



## SECTION 4.0: Basis for Cumulative Analysis





## 4.0 BASIS OF CUMULATIVE ANALYSIS

Section 15355 of the *CEQA Guidelines*, as amended, provides the following definition of cumulative impacts: "Cumulative impacts refer to two or more individual effects which, when considered together, are considerable or which compound or increase other environmental impacts." Pursuant to Section 15130(a) of the aforementioned *Guidelines*, cumulative impacts of a project shall be discussed when the project's effect is cumulatively considerable, as defined in Section 15065(c) of the *CEQA Guidelines*. The Initial Study Checklist provided as part of Appendix 15.1 indicates that the proposed Project may yield potentially significant cumulative effects. As a result, Section 5.0 of this EIR provides a cumulative impact assessment for each applicable environmental issue, and does so to a degree which reflects each impact's severity and likelihood of occurrence.

As indicated above, a cumulative impact involves two or more individual effects. Per *CEQA Guidelines* Section 15130, the discussion of cumulative impacts shall be guided by the standards of practicality and reasonableness. Per *CEQA Guidelines* Section 15130(b), the following elements are necessary in an adequate discussion of significant cumulative impacts:

1. Either:
  - a. A list of past, present and probable future projects producing related or cumulative impacts, including, if necessary, those projects outside the control of the Agency, or
  - b. A summary of projections contained in an adopted General Plan or related planning document, or in a prior environmental document which has been adopted or certified, which described or evaluated regional or area wide conditions contributing to the cumulative impact.
2. A summary of the expected environmental effects to be produced by those projects with specific reference to additional information, stating where that information is available.
3. A reasonable analysis of the cumulative impacts of the relevant projects. An EIR shall examine reasonable, feasible options for mitigating or avoiding the project's contribution to any significant cumulative effects.
4. With some projects, the feasible mitigation for cumulative impacts may involve the adoption of ordinance or regulations rather than the imposition of conditions on a project-by-project basis.

Cumulative projects are discussed in terms of impacts resulting from buildout of the *City of Redding 2000 – 2020 General Plan (General Plan)*. According to Tables 1-2 and 1-3 of the Community Development and Design Element of the *General Plan* (General Plan Holding Capacity – Residential Land Uses and General Plan Holding Capacity – Non-Residential Land Uses), the City could accommodate the following land uses:

- 85,330 dwelling units (du);
- 9,666,000 square feet of office commercial uses;



- 26,332,000 square feet of neighborhood/shopping center/regional/general/ mixed core commercial uses; and
- 94,543,000 square feet of heavy commercial/industrial uses.

With respect to traffic and circulation, it should be noted that the 2030 traffic volumes at the study intersections were estimated by using the Shasta County Travel Demand Forecasting (TDF) model as a baseline. Traffic models use a number of variables to forecast future volumes including, but not limited to, socio-economic data, land use, and network assumptions. The TDF model is described in detail in the *Shasta County Travel Demand Forecasting Model Development Report*.

### PENDING SHORT-TERM DEVELOPMENT PROJECTS

City of Redding staff provided a list of land development projects within the vicinity of the proposed Project that could be regarded as “approved” or “pending approval” for construction in the near-term. The following projects have been proposed for specific residential development:

- **Juniper Park Development** – This is a pending residential subdivision project that is located between Ellis Street and Grange Street west of the ACID channel. Juniper Park is proposed as a 44-unit, single-family development. This project proposes Grange Street to be extended along the eastern border of the Juniper Park Development and connect with the Polk Street/Ellis Street intersection. The cross section of the roadway extension includes a two-way travelway with a parking lane, parkway, and sidewalk on one side of the roadway. A parking lane and parkway on the extension are generally located along the west side of the roadway, creating a buffer between the travelway and the sidewalk. Bulbouts or curb extensions are proposed where there is parallel parking on the extension.
- **Samaire Glen Senior Housing Development** – This is a pending assisted living facility that is located north of the Juniper Park Development on approximately five acres. This development is proposed to consist of 30 detached senior adult living units. Access to the development is provided from Leland Avenue.
- **Monopoly Estates Development** – This is an approved residential subdivision project that is located northwest of the Wyndham Pointe Development. Monopoly Estates is a nine-unit, single-family development with access from Wyndham Lane.
- **Parkview Neighborhood Revitalization Project Traffic Study (Parkview Study)** – This study analyzed three components: the Parkview Avenue Street Improvements, the Eastside Road Extension Alignment, and the Freebridge Street/Anita Street Traffic Calming Study. The three elements were analyzed both separately and jointly with the overall goal of promoting an “aesthetically pleasing pedestrian-friendly environment within the Parkview Neighborhood.” The traffic needs outlined in the Redding *General Plan* were also considered as part of the Parkview Neighborhood Revitalization Project.

The City of Redding has prepared a *Neighborhood Traffic Protection Plan* for the Parkview and Wyndham neighborhoods. The approved implementation plan has been prepared as part of the Neighborhood Traffic Protection Plan. This plan takes a short- and long-term approach to the overall circulation issues and solutions. The plan identifies circulation improvements or measures to be



implemented as funding becomes available, and includes a follow-up evaluation plan to assess impacts and identify any necessary plan changes.

It should be noted that the quantification of cumulative impacts is difficult and often requires speculative estimates of impacts including, but not limited to, the following: the geographic diversity of impacts in the planning area (impacts of future development may affect different areas); variations in time of impacts; and changes in data for buildout projections following subsequent approval. However, every attempt has been made herein to make qualitative judgments of the combined effects of, and relationship between, land uses and potential impacts.

