodplain of Salt Creek would interfere with groundwater recharge.

**Mitigation Measures** \_\_\_\_\_

\_\_\_\_ Potential significant impacts resulting from the proposed project would be reduced to below a level of significance by implementation of the mitigation measure below. The mitigation measure has been found to be feasible and is required as a condition of approval.

\_\_\_\_ **10-5**

\_\_\_\_ None required.

**Findings**

Implementation of this measure will reduce the potentially significant impact to a level considered less than significant.

**11-1 AESTHETICS**

**Significant Impact 11-1**

The proposed project would change the undeveloped site of grasslands and some woodlands to a developed regional shopping center.

**Mitigation Measures** \_\_\_\_\_

\_\_\_\_ Potential significant impacts resulting from the proposed project would be reduced to below a level of significance by implementation of the mitigation measure below. The mitigation measure has been found to be feasible and is required as a condition of approval.

\_\_\_\_ **11-1**

\_\_\_\_ None required.

**Findings**

Implementation of this measure will reduce the potentially significant impact to a level considered less than significant.

**Significant Impact 11-2**

Public views of the project site would not affect a scenic highway.

**Mitigation Measures** \_\_\_\_\_

\_\_\_\_ Potential significant impacts resulting from the proposed project would be reduced to below a level of significance by implementation of the mitigation measure below. The mitigation measure has been found to be feasible and is required as a condition of approval.

\_\_\_\_ **11-2**

\_\_\_\_ None required.

**Findings**

Implementation of this measure will reduce the potentially significant impact to a level considered less than significant.

### **Significant Impact 11-3**

Private views of the Phase I project site from neighboring residences would be changed.

#### **Mitigation Measures** \_\_\_\_\_

\_\_\_\_\_ Potential significant impacts resulting from the proposed project would be reduced to below a level of significance by implementation of the mitigation measure below. The mitigation measure has been found to be feasible and is required as a condition of approval.

#### **11-3**

\_\_\_\_\_ None required.

#### **Findings**

Implementation of this measure will reduce the potentially significant impact to a level considered less than significant.

## **12-1 HAZARDS AND HAZARDOUS MATERIALS**

### **Significant Impact 12-1**

Existing and/or previously unidentified contamination could be encountered during project site preparation and construction activities.

#### **Mitigation Measures** \_\_\_\_\_

\_\_\_\_\_ Potential significant impacts resulting from the proposed project would be reduced to below a level of significance by implementation of the mitigation measure below. The mitigation measure has been found to be feasible and is required as a condition of approval.

#### **12-1**

1. All debris shall be removed from the project area and disposed of in an appropriate manner. If any odors, staining, or hazardous materials are encountered beneath the debris, then appropriate action shall be taken to handle and dispose of any contaminated soil and/or suspect materials. All applicable federal, State and local laws and regulations must be followed.
2. If contaminated soil and/or groundwater are encountered or suspected contamination is encountered during project construction, work shall be halted in the area of concern. The applicant shall determine the type and extent of the contamination by consulting with the appropriate regulatory agencies (Regional Water Quality Control Board, Department of Toxic Substances Control, and/or Shasta County Environmental Health Division) and implementing any necessary measures, such as soil and/or groundwater sampling and analysis. If required by the regulatory agencies, a remediation plan shall be implemented either in conjunction with or prior to continued project construction.

#### **Findings**

Implementation of this measure will reduce the potentially significant impact to a level considered less than significant.

### **Significant Impact 12-2**

Accidental releases of hazardous substances could occur during construction of the project.

#### **Mitigation Measures**

Potential significant impacts resulting from the proposed project would be reduced to below a level of significance by implementation of the mitigation measure below. The mitigation measure has been found to be feasible and is required as a condition of approval.

#### **12-2**

The project applicant shall ensure, through the enforcement of contractual obligations, that all contractors transport, store, and handle construction-related hazardous materials in a manner consistent with relevant regulations and guidelines, including those recommended and enforced by the U.S. Department of Transportation, Regional Water Quality Control Board (RWQCB), Shasta County Environmental Health Division, and the City of Redding Fire Department. The project applicant shall also ensure that all contractors immediately control the source of any leak and immediately contain any spill utilizing appropriate spill containment and countermeasures. If required by any regulatory agency, contaminated media shall be collected and disposed of at an off-site facility approved to accept such media. In addition, all precautions required by the RWQCB-issued National Pollutant Discharge Elimination System (NPDES) construction activity stormwater permits shall be taken to ensure that no hazardous materials enter any storm drains or nearby waterways.

