PUBLIC REVIEW DRAFT

INITIAL STUDY/ MITIGATED NEGATIVE DECLARATION

FOR THE

QUEEN OLIVE GALLERIA COMMERCIAL DEVELOPMENT PROJECT

Corning, CA

April 11, 2025

Prepared for:

City of Corning
Planning and Recreation Department
794 Third Street
Corning, CA 96021

Prepared by:

BaseCamp Environmental, Inc.
802 W. Lodi Avenue
Lodi, CA 95240

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LIST OF ACRONYMS AND ABBREVIATIONS USED IN THIS DOCUMENT

AB	Assembly Bill
APN	Assessor's Parcel Number
ARB	California Air Resources Board
BMP	Best Management Practice
CalEEMod	California Emissions Estimator Model
CalEnviroScreen	California Communities Environmental Health Screening
CALGreen	California Green Building Code
Caltrans	California Department of Transportation
CDR	casual dining restaurant
CEQA	California Environmental Quality Act
CHRIS	California Historical Resources Information Systems
CNEL	Community Noise Equivalent Level
CO	carbon monoxide
CO_2e	carbon dioxide equivalent
CUPA	Certified Unified Program Agency
CVFD	Corning Volunteer Fire Department
dB	decibel
dBA	A-weighted decibel
EIR	Environmental Impact Report
FEMA	Federal Emergency Management Agency
GHG	greenhouse gas
IS/MND	Initial Study/Mitigated Negative Declaration
L_{dn}	Day-Night Average Noise Level
L_{eq}	Equivalent Noise Level
LOS	Level of Service
mgd	million gallons per day
MRZ	Mineral Resource Zone
MS4	municipal separate storm sewer system
NO_x	nitrogen oxides
NPDES	National Pollutant Discharge Elimination System
OPR	Governor's Office of Planning and Research
PM_{10}	particulate matter 10 microns or less in diameter
$PM_{2.5}$	particulate matter 2.5 microns or less in diameter
QSR	quick service restaurant
ROG	reactive organic gases
RTP	Regional Transportation Plan
RWQCB	Regional Water Quality Control Board
SB	Senate Bill

STAA	Surface Transportation Assistance Act
SWPPP	Storm Water Pollution Prevention Plan
SWRCB	State Water Resources Control Board
TAC	toxic air contaminant
TCAPCD	Tehama County Air Pollution Control District
TRAX	Tehama Rural Area Express
VMT	vehicle miles traveled
WWTP	Wastewater Treatment Plant

MITIGATED NEGATIVE DECLARATION

A. General Project Information

Project Title:	Queen Olive Galleria
Lead Agency Name and Address:	City of Corning Planning and Recreation Department 794 Third Street Corning, CA 96021
Contact Person and Phone Number:	Christina Meeds, City Planner 530-824-7036
Project Location:	Interstate 5 and South Avenue Interchange, Corning, Tehama County
Project Sponsor Name and Address:	Takhar Properties Petroleum, LLC 16435 County Road 99 Woodland, CA 95695-9332
General Plan Designation:	Hwy 99-W Specific Plan
Zoning:	C-3 CBDZ (General Business District, Corning Business Development Zone)
Project Description:	The project proposes to construct a freeway-oriented commercial center on an 8.75-acre vacant parcel adjacent to and southwest of the existing Interstate 5/South Avenue interchange. Proposed development would include two fueling stations, one with a car wash, one quick service restaurant, two casual dining restaurants and a 100-room hotel. Other project features would include parking areas, a pedestrian plaza, landscaping, and signage, including a freestanding advertising sign adjacent to I-5. The project would include widening and frontage improvements along South Avenue and a new access road along the west line of the project site. Municipal water and sewer services would be extended from existing City facilities in Highway 99 West beneath Interstate 5 along one of two alternative routes to the project site. An on-site storm drainage system would be installed.

Surrounding Land Uses and Setting:	The project site is immediately adjacent to Interstate 5 at its interchange with South Avenue. The site is currently vacant. Lands east of the project site across I-5 are developed with freeway service commercial uses. Orchards and vacant land are located to the north of the site and South Avenue; scattered low-density development is located to the south and west of the site.
Other Public Agencies Whose Approval is Required:	Tehama County Public Works (encroachment permits, underground tank permits); Tehama County APCD (New Source Review)
Have California Native American tribes traditionally and culturally affiliated with the project area requested consultation pursuant to Public Resources Code Section 21080.3.1? If so, has consultation begun?	No tribal consultation requests have been received by the City.

B. Environmental Factors Potentially Affected

The environmental factors checked below may be significantly affected by this project, involving at least one impact that is a "Potentially Significant Impact" prior to mitigation. Mitigation measures that would avoid potential effects or reduce them to a less than significant level have been prescribed for each of these effects, as described in the checklist and narrative on the following pages, and in the Summary Table at the end of Chapter 1.0.

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

C. Lead Agency Determination

On the basis of this initial evaluation:

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

✓ I find that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because revisions in the project and/or mitigation measures that would reduce potential effects to a less than significant level have been made by or agreed to by the project proponent. A MITIGATED NEGATIVE DECLARATION will be prepared.

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

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

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

CITY OF CORNING

Brant Mesker, City Manager _____ Date

1.0 INTRODUCTION

1.1 Project Brief

This document is an Initial Study/Mitigated Negative Declaration (IS/MND) for the Queen Olive Galleria Commercial Development Project. The project site is southwest of the Interstate 5 and South Avenue interchange in the city of Corning, Tehama County, California (Figures 1-1 through 1-5). Takhar Properties Petroleum, LLC is the project applicant. The IS/MND has been prepared in compliance with the requirements of the California Environmental Quality Act (CEQA). For the purposes of this CEQA analysis, the City of Corning (City) is the Lead Agency for the project.

The project proposes to construct a freeway-oriented commercial center on a vacant 8.75-acre parcel adjacent to and southwest of the existing Interstate 5/South Avenue interchange. A conceptual development plan for the project site includes a hotel, two fueling stations, one with a car wash, a quick service restaurant (QSR), and two casual dining restaurants (CDRs), one of which may be located in the hotel, along with on-site circulation, parking areas, landscaping, and signage, including a freestanding advertising sign adjacent to I-5. A copy of the proposed site plan is shown in on Figure 2-1.

The project would include widening and other improvements to South Avenue where it fronts on the project site, and extension of a new private access road serving the project along the west boundary of the site. Existing City water and wastewater facilities east of I-5 would be extended across I-5 to the site using bore and jack or directional drilling methods.

The project would require City approvals of a Tentative Parcel Map, Conditional Use Permit and Design Review among other permits and approvals. Required permits and approvals are detailed in Chapter 2.0.

1.2 Purpose of Initial Study

CEQA requires that public agencies document and consider the potential environmental effects of the agency's actions that meet CEQA's definition of a project. Briefly summarized, a "project" is an action that has the potential to result in direct or indirect physical changes in the environment. A project includes the agency's direct activities as well as activities that involve public agency approvals or funding. Guidelines for an agency's implementation of CEQA are found in the CEQA Guidelines (California Code of Regulations Title 14, Division 6, Chapter 3).

Provided that a project is not exempt from CEQA, the first step in the agency's consideration of its potential environmental effects is the preparation of an Initial Study. The purpose of an Initial Study is to determine whether the project would involve "significant" environmental effects, as defined by CEQA, and to describe feasible

mitigation measures that would avoid significant effects or reduce them to a level that is less than significant. If the Initial Study does not identify significant effects, then the agency ordinarily prepares a Negative Declaration. If the Initial Study notes significant effects but also identifies mitigation measures that would reduce these significant effects to a level that is less than significant, then the agency ordinarily prepares a Mitigated Negative Declaration. If, however, a project would involve significant effects that cannot be readily mitigated, then the agency must prepare an Environmental Impact Report. The agency may also decide to proceed directly with the preparation of an Environmental Impact Report without first preparing an Initial Study.

The proposed project is a "project" as defined by CEQA and is not exempt from CEQA consideration. Corning has determined that the project may potentially have significant environmental effects and therefore requires preparation of an Initial Study. This Initial Study describes the proposed project and its environmental setting, discusses the potential environmental effects of the project, and identifies feasible mitigation measures that would eliminate any potentially significant environmental effects of the project or reduce them to a level that would be less than significant. The Initial Study considers the project's potential for significant environmental effects in the following subject areas:

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

This Initial Study concludes that the project would have potentially significant environmental effects, but that all of these potential effects would be avoided or reduced to a level that would be less than significant with implementation of the mitigation measures identified in this document. The project applicant has accepted the obligation to implement all the mitigation measures identified in the Initial Study. As a result, the City has prepared a Mitigated Negative Declaration and has issued a Notice of Intent to adopt the IS/MND for the project. The Notice of Intent, located just inside the cover of this document, shows the time available for public comment on the IS/MND as well as how and where comments may be submitted.

1.3 Project Background

The proposed project site is adjacent to Interstate 5, which spans the West Coast of the United States from Canada to Mexico. Interstate 5 connects most of the major population centers and ports of the western seaboard, including San Diego, Los Angeles, Sacramento, Portland, and Seattle. Travel time to the City of Corning is approximately 10 to 11 hours from Los Angeles to the south and 10 to 11 hours from Seattle to the north, an approximate halfway point for Interstate 5 drivers. Interstate 5 is a major route for commercial, recreational, and commuter uses in the northern California region, connecting Corning to cities such as Red Bluff and Redding to the north and Sacramento to the south. As of 2020, the average daily traffic on Interstate 5 was approximately 30,000 north of Corning and 29,000 south of Corning (Caltrans 2020).

In 1997, the City adopted the Highway 99 West Corridor Specific Plan. The purpose of the Highway 99 West Corridor Specific Plan is to identify portions of Corning that would accommodate general retail commercial uses adjacent to and serving the arterial highway/freeway system. One principle of the Specific Plan is that having a strong highway/freeway-oriented commercial area helps draw consumers to the city (City of Corning 1997). Examples of freeway-oriented businesses include QSRs, convenience stores, gas stations, truck fueling (diesel) stations, and other truck/auto travel-oriented businesses, as well as other retail services.

Since its adoption, the Highway 99 West Corridor Specific Plan has been amended up to 2021. One of these amendments incorporated the project site within the Specific Plan area. In 2003, the City pre-zoned the project site as C-3 CBDZ and applied the Corning 2014-2034 General Plan designation of Highway 99 West Corridor Specific Plan to the project site. In 2004, the Tehama Local Agency Formation Commission approved the annexation of the project site into the city and its pre-zoning.

The use of the South Avenue overcrossing for extension of utilities was originally proposed as part of the project but was subsequently determined to be infeasible in consultation with Caltrans. An alternative method of extending water and sewer services to the project site by boring under Interstate 5 is proposed. These proposed improvements are discussed in more detail in Chapter 2.0 Project Description.

1.4 Environmental Evaluation Checklist Terminology

The project's potential environmental effects are evaluated in the Environmental Evaluation Checklist presented in Chapter 3.0 of this IS/MND. The checklist includes a list of environmental considerations against which the project is evaluated. For each question, the IS/MND determines whether the project would involve 1) a Potentially Significant Impact, 2) a Less Than Significant Impact with Mitigation Incorporated, 3) a Less Than Significant Impact, or 4) No Impact.

> A Potentially Significant Impact occurs when there is substantial evidence that the project would involve a substantial adverse change to the physical environment, i.e., the environmental effect may be significant, and mitigation measures have not

been defined that would reduce the impact to a level that would be less than significant. If there is a Potentially Significant Impact entry in the Initial Study, then an EIR is required. No Potentially Significant Impacts are identified in this IS/MND.

An environmental effect that is Less Than Significant with Mitigation Incorporated is a Potentially Significant Impact that can be avoided or reduced to a level that is less than significant with the application of defined mitigation measures. This IS/MND identifies several impacts that are Less than Significant with Mitigation Incorporated.

A Less Than Significant Impact occurs when the project would involve an environmental impact, but the impact would not cause a substantial adverse change to the physical environment that would require mitigation. This IS/MND identifies several impacts that are considered Less than Significant.

A determination of No Impact is self-explanatory. This IS/MND identifies several areas of environmental concern in which the project would have No Impact.

This IS/MND identifies certain potentially significant environmental effects that would be mitigated by routine implementation of existing provisions of law and standards of practice related to land use planning and environmental protection. Such provisions are identified and considered in the impact analysis, and the degree to which they would reduce potential environmental effects is discussed. These protections are considered part of the existing regulatory environment and are assumed to counter the potential environmental effects of the project as described. When these existing regulatory protections are not adequate to avoid potential environmental effects, or to reduce them to a level that is less than significant, additional mitigation measures are described.

1.5 Summary of Environmental Effects and Mitigation Measures

Table 1-1, which follows Figures 1-1 through 1-5, summarizes the results of the Environmental Evaluation Checklist and associated narrative discussion in Chapter 3.0. The potential environmental impacts of the proposed project are listed in the left-most column of this table. The level of significance of each impact is indicated in the second column. Feasible mitigation measures that are considered necessary to avoid or minimize the impacts are shown in the third column, and the significance of the impact after mitigation measures are applied is shown in the fourth column.

As previously noted, all potentially significant environmental effects identified in the IS/MND would be avoided or reduced to a level that would be less than significant with existing environmental protection measures or mitigation measures recommended in this document. For other issues, the project would have no impact or would have impacts that are less than significant.

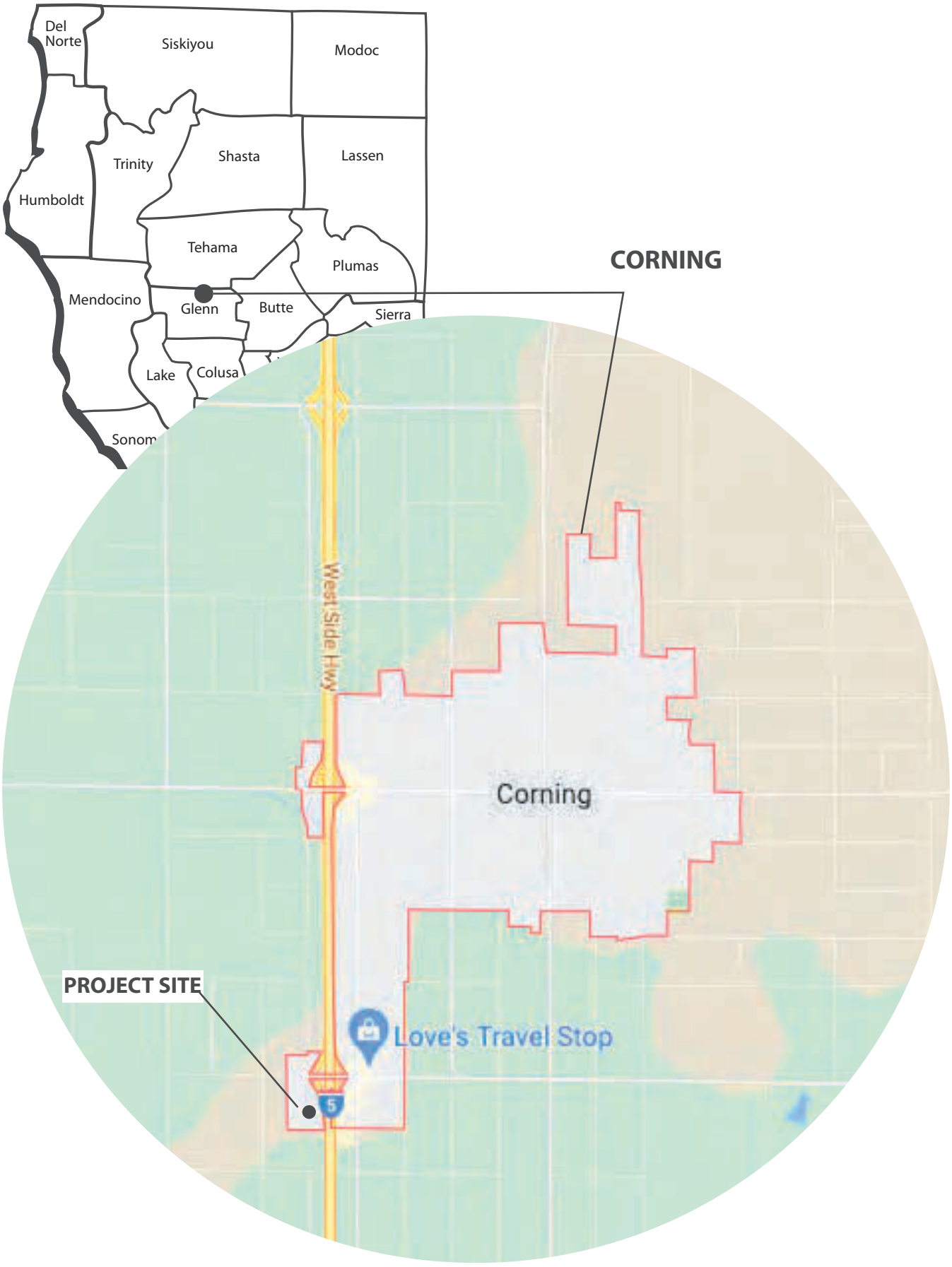

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Figure 1-1
REGIONAL LOCATION MAP

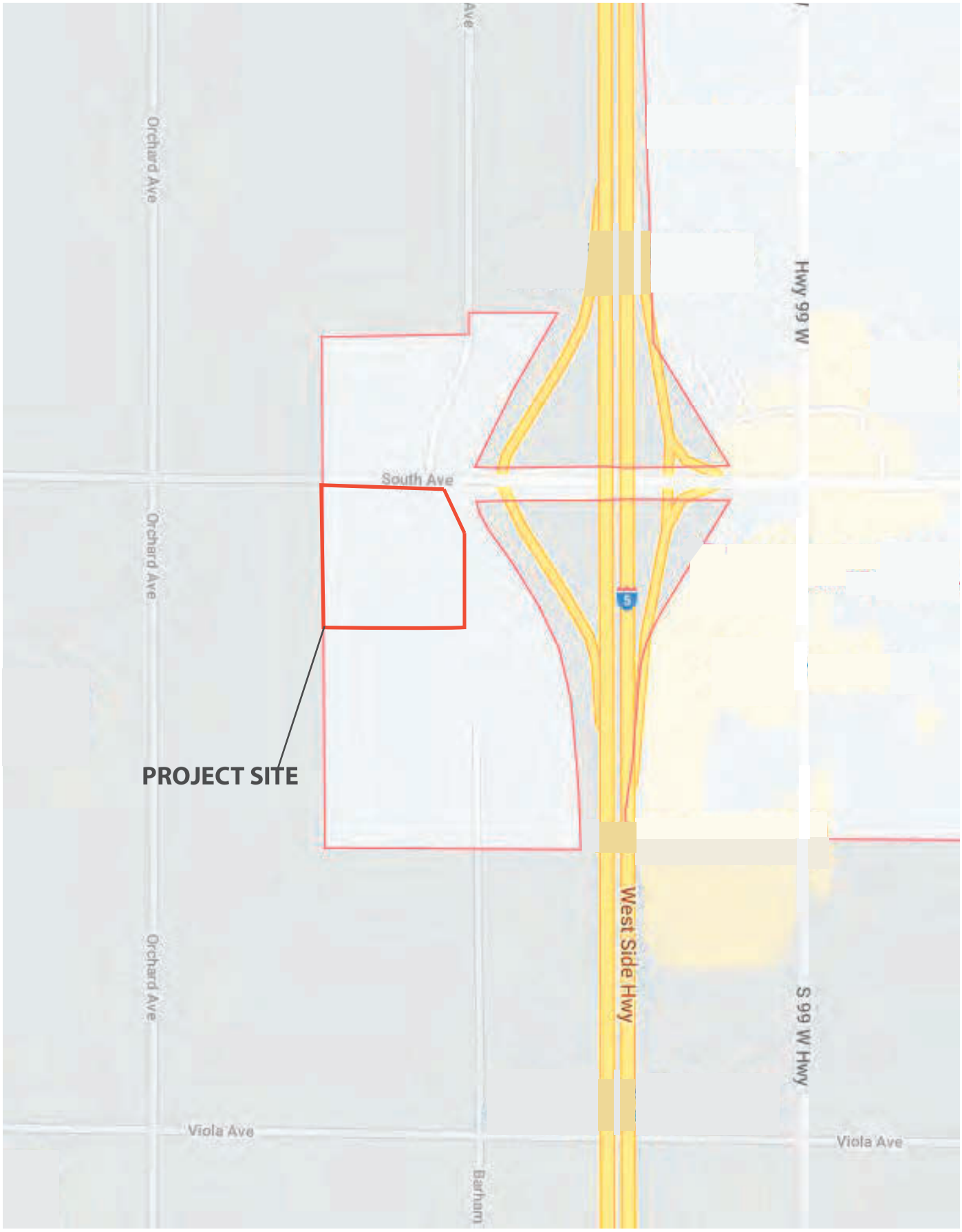

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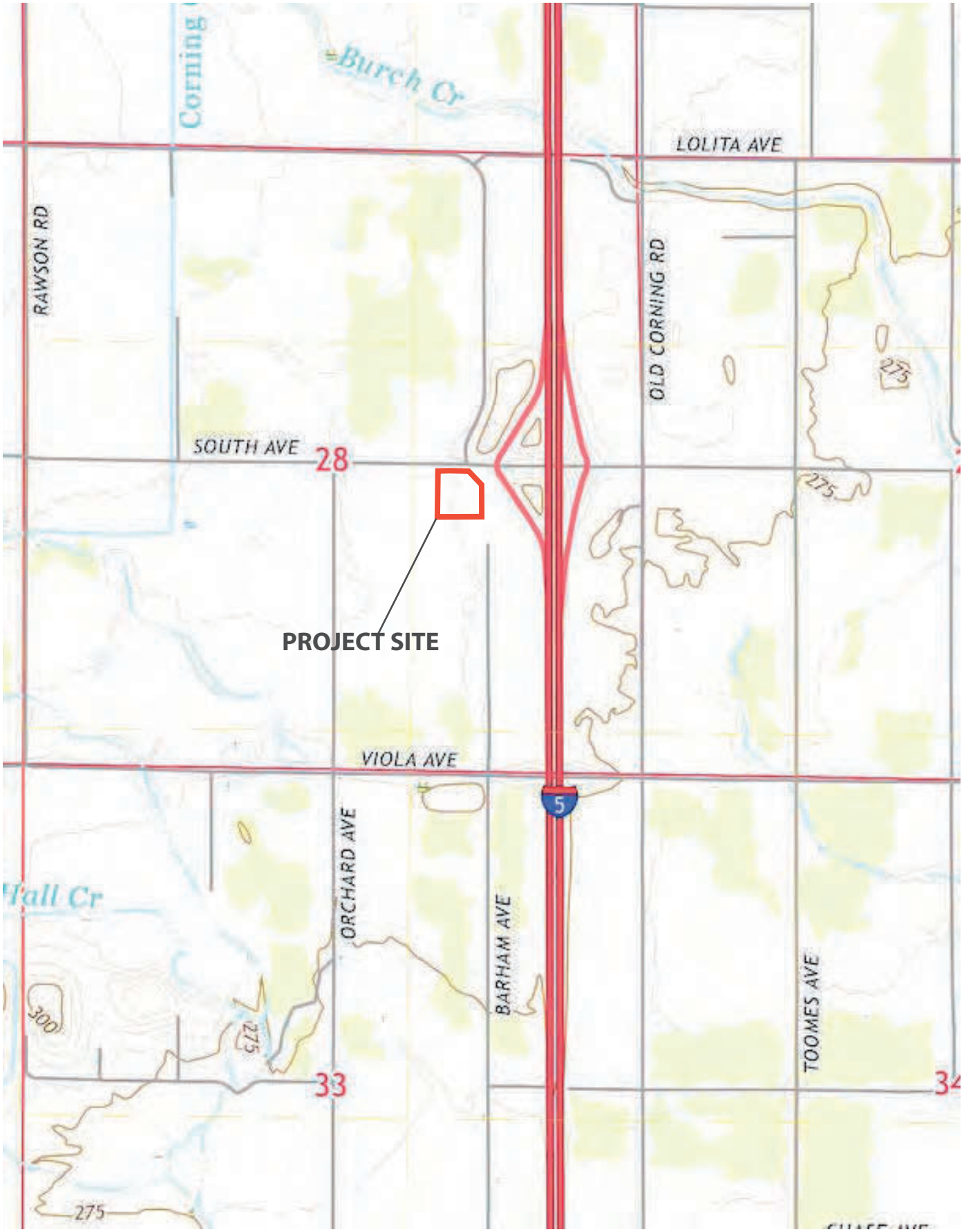
Figure 1-2
STREET MAP



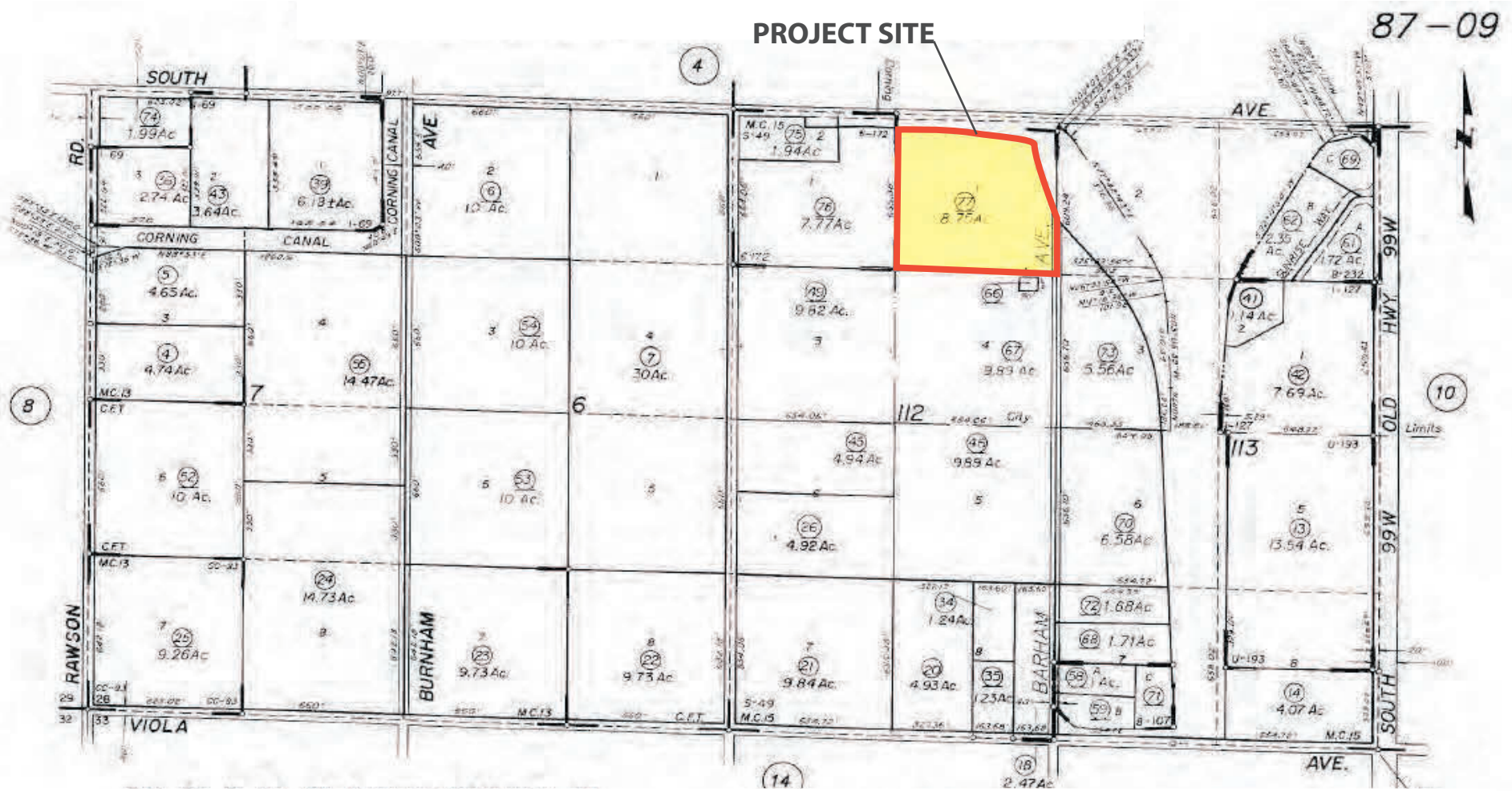
SOURCE: USGS, 2022

BaseCamp Environmental

Figure 1-3
USGS MAP

BaseCamp Environmental

Figure 1-4
AERIAL PHOTO



SOURCE: Tehama County Asessor Book 87, Page 09

Figure 1-5
ASSESSOR PARCEL MAP

TABLE 1-1
SUMMARY OF ENVIRONMENTAL IMPACTS AND MITIGATION MEASURES

Potential Impact	Significance Before Mitigation Measures	Mitigation Measures	Significance After Mitigation Measures
3.1 AESTHETICS			
a) Scenic Vistas	LS	None required	-
b) Scenic Resources and Highways	NI	None required	-
c) Visual Character and Quality	PS	AES-1: Prior to final site plan approval, the applicant shall submit a revised design for the proposed freeway sign reflecting staff recommendations (height <100 feet and display area <2,400 square feet per side) for City review and approval. The City may, at its discretion, and based on substantial evidence, require further changes to the design of the freeway sign to ensure consistency with City of Corning ordinances and standards and other existing commercial development along I-5.	LS
d) Light and Glare	LS	None required	-
3.2 AGRICULTURE AND FORESTRY RESOURCES			
a) Agricultural Land Conversion	NI	None required	-
b) Conflict with Agricultural Zoning or Williamson Act Contract	NI	None required	-
c) Conflict with Forest Land Zoning	NI	None required	-
d) Forest Land Conversion	NI	None required	-
e) Conversion or loss of Farmland, Forestland, and Timberland	NI	None required	-

