



**CITY OF CORNING  
PLANNING COMMISSION AGENDA**

**TUESDAY, JUNE 18, 2013  
CITY COUNCIL CHAMBERS  
794 THIRD STREET  
CORNING, CA 96021**

**A. CALL TO ORDER: 6:30 p.m.**

**B. ROLL CALL:**

**Commissioners: Reilly  
Barron  
Poisson  
Mesker**  
**Chairman: Robertson**

**C. MINUTES:**

**1. Waive the Reading and Approve the Minutes of the May 21, 2013 Planning Commission Meeting with any necessary corrections.**

**D. BUSINESS FROM THE FLOOR: If there is anyone in the audience wishing to speak on items not already set on the Agenda, please come to the podium, and briefly identify the matter you wish to have placed on the Agenda. The Commission will then determine if such matter will be placed on the Agenda for this meeting, scheduled for a subsequent meeting, or recommend other appropriate action. If the matter is placed on tonight's Agenda, you will have the opportunity later in the meeting to return to the podium to discuss the issue. The law prohibits the Commission from taking formal action on the issue, however unless it is placed on the Agenda for a later meeting so that interested members of the public will have a chance to appear and speak on the subject.**

**E. PUBLIC HEARINGS AND MEETINGS: Any person may speak on items scheduled for hearing at the time the Chairman declares the Hearing open. ALL LEGAL NOTICES PUBLISHED IN ACCORDANCE WITH LAW.**

**2. Solano Street Transportation Enhancement Project: Recommendation to City Council on the Negative Declaration filed for the Solano Street Transportation Enhancement Project.**

**F. REGULAR AGENDA: All items listed below are in the order which we believe are of most interest to the public at this meeting. However, if anyone in the audience wishes to have the Agenda order changed, please come to the podium and explain the reason you are asking for the change.**

**G. ITEMS PLACED ON THE AGENDA FROM THE FLOOR:**

**H. ADJOURNMENT:**

**POSTED: THURSDAY, JUNE 13, 2013**



**CITY OF CORNING  
PLANNING COMMISSION MINUTES**

**TUESDAY, MAY 21, 2013  
CITY COUNCIL CHAMBERS  
794 THIRD STREET  
CORNING, CA 96021**

**A. CALL TO ORDER: 6:30 p.m.**

**B. ROLL CALL:**

**Commissioners: Reilly  
Barron  
Poisson  
Mesker  
Chairman: Robertson**

All members of the Commission were present.

**C. MINUTES:**

**1. Waive the Reading and Approve the Minutes of the April 16, 2013 Planning Commission Meeting with any necessary corrections.**

Commissioner Reilly moved to approve the Minutes as written and Commissioner Barron seconded the motion. **Ayes: Robertson, Reilly, Barron, Poisson and Mesker. Opposed/Absent/Abstain: None. Motion was approved by a 5-0 vote.**

**D. BUSINESS FROM THE FLOOR: None.**

**E. PUBLIC HEARINGS AND MEETINGS: Any person may speak on items scheduled for hearing at the time the Chairman declares the Hearing open. ALL LEGAL NOTICES PUBLISHED IN ACCORDANCE WITH LAW.**

**2. Use Permit No. 2013-267; True Brew: Use Permit request for an on-sale license from the State Department of Alcoholic Beverage Control (ABC) to sell beer and wine within an existing building formerly known as the Miners Inn. Address is 1301 Solano St., APN No.: 71-132-09. (Erroneously listed on the Agenda under "Regular Agenda", should have been listed under "Public Hearings and Meetings".)**

Chairperson Robertson opened the public hearing. Following discussion, Commissioner Barron moved close the public hearing, Commissioner Poisson seconded the motion. **Ayes: Robertson, Reilly, Barron, Poisson and Mesker. Opposed/Absent/Abstain: None. Motion was approved by a 5-0 vote.**

Commissioner Barron moved to adopt the five Factual Subfindings and Legal Findings as presented in the Staff Report and approve Use Permit 2013-267 permitting the sale and serving of beer and wine in a newly established business known as True Brew subject to the three (3) Conditions as recommended by Staff. Commissioner Poisson seconded the motion. **Ayes: Robertson, Reilly, Barron, Poisson and Mesker. Opposed/Absent/Abstain: None. Motion was approved by a 5-0 vote.**

**F. REGULAR AGENDA: All items listed below are in the order which we believe are of most interest to the public at this meeting. However, if anyone in the audience wishes to have the Agenda order changed, please come to the podium and explain the reason you are asking for the change.**

**3. General Plan Update Task Force – Public Workshop: On-going discussion and review of optional General Plan Elements, organization of the General Plan, and evaluation of existing General Plan Goals and Policies.**

Continued discussion from the previous Task Force Meeting held on May 21, 2013 on the Goals and Policies of the existing plan. Mr. Stoufer discussed the issue with clearing the Standard

Conditions for the grant from the California Department of Housing and Community Development. Until these Conditions are cleared, there will be no further meetings or work on the General Plan Update by the Task Force and Consultants.

**G. ITEMS PLACED ON THE AGENDA FROM THE FLOOR: None.**

**H. ADJOURNMENT: 8:30 p.m.**

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**Lisa M. Linnet, City Clerk**

**ITEM NO: E-2  
RECOMMENDATION TO THE CORNING  
CITY COUNCIL ON THE NEGATIVE  
DECLARATION FILED FOR THE  
SOLANO STREET TRANSPORTATION  
ENHANCEMENT PROJECT.**

JUNE 18, 2013

TO: PLANNING COMMISSION OF THE CITY OF CORNING

FROM: JOHN STOUFER, PLANNING DIRECTOR CONSULTANT JS

**PROJECT TITLE: Project #RPSTPLE-5161 (013) - Solano Street Transportation Enhancement Project**

**DESCRIPTION OF PROJECT:** In order to preserve the character and uniqueness of downtown Corning, numerous streetscape elements are proposed. Improvements include sidewalk and area lights, flag poles, benches, bollards, trash receptacles, planters, fountains, bike racks, tree guards, grates, paving bands, cobble paving crosswalks and ramps, and colored/ textured sidewalk. Work includes demolition of existing sidewalk and street surface and installation of new sidewalk, decorative pavers, pedestrian crosswalk bulbs, streetlights, benches and furniture, bollards, street trees with grates, bicycle racks, bicycle lanes, reconfigured travel lanes, and revised I-5 signage. Planting will include selected street trees to complement existing landscaping.