#### **Findings**

Implementation of this measure will reduce the potentially significant impact to a level considered less than significant.

### **Significant Impact 12-3**

Project construction and operation would increase human activity within a Very High Fire Hazard zone, as designated by the California Department of Forestry.

#### **Mitigation Measures**

Potential significant impacts resulting from the proposed project would be reduced to below a level of significance by implementation of the mitigation measure below. The mitigation measure has been found to be feasible and is required as a condition of approval.

#### **12-3**

1. Fire hazard impacts would be reduced by conformance with the Fire Code and General Plan policies regarding fire safety.
2. The project applicant shall ensure, through the enforcement of contractual obligations, that during construction, staging areas, welding areas, or areas slated for development using spark-producing equipment shall be cleared of dried vegetation or other materials that could serve as fire fuel. The contractor shall keep these areas clear of combustible materials in order to maintain a firebreak. Any construction equipment that normally includes a spark arrester shall be equipped with an arrester in good working order. This includes, but is not limited to, vehicles, heavy equipment, and chainsaws.

3. In consultation with the City of Redding Fire Department, the applicant shall create fire-safe landscaping near the structures, develop a maintenance plan, and develop a plan for emergency response and evacuation at the project site.
4. Prior to issuance of a building permit, fire hydrants shall be installed and an adequate and reliable water supply must be demonstrated for the project site that meets the City of Redding fire flow requirements.

**Findings**

Implementation of this measure will reduce the potentially significant impact to a level considered less than significant.

**Significant Impact 12-4**

Boxco would operate three 20,000-gallon underground storage tanks as part of its fueling station, presenting a hazard associated with storage of a large quantity of hazardous materials on the site.

**Mitigation Measures** \_\_\_\_\_

\_\_\_\_\_ Potential significant impacts resulting from the proposed project would be reduced to below a level of significance by implementation of the mitigation measure below. The mitigation measure has been found to be feasible and is required as a condition of approval.

\_\_\_\_\_ **12-4**

\_\_\_\_\_ None required.

**Findings**

Implementation of this measure will reduce the potentially significant impact to a level considered less than significant.

**13-1 PUBLIC SERVICES**

**Significant Impact 13-1**

The proposed project would result in an incremental increase in demand for fire prevention and suppression services from the Redding Fire Department.

**Mitigation Measures** \_\_\_\_\_

\_\_\_\_\_ Potential significant impacts resulting from the proposed project would be reduced to below a level of significance by implementation of the mitigation measure below. The mitigation measure has been found to be feasible and is required as a condition of approval.

\_\_\_\_\_ **13-1**

\_\_\_\_\_ The City shall monitor the rate of additional fire and emergency service calls per year associated with the Buckeye Redevelopment Plan Area, including the Redding Oasis Towne Center, Phase IA, project. Development in the area, including the proposed project, would be expected to generate property tax revenue that ultimately would help fund ongoing fire services. In addition, as indicated by the Redding Fire Department’s routine review of service demand due to residential and commercial development in the area, the project sponsor shall provide fair-

share funding with individual projects for any special additional fire-fighting training, equipment or capital improvements required to adequately serve the development.

**Findings**

Implementation of this measure will reduce the potentially significant impact to a level considered less than significant.

**Significant Impact 13-2**

The proposed project would result in an incremental increase in demand for emergency medical response services from the Redding Fire Department and the emergency medical providers in the City of Redding.

**Mitigation Measures** \_\_\_\_\_

\_\_\_\_\_ Potential significant impacts resulting from the proposed project would be reduced to below a level of significance by implementation of the mitigation measure below. The mitigation measure has been found to be feasible and is required as a condition of approval.

\_\_\_\_\_ **13-2**

\_\_\_\_\_ None required.

**Findings**

Implementation of this measure will reduce the potentially significant impact to a level considered less than significant.

**Significant Impact 13-3**

The proposed abandonment of Twin View Boulevard across the Phase I site would impede access to properties north of the site by fire protection and emergency medical response providers, including the Redding Fire Department.

**Mitigation Measures** \_\_\_\_\_

\_\_\_\_\_ Potential significant impacts resulting from the proposed project would be reduced to below a level of significance by implementation of the mitigation measure below. The mitigation measure has been found to be feasible and is required as a condition of approval.

\_\_\_\_\_ **13-3**

\_\_\_\_\_ Prior to issuance of building permits for the Phase I project, Churn Creek Road shall be constructed from Oasis Road northward to a new connection with Twin View Boulevard, to the north of the Phase I site. Implementation of Mitigation Measure 4-7(a) would preclude the need for implementation of this mitigation measure.