TABLE 1-1
SUMMARY OF ENVIRONMENTAL IMPACTS AND MITIGATION MEASURES

Potential Impact	Significance Before Mitigation Measures	Mitigation Measures	Significance After Mitigation Measures
3.3 AIR QUALITY			
a) Consistency with Air Quality Plans	LS	AQ-1: In accordance with TCAPCD standard mitigation measures, the following measures for project construction shall be implemented: • Maintain all construction equipment in proper tuning according to manufacturer's specifications. • Maximize, to the extent feasible, the use of diesel construction equipment meeting current ARB certification standards for off-road, heavy-duty diesel engines. • Registration in the ARB's DOORS program (www.arb.ca.gov/msprog/ordiesel/ordiesel.htm) and meeting all applicable standards for replacement and/or retrofit. • All portable equipment, including generators and air compressors rated over 50 brake horsepower, registered in the Portable Equipment Registration Program (www.arb.ca.gov/portable/portable.htm) or permitted through the TCAPCD as a stationary source. AQ-2: In accordance with TCAPCD standard mitigation measures, the following measures for project operations shall be implemented: • Increase building efficiency rating by 10 percent above what is required by Title 24 requirements. This can be accomplished in a number of ways, such as increasing insulation of attic, wall, or floor. • Improvement of thermal efficiency of commercial structures as appropriate by reducing thermal load with automated and timed temperature controls or occupancy load limits. • Incorporate shade trees, adequate in number and proportional to the project size, throughout the project	-

TABLE 1-1
SUMMARY OF ENVIRONMENTAL IMPACTS AND MITIGATION MEASURES

Potential Impact	Significance Before Mitigation Measures	Mitigation Measures	Significance After Mitigation Measures
		site to reduce building heating and cooling requirements. AQ-3: The following Best Available Mitigation Measures recommended by the TCAPCD shall be implemented by the project: • Provide one bike rack space per 10 vehicle/employee parking spaces. • Provide a pedestrian access network that internally links all uses and connects to existing or planned external streets. • Provide electric vehicle charging facilities. • Adopt a Vehicle Idling Policy requiring all vehicles under company control to adhere to a five-minute idling policy. Also, enforce an onsite idling policy of five minutes or less, including company-owned contract, vendor, and delivery vehicles.	
b) Cumulative Emissions	LS	None required	-
d) Exposure of Sensitive Receptors	NI	None required	-
e) Odors and Other Emissions	LS	None required	-
3.4 BIOLOGICAL RESOURCES			
a) Special-Status Species	NI	None required	-
b) Riparian and Sensitive Habitats,	NI	None required	-
c) Waters of the U.S. and Wetlands	NI	None required	-
d) Fish and Wildlife Movement	PS	BIO-1: Any vegetation removal and initial ground disturbances shall be conducted during the avian non-nesting season (September 1 – January 31) to the extent possible. If vegetation removal or initial ground	LS

TABLE 1-1
SUMMARY OF ENVIRONMENTAL IMPACTS AND MITIGATION MEASURES

Potential Impact	Significance Before Mitigation Measures	Mitigation Measures	Significance After Mitigation Measures
		disturbances must occur during the avian breeding season (February 1 – August 31), then a qualified biologist shall conduct a pre-construction survey for all birds protected by the Migratory Bird Treaty Act and California Fish and Game Code Section 3503.5 within seven (7) days prior to vegetation removal or initial ground disturbances (whichever activity comes first), and map all active nests (i.e., with eggs or young) located within 250 feet of the project and associated disturbance areas such as staging areas, where accessible. The biologist shall determine appropriate species protection buffers around active nests based on the species tolerance of disturbance, species type, nest location, and activities that are conducted near the nest. Construction activities shall be prohibited within the buffer zones until the young have fledged or the nest fails. Nesting activity shall be monitored periodically as recommended by the biologist, with a monitoring report to be submitted to the City of Corning Planning Department. BIO-2: If construction activities stop for more than fifteen (15) days, then another migratory bird and raptor survey shall be conducted within seven (7) days prior to the continuation of construction activities. If active nests are found, then the same procedures described in Mitigation Measure BIO-1 shall be implemented.	
e) Local Biological Requirements	NI	None required	-
f) Habitat Conservation Plans	NI	None required	-
3.5 CULTURAL RESOURCES			
a) Historic Resources	NI	None required	-
b) Archaeological Resources	PS	CULT-1: If buried cultural resources are discovered during ground-disturbing activities associated with the project, work shall stop within 50 feet of the find until a qualified	LS

TABLE 1-1
SUMMARY OF ENVIRONMENTAL IMPACTS AND MITIGATION MEASURES

Potential Impact	Significance Before Mitigation Measures	Mitigation Measures	Significance After Mitigation Measures
		archaeologist can assess its significance. If necessary, the archaeologist shall develop appropriate treatment measures in consultation with the City of Corning Planning Department and other agencies as appropriate, including tribal representatives. Treatment measures may include, but are not limited to, preservation in place or excavation under supervision of a qualified archaeologist, along with a tribal representative if tribal cultural resources are encountered. Work shall not resume in the discovery area until written permission is given by the City.	
c) Human Burials	PS	CULT-2: If a human burial is encountered during ground-disturbing activities associated with the project, all work in the vicinity of the find shall be halted, and the County Coroner shall be notified to determine if an investigation of the death is required, in accordance with California Health and Safety Code Section 7050.5. If it is determined that the remains are Native American in origin, then the County Coroner must contact the Native American Heritage Commission within 24 hours. The Native American Heritage Commission shall identify the most likely descendants of the deceased Native American, and the most likely descendants may make recommendations on the disposition of the remains and any associated grave goods with appropriate dignity. If a most likely descendant cannot be identified, the descendant fails to make a recommendation, or the landowner rejects the recommendations of the most likely descendant, then the landowner shall rebury the remains and associated grave goods with appropriate dignity on the property in a location not subject to further disturbance.	LS
3.6 ENERGY			
a) Consumption of Energy Resources	LS	None required	-

TABLE 1-1
SUMMARY OF ENVIRONMENTAL IMPACTS AND MITIGATION MEASURES

Potential Impact	Significance Before Mitigation Measures	Mitigation Measures	Significance After Mitigation Measures
b) Conflict with Energy Plans	LS	None required	-
3.7 GEOLOGY AND SOILS			
a-i) Fault Rupture Hazards	NI	None required	-
a-ii) Seismic Ground Shaking	PS	GEO-1: Design recommendations made in the *Preliminary Report of Geotechnical Investigation, Queen Olive Galleria,* prepared by Sierra Geotech on September 16, 2021, or another qualifying geotechnical study acceptable to the City, shall be incorporated in the final design and construction of proposed buildings and other site improvements. The recommendations include, but are not limited to, seismic design parameters, earthwork, and parameters for the installation of foundations, concrete slabs, and vehicular and pedestrian pavements.	LS
a-iii) Seismic-Related Ground Failure	LS	None required	-
a-iv) Landslides	NI	None required	-
b) Soil Erosion	PS	GEO-2: The project applicant shall obtain a Construction General Permit from the State Water Resources Control Board. In accordance with the conditions of the Construction General Permit, the project applicant and/or construction contractor shall develop and implement a Storm Water Pollution Prevention Plan and adopt Best Management Practices prior to beginning construction activities. The SWPPP shall include provisions for erosion control, monitoring and maintenance of erosion and pollution control measures.	LS
c) Geologic Instability	PS	Mitigation Measure GEO-1.	LS
d) Expansive Soils	PS	Mitigation Measure GEO-1.	LS
e) Adequacy of Soils for Sewage Disposal	LS	None required	-

TABLE 1-1
SUMMARY OF ENVIRONMENTAL IMPACTS AND MITIGATION MEASURES

Potential Impact	Significance Before Mitigation Measures	Mitigation Measures	Significance After Mitigation Measures
f) Paleontological Resources	PS	GEO-3: If buried paleontological resources are inadvertently discovered during ground-disturbing activities associated with the project, work shall stop within 50 feet of the find until a qualified paleontologist can assess the significance of the find. If necessary, the paleontologist shall develop appropriate treatment measures in consultation with the City of Corning Planning Department and other agencies as appropriate. Treatment measures may include, but are not limited to, preservation in place or excavation under supervision of a qualified paleontologist. Work shall not resume in the discovery area until written permission is given by the City.	LS
3.8 GREENHOUSE GAS EMISSIONS			
a,b) Project GHG Emissions and Consistency with GHG Reduction Plans	LS	None required	-
3.9 HAZARDS AND HAZARDOUS MATERIALS			
a) Hazardous Materials Transport, Use, and Storage	PS	HAZ-1: The project shall install underground storage tanks in accordance with the requirements of the Tehama County Environmental Health Department. HAZ-2: The project shall submit a Hazardous Material Business Plan to the Tehama County Environmental Health Department specifying the hazardous materials covered by the plan and identifying procedures for handling releases of these materials into the environment.	LS
b) Upset and Accident Conditions	PS	HAZ-3: The construction contractor shall always keep spill prevention kits in close proximity to locations where hazardous materials are used (e.g., crew trucks and other appropriate locations). HAZ-4: For equipment that must be fueled on-site, the construction contractor shall provide containment such	LS

TABLE 1-1
SUMMARY OF ENVIRONMENTAL IMPACTS AND MITIGATION MEASURES

Potential Impact	Significance Before Mitigation Measures	Mitigation Measures	Significance After Mitigation Measures
		that any accidental spill of fuel to surface waters or to soils that may come in contact with water.	
c) Release of Hazardous Materials near Schools	NI	None required	-
d) Hazardous Materials Sites	LS	None required	-
e) Public Airports	NI	None required	-
f) Emergency Response and Evacuations	LS	None required	-
g) Wildland Fire Hazards	LS	None required	-
3.10 HYDROLOGY AND WATER QUALITY			
a) Water Quality Standards and Waste Discharge Requirements	PS	Mitigation Measures GEO-2, HAZ-3, and HAZ-4.	LS
b) Groundwater Supplies and Recharge	LS	None required	-
c-i, ii) Drainage Patterns	LS	None required	-
c-iii) Runoff	LS	None required	-
c-iv) Flood Flows	LS	None required	-
d) Release of Pollutants in Flood, Tsunami, or Seiche Zones	LS	None required	-
e) Conflicts with Water Quality or Groundwater Management Plans	LS	None required	-
3.11 LAND USE AND PLANNING			
a) Division of Established Community	NI	None required	-

TABLE 1-1
SUMMARY OF ENVIRONMENTAL IMPACTS AND MITIGATION MEASURES

Potential Impact	Significance Before Mitigation Measures	Mitigation Measures	Significance After Mitigation Measures
b) Conflicts with Land Use Plans, Policies and Regulations	LS	None required	-
3.12 MINERAL RESOURCES			
a, b) Availability of Mineral Resources	NI	None required	-
3.13 NOISE			
a) Generation of Noise Exceeding Local Standards	PS	NOISE-1: The City shall establish the following as conditions of approval for project activities that involve the use of construction equipment: ● Construction activities, excluding activities required for public or construction worker safety, shall be limited to the hours from 7:00 a.m. to 6:00 p.m. Monday through Saturday. No work shall occur on Sundays and legal holidays unless written permission is received from the City. ● Construction equipment shall be properly maintained and equipped with noise-reduction intake and exhaust mufflers and engine shrouds, in accordance with manufacturers' recommendations. Equipment engine shrouds shall be closed during equipment operation. ● When not in use, motorized construction equipment shall not be left idling for more than five (5) minutes, consistent with State regulations.	LS
b) Exposure to Groundborne Vibrations	LS	None required	-
c) Public Airport and Private Airstrip Noise	NI	None required	-
3.14 POPULATION AND HOUSING			
a) Unplanned Population Growth	NI	None required	-
b) Displacement of Housing or People	NI	None required	-

TABLE 1-1
SUMMARY OF ENVIRONMENTAL IMPACTS AND MITIGATION MEASURES

Potential Impact	Significance Before Mitigation Measures	Mitigation Measures	Significance After Mitigation Measures
3.15 PUBLIC SERVICES			
a-i) Fire Protection	LS	None required	-
a-ii) Police Protection	LS	None required	-
a-iii) Schools	LS	None required	-
a-iv) Parks	LS	None required	-
a-v) Other Public Facilities	LS	None required	-
3.16 RECREATION			
a, b) Recreational Facilities	LS	None required	-
3.17 TRANSPORTATION			
a) Conflicts with Transportation Programs and Plans	PS	TRANS-1: The project applicant and/or contractor shall construct an all-weather pedestrian route between the project site and the overcrossing of the Interstate 5/South Avenue interchange. The pedestrian route shall include the required sidewalk along the South Avenue frontage of the project site. All improvements shall be made, or a performance bond posted based on the City Engineer's cost estimate, prior to final parcel map recordation.	LS
b) Conflict with CEQA Guidelines Section 15064.3(b)	LS	None required	-
c) Traffic Hazards	PS	TRANS-2: Prior to final site plan approval, the project applicant shall present a plan or plans depicting truck and emergency vehicle turning radii at the project site and on the roads leading to the project site, including turning radii for STAA trucks. The submitted plans shall be reviewed and approved by the City Engineer.	LS

TABLE 1-1
SUMMARY OF ENVIRONMENTAL IMPACTS AND MITIGATION MEASURES

Potential Impact	Significance Before Mitigation Measures	Mitigation Measures	Significance After Mitigation Measures
		TRANS-3: The project applicant and/or contractor shall be responsible for widening South Avenue to provide a left-turn lane on westbound South Avenue to the proposed Barham Avenue extension along the project site frontage, along with two travel lanes in each direction with a planted median as required by the design guidelines of the Highway 99 West Corridor Specific Plan. Plans for the widening and the left-turn lane shall be reviewed and approved by the City Engineer. All improvements shall be made, or performance bond posted based on the engineer's costs estimates, prior to final parcel map recordation.	
d) Emergency Access	PS	Mitigation Measure TRANS-2.	LS
3.18 TRIBAL CULTURAL RESOURCES			
a, b) Tribal Cultural Resources	PS	Mitigation Measures CULT-1 and CULT-2.	LS
3.19 UTILITIES AND SERVICE SYSTEMS			
a) Relocation or Construction of Utility Facilities	LS	None required	-
b) Water Supplies	LS	None required	-
c) Wastewater Treatment Capacity	LS	None required	-
d, e) Solid Waste Services	LS	None required	-
3.20 WILDFIRE			
a) Emergency Response Plans and Emergency Evacuation Plans	NI	None required	-
b) Exposure of Project Occupants to Wildfire Hazards	LS	None required	-

TABLE 1-1
SUMMARY OF ENVIRONMENTAL IMPACTS AND MITIGATION MEASURES

Potential Impact	Significance Before Mitigation Measures	Mitigation Measures	Significance After Mitigation Measures
c) Installation and Maintenance of Infrastructure	NI	None required	-
d) Risks from Runoff, Post-Fire Slope Instability, or Drainage Changes	NI	None required	-
3.21 MANDATORY FINDINGS OF SIGNIFICANCE			
a) Findings on Biological and Cultural Resources	PS	Mitigation measures BIO-1, BIO-2, CULT-1, CULT-2	LS
b) Findings on Cumulatively Considerable Impacts	LS	Transportation Improvement Recommendations: * CUMUL-1: The project applicant should contribute fair-share costs to the following improvements at the intersection of the South Avenue/Barham Avenue extension: ● Install a traffic signal. ● Provide a second westbound left-turn lane on South Avenue (Note: this improvement would require widening southbound Barham Avenue to two southbound lanes below South Avenue for at least 400 feet). ● Provide an eastbound left-turn lane on South Avenue. ● Provide two-lane approaches on northbound and southbound Barham Avenue. ● Provide a right-turn overlap phase on the Barham Avenue approach. ● Alternatively, install a roundabout intersection. CUMUL-2: The project applicant should contribute fair-share costs to the following improvements on the Barham Avenue extension: ● Widen Barham Avenue from South Avenue to the access intersection to provide four travel lanes.	-

TABLE 1-1
SUMMARY OF ENVIRONMENTAL IMPACTS AND MITIGATION MEASURES

Potential Impact	Significance Before Mitigation Measures	Mitigation Measures	Significance After Mitigation Measures
		● Limit Barham Avenue driveways from South Avenue to the access intersection to right turns only. CUMUL-3: In the event that a funding mechanism is established to collect funds from new development towards the local share of future Interstate 5/South Avenue interchange improvement costs from new development, the project shall contribute its fair share to the local share.	
c) Findings on Adverse Effects on Human Beings	LS	None required	-

Notes: NI = No Impact; LS = Less Than Significant; PS = Potentially Significant

* Not mitigation measures but described to ensure project consistency with General Plan policies.

2.0 PROJECT DESCRIPTION

2.1 Project Location

The 8.75-acre project site is located southwest of the Interstate 5/South Avenue interchange in the southern portion of the City of Corning, Tehama County, California (see Figures 1-1 through 1-5). The site is directly accessible from South Avenue, a city street that abuts the site on the north. The site is a parcel designated as Tehama County Assessor's Parcel Number (APN) 087-090-077. The project site is shown on the U.S. Geological Survey Corning, California, 7.5-minute quadrangle map within Section 28, Township 24 North, Range 3 West, Mt. Diablo Base and Meridian. The latitude of the project site is approximately 39° 54′ 20″ North, and the longitude is approximately 122° 12′ 11″ West.

2.2 Project Details

The project proposes the development of a freeway commercial center, a conceptual plan of which is shown in Figure 2-1. The proposed development includes the construction of various proposed commercial uses and structures, a new private access road along the west boundary of the site, off-street parking areas, circulation drives, extension of City potable water and sewer service across I-5 from existing facilities, landscaping and signage along with off-site improvements to the adjacent section of South Avenue (Figure 2-2).

Tentative Parcel Map

To facilitate the proposed development, the project proposes a Tentative Parcel Map that would subdivide the approximately 8.75-acre project site into four parcels for commercial development, along with a cul-de-sac, and likely parcels for public water system equipment and future construction of a wastewater pump station (Figure 2-3). The exact locations of these parcels are to be determined.

Proposed Land Uses

A summary of the potential building development is provided in Table 2-1 below. Construction of individual uses may be modified based on market demand and other conditions, and subject to the city's determination that CEQA requirements have been adequately met. Table 2-1 provides a conservative estimate of potential development of the site for the purpose of environmental impact analysis in this document.

TABLE 2-1
POTENTIAL BUILDING DEVELOPMENT

Potential Land Use	Floor Area (square feet)
Gas Station/Convenience Stores (2)	7,012
Quick-Serve Restaurants	3,528
Casual Dining Restaurants	8,040
Hotel	100 rooms

Gasoline Stations

The project proposes two gasoline stations with convenience stores, both operating 24 hours per day. One of these would include a one-story convenience store building with approximately 3,500 square feet in floor area. Figures 2-5A and 2-5B show conceptual elevations for the convenience store. The gasoline station would also include eight gasoline and diesel dispensers, providing 16 fueling positions, covered by a canopy roof of 49 feet by 129 feet with a canopy height of approximately 22 feet, providing clearance for vehicles of up to 18 feet in height. Figure 2-7 shows conceptual elevations for the canopy. This project would also include a tunnel car wash approximately 24 feet by 80 feet. Figure 2-6 shows the conceptual elevations for the car wash. Underground fuel storage tanks would be installed.

The second gasoline station would also occupy a one-story building with approximately 3,500 square feet of floor area to be occupied by a convenience store. The gas station would include six gasoline and diesel dispensers (12 fueling positions), covered by a canopy roof of the same height as the first-described gasoline station. Underground fuel storage tanks would be installed.

Restaurants

The overall project would include a total of one QSR and two CDRs. The QSR would occupy approximately 3,500 square feet, operate 24 hours per day and would include a drive-up window to serve takeout orders. Two CDRs are proposed, each in its own building, as shown on the site plan; one of the CDRs may be co-located with the hotel. One CDR building would have a footprint of approximately 3,040 square feet; the other building footprint would be approximately 5,000 square feet.

Hotel

A hotel is proposed as an optional development. As defined for the purposes of this document, the hotel would be two stories in height and would have a total floor area of approximately 50,000 square feet. The number of rooms the hotel would provide is to be determined; preliminary plans under consideration by the applicant have ranged from 50 to 75 guest rooms. For the purposes of this environmental analysis, 100 rooms were assumed. The ground floor would include the hotel reception area, a lounge area, and a small retail market and may include one of the proposed CDRs.

Other Project Features

Architecture, Signage and Landscaping

The planned architectural style for the project is Spanish Mission, in accordance with the architectural style policies of the Highway 99 West Corridor Specific Plan. The central element would be a large Spanish mission-themed square including several fountains and surrounded by the hotel and restaurant buildings. Landscaping would feature palm trees and olive trees, with water features, play areas, seating, and exhibition spaces interspersed. Blends of perennial plants, grasses, and shrubs would fill the smaller spaces.

An outdoor on-site freeway advertising sign is proposed adjacent to the eastern boundary of the project site near Interstate 5 (see Figure 2-4). The freeway sign, a double-column structure proposed at approximately 112 feet in height, would include on each side six display panels each approximately 12 feet by 12 feet and an electronic/digital panel approximately 12 feet by 24 feet viewable on both sides. City staff have recommended that the sign height and display area be reduced to less than 100 feet and 2,400 square feet, respectively. Smaller on-building and monument signs that would advertise the onsite businesses would be installed.

Access and Parking

The main vehicle access to the project site from Interstate 5 would be provided by South Avenue and a new street to be constructed along the west boundary of the project site; the new road would extend approximately 620 feet south of South Avenue to a cul-de-sac extending east approximately 250 feet (see Figure 2-2).

The proposed new street would be constructed within a 60-foot right-of-way, with two travel lanes approximately 12 feet wide; curb, gutter, sidewalk, and landscaping improvements. The proposed cul-de-sac would have essentially the same configuration as the new street. The cul-de-sac would be located within a 60-foot right-of-way, with two travel lanes approximately 12 feet wide. As the cul-de-sac would serve proposed land uses on both sides, curb, gutter and sidewalk improvements would be constructed along both sides of this street. A second access point to the project site would be provided by a driveway near the southern end of the street.

South Avenue would be improved along the project site frontage in conjunction with the project (see Figure 2-2). The improvements would expand the number of travel lanes from the existing two to three, each lane approximately 13 feet in width. Two of these lanes would be eastbound lanes. The eastbound lanes and the westbound lane would be separated by a median that would be landscaped in the future. The eastbound side would be developed with a bike lane, a sidewalk, and a parkway. The westbound side would be developed in conjunction with future development or public road improvements north of the project site, except for a left-turn pocket that would provide access to the new street along the west boundary of the site.

The site plan proposes the installation of approximately 300 parking spaces, each approximately 9 feet by 19 feet. Surface parking would be generally located to the rear or side of the buildings and away from the street or street intersections as shown on the site plan. All surface parking areas would incorporate lighting and lighting controls into the parking areas, entrances, and exits.

Utilities

City water and wastewater services are not currently available on the west side of Interstate 5 in the vicinity of South Avenue; existing City lines are located in the vicinity of Highway 99 West north and south of its intersection with South Avenue. The project proposes the extension of City water and wastewater lines underground across the freeway. of I-5.

Potable Water Supply

The project would extend a new eight-inch water main west across Interstate 5 from the City's existing water main in Sunrise Way near Highway 99 West to the project site.

Caltrans will require that the proposed water main cross Interstate 5 without any surface disturbance of the State highway. Outside of the Caltrans right-of-way, the water main would be installed using conventional methods (i.e. trenching); within the State right-of-way, the water main would be installed in a steel casing that would be bored and jacked or directionally drilled under Interstate 5. The underground crossing would be managed from approximately 200-square foot pits located just outside the State right-of-way.

On-site water distribution lines would be installed in proposed streets to serve each of the proposed land uses on the project site. The project also proposes to set aside an area for a groundwater well that may be used to serve some portion of the project in the short-term until the City water main is installed and connected to the City's water system.

The project also would extend a new four-inch sanitary wastewater force main, also located within a steel casing, from the City's existing six-inch sanitary wastewater main in Sunrise Way near Highway 99 West across Interstate 5 to a wastewater pump station to be located on the project site. As with the proposed water main, the wastewater main would be installed using bore-and-jack or directional drilling methods. Preliminary plans indicate the sanitary sewer pump station would be a below-ground facility equipped with three pump/motor units installed in a precast trench-type wet well, with emergency generator backup power. A system of on-site wastewater collection mains would extend to each of the proposed land uses in proposed access roads; the collection system would flow by gravity to the proposed sewage lift station.

The proposed water and wastewater mains would be installed in separate parallel borings with a minimum spacing of 10 feet. All proposed water and wastewater system improvements would be designed and constructed to City standards and subject to the approval of the City Engineer. Two options for location of the proposed water and sewer mains have been identified and are considered in this document. Both would originate at existing City mains in Sunrise Way, have an east-west orientation, and would require encroachment permits from Caltrans and the City.

> The Southern Alignment, approximately 600 feet south of South Avenue, would extend west from existing water and wastewater lines in Sunrise Way near Highway 99 West approximately 550 feet along Sunrise Way, approximately 200 feet across private commercial property, within a utility easement to be acquired, to the State right-of-way. The casings and lines would then be jacked or drilled approximately 700 feet west under Interstate 5 to the southeast corner of the site. The water line would be extended along the south line of the site to the proposed well site, where the water line will connect to the

proposed on-site distribution system. The sewer force main would extend to the proposed on-site sanitary sewer lift station at an on-site location to be determined.

The Northern Alignment, approximately 150-200 feet south of South Avenue, would extend from the existing water and wastewater lines in Sunrise Way near Highway 99 West approximately 200 feet across private undeveloped property at the corner of South Avenue and Highway 99 West, within a utility easement to be acquired. The lines would then be jacked or drilled approximately 1,100 feet west under Interstate 5 to the site boundary, and then extended another 500 feet to the west site boundary using conventional construction. As with the Southern Alignment, the water line would connect to the proposed well site, and the sanitary sewer main would connect to the proposed on-site lift station.

The project would have an on-site stormwater collection system that would convey drainage to underground sumps that would allow percolation into the ground via underground slotted pipes or storage in onsite underground retention basins. From these retention basins, collected stormwater would percolate into the ground.

Electrical services would be obtained from Pacific Gas and Electric Company (PG&E), which has existing facilities in the immediate project area. The project would be served from one or more of several existing 12-kilovolt distribution lines in the project vicinity. No natural gas connection is proposed.

Storm Drainage

Development of the project site and proposed commercial uses would include construction of on-site stormwater collection systems serving the proposed land uses. Each proposed parcel would be graded to direct storm water runoff away from the property lines and into onsite storm drain catch basins. Runoff would then be conveyed through storm drain pipes to a storm drain retention system. The retention system would be an above ground pond or an underground system including perforated pipes (or similar) and drain rock. The conveyance and retention system would be designed in accordance with City of Corning standards. The project does not propose a storm drain discharge outlet to any existing downstream drainage courses or adjacent properties.

Electrical Utility

Electrical services would be obtained from Pacific Gas and Electric Company (PG&E), which has existing facilities in the immediate project area. The project would be served from one or more of several existing 12-kilovolt distribution lines in the project vicinity. No natural gas connection is proposed.

Project Construction

Project construction would involve grading of the project site and placement of foundations and infrastructure, including installation of the water and wastewater systems. Additional site work would involve installing underground pipes, manholes, structural foundations, curbs, gutters, and sidewalks. All parking areas, roads, and designated locations would be paved and striped. Landscaping would entail plantings, irrigation, hardscapes, fountains, and other facilities. The total construction period is estimated to be approximately one year, depending on market conditions.

A construction staging area is proposed near the main site entrance off South Avenue. Onsite work hours would generally be daylight hours, typically 6:00 a.m. to 7:00 p.m., or as specified by the building permit.

2.3 Permits and Approvals

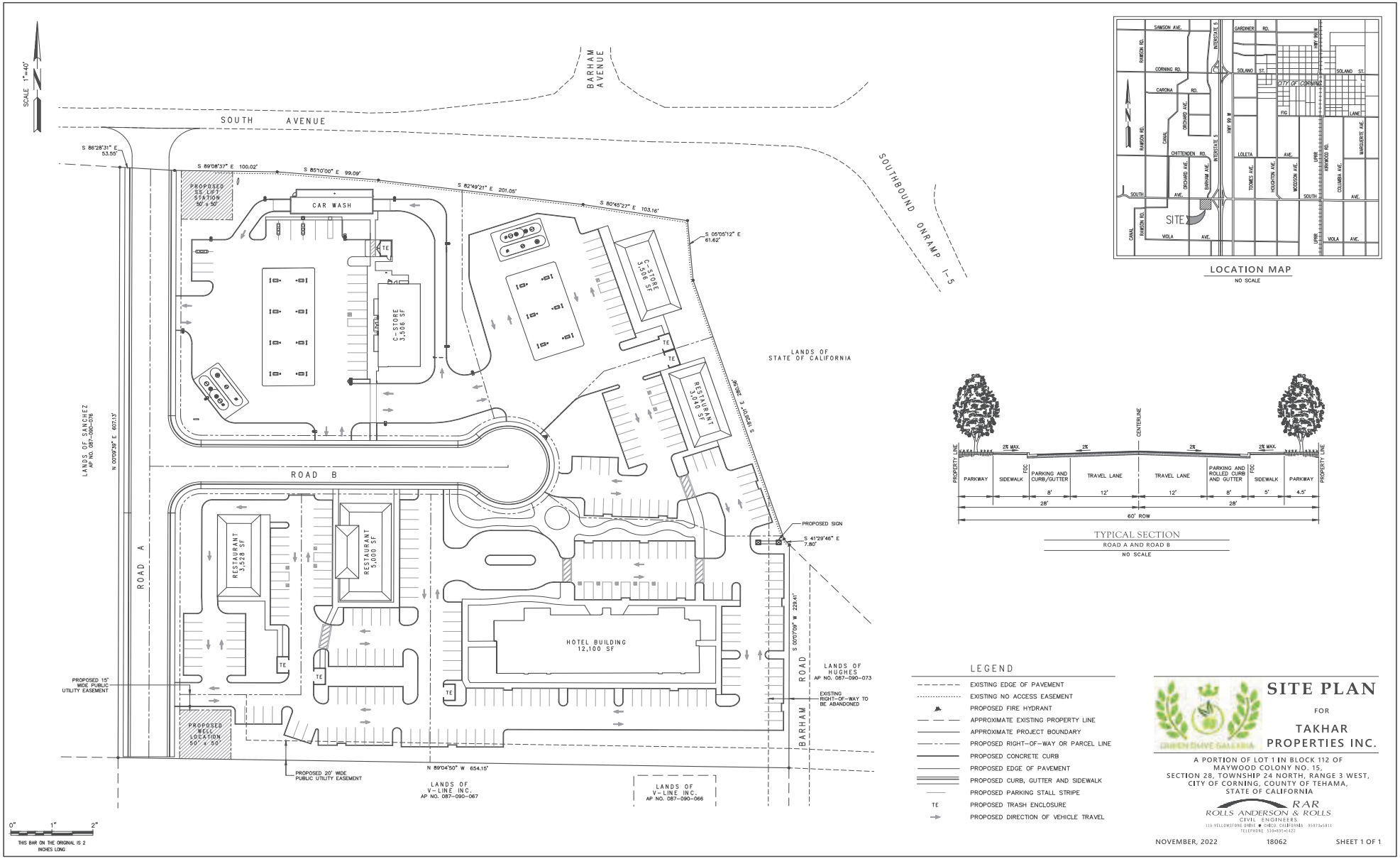
The applicant is requesting several approvals from the City of Corning, which are summarized in Table 2-3 below. City approvals would require a public hearing and approval from both the Corning Planning Commission and Corning City Council. The Corning Planning Commission would decide on adoption of the project IS/MND and a Mitigation and Monitoring Plan, addition of conditions of approval to the proposed Conditional Use Permit, and approval of the Tentative Parcel Map, Site Plan, Signage, architectural elevations and findings of compliance with the Corning General Plan, Zoning Code, and Highway 99 West Corridor Specific Plan. The City Council would consider City staff and Planning Commission recommendations regarding the project and any agreements related to deferred sewer and water connections and the costs.