The street improvement project will be funded through Transportation Enhancement Funds from the California Department of Transportation (Caltrans) and is considered a project under the California Environmental Quality Act (CEQA). Since this is a project under CEQA the lead agency, which is the City of Corning, must analyze the environmental impacts associated with the project and minimize them where feasible. An Initial Study, using the Environmental Significance Checklist that meets the requirements of CEQA Section 15063(d), was prepared by staff from the Tehama County Transportation Commission, a Negative Declaration was filed at the Tehama County Clerk & Records Office and then circulated through the State Clearinghouse for a thirty (30) day period, May 20, 2013 to June 18, 2013, for review and comment by various local, state, and federal agencies. Notice that the Negative Declaration was available for review by the general public and of this Planning Commission Public Hearing was published on May 18, 2013 in the Corning Observer.

The Negative Declaration Process is described in Sections 15070 to 15075 of CEQA and describes when it is appropriate to prepare a Negative Declaration for a project. The Initial Study does identify environmental factors that could be affected by the project and the modifications that must be made to the project to reduce the impacts to a less than significant level.

**For the Commissions recommendation to the City Council staff recommends the following Factual Subfindings & Legal Findings pursuant to the California Environmental Quality Act (CEQA), and Section 66474 (A thru G) of the California Government Code.**

**Factual Subfinding #1**

An Initial Study analyzing the environmental impacts associated with the project has been prepared, a Negative Declaration filed and circulated through the CEQA process.

**Legal Finding #1**

For the Solano Street Transportation Enhancement Project, the City of Corning Planning Commission is acting as an advisory body to the Corning City Council and has reviewed the Initial Study and Negative Declaration filed on this project. The Planning Commission finds that the Initial Study shows that there is no substantial evidence, in light of the whole record before the Commission, that the project will have a significant effect on the environment.

**ACTION**

**MAKE A MOTION TO ADOPT FACTUAL SUBFINDING #1 AND LEGAL FINDING #1 AS PRESENTED IN THE STAFF REPORT AND THAT THE CORNING CITY COUNCIL, AS LEAD AGENCY FOR THE SOLANO STREET TRANSPORTATION ENHANCEMENT PROJECT, ADOPT THE NEGATIVE DECLARATION FILED ON THE PROJECT.**

**(PLEASE NOTE : PRIOR TO MAKING A RECOMMENDATION TO THE CITY COUNCIL THE COMMISSION HAS THE ABILITY TO MODIFY THE RECOMMENDED FACTUAL SUBFINDINGS AND LEGAL FINDINGS IF DEEMED APPROPRIATE BY A MAJORITY OF THE COMMISSIONERS)**

**ATTACHMENTS**

- 1) Negative Declaration and Initial Study filed and circulated for the project
- 2) Sections 15070 to 15075, Negative Declaration Process from the CEQA Guidelines.

CITY OF CORNING PLANNING DEPARTMENT  
794 THIRD STREET  
CORNING, CALIFORNIA 96021

NEGATIVE DECLARATION  
FOR SOLANO STREET TRANSPORTATION ENHANCEMENT PROJECT

**PROJECT TITLE: Project #RPSTPLE-5161 (013) - Solano Street Transportation Enhancement Project**

**DESCRIPTION OF PROJECT:** In order to preserve the character and uniqueness of downtown Corning, numerous streetscape elements are proposed. Improvements include sidewalk and area lights, flag poles, benches, bollards, trash receptacles, planters, fountains, bike racks, tree guards, grates, paving bands, cobble paving crosswalks and ramps, and colored/ textured sidewalk. Work includes demolition of existing sidewalk and street surface and installation of new sidewalk, decorative pavers, pedestrian crosswalk bulbs, streetlights, benches and furniture, bollards, street trees with grates, bicycle racks, bicycle lanes, reconfigured travel lanes, and revised I-5 signage. Planting will include selected street trees to complement existing landscaping. The project site is located in downtown Corning, on Solano Street, between Third Street and Hoag Street. The City of Corning is immediately east of Interstate 5, approximately 19 miles south of the City of Red Bluff and 14 miles north of City of Orland. Described as a portion of Section 15, T.24N., R.3W, M.D.B. & M. and Section 22, T.24N., R.3W, M.D.B. & M.

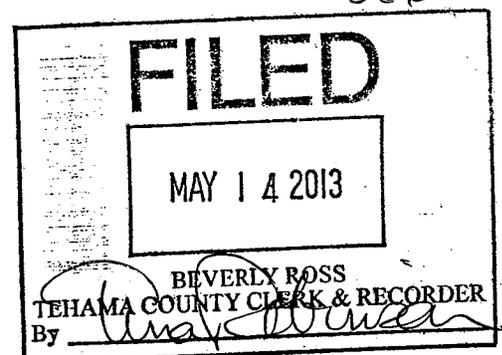
The City of Corning Planning Department has evaluated potential environmental impacts and prepared an Initial Study, using the Initial Study Environmental Checklist Form distributed by the California Office of Planning and Research, and found that with the implementation of mitigation measures and recommended conditions of approval, identified in the initial study, the above described project will have no significant adverse effect on the environment.

Attached is a copy of the Initial Study with recommended conditions of approval, and a Nu-Metrics Traffic Analyzer Study that is included in the Initial Study. Copies of this Negative Declaration and Initial Study are available upon request from the Tehama County Clerk & Recorder's Office and the City of Corning Planning Department.