**Findings**

Implementation of this measure will reduce the potentially significant impact to a level considered less than significant.

### **Significant Impact 13-4**

The proposed project would result in an incremental increase in the number of emergency calls and other calls for service to the Redding Police Department, resulting in an additional burden on the Department's police resources.

#### **Mitigation Measures**

Potential significant impacts resulting from the proposed project would be reduced to below a level of significance by implementation of the mitigation measure below. The mitigation measure has been found to be feasible and is required as a condition of approval.

#### **13-4**

1. The City shall monitor the rate of additional police calls per year associated with the proposed project and, if and to the extent warranted by the monitoring data, allocate funds for additional City police services from the City general fund.
2. In addition, to further reduce project impacts on police services, the project sponsor shall implement the following measures:
  - a. For project landscaping, unless otherwise approved by the Planning Division, shrubbery shall be limited to 4 feet in height and tree canopies shall be maintained above 6 feet in height in order to discourage potential criminals from loitering under concealment. The project applicant shall perform regular maintenance of landscaping to ensure these height requirements are sustained throughout the life of the project.
  - b. The project applicant shall submit a project lighting plan to the Planning Department for verification that sufficient lighting is provided in parking lots and around buildings.
  - c. The project applicant shall include in all leases with commercial tenants the requirement to provide burglar alarms in their businesses, with monitoring by an alarm company, and to register the alarms with the City of Redding Alarm Coordinator.
  - d. The project applicant shall include in all leases with commercial tenants the requirement to participate in the Redding Police Department's free Crime Alert Network, which alerts participating businesses via facsimile (i.e., fax machine) that crimes are occurring. Businesses should also be encouraged to provide employee training on shoplifting, identity theft, and workplace violence.
  - e. The project applicant shall install surveillance systems, with video cameras at strategic locations in project parking lots and at building entry points. Commercial tenants should also be encouraged to install surveillance cameras in stores to monitor high-value items.

#### **Findings**

Implementation of this measure will reduce the potentially significant impact to a level considered less than significant.

### **Significant Impact 13-5**

The proposed project would indirectly increase the demand for school services in numerous public schools within the City of Redding and in surrounding areas.

**Mitigation Measures** \_\_\_\_\_

\_\_\_\_\_ Potential significant impacts resulting from the proposed project would be reduced to below a level of significance by implementation of the mitigation measure below. The mitigation measure has been found to be feasible and is required as a condition of approval.

\_\_\_\_\_ **13-5**

\_\_\_\_\_ None required.

**Findings**

Implementation of this measure will reduce the potentially significant impact to a level considered less than significant.

**14-1 UTILITIES SYSTEMS AND SERVICES**

**Significant Impact 14-1**

The proposed project would increase demand for water.

**Mitigation Measures** \_\_\_\_\_

\_\_\_\_\_ Potential significant impacts resulting from the proposed project would be reduced to below a level of significance by implementation of the mitigation measure below. The mitigation measure has been found to be feasible and is required as a condition of approval.

\_\_\_\_\_ **14-1**

\_\_\_\_\_ None required

**Findings**

As required by Water Code Section 10911, the City hereby finds that projected water supplies will be sufficient to satisfy the demands of the project, in addition to existing and planned future uses.

**Significant Impact 14-2**

Water flow pressure available to the project site may be inadequate for fire suppression purposes.

**Mitigation Measures** \_\_\_\_\_

\_\_\_\_\_ Potential significant impacts resulting from the proposed project would be reduced to below a level of significance by implementation of the mitigation measure below. The mitigation measure has been found to be feasible and is required as a condition of approval.

\_\_\_\_\_ **14-2**

\_\_\_\_\_ Either of the two following alternatives would provide adequate fire flow to the project site:

1. A 16-inch water line shall be installed along Oasis Road, extending from the west under I-5 to the project site; OR
2. A connection between the Bella Vista Water District main and the existing City of Redding main in Oasis Court shall be installed. The two Bella Vista Water District water mains nearest the intersection of Oasis Road and Gold Hills Drive shall be looped and intertied

with the City of Redding water main, which will be extended from its location at Oasis Court just south of Oasis Road. This mitigation is an interim measure until the infrastructure identified in the Water Master Plan is extended to the property.

**Findings**

Implementation of this measure will reduce the potentially significant impact to a level considered less than significant.