The project would also require permits and approvals from Tehama County and other agencies, which are described in Table 2-2. Any improvements to Interstate 5 or the State controlled portion of South Avenue would require an encroachment permit from Caltrans. Other agencies from which permits or approvals would be required include the State Water Resources Control Board (SWRCB).

TABLE 2-2
REQUIRED PERMITS AND APPROVALS FOR PROJECT

Agency	Permit/Approval
City of Corning, City Council	Agreements related to City water and sewer extension project Approval of locations and alignments for water and wastewater lines
City of Corning, Planning Commission	Adoption of Initial Study/Mitigated Negative Declaration, CEQA Findings and Mitigation Monitoring Reporting Program Conditional Use Permit with conditions of approval Vesting Tentative Parcel Map Highway 99 West Corridor Specific Plan site plan consistency review Sign review
City of Corning, Public Works Department	Encroachment permits for utility work within City rights-of-way Site improvement plans

Agency	Permit/Approval
Tehama County, Public Works Department	Encroachment permit for work on South Avenue
Tehama County, Environmental Health Department	Approval of Hazardous Materials Business Plan and aboveground/belowground storage of fuels.
Tehama County Air Pollution Control District	New Source Review, Authority to Construct and Permit to Operate fueling facilities
California Department of Transportation (Caltrans)	Encroachment Permit, boring of potable water and wastewater pipelines, South Avenue Interchange Improvements (if required)
State Water Resources Control Board (SWRCB)	Public Water System Modification Construction General Permit



LOCATION MAP
NO SCALE

TYPICAL SECTION
ROAD A AND ROAD B
NO SCALE

LEGEND

- EXISTING EDGE OF PAVEMENT
- EXISTING NO ACCESS EASEMENT
- PROPOSED FIRE HYDRANT
- APPROXIMATE EXISTING PROPERTY LINE
- APPROXIMATE PROJECT BOUNDARY
- PROPOSED RIGHT-OF-WAY OR PARCEL LINE
- PROPOSED CONCRETE CURB
- PROPOSED EDGE OF PAVEMENT
- PROPOSED CURB, GUTTER AND SIDEWALK
- PROPOSED PARKING STALL STRIPE
- TE PROPOSED TRASH ENCLOSURE
- PROPOSED DIRECTION OF VEHICLE TRAVEL

SITE PLAN

FOR

TAKHAR PROPERTIES INC.

A PORTION OF LOT 1 IN BLOCK 112 OF MAYWOOD COLONY NO. 15, SECTION 28, TOWNSHIP 24 NORTH, RANGE 3 WEST, CITY OF CORNING, COUNTY OF TEHAMA, STATE OF CALIFORNIA

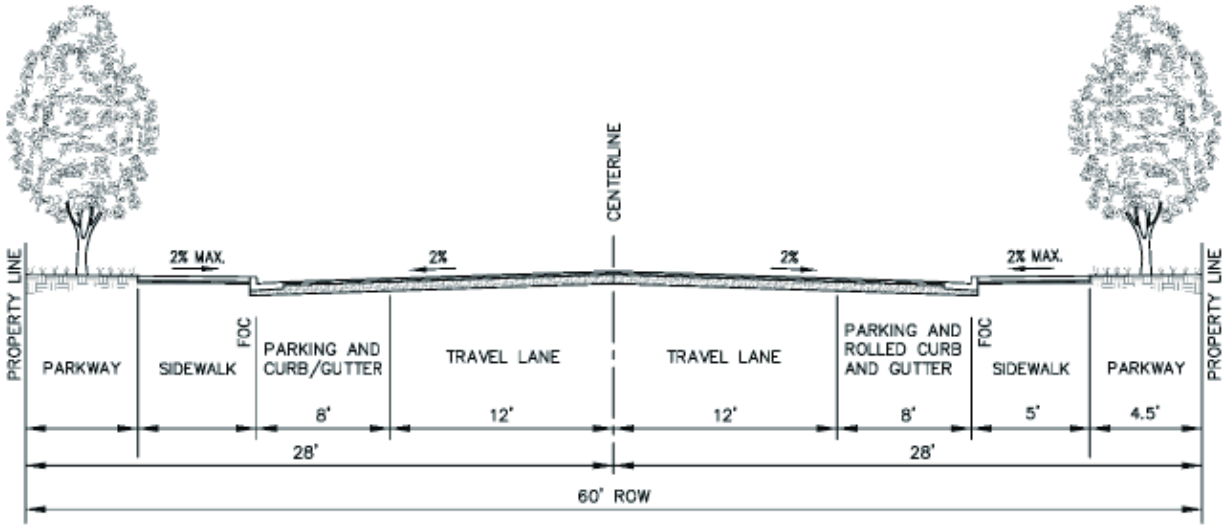
RAR
ROLLS ANDERSON & ROLLS
CIVIL ENGINEERS
115 YELLOWSTONE DRIVE ● CHICO, CALIFORNIA 95973-5811
TELEPHONE 530-895-1422

NOVEMBER, 2022 18062 SHEET 1 OF 1

PRELIMINARY

NOTE: Proposed water and wastewater line extensions are shown on Figure 2-8

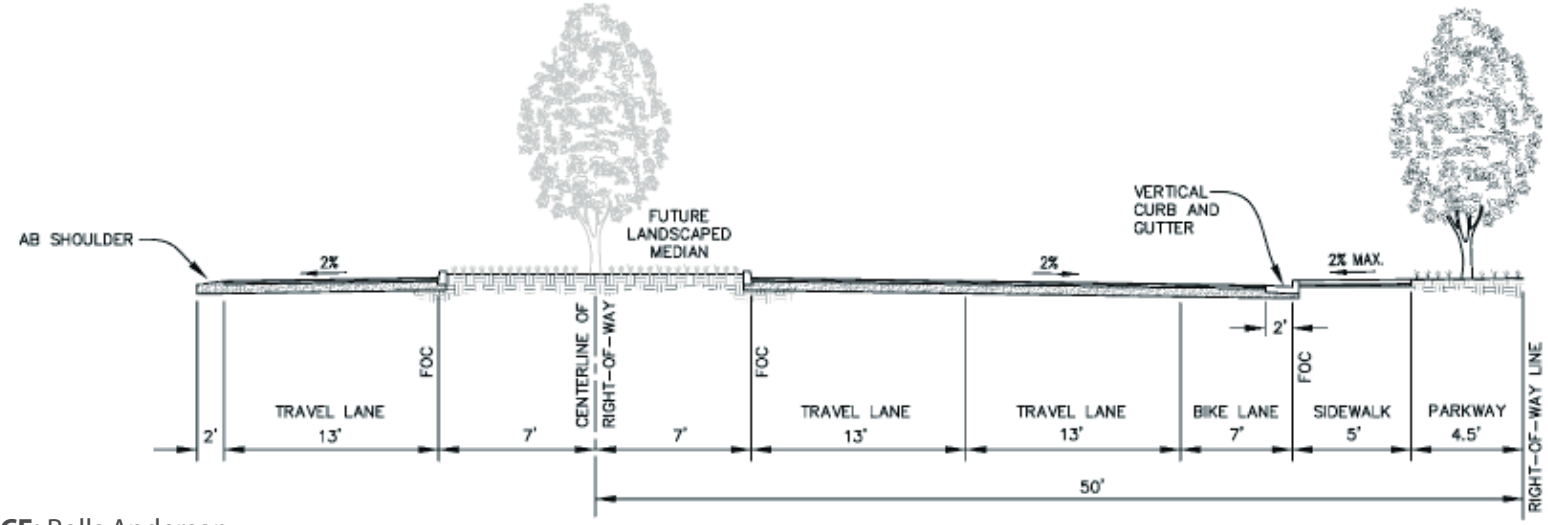
Figure 2-1
SITE PLAN



TYPICAL SECTION

ROAD A AND ROAD B

NO SCALE



PROPOSED SOUTH AVENUE TYPICAL SECTION

NO SCALE

SOURCE: Rolls Anderson and Rolls Civil Engineers

Figure 2-2
ROADWAY CROSS SECTIONS

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Figure 2-3
TENTATIVE PARCEL MAP

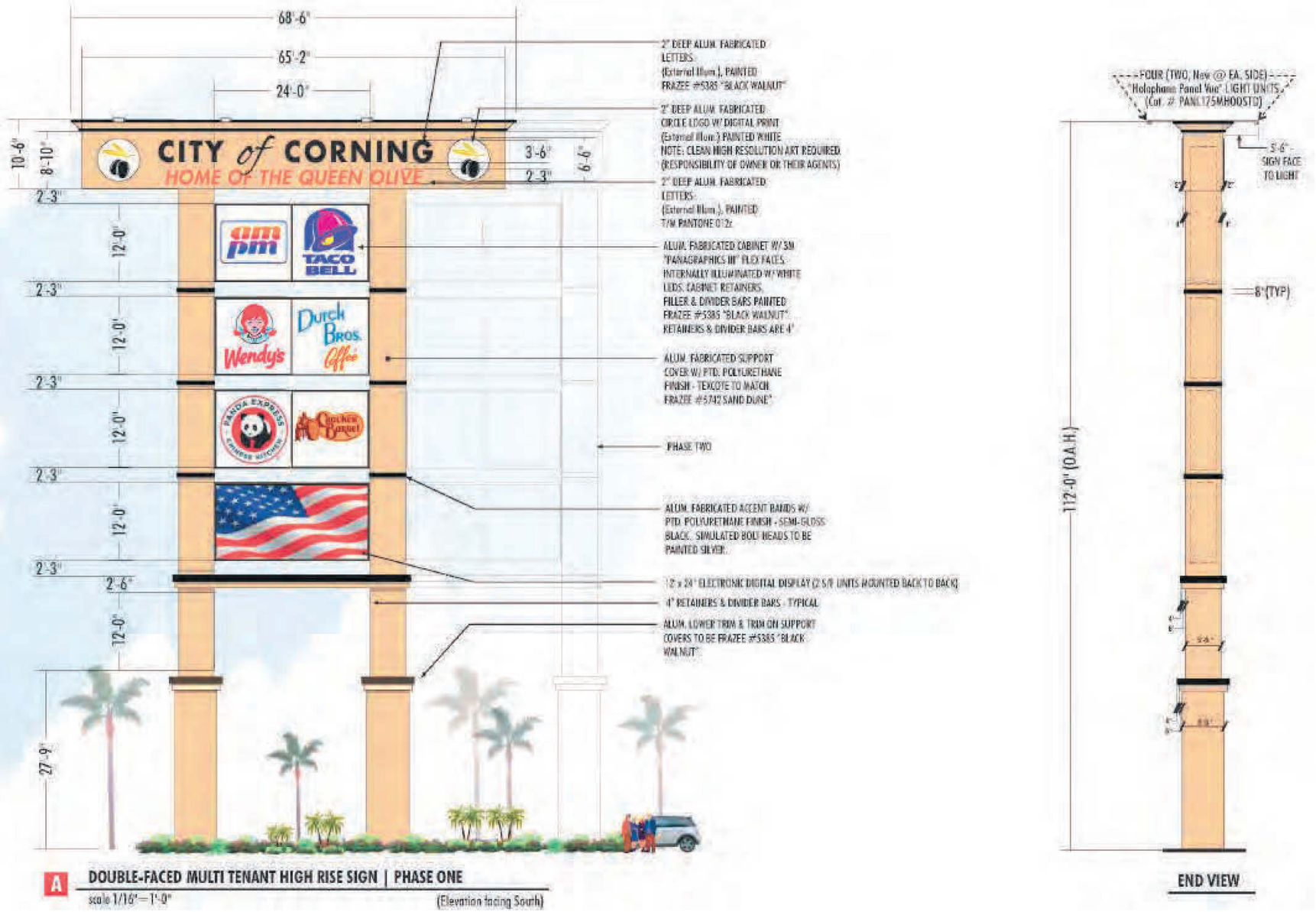


Figure 2-4
PROPOSED FREEWAY SIGN

SOURCE: Rolls Anderson and Rolls, Civil Engineers.

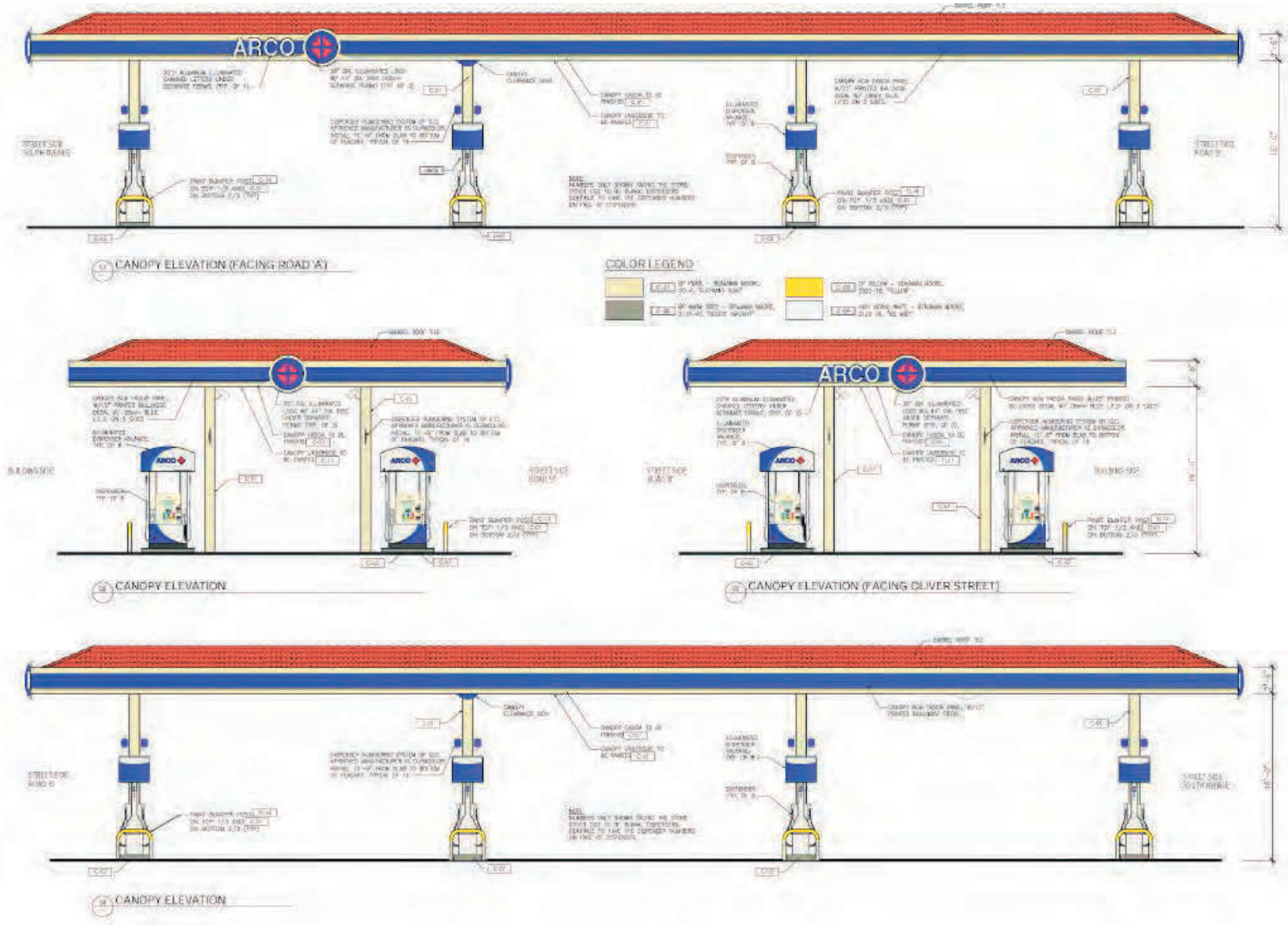
Figure 2-5A
FRONT AND LEFT AMPM ELEVATIONS

SOURCE: Rolls Anderson and Rolls, Civil Engineers.

Figure 2-5B
REAR AND FRONT AMPM ELEVATIONS

SOURCE: Rolls Anderson and Rolls, Civil Engineers.

Figure 2-6
CARWASH ELEVATIONS



SOURCE: Rolls Anderson and Rolls, Civil Engineers.

Figure 2-7
ARCO CANOPY ELEVATIONS

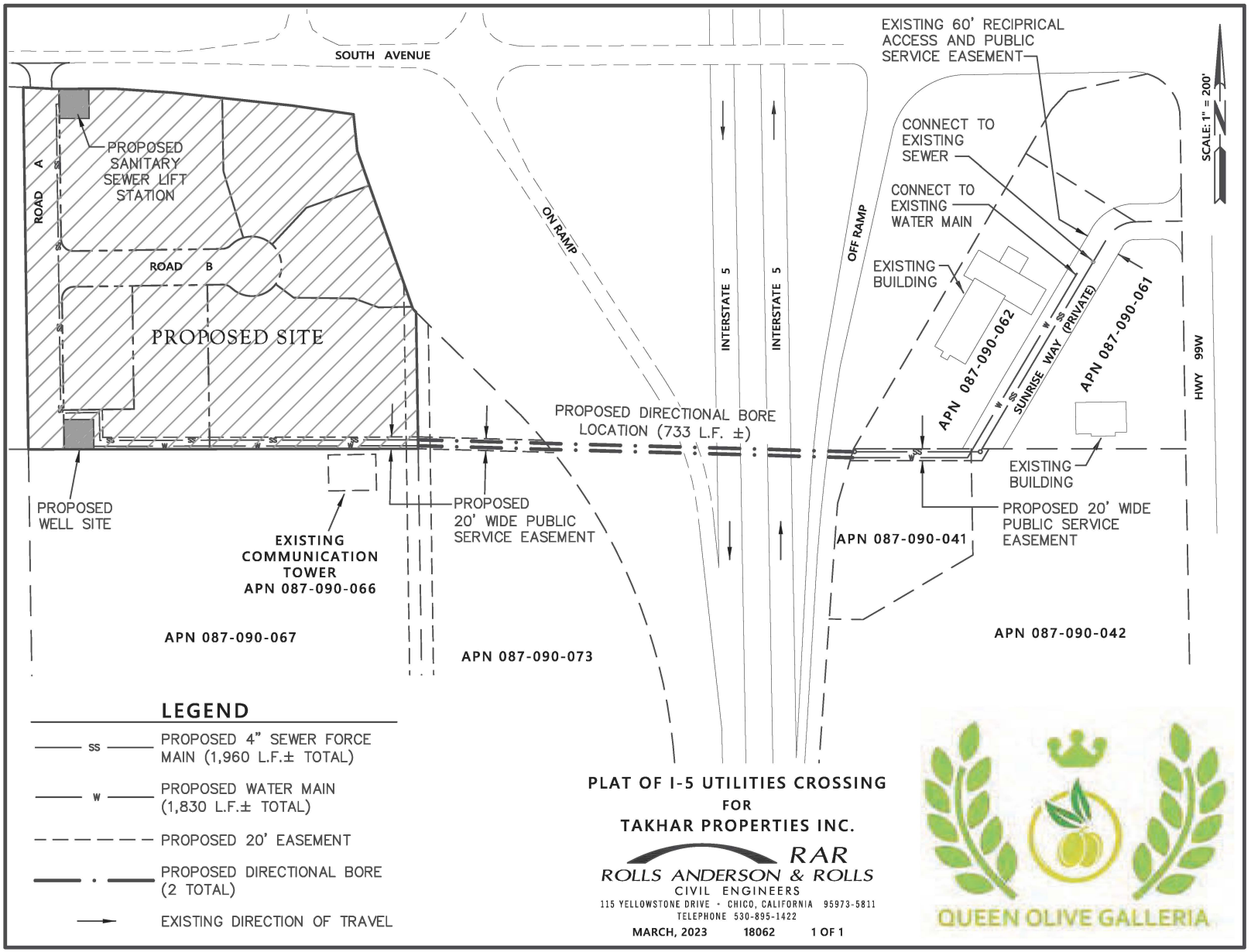


FIGURE 2-8
PROPOSED UTILITY CROSSINGS

3.0 ENVIRONMENTAL CHECKLIST FORM

The following environmental evaluation considers the potential environmental effects of City approval of the proposed Queen Olive Galleria project, as described in Chapter 2.0, Project Description. The format of this evaluation is based on the latest version of the CEQA Environmental Checklist presented in the State CEQA Guidelines, Appendix G.

3.1 AESTHETICS

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

NARRATIVE DISCUSSION

Environmental Setting

The project site is in the south end of the City of Corning in the Sacramento Valley. Over time, the overall visual and physical character of the Corning region as viewed from the major public highways passing through the area has changed from predominantly agricultural vistas to include more urban and freeway-oriented development and related features, including signage. The major natural visual characteristics of the area include a flat topography, distant mountains, and creeks with associated riparian vegetation. Distant views of the surrounding mountain ranges - Coast Ranges, Cascades, and Sierra Nevada - are available throughout the region as well as along the northbound and southbound lanes

of Interstate 5 adjacent to the site. Outside of Corning area urban development, the most prominent constructed features are irrigation canals and levees.

As viewed from the adjacent freeway and South Avenue the project site is flat and vacant; there are no significant onsite visual features, and there is no existing night lighting on the site as viewed from the freeway. The dominant visual features of the surrounding area include freeway-oriented commercial development and associated signage to the east of I-5, a walnut orchard to the northwest, and a cellular communication tower immediately adjacent to and south of the project site. Scattered residential and commercial structures are located to the south and west; a grove of Eucalyptus trees approximately 100 feet in height obscure I-5 views of other lands further west.

Existing development along the east side of I-5 within the Corning city limits includes highway traveler and trucking-oriented fueling and other services. Several of these uses have standalone signage, which, based on field measurements, are characterized by City staff as ranging from 90-100 feet in height; the display area of these features is limited to advertising for a single commercial use.

The Corning zoning code permits one freestanding sign per parcel, which may not exceed thirty-five feet in height, nor seventy-five square feet per side in display area. A second freestanding sign on a single parcel or a single sign exceeding the height or area limit may be permitted upon approval of a use permit. Caltrans regulates the placement of outdoor advertising (ODA) displays visible from California highways.

California Public Resources Code Section 21099 states that the aesthetic and parking impacts of residential, mixed-use residential, or employment center projects on an infill site within a transit priority area shall not be considered significant. Although the project may be considered an employment center project, it is not an infill project as defined by the Public Resources Code, and the project site is not within a transit priority area. Therefore, the project does not meet the criteria of Section 21099 for avoidance of aesthetic analysis; the potential aesthetic impacts of the project are analyzed in the following section of this document.

Environmental Impacts and Mitigation Measures

a) Scenic Vistas.

The main scenic vistas in the project vicinity are the distant mountains to the west and east as viewed from the Interstate 5 freeway lanes. Vistas of the both the eastern and western mountains are obstructed by existing freeway commercial development along Interstate 5 and off-site tree growth to the west. The project would add structures and signage to the project site, which would intrude views to the west from Interstate 5 but would not obstruct any distance views of the Coast Range mountains. Existing trees and development, and approved new development adjacent to I-5, already intrude on these views, so the existing visual quality of vistas from I-5 have already been substantially compromised. For freeway drivers, exposure to views of the site would, in any event, be relatively short; at 65 mph, the approximately 750 feet from which views across the site would be available would pass

in a matter of approximately eight seconds; view interference by the proposed free-standing sign would be momentary. The project would therefore not involve a substantial adverse effect on scenic vistas, and these impacts would be less than significant.

b) Scenic Resources.

The project site is a flat area that lacks natural vegetative features other than grasses and weeds. No distinctive scenic resources, such as trees and rock outcroppings, are located on the project site. California's Scenic Highway Program was created by the Legislature in 1963 to preserve and protect scenic highway corridors from change which would diminish the aesthetic value of lands adjacent to highways. According to a list maintained by Caltrans, however there are no officially designated state scenic highways within Tehama County (Caltrans 2019). The project would have no impact on scenic or scenic highway resources.

c) Visual Character and Quality.

Public views of the project site are available from South Avenue along the northern boundary of the project site and from Interstate 5 to the east. As noted, the project site currently is vacant and has no distinctive visual features. The main features of the existing visual landscape from these public viewpoints are off the project site; these features include a cellular communications tower to the south, a Eucalyptus grove to the west and a walnut orchard to the northwest. These are not aesthetically important features.

The project proposes a freestanding sign near I-5 approximately 112 feet high and up to 68.5 feet wide (Figure 2-4). The sign would be supported by twin pillars and would include eight individual panels advertising proposed land uses on each side and an approximately 10-foot by 65-foot community identification element. Total proposed signage area would approach 3,500 square feet, excluding the pillar supports.

In addition to the signage, the project would add single-story buildings and a two-story hotel, along with associated parking and circulation areas, landscaping, and onsite directional signage as illustrated on the proposed site plan. These project features would substantially alter the visual character of the currently vacant project site. However, the site includes no aesthetically important features, and it is planned for commercial development as designated in the adopted Highway 99 West Specific Plan; the proposed land uses would be generally consistent with the design guidelines included in the Specific Plan. The project would also be consistent with the character of existing land uses along the east side of Interstate 5 in the South Avenue vicinity; this area is developed with freeway commercial land uses such as truck stops, motels, and restaurants. Existing land uses adjacent to the project site include existing light industrial activities and a cellular communications tower, which would also be visually compatible with the project.

The project in general follows the visual design guidelines of the Highway 99 West Corridor Specific Plan, which have been incorporated within Chapter 17.53 of the Corning Municipal Code. The project proposes a Spanish Mission style of building development, which is one of the styles explicitly called out in the Specific Plan and its design guidelines. Also consistent with the design guidelines, the project offers pedestrian amenities such as

benches and screens parking areas from public views. The project would implement a landscape plan that would minimize the visual impacts of building and pavement construction and would be consistent with the Specific Plan design guidelines. All projects within the Highway 99 West Corridor Specific Plan area would be reviewed by the City for consistency with the design and architectural policies of the Specific Plan.

The proposed freeway sign is substantially taller than similar signs in the project vicinity and would exceed what appears to be more than twice the maximum allowable sign height in the Corning Zoning Ordinance for the C-3, CH, SPMU, M-1 and M-2 zones, which is 45 feet. The proposed sign is also substantially taller than those that are allowed in other Sacramento Valley jurisdictions. Of the several sign restrictions reviewed, none approach the proposed sign height. For example, in Willows, Red Bluff and Williams, the maximum allowable sign heights were 80 feet, 65 feet and 32 feet respectively.

City staff have analyzed of the consistency of the proposed sign with other existing standalone signage for commercial uses along I-5, noting the substantially lower height (90 – 100') and reduced overall size and display area this commercial signage. Recognizing that the City's Highway 99 West Specific Plan does not set explicit height standards for freeway signs, City staff has requested that the applicant reduce the sign height from 112 feet to a maximum of 100 feet and that the proposed sign display area be reduced to 2,400 square feet (1,200 square feet each side), excluding pillars, which is consistent with Caltrans outdoor advertising standards.

The proposed freeway sign associated with the project would be substantially inconsistent with both the allowable height permitted by the Zoning Ordinance and the allowable display area as well as specifically with the provisions of the Highway 99 West Specific Plan that seeks to avoid the installation of "tall oversized signs." Although the Specific Plan does not set explicit height standards for freeway signs, the proposed freeway sign would, if not substantially modified, conflict with local and state standards and therefore have a potentially significant aesthetic impact on the segment of I-5 adjacent to the City.

City zoning require approval of a Conditional Use Permit for the project, including the peoposed freestanding sign. The following mitigation measure would require City review and approval of a Conditional Use Permit will include consideration of existing design and permitting requirements, existing signage along the City's freeway frontage and the aesthetic requirements of the Highway 99 West Specific Plan. Any potential aesthetic concerns or inconsistency with the City's existing design guidelines would be addressed in staff-recommended conditions of approval attached to the proposed Conditional Use Permit and/or Vesting Tentative Map. This would reduce the potential aesthetic effects of the proposed freestanding sign to a less than significant level.

The water and sewer mains under either of the proposed location options would be constructed underground across Interstate 5 using a bore-and-jack or a directional drilling method. Ground disturbance associated with this installation and connections to the City's utility systems would be visible mainly on the project site and in areas east of Interstate 5 where the system connections would be made. The potential visual impacts of this disturbance would be temporary, and affected areas would be restored to their original

condition when work is completed. The areas east of Interstate 5 are substantially developed, so potential impacts of this installation on the visual landscape would be minimal.

Level of Significance: Potentially significant

Mitigation Measures:

AES-1: Prior to final site plan approval, the applicant shall submit a revised design for the proposed freeway sign reflecting staff recommendations (height <100 feet and display area <2,400 square feet per side) for City review and approval. The City may, at its discretion, and based on substantial evidence, require further changes to the design of the freeway sign to ensure consistency with City of Corning ordinances and standards and other existing commercial development along I-5.

Significance After Mitigation: Less than significant

d) Light and Glare.

The project would introduce commercial buildings, fueling canopies, and signage lighting on a currently vacant site with no lighting. Project lighting would be similar to that at existing freeway commercial development in the area, mainly exterior lighting on buildings and in parking and circulation areas. Nearby commercial and light industrial land uses are not sensitive to changes in lighting as would be other land uses. The nearest land use potentially sensitive to changes in lighting is agricultural housing approximately 1,000 feet southwest of the project site.