Those wishing to comment regarding this Mitigated Negative Declaration must do so on or before **June 18, 2013**. Comments received after this date will not be valid.

  
John Stoufer  
Planning Director Consultant

DATE: 5-14-13



# TEHAMA COUNTY PUBLIC WORKS

## ENVIRONMENTAL SIGNIFICANCE CHECKLIST

Meets requirements of CEQA §15063(d), Initial Study

### BACKGROUND

1. PROJECT TITLE: Project #RPSTPLE-5161 (013) - Solano Street Transportation Enhancement Project
2. LEAD AGENCY NAME AND ADDRESS: City of Corning  
794 Third Street  
Corning, CA 96021  
Phone: (530) 824-7025  
[jbrewer@corning.org](mailto:jbrewer@corning.org)
3. CONTACT PERSON: Sean D. Harrasser, Associate Transportation Planner
4. APPLICANT/PROJECT PROPONENT NAME AND ADDRESS:  
John L. Brewer  
City Manager  
City of Corning  
794 Third Street  
Corning, CA 96021  
(530) 824-7025
5. DESCRIPTION OF PROJECT: In order to preserve the character and uniqueness of downtown Corning, numerous streetscape elements are proposed. Improvements include sidewalk and area lights, flag poles, benches, bollards, trash receptacles, planters, fountains, bike racks, tree guards, grates, paving bands, cobble paving crosswalks and ramps, and colored/ textured sidewalk. Work includes demolition of existing sidewalk and street surface and installation of new sidewalk, decorative pavers, pedestrian crosswalk bulbs, streetlights, benches and furniture, bollards, street trees with grates, bicycle racks, bicycle lanes, reconfigured travel lanes, and revised I-5 signage. Planting will include selected street trees to complement existing landscaping.  
  
Project measurements:  
Disturbed area:  $\approx 30,000 \text{ ft.}^2$  (>1 acre)  
Project length:  $\approx 1,700 \text{ ft.}$   
Project Width:  $\approx 250 \text{ ft.}$   
Project area:  $\approx 330,000 \text{ ft.}^2$  ( $\approx 7.8$  acres)
6. PROJECT LOCATION: The project site is located in downtown Corning, on Solano Street, between Third Street and Hoag Street. The City of Corning is immediately east of Interstate 5, approximately 19 miles south of the City of Red Bluff and 14 miles north of City of Orland. Described as a portion of Section 15, T.24N., R.3W, M.D.B. & M. and Section 22, T.24N., R.3W, M.D.B. & M.
7. PREPARATION OF INITIAL STUDY AND NEGATIVE DECLARATION: Tehama County has prepared this Initial Study and Negative Declaration in compliance with the California Environmental Quality Act (CEQA) to address the environmental consequences of constructing downtown street, sidewalk, and enhancement improvements. A Notice of Exemption was filed for this project on September 14th, 2005. However, because of the time lapsed, changes in the design, and concerns identified regarding potential historical buildings, it was determined that a Negative Declaration will be completed. This will ensure impacts from this project will be thoroughly addressed. No construction easements, or other temporary easements, are anticipated for the Corning TE project.
8. GENERAL PLAN DESIGNATION:  
General Plan: Commercial
9. ZONING:  
C-2; Commercial - Central Business District  
C-3; Commercial - General Business District

10. **SETTING AND SURROUNDING LAND USES:** Both components of the project are in a commercial urban downtown setting. The project proposes bicycle lanes, reconfigured travel lanes, as well as numerous streetscape improvements.

All improvements will occur within the established right-of-way. The dimensions of the facilities would not be sufficient to disrupt the existing land use patterns. Adjacent lands are primarily of a local urban commercial nature. No agricultural lands are found within the project boundaries. The zoning in the area is commercial (C-2; Commercial - Central Business District and C-3; Commercial - General Business District). The current General Plan (last revision 1994) designates the project area as General Plan: Commercial. The project site is surrounded by development that is compatible with of similar character to the project. The disturbed area of the project site exists entirely within the City of Corning's right-of-way.

The project area is in an area that was historically in the Blue Oak and Riparian natural community. However, the project site is now characterized by urban development, and has been for many decades. During a visit to the project site, no sensitive species or habitats were identified. The project will not require the removal of any trees other than those indicated for replacement of non-native streetscape trees. No mature native trees will be removed. Any tree removal will be done between September and March to avoid nesting season.

No indicators of wetlands were noted during a visit to the project site. A search of the U.S. Fish & Wildlife Services' National Wetlands Inventory database and the California Department of Fish & Game's Vernal Pools Maps revealed no identified sensitive areas on the project site.

The Soils Survey indicates that this area is classified as developed. Soils in the area of the project are Class II (IIs-3; Tehama silt loam, 0 to 3 percent slopes), with some Class IV (IVs-4, Cortina very gravelly fine sandy loam).

11. **CONSISTENCY WITH GENERAL PLAN AND ZONING:** The project is consistent with the May 1994 City of Corning General Plan (Commercial) - City of Corning Zoning Code (C-2; Commercial - Central Business District and C-3; Commercial - General Business District).

12. **CONDITIONS OF THE INITIAL STUDY AND NEGATIVE DECLARATION:**

**Condition V-#1:**

**CULTURAL RESOURCES PROTECTION:** The following Note shall be included on an informational page of any Final Map, or plans, "Should any cultural resources, such as structural features, unusual amounts of bone or shell, artifacts, human remains, or architectural remains be encountered during any development activities, work shall be suspended and a qualified archaeologist shall be consulted to develop, if necessary, further mitigation measures to ensure no significant impacts occur and reduce any archaeological impact to a less than significant level before construction continues. Such measures could include (but would not be limited to) researching and identifying the history of the resource(s), mapping the location, and photographing the resource. The project contractor shall implement all mitigation measures recommended by the archeologist to avoid adverse impacts to the resource. Since no archeological resources are expected in the project area, more specific mitigation measures cannot feasibly developed unless and until any unforeseen resource is actually discovered and evaluated. In addition, pursuant to §5097.98 of the State Public Resources Code, and §7050.5 of the State Health Code, in the event of the discovery of any human remains, all work is to stop and the County Coroner shall be immediately notified. If the remains are determined to be Native American, guidelines of the Native American Heritage Commission shall be adhered to in the treatment and disposition of the remains."