**Significant Impact 14-3**

The proposed project would result in increased demand for wastewater collection and treatment.

**Mitigation Measures** \_\_\_\_\_

\_\_\_\_ Potential significant impacts resulting from the proposed project would be reduced to below a level of significance by implementation of the mitigation measure below. The mitigation measure has been found to be feasible and is required as a condition of approval.

\_\_\_\_ **14-3**

\_\_\_\_ None required.

**Findings**

Implementation of this measure will reduce the potentially significant impact to a level considered less than significant.

**Significant Impact 14-5**

The proposed project would result in increased demand for solid waste collection and disposal.

**Mitigation Measures** \_\_\_\_\_

\_\_\_\_ Potential significant impacts resulting from the proposed project would be reduced to below a level of significance by implementation of the mitigation measure below. The mitigation measure has been found to be feasible and is required as a condition of approval.

\_\_\_\_ **14-5**

\_\_\_\_ None required.

**Findings**

Implementation of this measure will reduce the potentially significant impact to a level considered less than significant.

**Significant Impact 14-6**

Implementation of the Phase I project would require the removal of an electric power line on Twin View Boulevard.

**Mitigation Measures** \_\_\_\_\_

\_\_\_\_ Potential significant impacts resulting from the proposed project would be reduced to below a level of significance by implementation of the mitigation measure below. The mitigation measure has been found to be feasible and is required as a condition of approval.

14-6

The project sponsor shall coordinate with the City of Redding Municipal Utility for the relocation of the electric distribution line and shall pay all costs associated with the relocation.

**Findings**

Implementation of this measure will reduce the potentially significant impact to a level considered less than significant.

**Significant Impact 14-7**

Implementation of the proposed Phase I project would place the Boxco warehouse building on top of the right-of-way of a high-pressure gas distribution line, illegally encroaching on Pacific Gas & Electric's easement for the pipeline. The Phase I project would also encroach on the easement for a gas distribution line crossing the southeast corner of the site.

**Mitigation Measures**

Potential significant impacts resulting from the proposed project would be reduced to below a level of significance by implementation of the mitigation measure below. The mitigation measure has been found to be feasible and is required as a condition of approval.

14-7

The existing gas lines shall be relocated to accessible alignments to be approved by PG&E. The relocation shall be reflected on the project grading improvement plans. Possible alignments for the 10-inch gas line would be east under Oasis Road, then north under the future Churn Creek Road alignment; east across the southern edge of the Phase II site, then north under the future Churn Creek Road alignment; or east across the floodplain along Churn Creek south of the Phase II site, then north under the future Churn Creek Road alignment.

**Findings**

Implementation of this measure will reduce the potentially significant impact to a level considered less than significant.

## UNAVOIDABLE SIGNIFICANT IMPACTS

### *Public Resources Code Section 21081 (a)(3)—Infeasible Mitigation Measures & Alternatives*

The City of Redding, having reviewed and considered the information contained in the final MEIR and its appendices for the project and the public record, finds that specific economic, legal, technological, social, or other considerations and benefits make infeasible the mitigation measures or project alternatives identified in the final MEIR and its appendices, other than the proposed action as described above under the heading Project Description, and as set forth below.

## SECTION 6 AIR QUALITY

### **Significant Impact 6-1**

Phase I construction activities such as clearing, excavation, and grading operations; construction vehicle traffic; and wind blowing over exposed earth would generate exhaust emissions and fugitive particulate matter emissions that would temporarily affect local air quality at adjacent land uses beyond thresholds allowable by the City's Air Quality Element and the Shasta County Air Quality Management District.

#### **Mitigation Measure 6-1 (a)**

The project sponsor shall include in all construction contracts a requirement for the construction contractor to implement Standard Mitigation Measures (SMM) for construction activities, including the following:

1. Apply nontoxic soil stabilizers according to manufacturer's specifications to all inactive construction areas (previously graded areas inactive for ten days or more).
2. Reestablish ground cover on the construction site through seeding and watering prior to final occupancy.
3. All grading operations of a project shall be suspended when wind (as instantaneous gusts) exceed 20 miles per hour as directed by the AQMD.
4. Provide temporary traffic control as appropriate during all phases of construction to improve traffic flow (e.g., flag person).
5. Schedule construction activities that affect traffic flow to off-peak hours.
6. Water active construction sites at least twice daily as directed by the Public Works Department.
7. All trucks hauling dirt, sand, soil, or other loose materials shall be covered or shall maintain at least 2 feet of freeboard (i.e., minimum vertical distance between top of the load and the trailer), in accordance with the requirements of California Vehicle Code Section 23114. This provision is enforced by local law enforcement agencies.
8. Sweep streets at the end of the day if visible soil materials are carried onto adjacent public paved roads (water sweeper using reclaimed water is recommended).
9. Install wheel washers where vehicles enter and exit unpaved roads onto paved roads, or wash off trucks and any equipment leaving the site each trip.