The Design Guidelines of the Highway 99 West Corridor Specific Plan state that lighting should be shielded and blend with the architectural theme of the development. Lighting should use "zero cut-off" shields so that no light is emitted above the lowest light-emitting part of the fixture. With this feature, light would be directed only onto the site itself, and any light that goes beyond the project site would be limited. As noted in c) above, the project would be reviewed for consistency with the design and architectural policies of the Specific Plan.

Glare is mainly a result of sunlight reflecting off flat building surfaces, with glass and metal surfaces typically contributing to the highest degree of reflectivity. The proposed architectural theme of the project would limit the amount of glass or reflective metal that would be used, so glare from the project would be minimal. Project impacts related to light and glare would be less than significant.

3.2 AGRICULTURE AND FORESTRY RESOURCES

Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance, as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?				✓
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?				✓
c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code Section 12220(g)), timberland (as defined by Public Resources Code Section 4526), or timberland zoned Timberland Production (as defined by Government Code Section 51104(g))?				✓
d) Result in the loss of forest land or conversion of forest land to non-forest use?				✓
d) Involve other changes in the existing environment that, due to their location or nature, could result in conversion of Farmland to non-agricultural use?				✓

NARRATIVE DISCUSSION

Environmental Setting

Historically, agriculture has played an important role in the Corning economy. The 1890s had witnessed the planting of mission olives in the Corning area and by 1920, the University of California had planted olive tree test plots. The success of the oil-producing fruit started the olive industry in greater Corning. Today, Corning continues to serve as an agricultural hub within an area that produces olives, plums, almonds, walnuts, and peaches, as well as sheep and cattle (Natural Investigations Company 2021).

The project site is in an area that retains agricultural land uses - a walnut orchard is located northwest of the project site. The project site, however, is not currently used for agriculture, and it has not been in recent agricultural use. Historical imagery on Google Earth does not show agricultural use of the site since at least the year 2000. Highway commercial development has occurred east of the project site across Interstate 5.

The Important Farmland Maps, prepared by the California Department of Conservation as part of the Farmland Mapping and Monitoring Program, designate the viability of lands for farmland use, based on the physical and chemical properties of the soils. The maps

categorize farmland, in decreasing order of soil quality, as "Prime Farmland," "Farmland of Statewide Importance," "Unique Farmland," and "Farmland of Local Importance." Appendix G of the CEQA Guidelines defines Farmland as including the first three categories of Important Farmland, but not Farmland of Local Importance. The 2018 Important Farmland Map of Tehama County designates the project site as Farmland of Local Importance (FMMP 2018). Figure 3-1 shows the distribution of Important Farmland in the project area. The area where utility connections are proposed is designated Urban and Built-Up Land.

Environmental Impacts and Mitigation Measures

a) Agricultural Land Conversion.

As noted, the project site has not been in recent agricultural production. The project site is classified as Farmland of Local Importance, which is not Farmland as defined in CEQA Guidelines Appendix G. Therefore, project development would not involve conversion of Farmland to other uses.

Neither option for the proposed utility crossing of Interstate 5 would have any effect on Farmland, as the crossing and its connections would not be in or have effects on Farmland. The project would have no impact on Farmland conversion.

b) Agricultural Zoning and Williamson Act.

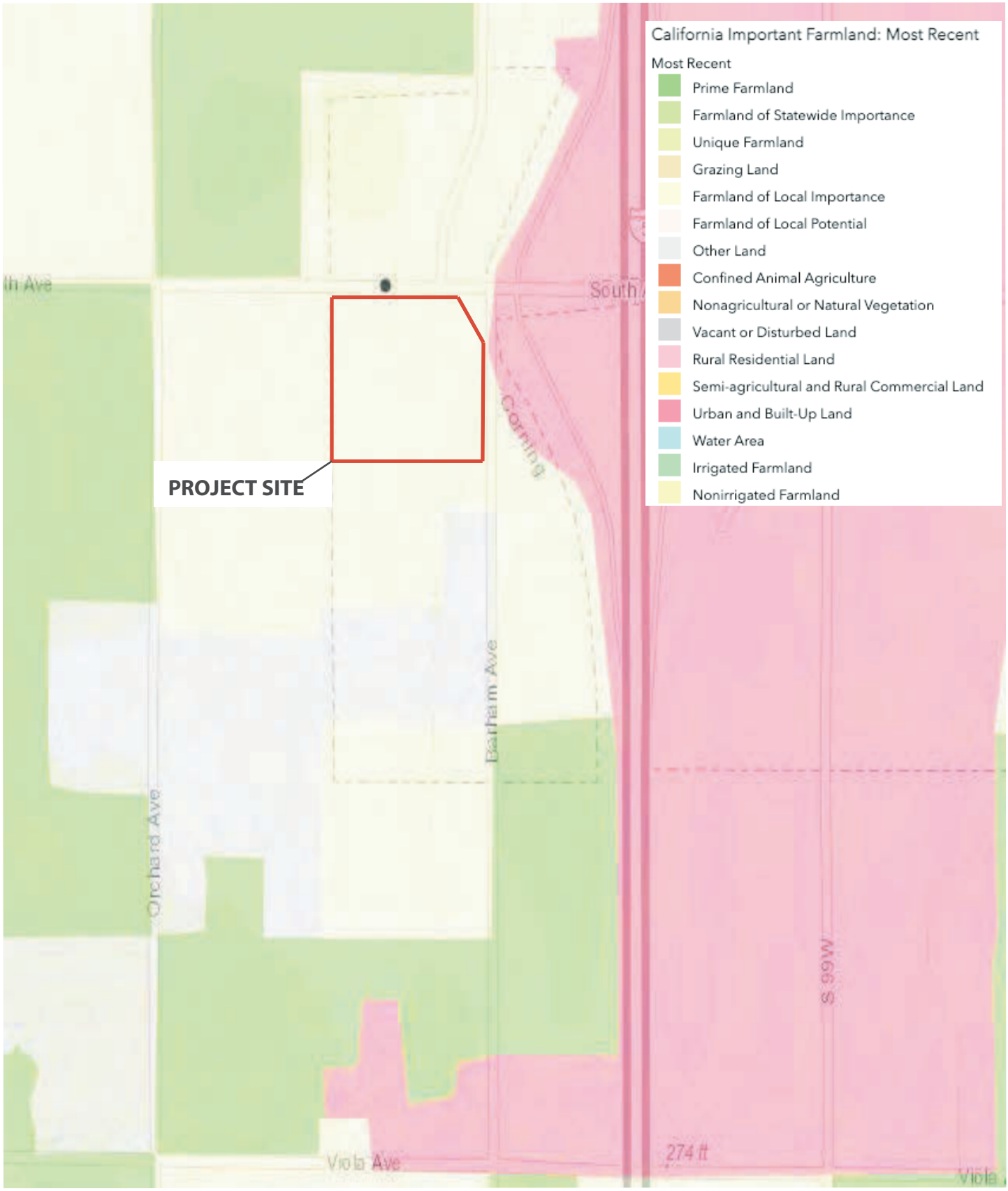
The project site is designated and zoned for freeway-oriented development and not for agricultural use. The Williamson Act preserves agricultural land by means of a contract between the landowner and local government that keeps the contracted land in agricultural use in exchange for a lower property tax assessment. The project site is not under a Williamson Act contract. The project would have no impact on agricultural zoning or Williamson Act contracts.

c, d) Forest Lands.

There are no forest lands on the project site or in the vicinity. Neither the project site nor any land in the vicinity is zoned as forest land or timberland. The project would have no impact on forest lands.

3e) Indirect Conversion of Farmland or Forest Land.

The project site is within the Highway 99 West Corridor Specific Plan area, which has been subdivided into smaller residential, light industrial, and commercial parcels, as opposed to larger tracts that are more conducive to agricultural production. While the project would introduce street and temporary utility infrastructure in an area that currently has none, this infrastructure would be designed to serve only the proposed development. Other agricultural lands in the project vicinity are outside the jurisdiction of the City, and there are no plans to annex these properties for future urban development. As a result, the project would have no impact on indirect conversion of agricultural lands. As noted, there are no



SOURCE: Calfornia Department of Conservation

Figure 3-1
IMPORTANT FARMLAND MAP

forest lands in the area, so, similarly, the project would have no impact on indirect conversion of forest land.

3.3 AIR QUALITY

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

NARRATIVE DISCUSSION

Environmental Setting

Maintenance of air quality is subject to the provisions of the federal Clean Air Act and the California Clean Air Act. Under their respective legislation, both the federal government and the State of California have established ambient air quality standards for six criteria air pollutants: ozone, particulate matter, carbon monoxide, nitrogen dioxide, sulfur dioxide, and lead. California has standards for four additional criteria pollutants under its Clean Air Act.

The project area is within the Sacramento Valley Air Basin, which includes Tehama County. Table 3-1 shows the current attainment status of Tehama County relative to the federal and State ambient air quality standards for criteria pollutants. Tehama County is in attainment of, or unclassified for, all federal and State ambient air quality standards except for State ozone and particulate matter standards.

Ozone is not emitted directly into the air but is formed when reactive organic gases (ROG) and nitrogen oxides (NO_x) react in the atmosphere in the presence of sunlight. The project site is within the coverage area of the Northern Sacramento Valley Planning Area Air Quality Attainment Plan, updated in 2021. This Air Quality Attainment Plan sets forth

measures designed to assist the Planning Area in attaining the State's ambient air quality standards for ozone.

TABLE 3-1
TEHAMA COUNTY ATTAINMENT STATUS

Pollutant	Designation/Classification	
	Federal Primary Standards	**State Standards**
Ozone (eight-hour)	Unclassified/Attainment	Nonattainment
PM_{10}	Unclassified	Nonattainment
$PM_{2.5}$	Unclassified/Attainment	Unclassified
Carbon Monoxide	Unclassified/Attainment	Unclassified
Nitrogen Dioxide	Unclassified/Attainment	Attainment
Sulfur Dioxide	Unclassified/Attainment	Attainment
Lead (Particulate)	Unclassified/Attainment	Attainment
Hydrogen Sulfide	No Federal Standard	Unclassified
Sulfates	No Federal Standard	Attainment
Visibility Reducing Particles	No Federal Standard	Unclassified
Vinyl Chloride	No Federal Standard	[1]

[1] Regulated by the State of California as part of its toxic air contaminant program.
Source: ARB 2020.

Particulate matter is a mixture of solid and liquid particles suspended in air, including dust, pollen, soot, smoke, and liquid droplets. Particulate matter less than 10 micrometers in diameter (PM_{10}) and less than 2.5 micrometers in diameter ($PM_{2.5}$) are subject to regulation, as both can be inhaled into the lungs. No particulate matter attainment plans applicable to the project site have been adopted; however, the Tehama County Air Pollution Control District (TCAPCD) has adopted rules and regulations designed to limit particulate matter emissions.

In addition to the criteria pollutants, the California Air Resources Board (ARB) has identified other air pollutants as toxic air contaminants (TACs) - pollutants that are carcinogenic (i.e., cause cancer) or that may cause other adverse short-term or long-term health effects. Diesel particulate matter, considered a carcinogen, is the most common TAC, as it is a product of combustion in diesel engines. Other TACs are less common and are typically associated with industrial operations. However, the dispensing of fuel at gas stations has the potential to emit TACs such as benzene, toluene, and naphthalene, among others.

The TCAPCD is tasked with implementing programs and regulations required by both the federal and California Clean Air Acts, except for emissions associated with mobile sources, which are under the purview of ARB. TCAPCD regulations potentially applicable to the project are summarized below.

Rule 2.2 (Permits Required)

Rule 2.2 requires any person that builds, erects, alters or replaces any article, machine, equipment or other contrivance, the use of which may cause the issuance of air contaminants or the use of which may eliminate or reduce or control the issuance of air contaminants, to obtain an Authority to Construct and a Permit to Operate.

Rule 2.3A (New Source Review)

The purpose of Rule 2.3A is to establish pre-construction review requirements for new and modified stationary sources of air pollution for use of Best Available Control Technology, analysis of air quality impacts, and to ensure that the operation of such sources does not interfere with the attainment or maintenance of ambient air quality standards. This rule shall apply to new and modified stationary sources which are subject to District permit requirements, and after construction, emit or may emit any affected pollutants.

Rule 2.11D (Indirect Source Fees)

Under Rule 2.11D, developers have the option to pay an Indirect Source Fee based on a schedule specified in the Rule 2.11D text, provide onsite or offsite mitigation through an Alternative Emission Reduction Plan, or a combination of both. An "indirect source" is any facility, building, structure, installation, real property, road, or highway which attracts or may attract mobile sources of air pollution. The fees are used to fund mitigation projects to reduce ozone precursor (ROG and NO_x) and PM_{10} emissions. An Alternative Emission Reduction Plan shall meet all of the requirements specified in Rule 2.11D and shall be approved by the Air Pollution Control Officer.

Rule 4.24 (Fugitive Dust Emissions)

Rule 4.24 seeks to control fugitive dust emissions from activities including, but not limited to, bulk material handling, earthmoving, construction and demolition activity, storage piles, unpaved roads, or trackout. No activity or condition to which this rule applies shall be conducted without first obtaining a Fugitive Dust Permit to Operate from the TCAPCD and paying the applicable permit fee. Projects subject to this rule shall utilize all applicable Reasonably Available Control Measures to minimize fugitive dust emissions from each fugitive dust source type which is part of that active operation. Reasonably Available Control Measures, listed in Table 1 of Rule 4.24, include application of dust suppressants, use of wind screens, and daily cleanup of trackout, among other measures.

Rule 6.1 (Benzene Emissions from Retail Service Stations)

Rule 6.1 requires new service stations to install an ARB-certified Phase I Vapor Recovery System that recovers vapors during the transfer of gasoline from delivery tanks into stationary storage tanks. It also requires new service stations to install an ARB-certified Phase II Vapor Recovery System, which recovers vapors during the fueling of motor vehicles from stationary storage tanks.

The TCAPCD has established thresholds for long-term (operational) emissions from projects to assist in determining their significance for CEQA purposes. Table 3-2 presents these significance thresholds, which have been established for three pollutants: reactive organic gases (ROG), nitrogen oxides (NO_x), and particulate matter less than 10 micrometers in diameter (PM_{10}). No thresholds have been established for project emissions associated with construction activities; however, the TCAPCD states that construction emissions should be evaluated and mitigated when necessary (TCAPCD 2015).

TABLE 3-2
TCAPCD SIGNIFICANCE THRESHOLDS
AND ESTIMATED PROJECT EMISSIONS

		Annual Operational Emissions[1]		
Pollutant	TCAPCD Significance Threshold[1]	Without Mitigation	With Mitigation	Construction[2]
ROG	25	17.3	16.40	1.20
NO_x	25	10.3	10.3	0.99
SO_x	None	0.09	0.09	<0.01
PM_{10}	80	6.37	6.36	0.23
CO	None	54.4	54.2	1.29

[1] Figures are in pounds per day.
[2] Figures are in tons per construction period.
Sources: CalEEMod v. 2020.4.0, TCAPCD 2015.

Environmental Impacts and Mitigation Measures

a) Air Quality Plan Consistency.

The project's onsite construction and annual operational emissions were estimated using the California Emissions Estimator Model (CalEEMod) computer program, a modeling program used by air quality districts throughout the state. The full CalEEMod results for the project are available in Appendix A of this IS/MND, and the results of the model run are summarized in Table 3-2.

As indicated by Table 3-2, none of the project operational emissions would exceed the TCAPCD significance thresholds. As the significance thresholds were established in part to ensure consistency with the objectives of the air quality plans adopted by the TCAPCD,

the project would be consistent with these plans except for those that reduce ozone, unless NOx emissions are mitigated. It should be noted that no significance thresholds have been established for sulfur oxides (SOx) or for carbon monoxide (CO). However, TCAPCD Rule 2.3A states that a project shall apply Best Available Control Technology if emissions of SOx exceed 80 pounds per day or emissions of CO exceed 500 pounds per day. As indicated in Table 3-2, project operational emissions for both air pollutants do not exceed their respective Best Available Control Technology levels.

The project would be required to observe applicable TCAPCD rules and regulations, including Rule 4.29 that reduces fugitive dust emissions from construction activities. The TCAPCD has developed lists of standard mitigation measures that would apply to project construction and operations. These standard measures have been incorporated by the project as mitigation measures, which are presented below. Where possible, these standard mitigation measures were incorporated in the estimates of project operational emissions, along with project features that are described in Section 3.8, Greenhouse Gas Emissions, that would reduce emissions. The results may be seen in the "With Mitigation" column for operational emissions in Table 3-2. As shown in Table 3-2, emissions would be reduced to a level below its TCAPCD significance threshold.

The TCAPCD also recommends Best Available Mitigation Measures that can be applied to projects as appropriate. A set of Best Available Mitigation Measures applicable to the proposed project land uses are included as a mitigation measure below. With implementation of the mitigation measures, project emissions would be consistent with all applicable air quality plans and project emissions would be minimized to levels that are already less than significant.

Level of Significance: Potentially significant

Mitigation Measures:

AQ-1: In accordance with TCAPCD standard mitigation measures, the following measures for project construction shall be implemented:

- Maintain all construction equipment in proper tuning according to manufacturer's specifications.
- Maximize, to the extent feasible, the use of diesel construction equipment meeting current ARB certification standards for off-road, heavy-duty diesel engines.
- Registration in the ARB's DOORS program (www.arb.ca.gov/msprog/ordiesel/ordiesel.htm) and meeting all applicable standards for replacement and/or retrofit.
- All portable equipment, including generators and air compressors rated over 50 brake horsepower, registered in the Portable Equipment Registration Program

(www.arb.ca.gov/portable/portable.htm) or permitted through the TCAPCD as a stationary source.

AQ-2: In accordance with TCAPCD standard mitigation measures, the following measures for project operations shall be implemented:

- Increase building efficiency rating by 10 percent above what is required by Title 24 requirements. This can be accomplished in a number of ways, such as increasing insulation of attic, wall, or floor.
- Improvement of thermal efficiency of commercial structures as appropriate by reducing thermal load with automated and timed temperature controls or occupancy load limits.
- Incorporate shade trees, adequate in number and proportional to the project size, throughout the project site to reduce building heating and cooling requirements.

AQ-3: The following Best Available Mitigation Measures recommended by the TCAPCD shall be implemented by the project:

- Provide one bike rack space per 10 vehicle/employee parking spaces.
- Provide a pedestrian access network that internally links all uses and connects to existing or planned external streets.
- Provide electric vehicle charging facilities.
- Adopt a Vehicle Idling Policy requiring all vehicles under company control to adhere to a five-minute idling policy. Also, enforce an onsite idling policy of five minutes or less, including company-owned contract, vendor, and delivery vehicles.

Significance After Mitigation: Less than significant

b) Cumulative Emissions.

Future attainment of federal and State ambient air quality standards is a function of successful implementation of the applicable attainment plans, primarily through air district rules and regulations. Consequently, the application of significance thresholds for criteria pollutants is relevant to the determination of whether a project's individual emissions would have a cumulatively significant impact on air quality. If project-specific emissions are less than the thresholds of significance for criteria pollutants, any given project would not be expected to result in a cumulatively considerable net increase of any criteria pollutant for which Tehama County is in nonattainment status under applicable federal or State ambient air quality standards.

As noted in a) above, project operational emissions would not exceed either TCAPCD significance thresholds or minimum Best Available Control Technology levels, with application of TCAPCD standard and Best Available mitigation measures, as required above. Because of this, the cumulative impacts of the project on air quality would be less than significant. It should be noted that most project operational emissions would be generated mainly by vehicle traffic that would be diverted from Interstate 5.

c) Exposure of Sensitive Receptors.

"Sensitive receptors" refer to those segments of the population most susceptible to poor air quality (i.e., children, the elderly, and those with pre-existing serious health problems affected by air quality). Land uses where sensitive individuals are most likely to spend time also may be called sensitive receptors; these include schools and schoolyards, parks and playgrounds, daycare centers, nursing homes, hospitals, and residential communities. None of these land uses are in the vicinity of the project site; the nearest such land use is an agricultural housing facility located approximately 1,000 feet to the southwest. Project emissions are not expected to affect this sensitive receptor or any others in the general project area. The project would have no impact on sensitive receptors.

d) Odors and Other Emissions.

The project may result in localized odors during construction from equipment and vehicle emissions. The existing commercial land uses adjacent to where the proposed wastewater extension would connect to the City's systems may be affected but on a very temporary basis. Construction odor emissions would in general be temporary and would readily dissipate before potentially affecting surrounding land uses.

Fuel dispensing from gas station operations can emit vapors that are considered TACs, such as benzene. In addition, truck traffic to and from the project site would generate emissions of diesel particulate matter, which is considered a TAC. Emissions from both sources could potentially occur at concentrations that have potential for adverse health effects on nearby sensitive land uses, such as residences. Another potential source of TACs is the operation of the diesel backup generator for the sanitary sewer pump station. The emergency generator would be heavily used only during emergencies; otherwise, it would be infrequently used. Moreover, both the EPA and the ARB have emission standards for emergency generators that strictly limit the amounts of NO_x and particulate matter emissions. Due to this and the infrequency of use, the backup diesel generator is not considered a significant TAC source.

As part of preliminary project work, a Health Risk Assessment was conducted for the gas stations, considering estimated emissions from on-site fuel storage tanks and fuel dispensers, assuming a fuel throughput of 9.6 million gallons per year. The Health Risk Assessment conducted the health risk of gas station operations to occupants of the nearest sensitive land uses, including agricultural residences approximately 1,000 feet away. Impacts were considered significant if emissions from operations would lead to a cancer risk of 10 per one million – a significance threshold established by the California Air Pollution Control Officers Association. The Health Risk Assessment found that project

operations, including truck traffic and fuel dispensing operations, would lead to a cancer risk of 6.5 per one million, which is below the significance threshold (Sierra Geotech 2021a).

The Health Risk Assessment also determined the non-cancer health risk of project operations, for both acute and chronic health conditions. An acute health index of 1.0 is considered significant, as is a chronic health index of 1.0. The highest maximum chronic and acute hazard index from the proposed project would be 0.0013 and 0.012, respectively. Both indices are below the significance threshold of 1.0 (Sierra Geotech 2021a).

Estimated diesel particulate matter emissions, which constitute most of the Exhaust PM10 emissions calculated by CalEEMod, would be approximately 0.26 pounds per day. This small amount would be readily dissipated with distance and would not substantially affect any adjacent land uses. As noted, TCAPCD Rule 6.1 would require the installation of vapor recovery systems, which would reduce the potential exposure of people and sensitive land uses to potentially toxic emissions from the dispensing of fuel. Overall, project impacts related to odors and other emissions, including TACs, would be less than significant.

3.4 BIOLOGICAL RESOURCES

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

e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?				✓
f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Conservation Community Plan, or other approved local, regional, or state habitat conservation plan?				✓

NARRATIVE DISCUSSION

In 2018, a Biological Resource Assessment was conducted by Gallaway Enterprises on the project site and areas where project disturbance is expected to occur. The assessment consisted of a review of databases maintained by the U.S. Fish and Wildlife Service, the National Marine Fisheries Service, the California Department of Fish and Wildlife, and the California Native Plant Society, as well as a field survey of potentially affected areas. The assessment is available for review in Appendix B of this document.

Environmental Setting

The project site is primarily flat; there are no streams or other surface waters located within the site. At the time the field survey was conducted, a fire break had been disked around the perimeter of the site. Annual grassland is the dominant habitat type on the site; this habitat type also extends from the project site to the north and east onto right-of-way owned by Caltrans. The annual grassland vegetation type consists of annual grasses and forbs, with dominant species observed including yellow-star thistle, medusahead, long-beaked stork's-bill, and lesser hawkbit.

Wildlife species use grassland habitat for foraging but often require the presence of other habitat types to provide breeding habitat and shelter, such as rocky outcrops, cliffs, mammal burrows, caves, or ponds. None of these features was found on the project site during the biological assessment. Common species that are found breeding in this habitat include a variety of ground-nesting avian species and small mammals. No special-status species were identified as occurring on the site.

Environmental Impacts and Mitigation Measures

a) Special-Status Species.

Special-status species include plant and/or wildlife species that are legally protected under the federal Endangered Species Act, the California Endangered Species Act, or other regulations. They also include plant species listed in the rare and endangered species list maintained by the California Native Plant Society.

The Biological Resource Assessment identified six special-status plant species and 11 special-status wildlife species with general potential to occur on the project. Upon analysis, however, the assessment concluded that none of the special-status species were likely to

occur on the project site, due to lack of suitable habitat or specific features required to attract these species.

The same reasoning would apply to other sensitive biological resources, which do not occur on the site. The project would have no impact on special-status species.

b) Riparian and Other Sensitive Natural Communities.

As there are no streams on or near the project site, there is no riparian habitat. The Biological Resource Assessment identified two sensitive natural communities that could potentially occur on the project site: Northern Hardpan Vernal Pool and Great Valley Oak Riparian Forest. However, the assessment determined that neither community could occur on the project site due to lack of vernal pools or other wetlands, and due to lack of trees and riparian forest. Based on these assessment findings, the project would have no impact on riparian or other sensitive natural communities.

c) State and Federal Wetlands.

Waters of the U.S. include navigable waterways, their tributaries, and adjacent wetlands. More specifically, Waters of the U.S. encompass territorial seas, tidal waters, and non-tidal waters, along with perennial and intermittent creeks and drainages; lakes, seeps, and springs; emergent marshes; riparian wetlands; and seasonal wetlands. Under Section 404 of the Clean Water Act, a permit issued by the U.S. Army Corps of Engineers must be secured prior to the discharge of dredged or fill materials into these waters. Waters of the State, subject to oversight by the SWRCB and by the Regional Water Quality Control Board (RWQCB) with jurisdiction over the affected water, include isolated wetlands not covered by federal regulations.

As part of the Biological Resource Assessment, the project site was surveyed to determine if jurisdictional Waters of the U.S. are present. No potentially jurisdictional waters were observed. Based on this result, the project would have no impact on State or federally protected wetlands or waters.

d) Fish and Wildlife Movement.

The project site is along the Pacific Flyway, an established air route of waterfowl and other birds migrating between wintering grounds in Central and South America and nesting grounds in Pacific Coast states and provinces of North America. However, migratory bird species are unlikely to use the project site as a stopover during their migration due to the lack of aquatic features and vegetation communities. The lack of aquatic features would also exclude potential occurrence of fish species. Furthermore, the area surrounding the project site includes urban and agricultural development, which has altered the natural state of the surrounding landscape.

While the project site would not be a prime location for migratory bird species, the Biological Resource Assessment indicated that project construction activities could potentially affect species protected under the Migratory Bird Treaty Act and California Fish and Game Code Section 3503.5, which include raptors and other migratory birds.

Because of this, the assessment recommended the implementation of actions to avoid adverse impacts on these bird species. These actions have been incorporated as mitigation measures. Implementation of these mitigation measures would reduce impacts on raptors and migratory bird species to a level that would be less than significant.

Level of Significance: Potentially significant

Mitigation Measures:

BIO-1: Any vegetation removal and initial ground disturbances shall be conducted during the avian non-nesting season (September 1 – January 31) to the extent possible. If vegetation removal or initial ground disturbances must occur during the avian breeding season (February 1 – August 31), then a qualified biologist shall conduct a pre-construction survey for all birds protected by the Migratory Bird Treaty Act and California Fish and Game Code Section 3503.5 within seven (7) days prior to vegetation removal or initial ground disturbances (whichever activity comes first), and map all active nests (i.e., with eggs or young) located within 250 feet of the project and associated disturbance areas such as staging areas, where accessible. The biologist shall determine appropriate species protection buffers around active nests based on the species tolerance of disturbance, species type, nest location, and activities that are conducted near the nest. Construction activities shall be prohibited within the buffer zones until the young have fledged or the nest fails. Nesting activity shall be monitored periodically as recommended by the biologist with a monitoring report to be submitted to the City of Corning Planning Department.

BIO-2: If construction activities stop for more than fifteen (15) days, then another migratory bird and raptor survey shall be conducted within seven (7) days prior to the continuation of construction activities. If active nests are found, then the same procedures described in Mitigation Measure BIO-1 shall be implemented.

Significance After Mitigation: Less than significant

e) Local Biological Requirements.

The Corning General Plan EIR states that there are no local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance. Protections are provided as part of the CEQA review for projects or actions requiring discretionary approval, but these are not connected to any local ordinance or policy that explicitly protects biological resources. The project would have no impact on local biological requirements.

f) Conflict with Habitat Conservation Plans.

The Corning General Plan EIR states that no Habitat Conservation Plans, Natural Community Conservation Plans, or other approved conservation plans apply to the City of Corning or the surrounding area. Because of this, the project would not conflict with applicable habitat conservation plans. The project would have no impact on this issue.

3.5 CULTURAL RESOURCES

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

NARRATIVE DISCUSSION

A Cultural Resources Assessment was prepared for the project site and potential infrastructure area by Natural Investigations Company. A copy of that assessment is available for review at the City offices. The assessment involved a records search of the California Historical Resources Information Systems (CHRIS) by the Northeast Information Center at California State University Chico, a review of other records and databases, and a field survey conducted in 2020.

Environmental Setting

The Corning area is within the traditional area of the Hill Nomlaki. Section 3.18, Tribal Cultural Resources, discusses the Hill Nomlaki and the potential presence of tribal cultural resources.

Tehama County was established in 1856 from parts of Colusa, Butte, and Shasta counties. The county was named after the first town in the county, Tehama. The arrival in 1871 of the Central Pacific Railroad to Red Bluff, on a route on the east side of the Sacramento Valley, was a crucial impetus for Tehama County's economy. Shipment of agricultural commodities, initially cattle, sheep, and wool, shaped the region as an agricultural crossroads. Continuing north, the railroad was completed to Redding in 1872. By 1882, the survey for laying a track up the west side of the Sacramento Valley was completed, with

the town of Corning connecting the same year. The two branches of the Central Pacific line traversing the east and west sides of the valley met near Tehama, continuing north as one line.

Named for John Corning, a railroad superintendent for the Central Pacific, Corning was founded in 1882, the year in which the railroad was extended to that point. The settlement was initially known as the Maywood Colony. The City was incorporated in 1907. As noted in Section 3.2, Agriculture and Forestry Resources, an olive industry was established in the Corning area, and Corning continues to serve as an agricultural hub. Corning is currently Tehama County's second largest city in population. Historical aerial photographs indicate that the project site has never been developed.