**Condition V-#2:**

Saw cuts must be made at least 12" from buildings in the project area, parallel along the buildings, to prevent construction work and demolition of existing sidewalks from encroaching into the foundation of potentially historic buildings. No vibratory rollers will be allowed within the project area.

**Condition VII-#1:**

**HANDLING OF HAZARDOUS EMISSIONS, MATERIALS, SUBSTANCES, OR WASTE:** The contractor is required to ensure that adequate materials are on hand to clean up any accidental spill that may occur. Spills will be cleaned up immediately, and all wastes and used spill control materials will be properly disposed of at approved disposal facilities.

**Condition VIII-#1:**

**CONSTRUCTION STORM WATER PERMIT:** Prior to the commencement of construction activities the developer must obtain a Construction Storm Water Permit, including a Storm Water Pollution Prevention Plan, issued by the California Regional Water Quality Control Board.

**Condition XI-#1:**

Construction activities will be limited to the hours of 7AM – 7PM when activities occur within 50 feet of a residential or other noise-sensitive land use. All construction equipment shall be properly maintained and equipped with noise control, such as mufflers, in accordance with manufacturers' specifications.

The City will work with the construction contractor and nearby residents to minimize disturbance to occupied residences. Before construction near noise-sensitive receptors, the City shall provide written notification to potentially affected receptors, identifying the type, duration, and frequency of construction operations. Notification will also identify a mechanism for residents to register noise-related complaints with the City; the City shall consider noise-related concerns on a case-by-case basis.

# ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED

The environmental factors identified below could be potentially affected by this project:

	AESTHETICS		AGRICULTURAL RESOURCES		AIR QUALITY
	BIOLOGICAL RESOURCES	X	CULTURAL RESOURCES		GEOLOGY AND SOILS
X	HAZARDS AND HAZARDOUS MATERIALS	X	HYDROLOGY AND WATER QUALITY		LAND USE AND PLANNING
	MINERAL RESOURCES	X	NOISE		POPULATION AND HOUSING
	PUBLIC SERVICES		RECREATION		TRANSPORTATION/ TRAFFIC
X	UTILITY AND SERVICE SYSTEMS		MANDATORY FINDINGS OF SIGNIFICANCE		NONE

## ENVIRONMENTAL DETERMINATION

On the basis of this initial evaluation:

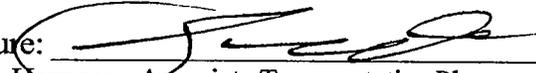
I find that the proposed project COULD NOT have a significant effect on the environment, and a **NEGATIVE DECLARATION** will be prepared. \_\_\_\_\_ X \_\_\_\_\_

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 the mitigation measures described on an attached sheet have been added to the project. A **MITIGATED NEGATIVE DECLARATION** will be prepared. *Attach Mitigation Measures & Monitoring Program.* \_\_\_\_\_