**Mitigation Measure 6-1(b)**

Construction contracts shall stipulate the following:

1. The prime construction contractor shall provide a plan for approval by the SCAQMD demonstrating that the heavy-duty (> 50 horsepower) off-road vehicles to be used in the construction project, including owned, leased, and subcontractor vehicles, will achieve a project-wide, fleet-average, 20 percent NOx reduction and 45 percent particulate reduction, compared to the most recent CARB fleet average at time of construction.
2. The primary contractor shall be responsible to ensure that all construction equipment is properly tuned and maintained.
3. Equipment operators shall be instructed to minimize equipment idling time to 10 minutes.
4. The construction contractor shall utilize existing power sources (e.g., power poles) or clean fuel generators rather than temporary power generators wherever possible.

**Findings**

Implementation of these mitigation measures may not reduce this impact to a level considered less than significant. This potentially significant impact will be acceptable to the City for the reasons presented in the FMEIR Section 2.2, *Summary*; Section 6.4, *Air Quality*; and in the *Statement of Overriding Considerations*.

Pursuant to Public Resources Code Section 21081 (a), the City, having reviewed and considered the information contained in the final MEIR for the project, the public record and the administrative record, finds, pursuant to CEQA and the State CEQA Guidelines, that specific economic, legal, social, technological, or other considerations, including considerations for the provision of employment opportunities for highly trained workers, make infeasible any further mitigation measures or alternatives for this impact

***Facts in Support of Finding***

There is currently no technologically feasible means to reduce construction emissions or regional vehicle emissions associated with construction activities to a less than significant level. In addition, since at least some of these impacts are regional in nature and occur high up in the atmosphere, no steps can be undertaken on a local level in order to avoid or mitigate the condition. Thus, no feasible mitigation measures or alternatives are available that would reduce this impact to a less than significant level. Further, it is noted that this impact is a temporary, not permanent, impact, occurring only during project construction.

**Significant Impact 6-3**

Vehicle trips to and from the project would result in the generation of new air pollutant emissions within the air basin. New regional emissions would exceed the SCAQMD Level B Threshold and would represent a significant impact on regional ozone and PM10 air quality.

**Mitigation Measures \_\_\_\_\_**

\_\_\_\_\_ Potential significant impacts resulting from the proposed project would be reduced by implementation of the mitigation measure below. The mitigation measures have been found to be feasible and are required as a condition of approval.

\_\_\_\_\_

### 6-3

1. The City of Redding should require, as conditions of approval, that the applicant implement the Standard Mitigation Measures and feasible Best Available Mitigation Measures identified by the Air Quality Element of the Redding General Plan for a commercial development. The following measures are deemed feasible for a suburban shopping center:
2. Use energy-efficient lighting (includes controls) and process systems such as water heaters, furnaces, and boiler units.
3. Contribute to traffic-flow improvements that are not growth-inducing (e.g., right-of-way, capital improvements, etc.). The transportation impact section includes specific improvements required to avoid unnecessary congestion.
4. Construct on-site and off-site bus turnouts, passenger benches, or shelters.
5. Include bus shelters at transit access points. The Redding Area Bus Authority (RABA) Route 8 serves the site. The City of Redding should request that RABA revise Route 8 to add stops within the project. The project should be designed to include a pedestrian-friendly, centrally located bus stop and shelter. The location and design of the stop should be subject to approval by RABA.
6. Provide for transit-use incentives, such as subsidized transit passes.
7. Provide adequate bicycle storage/parking facilities for patrons and employees throughout the project site.
8. Design on-site pedestrian facility improvements, such as walk paths and building access that are physically separated from street and parking lot traffic.

### **Findings**

Implementation of these mitigation measures may not reduce this impact to a level considered less than significant. This potentially significant impact will be acceptable to the City for the reasons presented in the FMEIR Section 2.2, *Summary*; Section 6.4, *Air Quality*; and in the *Statement of Overriding Considerations*.