Environmental Impacts and Mitigation Measures

a) Historical Resources.

The Cultural Resources Assessment did not identify any historical resources on the project site or within one-quarter mile of the site, which would include the proposed utility bore pits east of the Interstate. Historical aerial photographs and topographic maps show that the project site has never been developed. No historic-era resources were identified during the survey on the project site nor by the CHRIS records search. The project would have no impact on historical resources.

b) Archaeological Resources.

The CHRIS search indicates no cultural resources of any kind have been previously recorded within the project site or the one-quarter-mile record search radius, including archaeological resources. No cultural resources of any kind were identified during the field survey of the project site. Based on the negative findings of the database searches, review of archival maps and photographs, Native American settlement patterns, and site-specific variables, as well as the negative findings of the field survey, the Cultural Resources Assessment concluded that the potential for the discovery of buried archaeological materials within the project area during construction would be low. The same would be true of the disturbed and developed lands that would be involved in the proposed utility crossing of Interstate 5 under either crossing option.

However, if previously unknown subsurface cultural resources are uncovered during project construction, such resources could be damaged; this would be a potentially significant impact. Mitigation described below would require work to be stopped when cultural resources are uncovered until the resources can be evaluated by a qualified archaeologist and recommendations made for their proper treatment. Implementation of this mitigation measure would reduce potential cultural resource impacts to a level that would be less than significant.

Level of Significance: Potentially significant

Mitigation Measures:

CULT-1: If buried cultural resources are discovered during ground-disturbing activities associated with the project, work shall stop within 50 feet of the find until a qualified archaeologist can assess its significance. If necessary, the archaeologist shall develop appropriate treatment measures in consultation with the City of Corning Planning Department and other agencies as appropriate, including tribal representatives. Treatment measures may include, but are not limited to, preservation in place or excavation under supervision of a qualified archaeologist, along with a tribal representative if tribal cultural resources are encountered. Work shall not resume in the discovery area until written permission is given by the City.

Significance After Mitigation: Less than significant

c) Human Burials.

Based on the research on potential archaeological resources as reported above, there is a low probability of human burials, particularly those of Native Americans, occurring on the project site. However, as with archaeological resources, it is conceivable that project construction activities could uncover and damage a previously unknown burial.

CEQA Guidelines Section 15064.5(e) describes the procedure to be followed when human remains are uncovered in a location outside a dedicated cemetery. Compliance with the provisions of CEQA Guidelines Section 15064.5(e) and California Health and Safety Code Section 7050.5, required in the mitigation measure below, would ensure that any human remains and associated grave goods encountered during project construction would be treated with appropriate dignity. Project impacts on human remains would be less than significant.

Level of Significance: Potentially significant

Mitigation Measures:

CULT-2: If a human burial is encountered during ground-disturbing activities associated with the project, all work in the vicinity of the find shall be halted, and the County Coroner shall be notified to determine if an investigation of the death is required, in accordance with California Health and Safety Code Section 7050.5. If it is determined that the remains are Native American in origin, then the County Coroner must contact the Native American Heritage Commission within 24 hours. The Native American Heritage Commission shall identify the most likely descendants of the deceased Native American, and the most likely descendants may make recommendations on the disposition of the remains and any associated grave goods with appropriate dignity. If a most likely descendant cannot be identified, the descendant fails to make a

recommendation, or the landowner rejects the recommendations of the most likely descendant, then the landowner shall rebury the remains and associated grave goods with appropriate dignity on the property in a location not subject to further disturbance.

Significance After Mitigation: Less than significant

3.6 ENERGY

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

NARRATIVE DISCUSSION

Environmental Setting

Electricity is a major energy source for residences and businesses in California. In Tehama County, based upon the most recent information available, electricity consumption in 2020 totaled approximately 536 million kilowatt-hours, of which approximately 264 million kilowatt-hours were consumed by residential uses and the remainder by non-residential uses (CEC 2022a). In 2020, natural gas consumption in Tehama County totaled approximately 10 million therms, of which approximately 3.75 million therms were consumed by residential uses and the remainder by non-residential uses (CEC 2022b).

The State of California has adopted comprehensive energy efficiency standards as part of its Building Standards Code, California Code of Regulations, Title 24. Part 6 of Title 24 is referred to as the California Energy Code. In 2009, the California Building Standards Commission adopted a voluntary Green Building Standards Code, also known as CALGreen, which became mandatory in 2011. CALGreen sets forth mandatory measures, applicable to new residential and nonresidential structures as well as additions and alterations, on water efficiency and conservation, building material conservation, and interior environmental quality. It also mentions energy efficiency, although CALGreen defers to the Energy Code for actions. The City of Corning has adopted the 2019 versions of both the California Energy Code and CALGreen.

California also has adopted a Renewables Portfolio Standard, the primary intent of which is to encourage the generation of electricity from renewable resources (i.e., solar, wind, geothermal, hydroelectric from small generators) rather than from fossil fuels, the burning of which is a source of greenhouse gas (GHG) emissions. The Renewables Portfolio Standard requires electricity retailers in the state to generate 33% of electricity they sell from renewable energy sources by the end of 2020. As of the end of 2019, retail electricity sellers have met or exceeded the 2019 target of 31 percent, and most were on track to achieve the 2020 target (CPUC 2020).

In 2015, Senate Bill (SB) 350 was signed into law, which increased the electricity generation requirement from renewable sources to 50% by 2030. In 2018, SB 100 was enacted. SB 100 accelerated the schedule for 50% electricity generation from renewable sources to the year 2026 and set a goal of 60% electrical generation from renewable sources by 2030. It also set the goal that zero-carbon resources will supply 100% of electricity to California by 2045. This year, SB 1020 was enacted. SB 1020 sets additional targets for electricity generation from renewable sources - 90% by the end of 2035 and 95% by the end of 2040.

Environmental Impacts and Mitigation Measures

a) Project Energy Consumption.

Table 3-3 provides the estimated annual electricity and natural gas consumption of project operations, based on energy factors in the 2012 Commercial Buildings Energy Consumption Survey by the U.S. Energy Information Administration, the most recent such survey conducted. The project would be required to comply with the adopted California Energy Code and CALGreen in effect at the time of project approval. Compliance with these standards would reduce energy consumption associated with project operations, although reductions from compliance cannot be readily quantified.

Gasoline and diesel fuel consumption associated with this project are mainly associated with passenger vehicle and truck traffic stopping for services to be provided. Fuel consumption would also be associated with traffic associated with delivery, maintenance, and cleaning services. Excessive fuel consumption resulting from these vehicle trips is not anticipated, especially since actions at the federal and State level are being taken to improve vehicle fuel economy (Congressional Research Service 2021).

Project construction would involve fuel consumption and use of other non-renewable resources. Construction equipment used for such improvements typically runs on diesel fuel or gasoline. The same fuels typically are used for vehicles that transport equipment and workers to and from a construction site. The ARB is actively working to reduce emissions from construction equipment by requiring such equipment to meet zero and near-zero emission standards. However, construction-related fuel consumption associated with the project would be finite, short-term, and consistent with applicable regulations as well as construction activities of a similar character. Moreover, the TCAPCD requires standard mitigation measures to reduce air quality impacts of construction equipment (see Section

3.3, Air Quality). Some of these measures would likely reduce fuel consumption. Project construction energy use is not considered wasteful, inefficient, or unnecessary.

TABLE 3-3
ESTIMATED ANNUAL PROJECT ENERGY CONSUMPTION

	Consumption Factors		Project Consumption	
Project Facility	Electricity (kWh/sq.ft.)	Natural Gas (cu.ft./sq.ft.)	Electricity (kilowatt hours)	Natural Gas (cubic feet)
Convenience Stores	56.4	66.4	360,960	424,960
QSRs	73.9	173.8	795,903	1,871,826
CDRs	43.5	178.0	391,500	1,602,000
Hotel	15.6	42.5	686,400	1,870,000
Total	–	–	**2,234,763**	**5,768,786**

Note: kWh/sq.ft. - kilowatt hours per square foot; cu.ft./sq.ft. - cubic feet per square foot
Source: EIA 2012.

Electricity may be used for equipment operation during construction activities. It is expected that more electrical construction equipment would be used in the future, as it would generate fewer air pollutant emissions. This electrical consumption would be consistent with construction activities of a similar character; therefore, the use of electricity in construction activities would not be considered wasteful, inefficient, or unnecessary, especially since fossil fuel consumption would be reduced as a result. Moreover, under the Renewables Portfolio Standard, a greater share of electricity would be provided from renewable energy sources, so less fossil fuel would be used to generate electricity for project activities.

Overall, project construction and operations would not consume energy resources in a manner considered wasteful, inefficient, or unnecessary. Project impacts related to energy consumption are therefore considered less than significant.

b) Consistency with Energy Plans.

The City does not have adopted plans for renewable energy or energy efficiency. However, the City has adopted the 2019 versions of the California Energy Code and CALGreen, which contain provisions that promote energy efficiency. The project would be required to comply with the requirements of these two codes, which are designed to advance State energy conservation goals. Project impacts related to energy plans would be less than significant.

3.7 GEOLOGY AND SOILS

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

NARRATIVE DISCUSSION

Information in this section is provided in part by a Preliminary Report of Geotechnical Investigation prepared for the project by Sierra Geotech. Appendix D contains a copy of this report.

Environmental Setting

The project site is in the northern portion of the Great Valley Geomorphic Province in the northern part of California. This region is characterized as a 50-mile wide and 400-mile long, sediment-filled trough in which the sediments have been deposited almost continuously since the Jurassic period. The project site is in the portion of the province drained by the Sacramento River. The Regional Geologic Map of the Ukiah Quadrangle indicates that the local surficial geology is Pleistocene (2.5 million years ago to 11,000 years ago) and Holocene (11,000 years old and younger) alluvium from alluvial fan deposits (Jennings and Strand 1960). The Holocene-era alluvial deposits came from present-day river systems, mainly the Sacramento River.

The project site topography is relatively flat with minimal slope. According to the Tentative Subdivision Map drafted for the project, the elevation towards the west of the site is 282 feet above mean sea level, sloping down to an elevation of 279 feet above mean sea level to the east near Interstate 5. Holocene and late Pleistocene age alluvial fan deposits dominate the explored subsurface at the project site. The young alluvial fan deposits at this location consist of dense sands and hard clays with frequent gravels extending to about 15 feet below ground surface. Below these depths, hard lean clays were encountered and extended to about 50 feet below ground surface. At this depth, very dense sands with clay and gravel were identified at the bottom of the test borings. These formations consist of dense gravels, clays and sands (Sierra Geotech 2021b).

As mapped by the Natural Resources Conservation Service (NRCS), soils on the project site and along the proposed utility extension alignments consists of two types, the locations of which are shown on Figure 3-2 (SCS 1967, NRCS 2022):

- Tehama silt loam, 0-1 percent slopes ("Tc" on Figure 3-2). This well-drained soil is found mainly on low terraces west of the Sacramento River. Both permeability of the soil and runoff are slow. There is no erosion hazard. The soil does have shrink-swell (expansive) potential. Most of the project site contains this soil type.

- Arbuckle gravelly fine sandy loam, 0-2 percent slopes ("Au" on Figure 3-2). This well-drained soil is found along streams west of the Sacramento River. The permeability of the soil is moderately rapid, but runoff is slow. There is no erosion hazard. There are no limits on the soil regarding development. Only a small portion of the project site along the Interstate 5 southbound on-ramp contains this soil.

The project site is within 1,500 feet of the Corning Fault, which runs parallel to Interstate 5. However, the Corning Fault has been marked as potentially inactive for 1.6 million years. During the past 150 years, there has been no documented movement on faults mapped in Tehama County. Nonetheless, the region has experienced numerous instances of ground shaking originating from faults in the San Andreas Fault Zone, the Bartlett Springs Fault Zone west of Tehama County, and the Foothills Fault System approximately 50 miles to the southeast.

Au-Arbuckle gravelly fine sandy loam, 0 to 2 percent slopes, MLRA 17
Tc- Theama silt loam, 0 to 3 percent slopes, gravelly sustratum, MLRA 17

BaseCamp Environmental

Figure 3-2
SOIL MAP

The closest known potentially active fault is the Battle Creek fault zone, about 37 miles north of the project site. The closest fault with recent seismic activity (i.e., within the last 200 years) is the Foothills Fault System (Sierra Geotech 2021b).

A search of the paleontological records maintained by the University of California Museum of Paleontology was conducted. The results indicate records of 89 vertebrate fossils, 69 invertebrate fossils, two plant fossils, and 246 microfossils in Tehama County. All of the vertebrate fossil localities on record are contained within the Tehama Formation, while others were located within the Chico Formation (UC Museum of Paleontology 2022). The project site is not underlain by either of the two formations; however, it is underlain by the Riverbank Formation. Although no fossils from the Riverbank Formation are on record in Tehama County, the paleontological resource sensitivity of the rock unit is considered high since numerous fossils have been found in this formation elsewhere in the Central Valley (Society of Vertebrate Paleontology 2010).

Environmental Impacts and Mitigation Measures

a-i) Fault Rupture Hazards.

The project site and the required off-site improvements are not on or near a known earthquake fault. The Alquist-Priolo Earthquake Fault Zoning Act, enacted in 1972 and subsequently amended, requires the delineation of Special Studies Zones along known active faults in California. Cities and counties must regulate certain development projects within the zones. The project site is not within an Alquist-Priolo Special Studies Zone (California Geological Survey 2021).

The Seismic Hazards Mapping Act, passed in 1990, requires mapping of seismic hazard zones and sets requirements for projects located within such zones. The project site is not within a seismic hazard zone map prepared under the Seismic Hazards Mapping Act (California Geological Survey 2021). Based on this information, the project would have no impact related to fault rupture hazards.

a-ii) Seismic Ground Shaking.

While seismic activity is limited in Tehama County, the project site is potentially subject to seismic shaking from earthquakes occurring outside the County, mainly from the San Andreas Fault and Foothills Fault Systems. The City has adopted the 2019 California Building Code, which contains seismic design criteria that must be incorporated into project design to ensure that improvements can withstand anticipated ground shaking from maximum credible earthquakes on active faults within the region.

The geotechnical report prepared for the project made several recommendations on the seismic structural design, along with other design features. The seismic structure design recommendations included California Building Code-based seismic design parameters specifically developed for the project site (Sierra Geotech 2021b). Mitigation described below would require the recommendations of the Sierra Geotech geotechnical report to be incorporated in the final design and construction of the project. Implementation of this

mitigation measure would reduce seismic ground shaking impacts to a level that would be less than significant.

Level of Significance: Potentially significant

Mitigation Measures:

GEO-1: Design recommendations made in the *Preliminary Report of Geotechnical Investigation, Queen Olive Galleria,* prepared by Sierra Geotech on September 16, 2021, or another qualifying geotechnical study acceptable to the City, shall be incorporated in the final design and construction of proposed buildings and other site improvements. The recommendations include, but are not limited to, seismic design parameters, earthwork, and parameters for the installation of foundations, concrete slabs, and vehicular and pedestrian pavements.

Significance After Mitigation: Less than significant

a-iii) Seismic-Related Ground Failure.

The geotechnical report assessed liquefaction risk on the project site by testing potentially liquefiable layers to depths of 50 to 100 feet. As liquefaction occurs below the groundwater table and the groundwater encountered in the location was between 48 to 91 feet below groundwater table, the site has low potential for liquefaction within the top 50 feet. Because of this, the potential for liquefaction-induced lateral spreading is also low.

Loose, unsaturated sandy soils can settle during strong seismic shaking. This is known as seismic compression. The project site is underlain predominantly by stiff lean clay and dense sand in the top 20 feet. Therefore, the likelihood of seismic compression of unsaturated sands is considered low (Sierra Geotech 2021b). Based on the information provided by the geotechnical report, project impacts associated with seismic-related ground failure would be less than significant.

a-iv) Landslides.

The project site and vicinity are in a topographically flat area. The project geotechnical report did not identify any landslide deposits or features on the project site. The project would have no impact related to landslides.

b) Soil Erosion.

The construction and grading associated with site preparation and construction of the project would temporarily increase the exposure of soils on the project site to water and wind erosion. As noted, both Tehama and Arbuckle soils have no erosion hazard, but exposure to potential erosion may occur with loosened soils. Compliance with required dust control measures set forth by TCAPCD Rule 4.24, noted in Section 3.3, Air Quality, would reduce any potential wind erosion impacts of the project, particularly with the watering of exposed soils.

Construction activities that would disturb more than an acre of land would also need to obtain a Construction General Permit from the SWRCB. Compliance with the Construction General Permit requires preparation of a Storm Water Pollution Prevention Plan (SWPPP) by a Qualified SWPPP Developer. The SWPPP identifies potential construction pollution sources and needed construction and post-construction BMPs, and it specifies maintenance and monitoring activities needed to prevent exceedance of applicable water quality standards. Construction BMPs include provisions for erosion control including limitations on disturbance and temporary soil stabilization using, seeding, soil stabilizers, and fiber rolls and blankets, along filtration devices, silt fences, straw bale barriers and sediment traps or basins. Post-construction BMPs include site design controls, source controls, volume reduction measures, and treatment controls. Mitigation described below would require the project to obtain a Construction General Permit.

With implementation of dust control measures and the mitigation measures below, potential erosion resulting from construction activities would be minimized. No substantial erosion is expected after project work is completed, with the project site being mostly under roof or paved. Project impacts related to erosion would be less than significant with mitigation.

Level of Significance: Potentially significant

Mitigation Measures:

GEO-2: The project applicant shall obtain a Construction General Permit from the State Water Resources Control Board. In accordance with the conditions of the Construction General Permit, the project applicant and/or construction contractor shall develop and implement a Storm Water Pollution Prevention Plan and adopt Best Management Practices prior to beginning construction activities. The SWPPP shall include provisions for erosion control, monitoring and maintenance of erosion and pollution control measures.

Significance After Mitigation: Less than significant

c) Geologic Instability.

As noted, the project geotechnical report did not identify any potential seismic-related hazards, such as lateral spreading or liquefaction, nor did it note any landslide deposits or features. The report made recommendations designed to reduce potential geologic and soil instability that could affect proposed structures, such as fill placement, subgrade stabilization, and foundation specifications. Mitigation Measure GEO-1 would require the recommendations of the project geotechnical report to be incorporated within project design and construction. With implementation of this mitigation measure, project impacts related to geologic instability would be less than significant.

Level of Significance: Potentially significant

Mitigation Measures: Implementation of Mitigation Measure GEO-1.

Significance After Mitigation: Less than significant

d) Expansive Soils.

As noted, the predominant Tehama soil on the project site has shrink-swell potential. The project geotechnical report recommends various measures to ensure soil stability for structures and utilities. Mitigation Measure GEO-1 would require these recommendations to be implemented. With implementation of Mitigation Measure GEO-1, project impacts related to expansive soils would be less than significant.

Level of Significance: Potentially significant

Mitigation Measures: Implementation of Mitigation Measure GEO-1.

Significance After Mitigation: Less than significant

e) Adequacy of Soils for Sewage Disposal.

The project would not require an onsite sewage disposal system; it would connect to the City's wastewater collection and treatment system. The project would have no impact related to soil adequacy for sewage disposal.

f) Paleontological Resources.

As noted, the project site is underlain by the Riverbank Formation, the paleontological resource sensitivity of which is considered high. Therefore, it is possible that previously unknown subsurface paleontological resources could be uncovered during project construction. Such resources could be damaged by construction activities, which would be a potentially significant impact. Mitigation described below would require work to be stopped when paleontological resources are uncovered until these resources can be evaluated by a qualified paleontologist and recommendations made for their proper treatment. Implementation of this mitigation measure would reduce paleontological resource impacts to a level that would be less than significant.

Level of Significance: Potentially significant

GEO-3: If buried paleontological resources are inadvertently discovered during ground-disturbing activities associated with the project, work shall stop within 50 feet of the find until a qualified paleontologist can assess the significance of the find. If necessary, the paleontologist shall develop appropriate treatment measures in consultation with the City of Corning Planning Department and other agencies as appropriate. Treatment measures may include, but are not limited to, preservation in place or excavation under supervision of a qualified paleontologist. Work shall not resume in the discovery area until written permission is given by the City.

Significance After Mitigation: Less than significant

3.8 GREENHOUSE GAS EMISSIONS

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

NARRATIVE DISCUSSION

Environmental Setting

Background

A greenhouse gas (GHG) is a gas that absorbs and emits radiation within the thermal infrared range, trapping heat in the earth's atmosphere. There are several types of GHGs, which are both naturally occurring and generated by human activity. Increased atmospheric concentrations of GHGs are considered a primary contributor to global climate change, which is a subject of concern for the State of California. Potential climate change impacts occurring in the Sacramento Valley include more extreme heat waves, drier landscapes, more intense droughts and floods with less predictability, and increased risk of wildfires (Houlton and Lund 2018).

Unlike the criteria air pollutants described in Section 3.3, Air Quality, GHGs have no "attainment" standards established by the federal or State government. In fact, GHGs are not generally thought of as traditional air pollutants because their impacts are global in nature and not directly health-related, while air pollutants mainly affect the general region of their release to the atmosphere and can have adverse human effects. Nevertheless, the U.S. Environmental Protection Agency has found that GHG emissions endanger both the public health and public welfare under Section 202(a) of the Clean Air Act due to their impacts associated with climate change (EPA 2009).

GHG emissions in California in 2019, the most recent year for which data are available, were estimated at approximately 418.2 million metric tons carbon dioxide equivalent (CO_2e) – a decrease of approximately 14.6% from the peak level in 2004. Transportation was the largest contributor to GHG emissions in California, with almost 40% of total emissions. Other significant sources include industrial activities, with approximately 21% of total emissions, and electric power generation, both in-state and imported, with approximately 14% of total emissions (ARB 2021). No information is available on GHG emissions in the City of Corning.

GHG Reduction Plans

The State of California has implemented GHG emission reduction strategies through Assembly Bill (AB) 32, the Global Warming Solutions Act of 2006, which requires total statewide GHG emissions to reach 1990 levels by 2020, or an approximately 29% reduction from 2004 levels. The 2019 state GHG emissions were almost 13 million metric tons CO_2e below the 2020 target established by AB 32 (ARB 2021).

In 2016, the State Legislature enacted SB 32, which extended the GHG reduction objectives of AB 32 by mandating statewide reductions in GHG emissions to levels that are 40% below 1990 levels by the year 2030. The ARB has adopted an updated Scoping Plan that sets forth strategies for achieving the SB 32 target, which is 260 million metric tons CO_2e. The 2017 Scoping Plan proposes various measures to achieve the 2030 target. Most of these are State measures, such as use of the cap-and-trade program, the Short-Lived Climate Pollutant Plan, and achievement of the 50% renewable sources of electricity in the Renewables Portfolio Standard. The updated Scoping Plan continues many existing programs such as low-carbon fuel standards, renewable energy, and methane reduction strategies, along with a proposed 20% reduction in GHG emissions from refineries. It also addresses for the first time GHG emissions from the natural and working lands of California, including the agriculture and forestry sectors (ARB 2017). The 2017 Scoping Plan is in the process of being updated, with a final version expected to be adopted in the fall of 2022.

The City of Corning does not have an adopted GHG reduction plan, also known as a Climate Action Plan. The Corning General Plan does have a goal of reducing the contribution to GHGs from existing sources and minimizing the contribution of GHGs from new construction and sources. General Plan policies that would implement this goal include reducing electricity use through increased efficiency, promoting and supporting the generation and use of alternative energy, and conserving natural resources such as water and open space to minimize energy use and GHG emissions, among others.

Environmental Impacts and Mitigation Measures

a) Project GHG Emissions and Consistency with GHG Reduction Plans.

GHG emissions from project construction and operations were estimated using CalEEMod. Detailed results are available in Appendix A of this document. Total construction GHG emissions were estimated at approximately 469 metric tons CO_2e. There was practically no difference between the "unmitigated" construction GHG emissions modeled by CalEEMod and the GHG emissions that included actions that mitigate emissions ("mitigated").

CalEEMod estimated that the project would generate "business-as-usual" (unmitigated) GHG emissions of approximately 2,149 metric tons CO_2e annually. However, it should be noted that the majority of these emissions would be from vehicle traffic that would come off Interstate 5. Also, the project contains features that would reduce GHG emissions, and

it must comply with other requirements that would likewise reduce emissions. These include the following:

- Increased jobs/acre density.
- Installation of sidewalk along currently unimproved frontage per City standards.
- Proximity to bus stop along Highway 99 West.
- Proximity to job center (commercial development).
- Use of energy-efficient appliances.
- Reduction of refrigerant service leak emissions.
- In accordance with Senate Bill X7-7, new development would implement water conservation measures that lead to a 20% reduction in indoor and outdoor water use.
- In accordance with AB 341, new development would divert 75% of its solid waste stream through recycling and other measures.

With these features plus the rules and standard mitigation measures discussed in Section 3.3, Air Quality, mitigated project operational GHG emissions would be approximately 1,994 metric tons CO_2e annually - a reduction of approximately 7% from the business-as-usual level.

In its CEQA Guidebook, TCAPCD established a quantitative significance threshold of 900 metric tons per year for project GHG emissions. The TCAPCD considers this threshold a conservative threshold for determining which projects require further analysis and mitigation with regard to climate change (TCAPCD 2015). Project operational GHG emissions would exceed this threshold, even with application of emission-reducing features and requirements. Therefore, further analysis of project GHG impacts is required.

As the City has no GHG reduction plan, the analysis of project impacts is based on the 2017 California Scoping Plan. Most of the measures the 2017 Scoping Plan proposes to achieve the 2030 target are State measures. Based on estimates in the 2017 Scoping Plan, State actions would account for 89.8% of GHG reductions needed by 2030, with local actions accounting for approximately 9.3% of reductions. Applying this ratio to the percentage reduction for 2030, approximately 6.0% of the reduction from 2030 business-as-usual levels would be achieved by local measures. Therefore, a project that can show GHG reductions of at least 6.0% can be said to be consistent with the reduction goals of SB 32. With application of the project features listed above, project GHG operational emissions would be approximately 7% less than business-as-usual levels, which would exceed the 6.0% local reduction share. Therefore, the project would be consistent with the reduction goals of SB 32.

The State of California has comprehensive GHG regulatory requirements, with laws and regulations requiring reductions that affect project emissions. The project is subject to several State regulations applicable to project design, construction, and operation that would reduce GHG emissions, increase energy efficiency, and ensure compliance with the Scoping Plan. Legal mandates to reduce GHG emissions from vehicles, for example, would reduce project-related vehicular emissions. Other mandates that would reduce GHG emissions include reducing per capita water consumption and imposing waste management standards to reduce methane and other GHGs from solid wastes.

As discussed in Section 3.6, Energy, the project would also be subject to codes that require energy efficiency measures, which would further reduce the demand for electricity produced by fossil fuels – a major source of GHG emissions. A Standard Mitigation Measure described in Section 3.3, Air Quality, would require the project to exceed Title 24 requirements by 10 percent, which would further reduce energy consumption and associated GHG emissions. Also, as discussed in Section 3.6, attainment of the targets of the Renewables Portfolio Standard would reduce the amount of electricity generated by fossil fuels, further reducing GHG emissions from energy sources.

Based on the information provided above, the project would be consistent with GHG reduction plans of the State. Therefore, project impacts related to GHG emissions and consistency with GHG emission reduction plans would be less than significant.

3.9 HAZARDS AND HAZARDOUS MATERIALS

Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?		✓		
b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?		✓		
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?				✓
d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?			✓	
e) For a project located within an airport land use plan or, where such a plan has not been adopted,				✓

within two miles of a public airport or public use airport, would the project result in a safety hazard or excessive noise for people residing or working in the project area?				
f) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?			✓	
g) Expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires?			✓	

NARRATIVE DISCUSSION

Environmental Setting

Hazardous material sites of all statuses are recorded in the GeoTracker database, maintained by the SWRCB, and the EnviroStor database, maintained by the Department of Toxic Substances Control. A search of the GeoTracker and EnviroStor databases found no record of active hazardous material sites on or adjacent to the project site (SWRCB 2022, DTSC 2022). Only one active site was recorded as being within one-half mile of the project site. This site, recorded in the GeoTracker database, is the Love's Truck Stop on the northeast corner of South Avenue and Highway 99 West, northeast of the project site. Chlorinated ethanes originating from this site have contaminated six private wells to the east. As part of a settlement, the SWRCB funded the installation of wellhead granulated activated carbon filtration systems on these six wells (SWRCB 2022). No hazardous material sites were recorded on the project site or along the proposed utility alignments.

A Phase I Environmental Site Assessment of the project site was conducted to determine the presence of any recognized environmental conditions on the project site. "Recognized environmental conditions" means the presence or likely presence of any hazardous substances or petroleum products in, on, or at a property (1) due to any release to the environment, (2) under conditions indicative of a release to the environment, or (3) under conditions that pose a material threat of a future release to the environment. Appendix E contains a copy of the Phase I Environmental Site Assessment. The assessment found no recognized environmental conditions on the project site.

The regulation of hazardous materials at the federal level is primarily under the Resource Conservation and Recovery Act, which creates a framework for the transport, storage, and disposal of hazardous wastes. The U.S. Department of Transportation sets regulations for the transport of hazardous materials, such as gasoline and diesel fuels. Several state agencies regulate the transportation and use of hazardous materials, including the California Environmental Protection Agency and the Office of Emergency Services. The California Highway Patrol and Caltrans enforce regulations specifically related to hazardous materials transport. Within the California Environmental Protection Agency, the

Department of Toxic Substances Control has primary authority to enforce hazardous materials regulations.

The Tehama County Environmental Health Department is the Certified Unified Program Agency (CUPA) for cities and unincorporated areas within Tehama County. The CUPA, created under State law, regulates the use, storage, and disposal of hazardous materials by issuing permits, inspecting facilities, and investigating complaints. It issues permits for installation and removal of aboveground and underground storage tanks, and it inspects businesses for compliance with the Hazardous Waste Control Act. The CUPA also requires businesses that handle hazardous materials of specific quantities to submit a Hazardous Material Business Plan, which includes an inventory of hazardous materials, an emergency plan addressing the release of hazardous materials, and a training program for employees.

Environmental Impacts and Mitigation Measures

a) Hazardous Material Transport, Use, and Storage.