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

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

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

Signature:   
Sean D. Harrasser, Associate Transportation Planner

Date: 05/10/2013  
For: Tehama County Transportation Commission

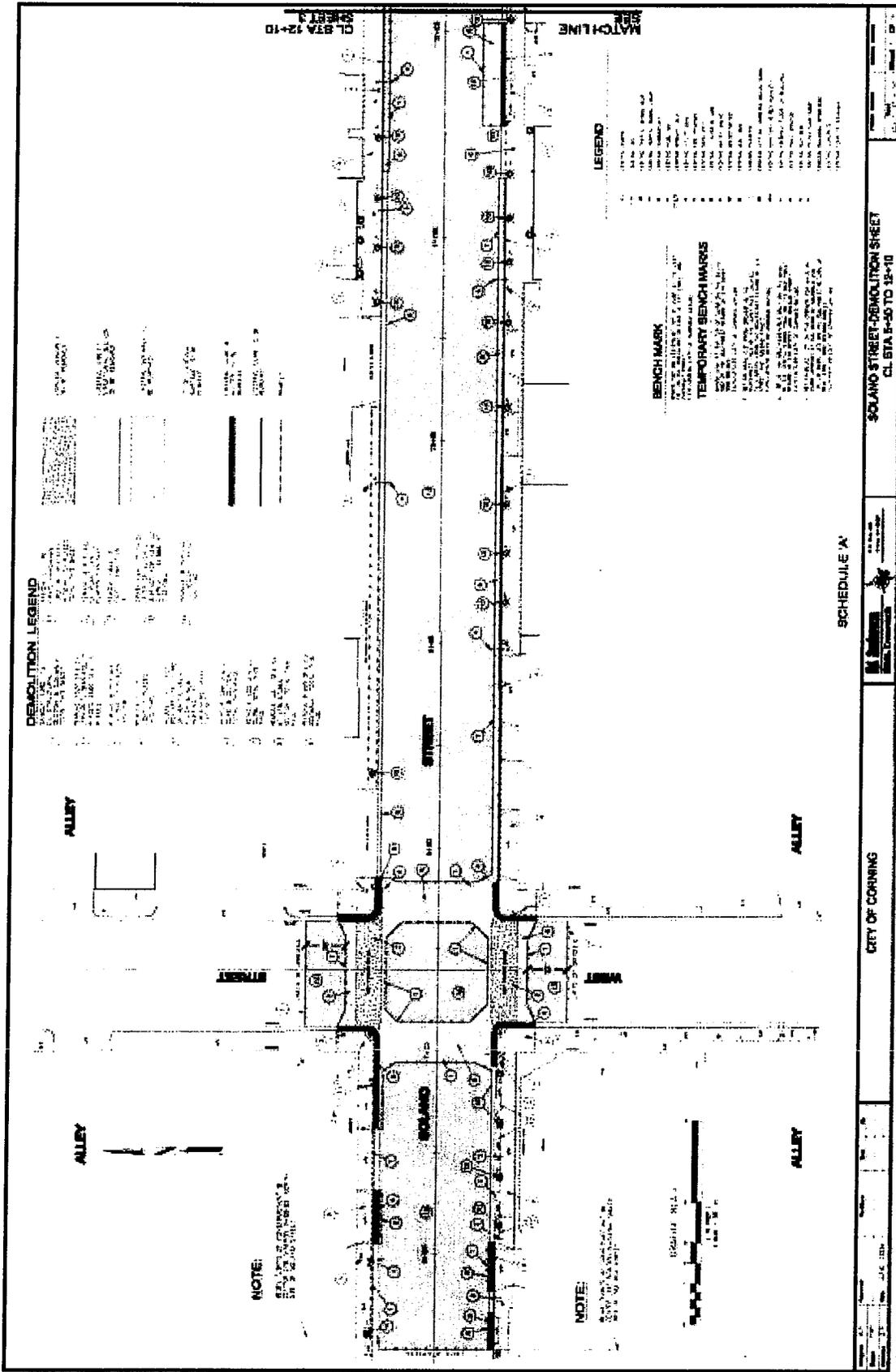
**EXHIBITS**

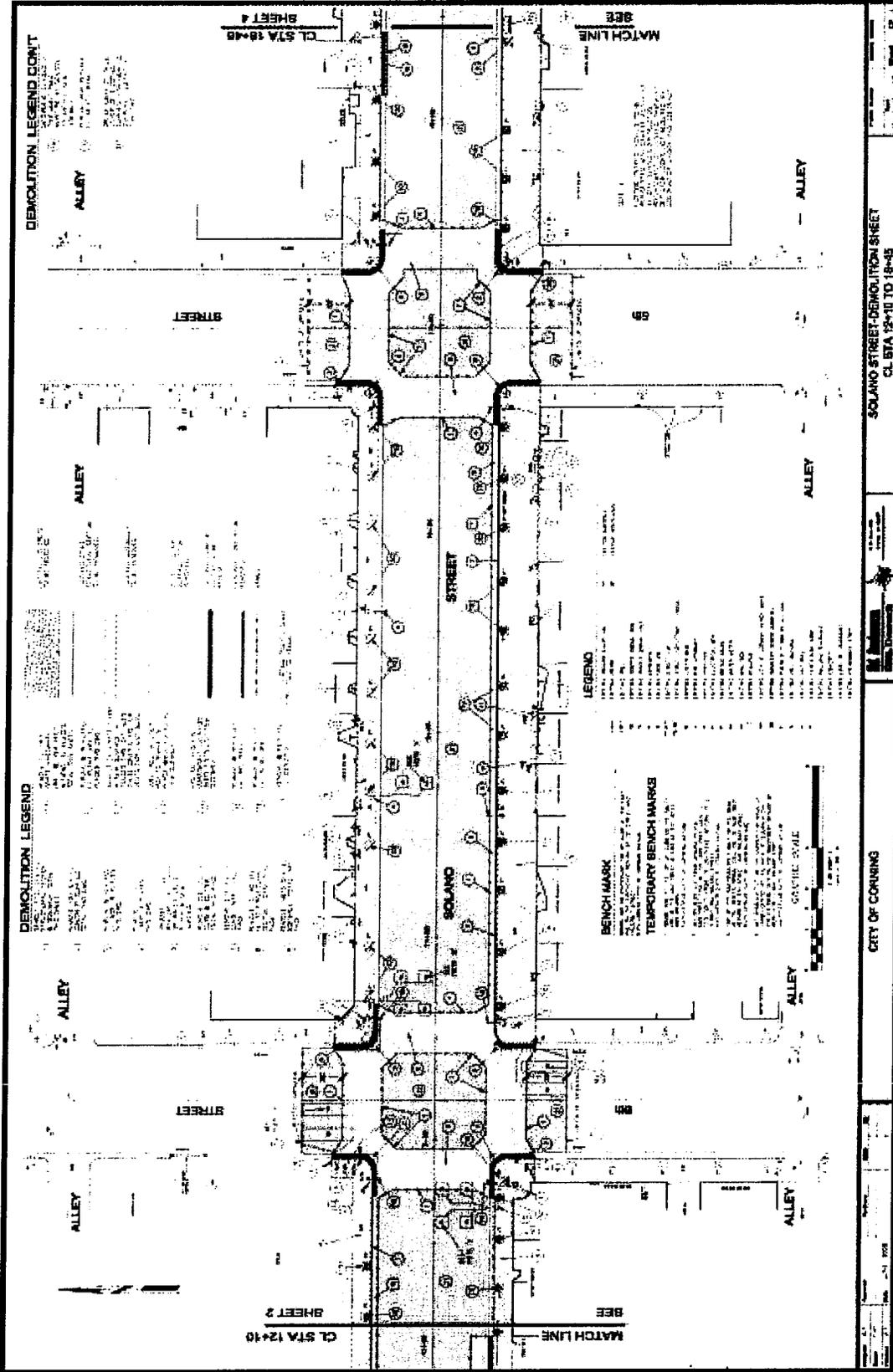
**Project #RPSTPLE-5161 (013)**

**Solano Street Transportation Enhancement Project**

<b>1.</b>	<b>Plans - Title Sheet</b>	<b>Page 6</b>
<b>2.</b>	<b>Plans - Sheet 1</b>	<b>Page 7</b>
<b>3.</b>	<b>Plans - Sheet 2</b>	<b>Page 8</b>
<b>4.</b>	<b>Plans - Sheet 3</b>	<b>Page 9</b>
<b>5.</b>	<b>Plans - Sheet 4</b>	<b>Page 10</b>
<b>6.</b>	<b>Plans - Sheet 5</b>	<b>Page 11</b>
<b>7.</b>	<b>Plans - Sheet 6</b>	<b>Page 12</b>
<b>8.</b>	<b>Plans - Sheet 7</b>	<b>Page 13</b>
<b>9.</b>	<b>Plans - Sheet 8</b>	<b>Page 14</b>
<b>10.</b>	<b>Plans - Sheet 9</b>	<b>Page 15</b>
<b>11.</b>	<b>Plans - Sheet 10</b>	<b>Page 16</b>
<b>12.</b>	<b>Plans - Sheet 11</b>	<b>Page 17</b>
<b>13.</b>	<b>Plans - Sheet 12</b>	<b>Page 18</b>
<b>14.</b>	<b>Plans - Sheet 13</b>	<b>Page 19</b>