Pursuant to Public Resources Code Section 21081 (a), the City, having reviewed and considered the information contained in the final MEIR for the project, the public record and the administrative record, finds, pursuant to CEQA and the State CEQA Guidelines, that specific economic, legal, social, technological, or other considerations, including considerations for the provision of employment opportunities for highly trained workers, make infeasible any further mitigation measures or alternatives for this impact

### ***Facts in Support of Finding***

No feasible mitigation measures or alternatives are available that would reduce the impacts to a less than significant level because the impacts are primarily due to emissions from customers' cars, over which the project sponsor has no control (emission levels are set and monitored by the state and federal government). There is currently no technologically feasible means to reduce regional vehicle emissions added by the development to a level of less than significant. In addition, as these are regional impacts that occur high up in the atmosphere, no steps can be undertaken on a local level in order to avoid or mitigate the condition.

## SECTION 10 HYDROLOGY AND WATER QUALITY

### Significant Impact 10-2

The proposed project could increase runoff and offsite flooding potential and affect the City's storm drainage system.

#### Mitigation Measure 10-2

1. The project sponsor shall design and construct the proposed storm drainage channel leading to Salt Creek, along the northern boundary of the Phase I site, to accommodate a 100-year storm. In addition, as required by Mitigation Measure 8-3(c), final design of the drainage channel or enclosed pipe along the north property line shall fully meet the requirements of the Streambed Alteration Agreement with the CDFG.
2. The project sponsor shall provide landscaping to enhance the visual appearance of the drainage channel from adjacent development and public areas.

#### **Findings**

Implementation of these mitigation measures will not reduce this impact to a level considered less than significant. This potentially significant impact will be acceptable to the City for the reasons presented in the FMEIR Section 10-4, *Hydrology and Water Quality*; Section 14-15, *Utility Systems and Services*; and in the *Statement of Overriding Considerations*.

Pursuant to Public Resources Code Section 21081 (a), the City, having reviewed and considered the information contained in the final MEIR for the project, the public record and the administrative record, finds, pursuant to CEQA and the State CEQA Guidelines, that specific economic, legal, social, technological, or other considerations, including considerations for the provision of employment opportunities for highly trained workers, make infeasible any further mitigation measures or alternatives for this impact

#### ***Facts in Support of Finding***

Detention basins are a measure that is often used to mitigate increased 100-year flood elevation increases. However, detention basins or retention basins that would substantially reduce the increase in peak flows on Salt Creek, including on-site or off-site on-stream scenarios, are impracticable for this project and therefore are not feasible as they would require far more land (approximately 1.4 acres) than the 0.4 acre that would be impacted by the project. A proposed detention basin would also require substantial land purchase and potential environmental studies and permitting. The feasibility of this alternative must be compared with the loss of 0.25 acre downstream on Salt Creek due to the project. The estimated upstream loss of 0.15 acre would not be mitigated by this measure, but the impact would be exacerbated. The detention option is also infeasible as it would reduce peak flows on Churn Creek, thereby potentially harming sensitive biological species. Thus, no feasible mitigation measures or alternatives are available that would reduce the impacts to a less than significant level.

## SECTION 14 UTILITIES SYSTEMS AND SERVICES

### Significant Impact 14-4

The proposed project could result in increased stormwater runoff.

#### Mitigation Measure 14-4

Implement Mitigation Measure 10-2.

#### **Findings**

Implementation of these mitigation measures will not reduce this impact to a level considered less than significant. This potentially significant impact will be acceptable to the City for the reasons presented in the FMEIR Section 10-4, *Hydrology and Water Quality*; Section 14-15, *Utility Systems and Services*; and in the Statement of Overriding Considerations.

Pursuant to Public Resources Code Section 21081 (a), the City, having reviewed and considered the information contained in the final MEIR for the project, the public record and the administrative record, finds, pursuant to CEQA and the State CEQA Guidelines, that specific economic, legal, social, technological, or other considerations, including considerations for the provision of employment opportunities for highly trained workers, make infeasible any further mitigation measures or alternatives for this impact

#### ***Facts in Support of Finding***

Detention basins are a measure that is often used to mitigate increased 100-year flood elevation increases. However, detention basins or retention basins that would substantially reduce the increase in peak flows on Salt Creek, including on-site or off-site on-stream scenarios, are impracticable for this project and therefore are not feasible as they would inundate more land above the existing 100-year floodplain (approximately 1.4 acres) than the 0.4 acre that would be mitigated. The detention option is also not feasible as it would reduce peak flows on Churn Creek. Thus, no feasible mitigation measures or alternatives are available that would reduce the impacts to a less than significant level.

5-19-06

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