The project involves gas stations, which would require the transport and onsite storage of gasoline and diesel fuels. Both fuels are flammable, and gasoline contains toxic substances such as benzene (see Section 3.3, Air Quality). Project site activities that would transport or store hazardous materials would be required to do so in compliance with applicable local, state, and federal regulations. The fuels would be stored in underground tanks, the installation of which would be subject to the Underground Storage Tank program. The project also would be required to submit a Hazardous Material Business Plan that addresses the on-site use and storage of fuels. Mitigation described below would require compliance with these requirements. Compliance with existing hazardous material regulations and business plan provisions, as required by mitigation measures below, would reduce impacts related to routine transport, use, and storage of hazardous materials to a level that would be less than significant.

Level of Significance: Potentially significant

Mitigation Measures:

HAZ-1: The project shall install underground fuel storage tanks in accordance with the requirements of the Tehama County Environmental Health Department.

HAZ-2: Prior to issuance of a Certificate of Occupancy, the project applicant or operator shall submit a Hazardous Material Business Plan to the Tehama County Environmental Health Department specifying the hazardous materials covered by the plan and identifying procedures for handling potential releases of those materials to the environment.

Significance After Mitigation: Less than significant

b) Upset and Accident Conditions.

Construction activities on the project site may involve the use of hazardous materials such as fuels and solvents, and thus create a potential for hazardous material spills. Construction and maintenance vehicles would transport and use fuels in ordinary quantities. Fuel spills, if any occur, would typically be minimal and would not typically have significant adverse effects. In accordance with SWPPP requirements (see Section 3.7, Geology and Soils), contractors have absorbent materials at construction sites to clean up minor spills. All construction work would be required to follow City requirements related to hazards, materials usage, and disposal. Mitigation described below would further reduce potential spill impacts.

The main risk of hazardous material release from project operations would be from the transportation of fuels to the project site by tanker trucks. Fuels could be released by trucks involved in an accident or an overturn. As noted in a) above, hazardous materials transportation and storage on the project site would be subject to federal, state, and local regulations that would prevent release of hazardous materials to the soil and/or groundwater and the creation of new hazardous material or waste sites. These requirements would include preparation and implementation of a Hazardous Materials Business Plan, as required by Mitigation Measure HAZ-1, which provides basic information to "first responders" (fire, police) so that threats to public safety or the environment can be minimized in the event of a release or threatened release.

As noted in Section 3.3, Air Quality, project operations would comply with TCAPCD Rule 6.1 regarding the dispensing of fuels, including the use of vapor recovery systems. Compliance with this rule would reduce the risk of release of hazardous materials in quantities that could affect human health.

In summary, the project has the potential for upsets or accidents of hazardous materials to occur on the project site. However, compliance with applicable regulations, standards, and best industry practices would minimize the potential, along with the implementation of mitigation measures. Project impacts related to upset and/or accident conditions involving the release of hazardous materials would be less than significant.

Level of Significance: Potentially significant

Mitigation Measures:

HAZ-3: The construction contractor shall always keep spill prevention kits in close proximity to locations where hazardous materials are used (e.g., crew trucks and other appropriate locations).

HAZ-4: For equipment that must be fueled on-site, the construction contractor shall provide containment such that any accidental spill of fuel to surface waters or to soils that may come in contact with water.

Significance After Mitigation: Less than significant

c) Release of Hazardous Materials near Schools.

There are no schools within one-quarter mile of the project site. The closest existing school is West Street Elementary School, approximately 1.6 miles to the northeast. Due to distance, it is unlikely that this school would be exposed to any hazardous material releases that may occur on the project site. The project would have no impact related to hazardous material releases near schools.

d) Hazardous Material Sites.

As noted, there are no records of any hazardous material sites located on the project site or along the proposed utility alignments. As noted, the GeoTracker database has on record one active hazardous material site within one-half mile of the project site - the Love's Truck Stop on the northeast corner of South Avenue and Highway 99 West. As noted, the Phase I Environmental Site Assessment found no recognized environmental conditions on the project site. The assessment did note the presence of recognized environmental conditions in the project vicinity; however, any contamination associated with these sites would be carried away from the subject property in the instance of any potential migration. Monitoring data and lab testing documented in databases consulted during the preparation of the assessment confirmed this observation.

The assessment did not reveal specific evidence of recognized environmental conditions indicating the likely presence of contamination on the property (Sierra Geotech 2020). Based on the conclusions of the Phase I Environmental Site Assessment and on information in the GeoTracker and EnviroStor databases reviewed by BaseCamp Environmental during the preparation of this Initial Study, project site development would have no impact related to hazardous material sites.

Level of Significance: Less than significant

Mitigation Measures: None required

e) Public Airports.

There are no public airports within two miles of the project site. The nearest public airport is Corning Municipal Airport, approximately three miles to the northeast. The Tehama County Airport Land Use Commission stated that the project site is not within any airport safety zone or height restriction zone of the Corning Municipal Airport. The project would not affect, or be affected by, airport operations. The project would have no impact related to public airports.

f) Emergency Response and Evacuations.

Project construction activity involving equipment and vehicle traffic could potentially disrupt vehicle traffic flow, which could affect emergency vehicles responses to calls from the project vicinity. This activity also could hinder any evacuations that may use South Avenue as an evacuation route. Most project-related construction work would occur on the project site; only limited work would occur along South Avenue and access in the

commercial areas east of Interstate 5. It is not expected that construction work would interfere with emergency vehicle responses or evacuations that may occur on this segment of South Avenue, particularly since existing traffic volumes are small. Construction work on South Avenue shall comply with an encroachment permit issued by the City, conditions of which would typically require that traffic not be obstructed.

The City maintains an up-to-date Emergency Operations Plan that provides emergency planning, mitigation, response, and recovery activities. The City has reviewed the project and has determined that the project would not impair or alter the implementation of an adopted emergency response plan, because the project would not create an obstruction to surrounding roadways or other access routes used by emergency response vehicles. Project impacts on emergency response and evacuations would be less than significant.

g) Wildland Fire Hazards.

The project site is in an area with agricultural and some developed land uses. Such areas are typically not susceptible to high wildland fire hazards. The project would reduce the existing fire hazard on the currently vacant site by replacing the existing grasses and weeds with buildings and pavement. Project impacts related to wildland fire hazards are considered less than significant. Refer to Section 3.20, Wildfire, for additional discussion.

3.10 HYDROLOGY AND WATER QUALITY

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

stormwater drainage systems or provide substantial additional sources of polluted runoff?				
iv) Impede or redirect flood flows?			✓	
d) In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?			✓	
e) Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?			✓	

NARRATIVE DISCUSSION

Environmental Setting

There are no streams or other surface water bodies on or adjacent to the project site. The nearest surface water to the project site is the Corning Canal, a constructed channel approximately 2,000 feet to the west. The Corning Canal conveys Sacramento River water from an intake just south of Red Bluff to agricultural fields in Tehama County for irrigation. The nearest natural stream is Burch Creek, slightly more than one-half mile to the north of the site. Seasonal variations in annual rainfall, most of which takes place during the fall and winter, generally limits the amount of surface water in local stream systems.

Surface water quality is regulated by the federal Clean Water Act. Municipal discharges are regulated by the National Pollutant Discharge Elimination System (NPDES) program. The SWRCB is responsible for implementing the Clean Water Act by issuing NPDES permits to cities and counties through the RWQCB with jurisdiction. The Central Valley RWQCB, which has jurisdiction over Corning, has issued a permit (RWQCB Order R5-2016-0040) for municipal separate storm sewer systems (MS4) within its jurisdiction. The NPDES MS4 permit requires the development and implementation of a Storm Water Management Plan with the goal of reducing the discharge of pollutants to the maximum extent practicable.

The project site is within the boundaries of the Corning Groundwater Subbasin, which is within both Tehama and Glenn Counties. Based on well data for the project area (CDWR Well Completion Map), groundwater levels in the vicinity of the project site range from approximately 110-115 feet below ground surface (Rabo pers. comm.). Groundwater recharge occurs mostly through infiltration from the local creeks and drainages and the Sacramento River east of the city. The estimated storage capacity of the Subbasin, to a depth of 200 feet, is approximately 2.7 million acre-feet (DWR 2006).

General well yield data for the project area was obtained from the California DWR Well Completion Report Map Application, which provides access to Well Completion Reports containing information collected by drillers, including the location, dates of construction, planned use, well depth, subsurface geology, well construction and well yield. From this

data, well yields within a mile of the project site ranged from 50 gpm to 300 gpm with the average yield being 100 to 110 gpm (Rabo pers.comm.).

Groundwater is the sole source of the City of Corning's potable water system. The City operates a total of seven active wells distributed within the City limits, which withdrew an average of approximately 2,600 acre-feet per year from 2011-2015, or an average withdrawal of approximately 1,612 gallons per minute. The City's most recent (2022) Consumer Confidence Report indicates the City distributed 496 million gallons (approximately 1,522 acre-feet) of relatively high groundwater quality in 2022. Sampling during the year revealed no coliform bacteria (*E. coli)* detections. Lead levels greater than Public Health Goals were detected but well below Action Levels. Primary Drinking Water Standards were not approached or exceeded with the exception of nitrate, which was, in one 2022 sample, at the Maximum Contaminant Level. Secondary Drinking Water Standards were not approached or exceeded.

The State's Sustainable Groundwater Management Act requires the formation of local groundwater sustainability agencies that must assess conditions in their local water basins and adopt locally based Groundwater Sustainability Plans for sustainable use of groundwater and avoidance of groundwater overdraft. Plans for "critically overdrafted" basins must be completed and adopted by January 31, 2020, while plans for high- and medium-priority basins have an adoption deadline of January 31, 2022. In 2015, the Tehama County Flood Control and Water Conservation District Groundwater Sustainability Agency was established for the portion of the Subbasin within Tehama County.

The Corning Subbasin Groundwater Sustainability Plan was adopted by the Tehama County Flood Control and Water Conservation District and the Corning Sub-basin Groundwater Sustainability Agency (in Glenn County) on December 20, 2021. The Groundwater Sustainability Plan sets forth the sustainable management criteria for Subbasin water resources and describes projects and management actions to attain its sustainability objectives. These include a Well Management Program that includes a well inventory and a well mitigation program, and City of Corning stormwater improvements/ groundwater recharge (Montgomery and Associates 2021).

Potential flooding hazards are designated on maps prepared by the Federal Emergency Management Agency (FEMA). FEMA maps focus on areas potentially subject to inundation by a 100-year flood - a flood of a magnitude that occurs on average once every 100 years. According to FEMA Map Panel 06103C1465H, the project site is in Zone X, which indicates the project site is in an area of minimal flood hazard (FEMA 2011). It is not within a Special Flood Hazard Area, which designates the 100-year floodplain (Figure 3-3).

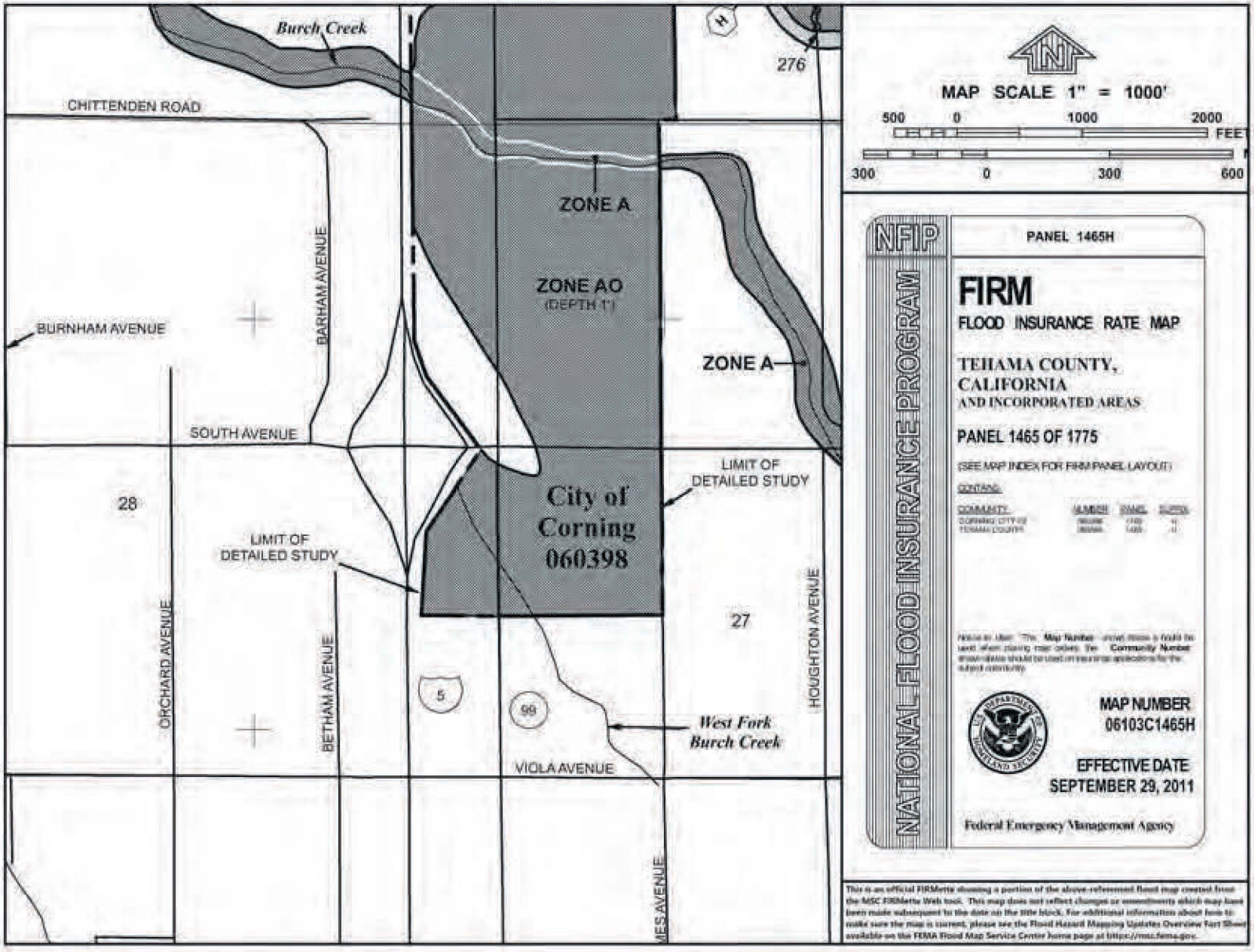


Figure 3-3
100 YEAR FLOOD PLAIN

Environmental Impacts and Mitigation Measures

a) Water Quality Standards and Waste Discharge Requirements.

Project construction work, including construction of the utility crossing, would have potential impacts on surface water quality due to exposure of soils to potential erosion. As described in Section 3.7, Geology and Soils, construction activities that would disturb more than an acre of land area would need to obtain a Construction General Permit, which would require preparation of a SWPPP that includes construction BMPs to control soil erosion, runoff, and waste discharges, including methods to clean up contaminants if they are released during construction. Implementation of the SWPPP would reduce potential surface water quality impacts from construction activities to a level that would be less than significant.

To further reduce potential construction impacts, the project applicant has agreed to incorporate additional measures to protect water quality. These measures are described in Mitigation Measures GEO-2 in Section 3.7, Geology and Soils, and Mitigation Measures HAZ-3 and HAZ-4 in Section 3.9, Hazards and Hazardous Materials.

Provision of potable water service to the project may require the drilling and development of one onsite groundwater well that may later be connected to the City potable water system. As required by County codes and mitigation measures listed in this Initial Study, a new groundwater well would be required to conform to Tehama County well construction standards and applicable State standards for permitting and operation of public water systems. These standards, which are intended to prevent contamination of groundwater resources in conjunction with drilling and well development, are described below and in Section 2.0 Project Description.

Overall, impacts to surface and groundwater quality resulting from project construction and operation would be less than significant with implementation of recommended mitigation measures.

> Level of Significance: Potentially significant
>
> Mitigation Measures: Implementation of Mitigation Measures GEO-2, HAZ-3, and HAZ-4.
>
> Significance After Mitigation: Less than significant

b) Groundwater Supplies and Recharge.

The project would be connected to the City's water service, which relies on seven groundwater wells. The amount of water the City of Corning extracted from the Corning Subbasin in 2022 was approximately 0.06 percent of the total 2,753,000 acre-feet of water available. When the project is connected to the city water system, project demands would amount to approximately 150 acre-feet annually, which is an approximately 1.0% increase

in the City's existing withdrawals. On this basis, the project's water demands would be a fraction of the city's existing demands on the groundwater system and would not substantially decrease available groundwater supplies.

The project may provide a temporary potable water supply from one onsite groundwater well subject to applicable County and State permitting requirements. The onsite well would draw from the same groundwater supply - the Corning Subbasin - as the existing City wells. Withdrawal from the onsite well would involve essentially the same impact on groundwater volumes as connecting the proposed commercial uses to the city system, which would be less than significant as discussed above.

The Project Engineer has indicated that potential water demand associated with the project would amount to approximately 150 acre-feet per year, or a continuous flow of approximately 93 GPM. These potential flows are within the range of typical well yields in the Corning area and would not be expected to involve any potential impact on nearby wells; there is only one existing domestic well within 1,000 feet of the project site per the SWRCB data discussed in the Environmental Setting. The annual amount that would potentially be used by the project is a small fraction of the annual use of the City of Corning, which amounts to approximately 1,522 acre-feet annually or a continuous flow of 943 GPM, and a correspondingly small fraction of the available water supply in the Corning

The project would reduce potential recharge area on the site, but the project site has been designated for commercial development in the adopted Highway 99 West Specific Plan. The project would not be expected to interfere substantially with overall recharge of the Corning Subbasin such that there would be an adverse effect on aquifer volume or the groundwater table in the area. Moreover, the storm water drainage system would be designed such that storm water collected on the project site would be retained in storage and percolate into the ground from above- and underground retention basins.

In addition, as part of the Construction General Permit, post-construction BMPs include volume reduction measures, which are practices that can be used to direct, retain, reuse and/or infiltrate stormwater runoff. These measures are designed to reduce runoff in part by encouraging more infiltration of runoff into soils. Project impacts on groundwater supplies and recharge would be less than significant.

c-i,ii) Drainage Patterns.

The project would substantially change drainage patterns within the project site due to project-related grading and new development. As noted in Section 3.7, Geology and Soils, a SWPPP would be filed with the RWQCB prior to project construction to ensure that erosion is limited to the greatest extent feasible.

The proposed project would provide for capture of storm drainage in onsite retention facilities to either evaporate or percolate into site soils. Existing offsite stormwater drainage infrastructure in the vicinity of the project is located southeast of the project site. Stormwater drainage is collected from adjacent properties and redirected to these existing surface channels along the southern boundary of the Highway 99 West Corridor Specific

Plan area and then to Hall Creek. Proposed project drainage would be confined to retention facilities on the project site and therefore would involve no conflict with existing drainage patterns in the area. Project impacts related to drainage patterns would be less than significant.

c-iii) Runoff.

The project would increase runoff due to the addition of development and pavement to the site, replacing existing permeable soils. The addition of new impervious surfaces has been anticipated in the Highway 99 West Corridor Specific Plan and the Corning General Plan. The Highway 99 West Corridor Specific Plan identified the necessary storm drainage infrastructure to meet storm water demands associated with Specific Plan buildout. As noted in the previous section, storm drainage from the project would be contained on the site. As a result, the proposed project would not exceed the capacity of existing or planned stormwater drainage systems, as further discussed in Section 4.19, Utilities and Service Systems.

The main sources of potential contamination of runoff would be motor vehicle fluid deposits on parking lots and spills from motor vehicle fueling. Other potential contaminants, which are often called "urban runoff", include sediments, oxygen-demanding substances (e.g., organic matter), nutrients (primarily nitrogen and phosphorus), heavy metals, bacteria, oil and grease, and toxic chemicals. In general, motor vehicle fluid deposits are flushed with the first rainfall of the wet season and subsequently are present in runoff in smaller amounts. Urban runoff is controlled through the NPDES MS4 permit system administered by the SWRCB.

The project proposes a storm drainage system that includes underground or surface retention basins. Runoff would be collected in these basins and not discharged to surface waters. Pollutants that are conveyed to these basins would stay in the basins as the water evaporates or percolates into the ground. Testing of the basin site will be required to avoid or minimize contact between percolating storm water and shallow groundwater if present. Storm water pollutants are not expected to reach deeper groundwater levels that are in use for domestic water supply. Overall, project impacts related to runoff would be less than significant.

c-iv) Flood Flows.

As noted, the FEMA map for the project site designates the site within Zone X, which indicates the project site is at reduced risk from a 100-year flood due to a levee. FEMA generally designates areas at risk from a 100-year flood within Zone A or a variant thereof. Since the project site is not within Zone A, it is not considered by FEMA to be within a Special Flood Hazard Area. Project impacts on flood flows would be less than significant.

d) Release of Pollutants in Flood, Tsunami, or Seiche Zones.

As described in c-iv) above, the project site is not within a Special Flood Hazard Area. While the project would introduce hazardous materials on the project site, the site is unlikely to experience flooding that could lead to a substantial release of pollutants. The

project site is not on or near any large bodies of water; therefore, the site would not experience tsunami or seiche hazards and thus not be subject to pollutant releases as a result of these events. Project impacts would be less than significant.

e) Conflicts with Water Quality or Groundwater Management Plans.

As noted, project storm drainage would be subject to the NPDES MS4 permit that oversees the City's storm water discharges. The permit and its conditions are intended to maintain surface water quality.

Also, as noted, the Corning Subbasin Groundwater Sustainability Plan has been adopted. The Groundwater Sustainability Plan includes projects and management actions to help attain the sustainability objectives of the Plan. These projects and actions include in-lieu recharge improvements and water transfers, a well management program, and a conceptual City of Corning storm water recharge program (Montgomery and Associates 2021). Retention of storm runoff from the project would contribute to the objectives and programs of the GSP by returning the majority of runoff to the groundwater system; as a result, the proposed project would not interfere with the implementation of the projects and management actions in the Groundwater Sustainability Plan. As noted in b) above, the project would have no significant impact on groundwater. Project impacts on water quality and sustainable groundwater plans would be less than significant.

3.11 LAND USE AND PLANNING

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

NARRATIVE DISCUSSION

Environmental Setting

The project site is currently vacant and within the jurisdiction of the City of Corning. South Avenue forms the northern boundary of the site. Land uses surrounding the project site include a landscape rock storage yard adjacent to and west of the project site, along with vacant land and scattered residential development in the general project vicinity. To the north of the project site, across South Avenue, is vacant land. A walnut orchard is located to the northwest. Immediately south of the project site are vacant land, a commercial truck

yard, and a cellular communication tower, which is adjacent to the southeast corner of the project site. To the west of the project site is vacant land mixed with commercial and residential land uses. These lands are currently under the land use planning jurisdiction of Tehama County.

To the east of the project site is Interstate 5 and the interchange with South Avenue. Further east, across Interstate 5, are freeway-oriented commercial land uses such as truck stops, hotels, restaurants, and other businesses located around the intersection of South Avenue and Highway 99 West. These lands are under the jurisdiction of the City of Corning.

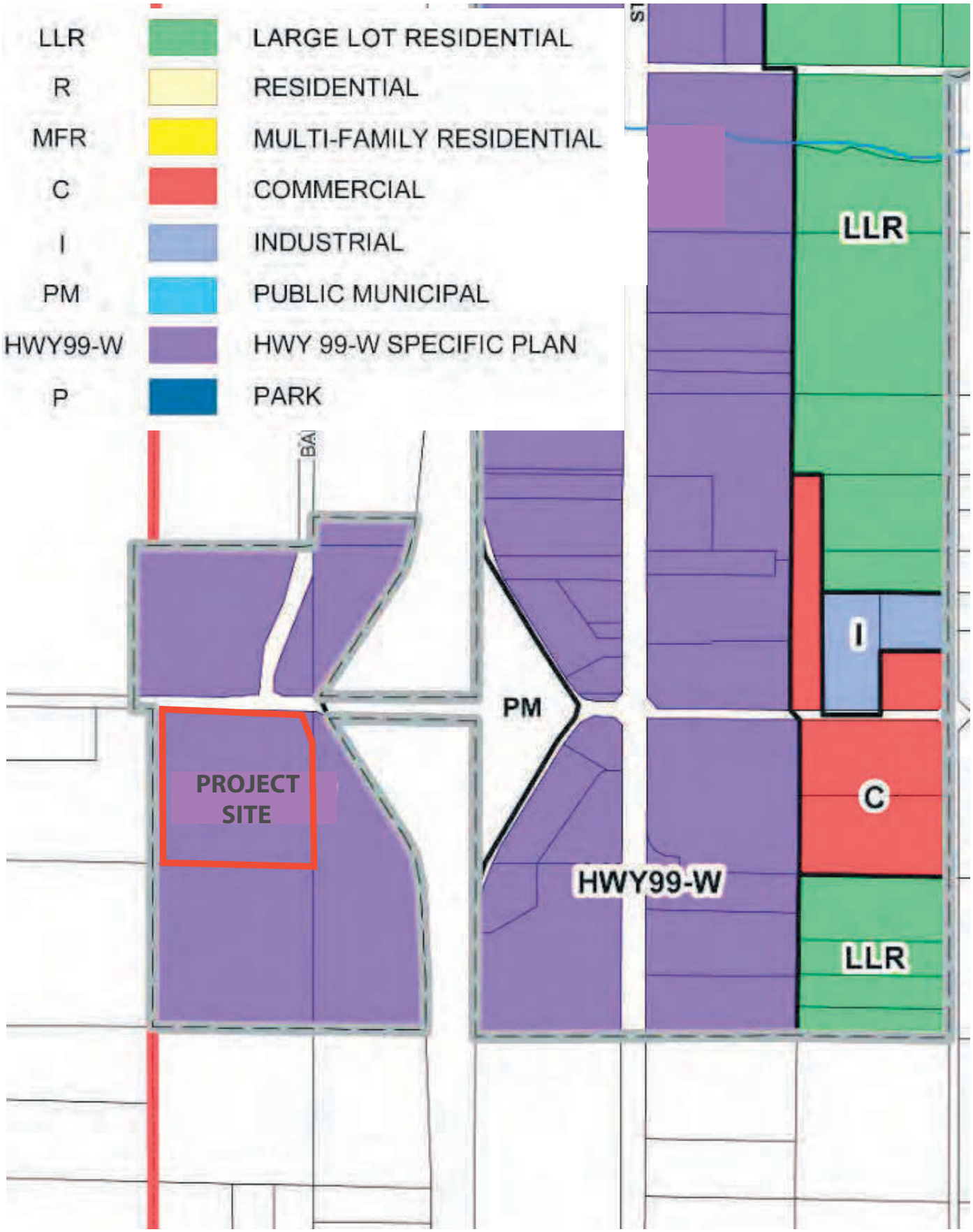
The Corning 2014-2034 General Plan outlines a vision of a long-range physical and economic development of the City and its Planning Area, as well as conservation goals and policies. The project site is designated by the General Plan as HWY-99-W, Highway 99 West Specific Plan (Figure 3-4). The General Plan describes the designation of HWY-99-W as providing for residential, commercial, industrial, and recreational land uses to be designed and developed under a comprehensive set of plans, policies, guidelines, and implementation measures for guiding and ensuring the orderly development of the Highway 99 West Corridor with a full complement of services, facilities, and utilities (City of Corning 2015a).

Corning Municipal Code Title 17, the Zoning Code, provides for the various zoning classifications which implement the Corning 2014-2034 General Plan. The project site is classified as C-3 General Commercial District (Figure 3-5). The C-3 General Commercial District allows for the proposed land uses of gas stations, restaurants, and hotels on the project site. The project site is also subject to an overlay zone known as the Corning Business Development Zone (CBDZ), described in Corning Municipal Code Chapter 17.47. The CBDZ was created to carry out the purposes and objectives of the Highway 99 West Corridor Specific Plan.

As noted, the Highway 99 West Corridor Specific Plan was first adopted in 1997 and subsequently amended in 2021. The Specific Plan provides a comprehensive set of policies, guidelines, and implementation measures that ensures the orderly development of the Highway 99 West Corridor in the western portion of Corning. As defined in the Specific Plan, the Highway 99 West Corridor extends along Highway 99 West and Edith Avenue from Gallagher Avenue to south of South Avenue. An amendment to the Specific Plan included the project site in the coverage area.

Environmental Justice

Low-income residents, communities of color, tribal nations, and immigrant communities have historically experienced disproportionate environmental burdens and related health problems. The State has enacted legislation that seeks to address the adverse environmental impacts of projects that disproportionately affect minority and/or lower income communities, particularly those already burdened with environmental problems. Although this is not an issue that CEQA explicitly requires to be addressed, the State of California has recently emphasized the incorporation of these concerns in land use and environmental planning.