<b>15.</b>	<b>Plans - Sheet 14</b>	<b>Page 20</b>
<b>16.</b>	<b>Zoning</b>	<b>Page 21</b>
<b>17.</b>	<b>General Plan</b>	<b>Page 22</b>
<b>18.</b>	<b>Soil Survey</b>	<b>Page 23</b>
<b>19.</b>	<b>FEMA 100 Year Flood</b>	<b>Page 24</b>
<b>20.</b>	<b>FMMP Farmlands</b>	<b>Page 25</b>
<b>21.</b>	<b>NAIP Aerial Imagery</b>	<b>Page 26</b>
<b>22.</b>	<b>USGS 7.5 Topographic Map</b>	<b>Page 27</b>
<b>23.</b>	<b>FEMA DFIRM Detail #1</b>	<b>Page 28</b>
<b>24.</b>	<b>FEMA DFIRM Detail #2</b>	<b>Page 29</b>
<b>25.</b>	<b>ADT Summary - Solano Street</b>	<b>Page 30</b>
<b>26.</b>	<b>ADT Map - Solano Street</b>	<b>Page 31</b>
<b>27.</b>	<b>ADT - Detail #1</b>	<b>Page 32</b>
<b>28.</b>	<b>ADT - Detail #2</b>	<b>Page 33</b>
<b>29.</b>	<b>ADT - Detail #3</b>	<b>Page 34</b>
<b>30.</b>	<b>ADT - Detail #4</b>	<b>Page 35</b>
<b>31.</b>	<b>ADT - Detail #5</b>	<b>Page 36</b>
<b>32.</b>	<b>ADT - Detail #6</b>	<b>Page 37</b>
<b>33.</b>	<b>ADT - Detail #7</b>	<b>Page 38</b>
<b>34.</b>	<b>ADT - Detail #8</b>	<b>Page 39</b>
<b>35.</b>	<b>ADT - Detail #9</b>	<b>Page 40</b>
<b>36.</b>	<b>ADT - Detail #10</b>	<b>Page 41</b>