SOURCE: City of Corning

Figure 3-4
GENERAL PLAN MAP

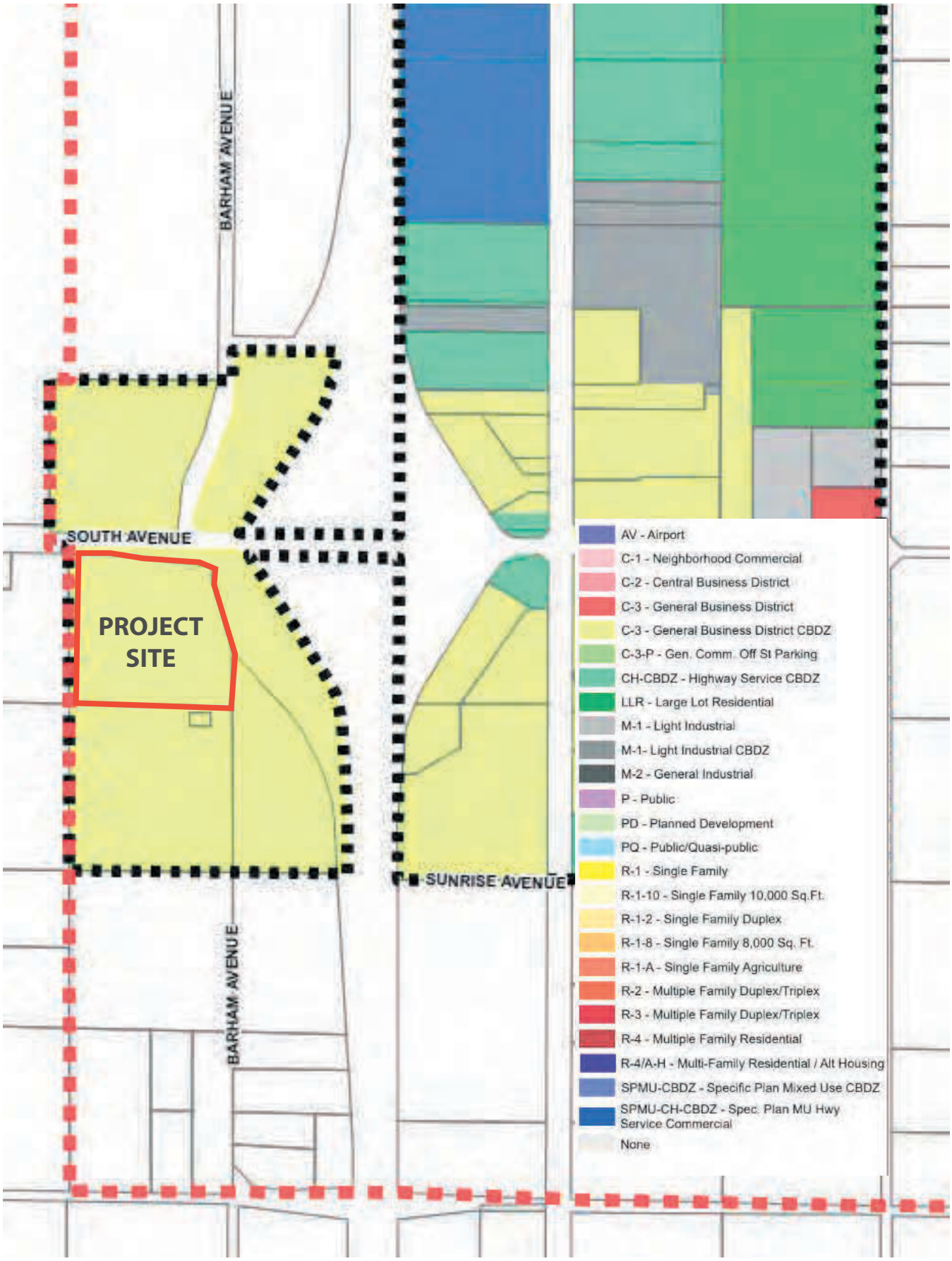


Figure 3-5
ZONING MAP

The California Office of Environmental Health Hazard Assessment has developed the California Communities Environmental Health Screening Tool (CalEnviroScreen) to identify "disadvantaged" communities. CalEnviroScreen measures pollution and population characteristics using 20 indicators such as air and drinking water quality, waste sites, toxic emissions, asthma rates, and poverty. It applies a formula to each U.S. Census tract in California to generate a score that rates the level of cumulative impacts on each area. A Census tract that scores in the top 25% is considered a disadvantaged community.

The project site is within Census Tract 6103001100, which has an overall CalEnviroScreen score of 70 (OEHHA 2022). This score is not within the top 25%; therefore, the Census tract is not considered a disadvantaged community.

Environmental Impacts and Mitigation Measures

a) Division of Established Community.

A common definition of "community" is a group of people living in the same interconnected area, potentially together with some public or commercial services. By this definition, the "division of an established community" would typically be considered a division of a coherent existing residential area together with associated commercial services. The proposed project, on the other hand, would be built on a vacant site adjacent to Interstate 5 with only limited, scattered residential uses in the vicinity. Project development would not divide or otherwise affect these residential areas. The project would have no impact related to the division of an established community.

b) Conflicts with Land Use Plans, Policies, and Regulations.

The project is a proposed freeway-oriented commercial development that is consistent with the land use designations of the Corning General Plan, the Corning Zoning Code, and the Highway 99 West Corridor Specific Plan. As noted, Census Tract 6103001100 has an overall CalEnviroScreen score that is not in the top 25th percentile; therefore, it is not considered a disadvantaged community. The project would primarily serve non-local travelers along Interstate 5. Because of this, the environmental justice impacts of the project would not be significant.

This IS/MND analyzes the potential environmental impacts of the proposed project including the proposed utility crossings of I-5. For all environmental issues, the project would have no environmental impact, an impact that would be less than significant, or an impact that can be mitigated to a level that would be less than significant. This includes issues for which there are land use plans, policies, or regulations adopted for the purpose of avoiding or mitigating an environmental effect. These are discussed under the applicable environmental issue. No potential conflicts have been identified in these other issue sections. Project impacts regarding conflicts with applicable land use plans, policies, or regulations adopted for the purpose of avoiding or mitigating an environmental effect would be less than significant.

3.12 MINERAL RESOURCES

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

NARRATIVE DISCUSSION

Environmental Setting

Historically, several areas along local creeks in the Corning area were mined for gold, sand, and gravel. However, other than rock, sand, and gravel extracted for construction activities, the City currently has no active mineral extraction industries, although the potential exists for relatively minor localized commercial aggregate extraction in the vicinity of Jewett Creek immediately east of Interstate 5 (City of Corning 2015b). No mineral extraction activities are on or near the project site.

As mandated by the Surface Mining and Reclamation Act, the California Geological Survey has classified mineral resource development potential of lands in counties into an appropriate Mineral Resource Zone (MRZ). According to a report by the California Geological Survey, the project site is in an area classified by the State of California as MRZ-3. MRZ-3 lands are defined as areas containing inferred mineral occurrences of undetermined significance. More specifically, the area is designated MRZ-3b-SG, meaning that the commodity inferred is sand and gravel for Portland cement concrete (Foster 2001). However, as noted above no mineral extraction activities occur on or near the project site.

Oil and natural gas deposits have been identified throughout the Central Valley. The project site contains no active oil or gas wells. The nearest active oil or natural gas field is the Corning South natural gas field, approximately 2.5 miles to the east. The nearest recorded well is a plugged well north of the project site across South Avenue (DOGGR 2022).

Environmental Impacts and Mitigation Measures

a, b) Availability of Mineral Resources.

The project site does not have any existing mineral extraction activities. Given its location away from creeks, where sand and gravel resources are most likely to exist, the project site is unlikely to have such resources in quantities considered economical to extract. The project site is not in any area delineated by the City of Corning's General Plan as having

regionally or locally important mineral resources. The project would have no impact on mineral resources.

3.13 NOISE

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

NARRATIVE DISCUSSION

Environmental Setting

Sound levels are measured by the decibel (dB) scale, a logarithmic rating system that accounts for a large range in audible sound intensities. The A–weighted decibel (dBA) is a method of sound measurement which assigns weighted values to selected frequency bands to reflect how the human ear responds to sound. In general, a 3-5 dBA change in community noise levels starts to become noticeable, while 1-2 dBA changes are generally not perceived.

Several sound measurement descriptors are used to assess the effects of sound on the human environment. These include the average or equivalent sound level (L_{eq}), which is the level of a constant sound that has the same sound energy as the actual fluctuating sound. The day-night sound level (L_{dn}) is like the 24-hour L_{eq} except that a 10-dB penalty is added to sound levels between 10 p.m. and 7 a.m. to account for the greater sensitivity of people to sound at night. The Community Noise Equivalent Level (CNEL) is like the L_{dn}, with an additional weighted factor placed on sound events occurring in the evening hours. The Corning General Plan uses all three sound level descriptors in its noise policies.

The current noise environment at the project site consists primarily of noise from traffic on Interstate 5 and periodic use of farm equipment on nearby farming operations. The project site is adjacent to Interstate 5 and is located within the 60-dB CNEL noise contour for this noise source according to the Tehama County General Plan Noise Element. The 65-dB CNEL noise contour is located 182 feet from the centerline of Interstate 5 (Tehama County 2009). Outdoor ambient noise levels currently on the project site are less than the City standard of 65 dBA. Noise measurements within the City along South Avenue indicate a level of 50 dB CNEL at 68 feet from the travel lane.

Noise standards governing development activities within the City are found only in the goals and policies outlined in the Corning General Plan 2014-2034, as the City has yet to adopt a Noise Ordinance as part of its Municipal Code. The Noise Element of the Corning General Plan 2014-2034 establishes goals, policies, and criteria for determining land use compatibility with major noise sources within the community. Among the criteria established in the Noise Element are noise sensitivity standards for new development. Table 3-4 illustrates the noise standards that apply to new development.

Land uses outside City limits are subject to the noise standards established by Tehama County. The Noise Element of the Tehama County General Plan, like the Corning General Plan, establishes noise standards for new development. The County has separate standards for noise from transportation and non-transportation sources. The County transportation noise standards are the same as those of the City shown in Table 3-4 above. County non-transportation noise standards are illustrated in Table 3-5 below.

TABLE 3-4
CITY OF CORNING NOISE SENSITIVITY STANDARDS

New Land Use	Outdoor Activity Area (dBA L_{dn})	Interior Activity Area (dBA L_{dn})
All Residential	60-65	45
Transient Lodging	65	45
Commercial Buildings	65	50
Industrial Buildings	65	50

Source: City of Corning 2015.

TABLE 3-5
COUNTY NOISE STANDARDS FOR NON-TRANSPORTATION SOURCES

New Land Use	Outdoor Activity Area (dBA L_{dn})	Interior Activity Area (dBA L_{dn})
All Residential	45-50	35
Transient Lodging	55	40
Commercial Buildings	55	45
Industrial Buildings	65	50

Source: Tehama County 2009.

Environmental Impacts and Mitigation Measures

a) Generation of Noise Exceeding Local Standards.

Project Construction

Construction noise typically occurs intermittently, and noise levels vary depending on the nature or phase of construction. Noise generated by construction equipment such as earthmovers, material handlers, portable generators, and automatic backup alarms ("backup beepers") can reach relatively high levels. The nearest land use sensitive to noise is agricultural housing approximately 1,000 feet southwest of the project site, in an agricultural-zoned area of Tehama County. Noise calculations have suggested that the construction noise generated by project construction would range around 80-85 dBA at 50 feet. In general, noise levels decrease by 6 dBA with every doubling of distance from a source (Harris 1991). Based on this, the agricultural housing would experience project construction noise of less than 60 dBA. This would be lower than both the City and County noise standards.

Land uses in the vicinity of the proposed utility crossing of Interstate 5, under either alignment option, are in existing commercial areas that are already subject to noise impacts from the freeway and surrounding land uses. Construction of this element of the project would not involve any potentially significant noise impacts.

It should be noted that construction noise is temporary, periodic and would cease once construction work is completed. Nevertheless, mitigation is presented below that would reduce the amount of noise exposure caused by project construction to the agricultural housing to the west, as well as to other land uses in the vicinity. Implementation of the mitigation measures described below would reduce construction noise impacts to a level that would be less than significant.

Project Operations

Traffic

Vehicle trips to and from the project site would be a potential source of noise. Based on the traffic impact analysis conducted for the project, the project would generate 8,556 external daily trips, most of which would be from Interstate 5 traffic to and from the site

(KD Anderson 2019). Some of this traffic can be expected to be truck traffic, stopping for fuel, food and lodging and to deliver fuels and supplies for the restaurants. Noise from truck traffic would be generated by diesel engines, exhaust systems, and braking.

The Highway Noise Model, developed by the Federal Highway Administration and modified by Caltrans, estimates the amount of noise generated by traffic, based primarily on its volume, vehicle mix, and speed. Based on estimated traffic volumes from the project traffic study, and Highway Noise Model results provided by Sierra Geotech, project traffic would generate approximately 64.1 dBA of traffic noise at 50 feet from the edge of the right-of-way and 60 dBA at 220 feet from the edge of the right-of-way. None of the identified sensitive noise receptors are located within these distances from the proposed access. Noise impacts from traffic would be less than significant.

Noise would also be generated by internal project site circulation, parking lot and related activity. Most of this noise would be indistinguishable from Interstate 5 traffic noise or noise associated with vehicle trips to and from the site. Backup beepers would be in infrequent use on the site and would not affect overall noise generation.

Stationary Sources

Air conditioning compressors, air handling equipment, and other mechanical equipment associated with restaurants and hotels would be stationary sources of noise within the project. Air conditioning units typically generate approximately 60 dB of noise at six meters, or approximately 20 feet (Berger et al. 2015). Noise generated from these sources would be indistinguishable from prevailing freeway noise.

Blowers and dryers associated with the proposed car wash would be another stationary source of noise. Car wash mechanical equipment typically generates noise levels of up to 80 dBA at 50 feet (Bollard 2016). There are, however, no noise-sensitive land uses in the vicinity of the proposed car wash. Like other on-site noise sources, at the nearest noise-sensitive land uses, noise from the car wash would not be distinguishable from freeway noise.

Another potential source of noise is QSR drive-through speakers through which orders are taken. Noise levels from drive-through speakers can be substantial in the immediate vicinity of the order station. However, noise levels drop off rapidly with distance, falling to 54 dBA at 32 feet (HME 2019). At the distance to the nearest sensitive receptor, noise from drive-through speakers would be well below the prevailing freeway noise and City and County standards.

In summary, project operations would not generate noise at a level that could adversely affect sensitive land uses in the project vicinity. Project impacts related to noise from project operations would be less than significant.

Level of Significance: Potentially significant

Mitigation Measures:

NOISE-1: The City shall establish the following as conditions of approval for any permit that results in the use of construction equipment:

- Construction activities, excluding activities required for public or construction worker safety, shall be limited to the hours from 7:00 a.m. to 6:00 p.m. Monday through Saturday. No work shall occur on Sundays and legal holidays unless written permission is received from the City, in which case construction activities would be allowed in the same hours as for the other days of the week.
- Construction equipment shall be properly maintained and equipped with noise-reduction intake and exhaust mufflers and engine shrouds, in accordance with manufacturers' recommendations. Equipment engine shrouds shall be closed during equipment operation.
- When not in use, motorized construction equipment shall not be left idling for more than five (5) minutes, consistent with State regulations.

Significance After Mitigation: Less than significant

b) Exposure to Groundborne Vibrations.

The project may generate groundborne vibrations from construction equipment use. Construction vibration impacts include human annoyance and building structural damage. Based on standards set by Caltrans, the threshold for architectural damage to structures is 0.20 in/sec peak particle velocity. A threshold of 0.20 in/sec peak particle velocity is considered a reasonable threshold for short-term construction projects. Based on Federal Transit Administration data, groundborne vibration levels anticipated to be generated by project construction would be 0.016 in/sec peak particle velocity, which is less than the 0.2 in/sec threshold but much greater than the groundborne vibration that would be experienced at the nearest sensitive land use - the agricultural housing approximately 51,000 feet to the southwest. Additionally, construction activities would be temporary in nature and would occur only during daytime hours, as required by Mitigation Measure NOISE-1 above. Once operational, the project would not be a source of groundborne vibration. Project impacts related to groundborne vibrations would be less than significant.

c) Public Airport and Private Airstrip Noise.

As noted in Section 3.9, Hazards and Hazardous Materials, the closest public airport to the project site is Corning Municipal Airport, approximately three miles to the northeast. Given this distance, project workers would not be exposed to noise from airport operations. There are no private airstrips in the project vicinity. The project would have no impact related to airport and airstrip noise.

3.14 POPULATION AND HOUSING

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

NARRATIVE DISCUSSION

Environmental Setting

According to the 2020 U.S. Census, the population of Corning was 8,244 - an approximately 7.6% increase from the 2010 U.S. Census population of 7,663. The estimated number of housing units in Corning in 2020 was 2,940 (U.S. Census Bureau 2020). Of these housing units, approximately 63.2% were single-family detached units and 31.1% were multifamily units of two or more. The remainder were single-family attached units and mobile homes (California Department of Finance 2022).

Environmental Impacts and Mitigation Measures

a) Unplanned Population Growth.

The proposed project is a freeway commercial development on vacant land in an area of existing freeway commercial development. The project does not include any residential component. As noted in Section 3.11, Land Use, the project would be on a site designated by the Corning General Plan for commercial use, so the project would not lead to an increase in population not anticipated by the adopted General Plan. The project would have no impact related to unplanned population growth.

b) Displacement of Housing or People.

The project site is vacant; therefore, the project would not displace any existing housing or people residing onsite. The project would have no impact on displacement of housing or people.

3.15 PUBLIC SERVICES

Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Result in substantial adverse physical impacts associated with the provision of, or the need for, new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times, or other performance objectives for any of the public services:				
i) Fire protection?			✓	
ii) Police protection?			✓	
iii) Schools?			✓	
iv) Parks?			✓	
v) Other public facilities?			✓	

NARRATIVE DISCUSSION

Environmental Setting

Fire protection services for the project site are provided by the Corning Volunteer Fire Department (CVFD). The CVFD provides fire suppression, emergency medical service, rescue service, hazardous material emergencies service, public assists (post-fire/accident cleanup, water removal, flooding assistance, assistance to the Police Department), fire prevention and life safety, and emergency preparedness. It operates one station at 814 Fifth Street. Mutual aid assistance is provided by the Tehama County Fire Department, which operates Station 12 – Corning at 988 Colusa Street. Typically, the CVFD or Tehama County Fire Department units arrive on scene within 8 minutes and 20 seconds 90% of the time.

Law enforcement services are provided by the Corning Police Department. The Police Department operates one station at 774 Third Street, which includes the police dispatch center. Services provided include 24-hour law enforcement patrol for traffic enforcement, accident investigation, vehicle abatement, and parking control, animal control, as well as detective services for special investigations. The Corning Police Department adopted an officer-to-residential ratio of 1.1 sworn officers per 1,000 persons and 0.06 support personnel per 1,000 persons. The current staffing ratio is approximately 2.1 sworn officers per 1,000 persons.

The project site is within the boundaries of two school districts. The Corning Union Elementary School District provides public educational services for kindergarten to 8th grade students residing in Corning, Rancho Tehama Reserve, and much of southern Tehama County. The Corning Union High School District provides public educational services for students in 9th to 12th grade residing in Corning and most of southern Tehama County.

Parks and recreational facilities within Corning are managed by the City's Parks and Recreation Department. Section 3.16, Recreation, provides more detail on these facilities. Other public services in Corning include the Corning branch of the Tehama County Public Library at 740 Third Street.

Environmental Impacts and Mitigation Measures

a-i) Fire Protection Services.

The project would generate a demand for fire protection services. This increase in demand for services was anticipated in the CEQA documentation of the Corning General Plan 2014-2034 and the Highway 99 West Corridor Specific Plan. As development occurs within the Highway 99 West Corridor Specific Plan planning area, the increases in property tax revenue have, in previous analysis, been assumed to finance the increased need for fire protection services, and new firefighters could be accommodated in existing and planned fire stations.

The City has adopted the 2019 version of the California Fire Code. As required by the California Fire Code, the project would be required to include site-specific design features such as ensuring appropriate emergency access, hydrant spacing, and other specifications and requiring structures to be built with approved building materials. Conformance with the code reduces the risks associated with fire hazards. The site plan includes access roads for, or will be modified during detailed site plan review, to provide complete access to all buildings in case of emergencies.

Compliance with the California Fire Code would reduce the risk of fire that could damage structures. In addition, as noted in Chapter 2.0, Project Description, fire hydrants would be installed throughout the project site, spaced in accordance with TFPD recommendations. This would also reduce the need for additional fire protection facilities and personnel. Project impacts related to new or expanded fire protection facilities would be less than significant.

a-ii) Police Protection Services.

The project would generate a demand for police protection services. This increase in demand for services was anticipated in the CEQA documentation of the Corning General Plan 2014-2034 and the Highway 99 West Corridor Specific Plan. As development occurs within the Highway 99 West Corridor Specific Plan planning area, the increases in property tax revenue would finance the increased need for law enforcement services, and new officers could be accommodated in existing police stations. Buildout of the Highway 99 West Corridor Specific Plan was estimated to require the full-time equivalent of two

officers to meet the target standard set by the Corning Police Department. These officers could be accommodated by existing facilities. Project impacts related to new or expanded police protection facilities would be less than significant.

a-iii) Schools.

The project does not include a residential component, so it would not generate a direct demand for school services in the school districts within whose boundaries the project site is located. The project would provide employment opportunities, so it may indirectly generate a demand for school services. However, most of the employees are expected to come from the Corning area, which is already served by the two districts. No increase in the student population is expected, so the project would not generate a substantial demand for school services.

Both the Corning Union Elementary School District and the Corning Union High School District impose development impact fees. The fees are not imposed separately by each district; rather, the fees are imposed one time and are shared in a 60/40 ratio, with the larger share going to the Elementary School District. As of 2018, the development impacts fees are $0.58 per square foot of commercial development and $0.44 per square foot of hotel/motel development. The fees would be used for school construction. Under State law, the payment of development impact fees is considered adequate mitigation for the potential impact of a project on school facilities. Project environmental impacts related to schools would be less than significant.

a-iv) Parks.

The project would generate a small increase in daytime workers within the area; however, this is not expected to generate substantial demand for parks and would therefore not result in a significant impact to the City park system. The project would not result in a substantial need for new or expanded park facilities. Project environmental impacts related to parks would be less than significant.

a-v) Other Public Facilities.

The project would not generate a substantial additional demand for library services, as most of the employees are expected to come from the local area and are already served by the library system. The project would not result in a substantial need for new or expanded library facilities. Project environmental impacts related to library services would be less than significant.

3.16 RECREATION

Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facilities would occur or be accelerated?			✓	
b) Include recreational facilities or require the construction or expansion of recreational facilities that might have an adverse physical effect on the environment?			✓	

NARRATIVE DISCUSSION

Environmental Setting

Parks and recreational services are provided by the City of Corning and by Tehama County in their respective jurisdictions. The City has seven community and neighborhood parks, along with a public pool. There are no parks or recreational facilities on or in the vicinity of the project site. The nearest City park to the project site is Estil C. Clark Recreation Area, on Fig Lane approximately three miles northeast.

The Tehama County Parks system consists of nine parks and two public access areas. The nearest County park to the project site is Tehama County River Park, on the Sacramento River approximately six miles east of the project site. Adjacent to Tehama County River Park is Woodson Bridge State Recreation Area, which is managed by California State Parks.

Environmental Impacts and Mitigation Measures

a, b) Recreational Facilities.

The project does not include any active recreational facilities but does provide open space and commercial services for the freeway traveler. The project does not include any residential component which could generate a new demand on the City's or County's park systems such that new or expanded facilities would be required. As noted in Section 3.15, Public Services, the project would generate a small increase in daytime workers within the area; however, most of the employees are expected to come from the Corning area and are already served by existing recreational facilities. Project impacts related to parks and recreational facilities would be less than significant.

3.17 TRANSPORTATION

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

NARRATIVE DISCUSSION

Information on traffic for this section is provided by a traffic impact analysis prepared for the project by KD Anderson and Associates, with additional analysis conducted by WK Shijo Consulting, LLC. Appendix F contains copies of both analyses. For the KD Anderson analysis, traffic counts were conducted at four intersections near the project site in 2018 to determine weekday morning and evening peak hour traffic. Project trips were estimated based upon trip generation rates from the *Trip Generation Manual, 10th Edition,* by the Institute of Transportation Engineers. Trip distribution was assumed based on consideration of the nature of the proposed land uses.

It should be noted that the KD Anderson traffic impact analysis assumed 160 hotel rooms, which is an overestimate of the anticipated number of rooms. Nevertheless, the traffic impact study remains valid as an analytical tool, as it provides a conservative assessment of traffic impacts. The Shijo analysis was based on the KD Anderson analysis, but used updated project description figures, such as the 100-room hotel.

Environmental Setting

Existing Transportation Facilities

The main roadways on or near the project site are the following:

- *Interstate 5* is a four-lane freeway that forms the eastern boundary of the project site. Interstate 5 extends northerly to Oregon and Washington and southerly to Sacramento, Los Angeles, and other southern California cities. A full interchange with South Avenue is adjacent to the northeast portion of the project site. Traffic signals have been installed at the intersections of the ramps with South Avenue.

Caltrans has proposed the future construction of an improved freeway off-ramp from southbound Interstate 5 to South Avenue that may require a realignment of Barham Avenue (see below). However, no plans for this project have been prepared or approved.

- *South Avenue* traverses an east/west direction and fronts the entire northern length of the project site. South Avenue begins at State Route 99 approximately nine miles east of the project site and extends west past the project site approximately 0.6 miles, ending at Rawson Road. The road consists of one lane in each direction along the project site frontage, then widens to two travel lanes in each direction beginning at the overcrossing to Interstate 5 until approximately 800 feet east of the Highway 99 West intersection, where it tapers down to one lane in each direction again. South Avenue is designated by the City as a major arterial.

- *Barham Avenue* is a two-lane, north-south road west of Interstate 5 that begins at Finnell Avenue north of Corning. After an approximate one-quarter mile gap between Vina Avenue and Chittenden Road, Barham Avenue resumes at Chittenden Road and ends at South Avenue adjacent to the project site. Discontinuous segments of Barham Avenue occur south of the project site. Barham Avenue is designated by the City as a collector street.

- *Orchard Avenue* is a north-south road that is one-quarter mile west of Barham Avenue. The segment of Orchard Avenue near the project site extends south from Chittenden Road to south of Chase Avenue, ending north of the Middle Fork of Hall Creek.

Tehama Rural Area Express (TRAX) provides public transit bus service to the City of Corning and to other communities in Tehama County. TRAX Routes 5 and 6 make stops near the South Avenue/Highway 99 West intersection on their way to and from Rolling Hills Casino to the south. There are no designated bicycle facilities in the project vicinity. As the project site is undeveloped, there are no sidewalks. There is a narrow pedestrian way along the curbs on the South Avenue overcrossing of Interstate 5.

Regulatory Framework

The City of Corning has regulated traffic through Level of Service (LOS) guidelines set forth in the City's General Plan. LOS is a qualitative measure of traffic flow on roadways and delay at intersections. LOS is measured on a scale from A to F, with A representing the best traffic conditions and F the worst. The General Plan requires a minimum LOS of C for all City streets; however, LOS D is permissible on a case-by-case basis. For Caltrans facilities, LOS C is the minimally acceptable LOS, based on its *Guide for the Preparation of Traffic Impact Studies*.

In 2013, SB 743 was adopted. SB 743 directed the OPR to develop an alternative mechanism for evaluating transportation impacts and to amend the CEQA Guidelines to provide a transportation impact analysis framework that prioritizes reducing GHG emissions, replacing the prior focus of minimizing automobile delay. In response to SB 743 requirements, CEQA Guidelines Section 15064.3 was added, along with a change to

the Environmental Checklist in CEQA Guidelines Appendix G. Section 15064.3 states that "vehicle miles traveled" (VMT) is the preferred metric for evaluating transportation impacts, rather than LOS. VMT measures the total miles traveled by vehicles generated by a project. While LOS focuses on motor vehicle traffic, VMT accounts for the total environmental impact of a project on transportation, including use of travel modes such as buses or bicycles.

CEQA Guidelines Section 15064.3(b) sets forth the criteria for analyzing transportation impacts using the preferred VMT metric. In December 2018, the OPR released its *Technical Advisory on Evaluating Transportation Impacts in CEQA* (Technical Advisory). The Technical Advisory provides advice and recommendations to CEQA lead agencies on how to use VMT in analyzing project transportation impacts, such as potential significance thresholds and screening criteria (OPR 2018). The City of Corning has not yet adopted any VMT thresholds or screening criteria.

The Tehama County Transportation Commission updated its Regional Transportation Plan (RTP) in 2019. The RTP serves as the planning blueprint to guide transportation investments in Tehama County involving local, state, and federal funding over the next 20 years. Transportation improvements in the RTP are identified as short-range/constrained (2019-2029) or long-range/unconstrained (2030-2039). Among the projects identified in the RTP are improvements to the Interstate 5/South Avenue interchange (TCTC 2019).

Environmental Impacts and Mitigation Measures

a) Conflicts with Transportation Programs and Plans.

The KD Anderson traffic impact analysis evaluated traffic operations under existing conditions without and with the project. Section 3.21, Mandatory Findings of Significance, discusses the potential cumulative transportation impacts. The report focused on impacts at the following four intersections:

- South Avenue/Highway 99 West
- South Avenue/Interstate 5 northbound ramps
- South Avenue/Interstate 5 southbound ramps
- South Avenue/Barham Avenue

A fifth intersection, consisting of South Avenue and the proposed Barham Avenue extension to the project site, was evaluated under traffic conditions with the project. Under existing conditions with the project, all the study intersections would operate at LOS C or better, which would be consistent with Corning General Plan policy. All ramp junctions at the Interstate 5/South Avenue interchange would operate at LOS B with the project, which is acceptable under the Caltrans LOS threshold.

The Shijo analysis evaluated the project traffic impacts at the same intersections, except for the South Avenue/Barham Avenue extension. The project no longer includes a Barham Avenue extension; instead, the Shijo analysis evaluated impacts at the intersection of South Avenue and the proposed access road to the project site. Under existing plus project conditions, all intersections would operate at LOS C or better during both AM and PM

peak hours. The LOS at all intersections would be acceptable under both Corning General Plan and Caltrans LOS standards.

The proposed utility crossing of Interstate 5 would involve trenching activity within existing public streets under either alignment option. This work, which would be subject to City encroachment permit conditions, would not result in any substantial interruption of transportation operations, and potential interruptions would cease when work is completed.

The project is not expected to adversely affect transit routes or use along Highway 99 West. As there are no bicycle facilities in the vicinity, the project would not affect bicycle transportation. The project would install pedestrian facilities along its South Avenue frontage, improving pedestrian travel and ensuring its safety. However, the traffic impact analysis stated that development of a safe path of travel for pedestrians from the site east to Highway 99 West is necessary. Long-term plans for the Interstate 5/South Avenue interchange include modifications that would widen the structure, and sidewalks would be part of that work. In the meantime, construction of an all-weather pedestrian route from the site to Highway 99 West is needed. Mitigation described below would require the project to construct a pedestrian route from the project site to the interchange.

In summary, the project would not substantially conflict with applicable plans or policies related to transportation, either for motor vehicles or for alternative modes of transportation except for pedestrian routes. With implementation of mitigation, project impacts related to transportation programs and plans would be less than significant.

Level of Significance: Potentially significant

Mitigation Measures:

TRANS-1: The project applicant and/or contractor shall construct an all-weather pedestrian route between the project site and the overcrossing of the Interstate 5/South Avenue interchange. The pedestrian route shall include the required sidewalk along the South Avenue frontage of the project site. All improvements shall be made, or a performance bond posted based on the City Engineer's cost estimate, prior to final parcel map recordation.