**SOLANO STREET DEMOLITION SHEET**  
CL STA 12+10 TO 18+45

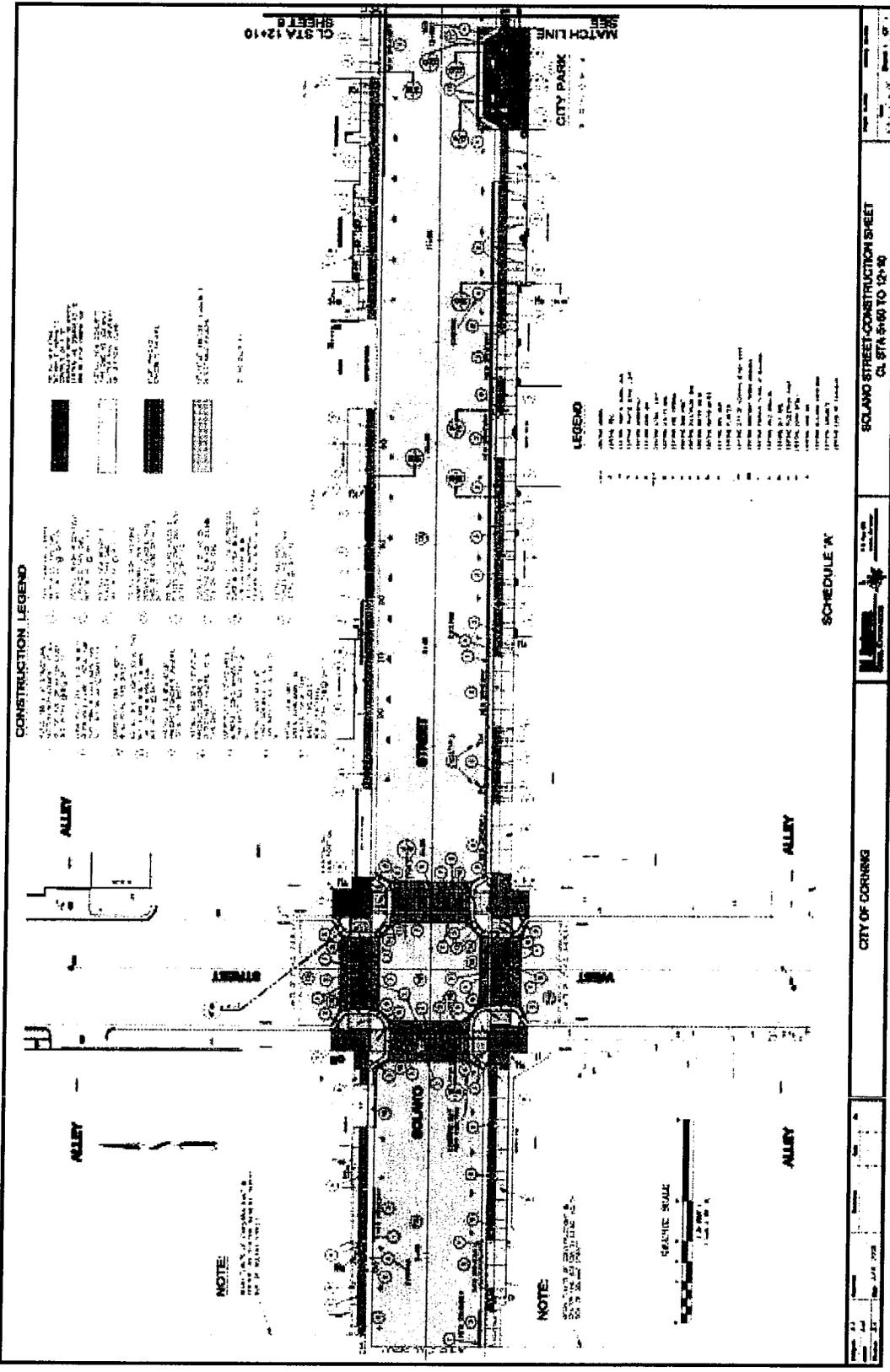
CITY OF CORNING

SHEET 4  
CL STA 18+45

SHEET 2  
CL STA 12+10

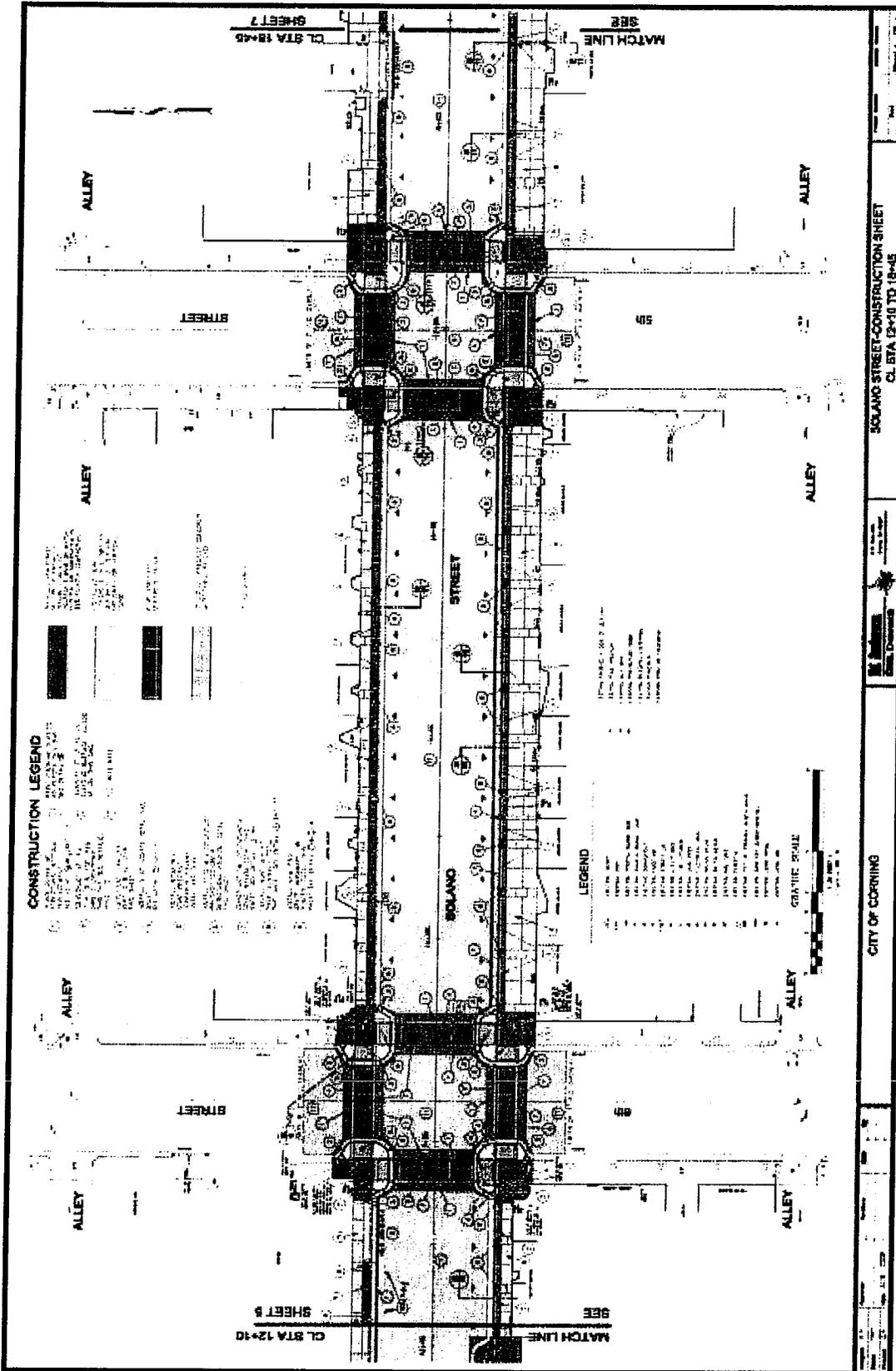






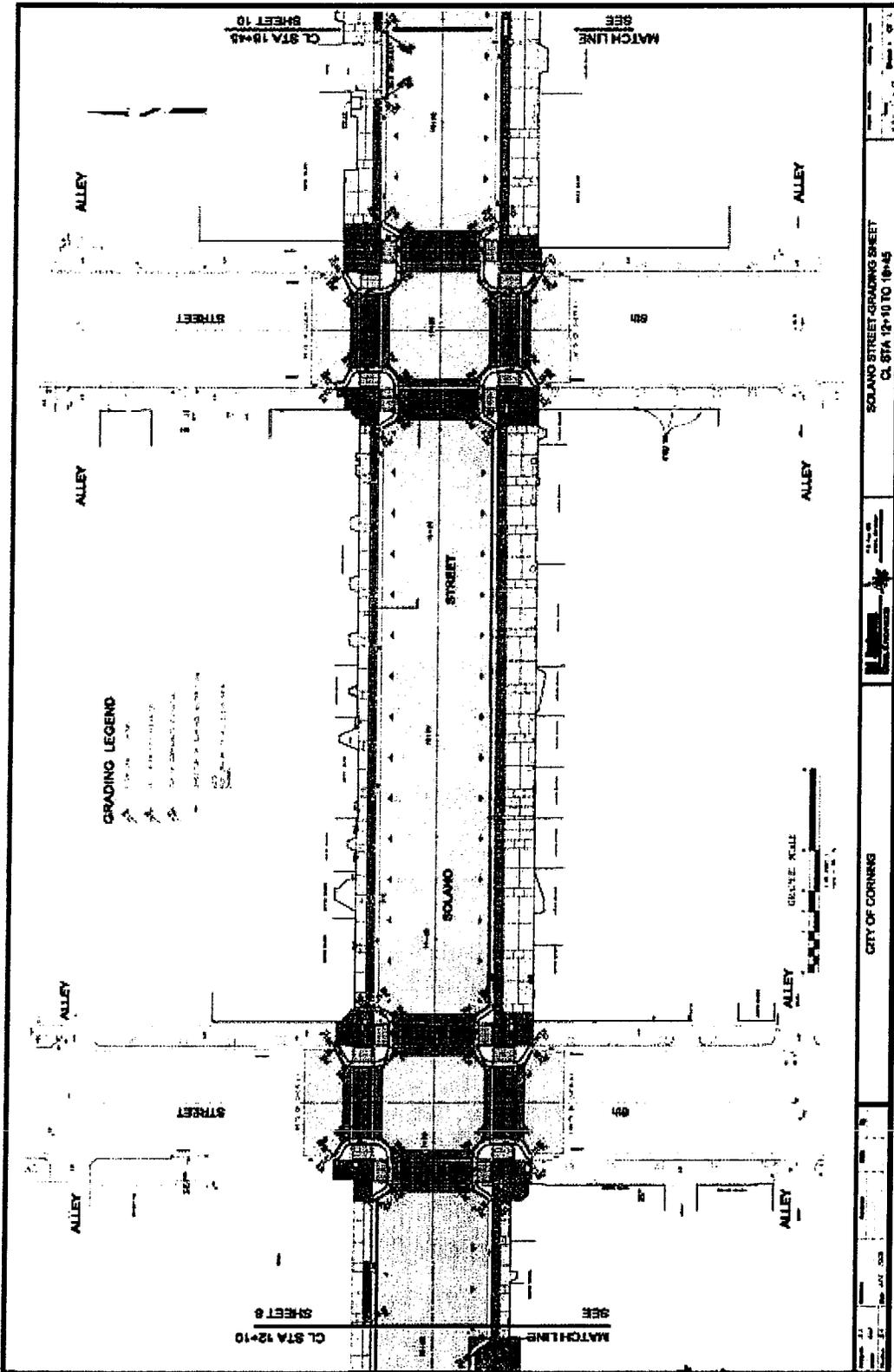
SCHEDULE 'A'

<p>1. SEE SHEET 200-303 AND 200-200 FOR GENERAL NOTES AND SPECIFICATIONS.</p> <p>2. ALL CONSTRUCTION SHALL BE IN ACCORDANCE WITH THE LATEST EDITIONS OF THE CALIFORNIA STANDARD SPECIFICATIONS FOR HIGHWAY CONSTRUCTION, DIVISION 1 THROUGH 10.</p> <p>3. THE CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS AND APPROVALS FROM THE CITY OF CORNING AND THE CALIFORNIA DEPARTMENT OF TRANSPORTATION.</p> <p>4. THE CONTRACTOR SHALL MAINTAIN ACCESS TO ALL ADJACENT PROPERTIES AND UTILITIES AT ALL TIMES.</p> <p>5. ALL UTILITIES SHALL BE PROTECTED AND DEEPENED AS NECESSARY TO ACCOMMODATE THE PROPOSED CONSTRUCTION.</p> <p>6. THE CONTRACTOR SHALL MAINTAIN ADEQUATE DRAINAGE AND EROSION CONTROL MEASURES THROUGHOUT THE CONSTRUCTION PERIOD.