Significance After Mitigation: Less than significant

b) Conflict with CEQA Guidelines Section 15064.3(b).

The Environmental Checklist in CEQA Guidelines Appendix G has been revised to include a question regarding consistency of the project with CEQA Guidelines Section 15064.3(b). Section 15064.3(b) states that VMT is the preferred method for evaluating transportation impacts, rather than the commonly used LOS. Section 15064.3 subdivision (b) sets forth the criteria for analyzing transportation impacts using the preferred VMT metric. Among these criteria is that VMT that exceeds an applicable threshold of significance may indicate a significant impact.

According to the OPR's Technical Advisory on Evaluating Transportation Impacts in CEQA, projects that are retail in character that are not above the applicable regional VMT per employee are considered to have VMT impacts that are less than significant (OPR 2018). Based on information in the current RTP, the average daily VMT per employee for Tehama County is 101.21 (TCTC 2019). Based on the CalEEMod run for the project, the daily VMT generated by the project would be approximately 6,930. The estimated number of employees on the project site, based on figures developed by the U.S. Green Building Council (USGBC 2019), would be 86. Therefore, the project VMT per employee would be 80.58, which is below the County VMT per employee. Based on this information, project VMT impacts would be less than significant.

c) Traffic Hazards.

Project traffic would in general be compatible with existing area vehicle and truck traffic, which is generated by similar land uses. While the project would primarily attract customers driving automobiles, some uses, primarily the hotel, could attract truckers if truck parking is available. Therefore, truck turning could be a potential safety issue. Mitigation described below would require the issue be addressed in the final design of the project, including turning issues associated with larger trucks allowed under the Surface Transportation Assistance Act (STAA) and with larger emergency vehicles.

The traffic impact analysis evaluated potential project impacts on queuing at the study intersections. Lengthy traffic queues could be a potential safety hazard for vehicles. As indicated in the analysis, the projected queues in left-turn lanes do not exceed the available storage, so the possibility of queues extending back spilling over into adjoining through lanes is low. The most appreciable increases are on South Avenue in the area of the southbound and northbound ramps. The queue in the eastbound lane at the southbound ramp intersection could extend beyond the existing Barham Avenue intersection, although this may not be an issue since Barham Avenue carries little traffic. The queues on the segment of South Avenue between the ramp intersections would become longer but would not extend to the point that they would block entering traffic. Potential hazards from queuing, therefore, are considered less than significant.

The project proposes access to vehicles and trucks via a new Road A and a cul-de-sac onto the site (Road B). The traffic impact analysis evaluated the impacts project traffic would have on the proposed intersection of South Avenue and Road A, which was then termed "the Barham Avenue extension," especially if a left-turn lane would be required. The American Association of State Transportation and Highway Officials has identified guidelines for the installation of left turn lanes in its publication *A Policy on Geometric Design of Highways and Streets*. These guidelines, which are presented in the 2018 update, generally indicate that a left-turn lane is needed when ten left turns per hour occur on a highway carrying 200 vehicles per hour. Based on these criteria, a westbound South Avenue left-turn lane at the proposed intersection with Road A can be justified. Mitigation described below would require the widening of South Avenue to accommodate this westbound left-turn lane.

In summary, the project could have potentially significant impacts related to safety associated with vehicle traffic, particularly truck traffic. However, implementation of mitigation measures would reduce project impacts regarding traffic hazards to a level that would be less than significant.

Level of Significance: Potentially significant

Mitigation Measures:

TRANS-2: Prior to final site plan approval, the project applicant shall present a plan or plans depicting truck and emergency vehicle turning radii at the project site and on the roads leading to the project site, including turning radii for STAA trucks. The submitted plans shall be reviewed and approved by the City Engineer.

TRANS-3: The project applicant and/or contractor shall be responsible for widening South Avenue to provide a left-turn lane on westbound South Avenue to the proposed Road A, along with two travel lanes in each direction with a planted median as required by the design guidelines of the Highway 99 West Corridor Specific Plan. Plans for the widening and the left-turn lane shall be reviewed and approved by the City Engineer. All improvements shall be made, or performance bond posted based on the engineer's costs estimates, prior to final parcel map recordation.

Significance After Mitigation: Less than significant

d) Emergency Access.

Vehicle access to the project site would be provided at two points: the proposed cul-de-sac extending east from Road A, and the proposed driveway at the southern end of the proposed extension. This would provide adequate access to the project site for emergency vehicles. In addition, Mitigation Measure TRANS-2 would ensure adequate turning space for larger emergency vehicles. Project impacts regarding emergency access would be less than significant with mitigation.

Level of Significance: Potentially significant

Mitigation Measures: Implementation of Mitigation Measure TRANS-2.

Significance After Mitigation: Less than significant

3.18 TRIBAL CULTURAL RESOURCES

Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code Section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code Section 5020.1(k), or		✓		
b) A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1? In applying the criteria set forth in subdivision (c) of Public Resources Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.		✓		

NARRATIVE DISCUSSION

Environmental Setting

As noted in Section 3.5, Cultural Resources, the project site is within the traditional area of the Hill Nomlaki. Their traditional territory included the eastern foothills of the Coast Range and the western extent of the valley, extending south from Cottonwood Creek to Stony Creek in Glenn County. The land to the east along the Sacramento River was occupied by the River Nomlaki. As this region provided an abundance of natural resources, the Nomlaki established villages on ridges above major watercourses in their territory. Each clan returned to the lower main camp for the winter from its summer mountain resource area. Similar to other California Native American groups, the Nomlaki employed a variety of tools, implements, and enclosures for hunting and collecting natural resources. Acorns, of particular importance to the diet, were collected in the fall and then stored in village granaries before processing with bedrock or portable mortars and pestles.

The traditional culture and lifeways of the Nomlaki were disrupted beginning in the early 1800s. Foreign disease epidemics in 1830-1833 that swept through the densely populated Central Valley decimated native populations. By 1849, with the influx of thousands of gold seekers entering the region, the Nomlaki experienced a loss of land and territory including traditional hunting and gathering locales, along with violence, malnutrition, and starvation. In 1851, the Nomlaki signed a treaty that gave them only a portion of their traditional lands.

Some people were moved to a reservation at Nome Lackee in western Tehama County in 1855, but in 1863, the Nomlaki and other Sacramento River peoples were forcibly marched west to the Round Valley Reservation in what is now Mendocino County.

By the 1930s, there were only a half-dozen households at each of three rancherias within Nomlaki territory. By 1951, the Grindstone Creek, Paskenta, and Rumsey rancherias had a combined population of only 52 people. The Paskenta Rancheria was terminated in 1958 and the lands sold to non-native peoples. Federal recognition was restored to the Paskenta Band of Nomlaki Indians in 1994; subsequently, in 2000, the band acquired a 2,000-acre reservation in Tehama County near Corning, on which Rolling Hills Casino was constructed. Other people of Nomlaki descent reside on the Colusa, Grindstone Creek, and Rumsey Rancherias in Colusa, Glenn, and Yolo Counties, respectively.

In 2015, the California Legislature enacted AB 52, which focuses on consultation with Native American tribes to avoid or mitigate potential impacts on tribal cultural resources, which are defined as "sites, features, places, cultural landscapes, sacred places, and objects with cultural value to a California Native American tribe." When a tribe requests consultation with a CEQA lead agency on projects within its traditionally and culturally affiliated geographical area, the lead agency must provide the tribe with notice of a proposed project within 14 days of a project application being deemed complete or when the lead agency decides to undertake the project if it is the agency's own project. The tribe has up to 30 days to respond to the notice and request consultation; if consultation is requested, then the local agency has up to 30 days to initiate consultation.

Matters which may be subjects of AB 52 consultation include the type of CEQA environmental review necessary, the significance of tribal cultural resources, and project alternatives or appropriate measures for preservation or mitigation of the tribal cultural resource that the tribe may recommend to the lead agency. The consultation process ends when either (1) the resource in question is not considered significant, (2) the parties agree to mitigate or avoid a significant effect on a tribal cultural resource, or (3) a party, acting in good faith and after reasonable effort, concludes that mutual agreement cannot be reached. Regardless of the outcome, a lead agency is still obligated under CEQA to mitigate any significant environmental effects, as explicitly noted in AB 52.

Consultation and correspondence with various culturally affiliated Tribal groups and agencies were conducted in accordance with Public Resources Code (PRC) Section 21080.3.1 (AB 52). On January 29, 2021, the City initiated environmental review under the California Environmental Quality Act (CEQA) for the proposed Queen Olive Galleria Commercial Development project. The City sent a certified project notification letter to the Paskenta Band of Nomlaki Indians and Redding Rancheria, each a California Native American Tribe that is traditionally and culturally affiliated with the geographic area of the proposed project, on January 29, 2021, pursuant to PRC Section 21080.3.1, notifying that the project was under review and to provide the Tribes 30 days from the receipt of the letter to request consultation on the project in writing. No responses were received requesting initiation of consultation under the provisions of AB 52.

a, b) Tribal Cultural Resources.

As noted in Section 3.5, Cultural Resources, a Cultural Resource Inventory conducted for the project found no record of any cultural resources on the project site. As part of the inventory, the Native American Heritage Commission was requested to search its Sacred Lands File for records pertaining to the project site. The Native American Heritage Commission reported negative results in its search, but it recommended the Paskenta Band of Nomlaki Indians be contacted for information. A project information letter was sent to the Paskenta Band in December 2020, which was followed up by electronic mail. No response was received from the tribe (Natural Investigations Company 2021). To date, the City has not received any requests from tribes to consult on this project.

While there is no recorded evidence of known cultural resources on the project site, there is a potential for unknown resources, which may be associated with Native American tribes, to be uncovered during project construction. Implementation of Mitigation Measure CULT-1, described in Section 3.5, sets forth procedures for the treatment and disposition of uncovered resources, while Mitigation Measure CULT-2 sets forth procedures to be followed should any human remains be uncovered, with special requirements for burials determined to be Native American. With implementation of Mitigation Measures CULT-1 and CULT-2, impacts on tribal cultural resources would be less than significant.

Level of Significance: Potentially significant

Mitigation Measures: Implementation of Mitigation Measures CULT-1 and CULT-2.

Significance After Mitigation: Less than significant

3.19 UTILITIES AND SERVICE SYSTEMS

Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Require or result in the relocation or construction of new or expanded water, wastewater treatment, or storm water drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?			✓	
b) Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry, and multiple dry years?			✓	

c) Result in a determination by the wastewater treatment provider that would serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?			✓	
d) Generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?			✓	
e) Comply with federal, state, and local management and reduction statutes and regulations related to solid waste?			✓	

NARRATIVE DISCUSSION

Environmental Setting

The project site is currently not served by any water, wastewater, storm drainage, or other organized utility systems; the City of Corning provides water and wastewater services to incorporated lands east of I-5, but these services have not yet been extended to lands west of the freeway. The project site is not served by any existing groundwater wells or individual wastewater disposal systems such as septic tanks. State well records indicate there is one domestic well within 1,000 feet of the project and 10 wells serving various uses within a 1/2 mile of the project (Rabo pers. comm.).

The project site drains toward the southeast and Interstate 5. Sheet flows of stormwater runoff from the project site run south along Interstate 5 in an open ditch to Hall Creek, which runs southeast to Brannin Creek and eventually to the Sacramento River. An existing PG&E 12-kilovolt electrical distribution line.

The City of Corning provides potable water service to its residents and businesses. The City's water supply is groundwater extracted by seven municipal wells, each of which consist of a deep well turbine pump that pumps groundwater from the deep, unconfined aquifer located beneath the city. The wells have pumping capacities that range from 230 to 920 gallons per minute. In 2014, the most recent year for which information is available, the city pumped approximately 2,563 acre-feet of water for its customers and for municipal use (City of Corning 2015b). Water lines in the city are typically eight inches in diameter, with a range from four to 12 inches. The nearest element of this system is an existing water main located beneath Highway 99 West, which is east of I-5.

Corning also provides municipal wastewater collection and treatment services. The collection system is composed largely of lines measuring six or eight inches in diameter that extend down the centerline of City alleys and streets, with several open sewer laterals and rain gutters connected to it that allow rainwater to enter the wastewater system during peak flows. The city treats domestic and industrial wastewater at its Wastewater Treatment Plant (WWTP), located on the southeast side of the city. The WWTP has a permitted

capacity of 1.75 million gallons per day (mgd). Currently, the WWTP is treating on average approximately 507,590 gallons per day (0.51 mgd). Like the potable water system, however, the wastewater collection system has not yet been extended west of I-5 in the project vicinity.

Outside of the city wastewater service area, wastewater disposal can occur with permitted Onsite Wastewater Treatment Systems (OWTS) regulated by the Tehama County Environmental Health Department. Onsite soil testing in 2018 indicated that site soils were suitable for OWTS on a temporary basis, subject to County permitting requirements.

Stormwater on the project site currently drains toward the southeast and Interstate 5. Sheet flows of stormwater runoff are collected in an open ditch along Interstate 5. The ditch flows south to Hall Creek, where runoff in turn flows southeast into Brannin Creek and eventually to the Sacramento River. There are currently no stormwater drainage facilities on or near the project site, other than the open ditch, which is not available for the transport of increased storm runoff from the project. Onsite detention facilities are standard for commercial developments within the City of Corning. The current standard for detention is to accommodate stormwater generated by a 25-year storm for a period of four hours.

The City's solid waste services are provided by Waste Management, Inc. The company provides collection, disposal, and recycling services. Solid waste collected within the City is disposed of at the Tehama County Landfill, located at 19995 Plymire Road northwest of Red Bluff. The landfill is operated by Waste Connections under a permit issued by the State for disposal of municipal solid waste. The Tehama County Landfill has a maximum permitted daily capacity of 400 tons per day and an average daily loading of 216 tons per day. The landfill is projected to remain open until 2053 (City of Corning 2015b).

Pacific Gas & Electric provides electricity and natural gas services to Corning. As noted, an existing electrical distribution line is near the project site. The project has not indicated that it would require natural gas services.

Environmental Impacts and Mitigation Measures

a) Relocation or Construction of Utility Facilities.

City staff has indicated that proposed commercial development of the site could instead be served with an extension of the City's potable water and wastewater treatment systems (OWTS) across I-5 subject to required approvals from the the Regional Water Quality Control Board and California Health and Safety Code public water system requirements, as regulated by the State Water Resources Control Board. Extension of the proposed utility lines and related requirements are described in Chapter 2.0 Project Description; conformance with these requirements is considered an integral part of the project and would be the subject of the City's conditions of project approval.

Construction of potable water and wastewater facilities on the project would involve potential for ground disturbance, excavation and potential for environmental effects on biological, cultural, soils and water resources. These potential impacts are integral with the overall disturbance of the site that would be associated with proposed commercial

development; these potential effects are addressed in other portions of this chapter, which describe what potentially significant environmental effects would occur, and where mitigation measures are needed to reduce these potential impacts to a less than significant level.. Development and operation of potable awater and wastewater systems would not result in additional environmental impacts on biological, cultural and soils resources.

Extension of new potable water service to the site would involve increased groundwater withdrawals from the existing City wells. The project would involve use of an estimated 150 acre-feet per year or an average demand of 94 gallons per minute. These amounts are a fraction of the city's existing withdrawals and of existing withdrawals in in the Corning Subbasin. The Project Engineer (Rabo, pers. comm.) indicates that project-related demands are of negligible size and project withdrawals would involve minimal effects on any existing wells in the project vicinity.

Electrical and telecommunication lines are available in the project vicinity and can be extended to the project site as necessary. The project does not propose the relocation of any existing utility lines or facilities on or near the project site. Project impacts related to relocation or construction of utility facilities would be less than significant.

b) Water Supplies.

The project would be served with potable water by the City's potable water system, which has groundwater as its source. It has been estimated that the project at buildout would result in a water demand of 150 acre-feet annually, the majority of which would be for landscape irrigation. This represents less than one percent of the City's recent demand on its well system. Required water supply for the project would be well below typical well yields in the Corning area.

Corning Municipal Code Section 8.21.120, which would apply to the project, incorporates provisions of the Model Water Efficient Landscaping Ordinance. These provisions include the submittal of a landscape design plan within which the use of water-conserving plants is encouraged and of an irrigation design plan that requires water-conserving features such as sensors and automatic irrigation controllers, and development of a landscape and irrigation maintenance schedule. Compliance with the provisions of Section 8.21.120 would reduce irrigation demands of the project on groundwater supplies.

As noted in Section 3.10, Hydrology and Water Quality, the estimated storage capacity of the Corning Subbasin, the source of the City's water and water development on the site, is approximately 2,752,950 acre-feet. The estimated annual pumping of groundwater from the Subbasin is 172,200 acre-feet (Montgomery and Associates 2021). Therefore, there appears to be adequate water supply to satisfy project demand without the need to obtain additional water supplies. In addition, as discussed in Section 3.9, implementation of the Groundwater Sustainability Plan for the Corning Subbasin is expected to minimize potential impacts on groundwater supplies. Project impacts on water supplies would be less than significant.

c) Wastewater Treatment Capacity.

Wastewater generated by the project would be disposed to the city's wastewater treatment and disposal system, which would result in a small increase in wastewater flows to the city's system. The Sierra Geotech draft report indicated that the project would generate approximately 10,280 gallons of wastewater per day, including wastewater generated by the proposed car wash. The proposed hotel would be the main source of project wastewater (Sierra Geotech 2021b).

Wastewater from the project would be treated at the Corning WWTP, which has a current treatment capacity of 2.5 mgd, and currently processes only 0.51 mgd of wastewater. Given the anticipated amount of project wastewater (approximately 0.01 mgd), the WWTP would have adequate existing capacity to accommodate the project. Potential future project impacts on wastewater treatment capacity would be less than significant.

d, e) Solid Waste Services.

The project would contribute to the solid waste disposal stream from the City and place demands on existing landfill operations and capacity. CalRecycle posted a solid waste generation rate for commercial retail uses from a solid waste guide for development projects in Santa Barbara County. According to this source, the amount of solid waste generated by a commercial retail use would be 2.5 pounds per 1,000 square feet per day (CalRecycle 2019). Based on this, the estimated amount of solid waste that would be generated by project development would be approximately 175 pounds per day, or approximately 32 tons per year.

The existing landfill in Tehama County would have adequate capacity to accommodate the amount of solid waste that would be generated by the project, and it can accommodate the additional daily solid waste under its current maximum permitted capacity of 400 tons per day. The project is expected to comply with applicable state and local statutes and regulations related to solid waste, including recycling requirements. Project impacts on solid waste would be less than significant.

3.20 WILDFIRE

If located in or near State Responsibility Areas or lands classified as Very High Fire Hazard Severity Zones, would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Substantially impair an adopted emergency response plan or emergency evacuation plan?				✓
b) Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?			✓	
c) Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other				✓

utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?				
d) Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?				✓

NARRATIVE DISCUSSION

Environmental Setting

Wildfires are a significant hazard in much of Tehama County. The California Department of Forestry and Fire Protection's Fire and Resource Assessment Program identifies fire threat based on a combination of two factors: 1) fire frequency, or the likelihood of a given area burning, and 2) potential fire behavior (hazard). These two factors are combined in determining the following Fire Hazard Severity Zones: Moderate, High, Very High, Extreme. These zones apply to areas designated as State Responsibility Areas – areas in which the State has primary firefighting responsibility. The project site is not within a State Responsibility Area; rather, it is within a Local Responsibility Area, where local fire districts or departments have primary firefighting responsibility. The project site and vicinity are not in any designated fire hazard zone for a Local Responsibility Area (Cal Fire 2007, 2008).

Wildfires have occurred in the vicinity of the project site. In 2019, the Inghram Fire burned 10 acres southeast of the Paskenta Band reservation. In 2021, the Canal Fire burned 59 acres in an area northwest of Corning (Cal Fire 2022). No record was found of any wildfires occurring on the project site itself. However, the project site currently is covered with grasses and weeds, which would make it susceptible to wildfire, particularly during the dry season that occurs from approximately May to October.

Environmental Impacts and Mitigation Measures

a) Emergency Response Plans and Emergency Evacuation Plans.

As discussed in Section 3.9, Hazards, project construction is not expected to substantially obstruct emergency vehicles or any evacuations that may occur in the area, and project operations would not obstruct any roadways. The project would have no impact related to wildfire emergency response plans or emergency evacuation plans.

b) Exposure of Project Occupants to Wildfire Hazards.

The project site is not part of a State Responsibility Area, and Cal Fire maps indicate the site is not designated within a Very High Fire Hazard Severity Zone or a zone of higher severity. As noted in Section 3.9, Hazards and Hazardous Materials, the project site is in an area with agricultural and some developed land uses, both of which are typically not susceptible to wildland fire hazards. The largest open space area potentially susceptible to

wildfire is the vacant land north of the project site. However, this land is separated from the project site by South Avenue, and South Avenue is proposed to be improved such that it would provide a greater fire break. It is expected that fire protection services would respond quickly enough to prevent any fires occurring on this land from potentially spreading to the project site (see Section 3.15, Public Services).

The project would reduce the existing fire hazard on the project site by replacing existing grasses and weeds with buildings and pavement. Cal Fire maps indicate that the project vicinity is in a low-risk wildfire area. Project impacts related to exposure of project occupants to wildfire hazards are considered less than significant.

c) Installation and Maintenance of Infrastructure.

The project proposes the installation of parking areas and the construction and relocation of utilities. The installation of these facilities is not expected to exacerbate the wildfire risk on the project site, which is expected to be reduced with development. The project would have no impact related to infrastructural exacerbation of wildfire hazards.

d) Risks from Runoff, Post-Fire Slope Instability, or Drainage Changes.

The project site is in a topographically flat area. There are no streams or other channels that cross over or adjacent to the site. Burch Creek is within one-half mile of the project site. However, this stream originates in the low foothills and is dry for much of the year. As such, Burch Creek is not expected to pose a significant risk to people or structures on the project site from changes resulting from fires in steeper areas, including downslope or downstream flooding or landslides. The project would have no impact related to risks from runoff, post-fire slope instability, or drainage changes.

3.21 MANDATORY FINDINGS OF SIGNIFICANCE

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Does the project have the potential to substantially degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?		✓		
b) Does the project have impacts that are individually limited, but cumulatively considerable? "Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other			✓	

current projects, and the effects of probable future projects)?				
c) Does the project have environmental effects which would cause substantial adverse effects on human beings, either directly or indirectly?			✓	

NARRATIVE DISCUSSION

a) Findings on Biological and Cultural Resources.

The potential biological resource and cultural resource impacts of the revised project were described in Sections 3.4, 3.5, and 3.18 of this IS/MND. Potentially significant environmental impacts on biological and cultural resources were identified. Implementation of mitigation measures described in Sections 3.4 and 3.5 would reduce these impacts to a level that would be less than significant.

b) Findings on Cumulatively Considerable Impacts.

A cumulative impact is an environmental impact that may result from the combination of two or more environmental impacts associated with the proposed project with each other, or the combination of one or more project impacts with related environmental impacts caused by other projects.

As has been noted, the project is consistent with the land use designations of the Corning General Plan and the Highway 99 West Corridor Specific Plan; as such, the project is not expected to introduce any new or more severe environmental impacts not otherwise analyzed in their respective CEQA documents. For project-specific impacts identified as potentially significant, mitigation measures would reduce these impacts to a level that would be less than significant. Therefore, for most environmental issues, the project would not make a considerable contribution to potential cumulative impacts with mitigation. The only environmental issue for which potentially cumulatively considerable impacts were identified was for traffic.

Potential cumulative impacts of the project on traffic were analyzed in the KD Anderson and Associates traffic impact analysis (see Section 3.17, Transportation). Cumulative impacts were evaluated within the context of long-term growth under the Corning General Plan, as well as development of the balance of the area designated for commercial uses west of Interstate 5. The sources of possible long-term cumulative traffic volume forecasts for the study area were discussed with City of Corning staff. The traffic volume forecasts made by Caltrans for the Interstate 5/South Avenue interchange in a Project Study Report prepared in 2001 were judged to be the best available information, with some changes accounting for the time since the report was prepared.

Projected LOS at study area intersections under cumulative conditions have been made assuming no improvements to the Interstate 5/South Avenue interchange. The results are available in Table 3-6 below. As indicated in Table 3-6, three of the four intersections would operate at LOS considered unacceptable based on City or Caltrans thresholds.

TABLE 3-6
CUMULATIVE PLUS PROJECT INTERSECTION LEVELS OF SERVICE

		AM Peak Hour		PM Peak Hour	
Intersection	**Control**	**LOS**	**Delay (sec)**	**LOS**	**Delay (sec)**
South Ave./Access/Barham Ave.	NB/SB Stop	**F**	>300	**F**	>300
	Signal	*C*	*27.5*	*C*	*33.6*
South Ave./SB I-5 ramps	Signal	**F**	207.4	**F**	168.0
South Ave./NB I-5 ramps	Signal	**E**	74.9	**E**	72.6
South Ave./Highway 99 West	Signal	C	24.3	C	24.1

Note: **Bold** indicates unacceptable operational conditions.
NB - northbound, SB - southbound, I-5 - Interstate 5
Source: KD Anderson and Associates 2019.

If the planned Interstate 5/South Avenue interchange improvement project is funded and constructed, all the intersections would operate at LOS C or better. Since it is not known if or when the interchange improvement project would occur, cumulative traffic conditions would conflict with applicable transportation policies. The traffic impact analysis recommends specific improvements that would eliminate any potential conflicts with the established LOS thresholds. These recommendations are presented below. It must be emphasized that these recommendations are not mitigation measures, as environmental impacts related to traffic are to be evaluated by VMT, not LOS. As discussed in Section 3.17, Transportation, project VMT impacts would be less than significant.

Level of Significance: Not applicable under LOS analysis

Transportation Improvement Recommendations:

CUMUL-1: The project applicant should contribute fair-share costs to the following improvements at the intersection of the South Avenue/Barham Avenue extension:

- Install a traffic signal.
- Provide a second westbound left-turn lane on South Avenue (Note: this improvement would require widening southbound Barham Avenue to two southbound lanes below South Avenue for at least 400 feet).
- Provide an eastbound left-turn lane on South Avenue.

- Provide two-lane approaches on northbound and southbound Barham Avenue.
- Provide a right-turn overlap phase on the Barham Avenue approach.
- Alternatively, install a roundabout intersection.

CUMUL-2: The project applicant should contribute fair-share costs to the following improvements on the Barham Avenue extension:

- Widen Barham Avenue from South Avenue to the access intersection to provide four travel lanes.
- Limit Barham Avenue driveways from South Avenue to the access intersection to right turns only.

CUMUL-3: In the event that a funding mechanism is established to collect funds from new development towards the local share of future Interstate 5/South Avenue interchange improvement costs from new development, the project shall contribute its fair share to the local share.

c) Findings on Adverse Effects on Human Beings.

Potential adverse project effects on human beings were discussed in Section 3.3, Air Quality; Section 3.7, Geology and Soils (seismic hazards); Section 3.9, Hazards and Hazardous Materials; Section 3.10, Hydrology and Water Quality (flooding); Section 3.17, Transportation (traffic hazards); and Section 3.20, Wildfire. For most aspects of these issues, no potential adverse effects on human beings were identified. Potential adverse effects that were identified would be reduced to levels considered less than significant through compliance with applicable laws, regulations, and City ordinances and standards, along with mitigation measures where necessary.

4.0 REFERENCES

4.1 DOCUMENT PREPARERS

This IS/MND was prepared by BaseCamp Environmental, Inc. for use by and under the supervision of the City of Corning. The following persons were involved in preparation of the IS/MND:

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4.3 PERSONS CONSULTED

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5.0 NOTES RELATED TO EVALUATION OF ENVIRONMENTAL IMPACTS

1) A brief explanation is required for all answers except "No Impact" answers that are adequately supported by the information sources a lead agency cites in the parentheses following each question. A "No Impact" answer is adequately supported if the referenced information sources show that the impact simply does not apply to projects like the one involved (e.g., the project falls outside a fault rupture zone). A "No Impact" answer should be explained where it is based on project-specific factors as well as general standards (e.g., the project will not expose sensitive receptors to pollutants, based on a project-specific screening analysis).

2) All answers must take account of the whole action involved, including off-site as well as on-site, cumulative as well as project-level, indirect as well as direct, and construction as well as operational impacts.

3) Once the lead agency has determined that a particular physical impact may occur, then the checklist answers must indicate whether the impact is potentially significant, less than significant with mitigation, or less than significant. "Potentially Significant Impact" is appropriate if there is substantial evidence that an effect may be significant. If there are one or more "Potentially Significant Impact" entries when the determination is made, an EIR is required.

4) "Negative Declaration: Less Than Significant with Mitigation Incorporated" applies where the incorporation of mitigation measures has reduced an effect from "Potentially Significant Impact" to a "Less Than Significant Impact." The lead agency must describe the mitigation measures, and briefly explain how they reduce the effect to a less than significant level (mitigation measures from "Earlier Analyses," as described in (5) below, may be cross-referenced).

5) Earlier analyses may be used where, pursuant to the tiering, program EIR, or other CEQA process, an effect has been adequately analyzed in an earlier EIR or negative declaration. Section 15063(c)(3)(D). In this case, a brief discussion should identify the following:

   a) Earlier Analysis Used: Identify and state where they are available for review.

   b) Impacts Adequately Addressed: Identify which effects from the above checklist were within the scope of and adequately analyzed in an earlier document pursuant to applicable legal standards, and state whether such effects were addressed by mitigation measures based on the earlier analysis.

   c) Mitigation Measures: For effects that are "Less than Significant with Mitigation Measures Incorporated," describe the mitigation measures,

which were incorporated or refined from the earlier document and the extent to which they address site-specific conditions for the project.

6) Lead agencies are encouraged to incorporate into the checklist references to information sources for potential impacts (e.g., general plans, zoning ordinances). Reference to a previously prepared or outside document should, where appropriate, include a reference to the page or pages where the statement is substantiated.

7) Supporting Information Sources: A source list should be attached, and other sources used or individuals contacted should be cited in the discussion.

8) This is only a suggested form, and lead agencies are free to use different formats; however, lead agencies should normally address the questions from this checklist that are relevant to a project's environmental effects in whatever format is selected.

9) The explanation of each issue should identify:

   a) the significance criteria or threshold, if any, used to evaluate each question; and

   b) the mitigation measure identified, if any, to reduce the impact to less than significance.