</p> <p>7. ALL MATERIALS AND METHODS OF CONSTRUCTION SHALL BE SUBJECT TO INSPECTION AND APPROVAL BY THE CITY ENGINEER.</p> <p>8. THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE PROTECTION AND REPAIR OF ALL EXISTING UTILITIES AND STRUCTURES.</p> <p>9. ALL CONSTRUCTION SHALL BE COMPLETED WITHIN THE SPECIFIED TIME FRAME.</p> <p>10. THE CONTRACTOR SHALL MAINTAIN ADEQUATE COMMUNICATIONS WITH THE CITY ENGINEER AND ALL AFFECTED PARTIES.</p>	<p>1. SEE SHEET 200-303 AND 200-200 FOR GENERAL NOTES AND SPECIFICATIONS.</p> <p>2. ALL CONSTRUCTION SHALL BE IN ACCORDANCE WITH THE LATEST EDITIONS OF THE CALIFORNIA STANDARD SPECIFICATIONS FOR HIGHWAY CONSTRUCTION, DIVISION 1 THROUGH 10.</p> <p>3. THE CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS AND APPROVALS FROM THE CITY OF CORNING AND THE CALIFORNIA DEPARTMENT OF TRANSPORTATION.</p> <p>4. THE CONTRACTOR SHALL MAINTAIN ACCESS TO ALL ADJACENT PROPERTIES AND UTILITIES AT ALL TIMES.</p> <p>5. ALL UTILITIES SHALL BE PROTECTED AND DEEPENED AS NECESSARY TO ACCOMMODATE THE PROPOSED CONSTRUCTION.</p> <p>6. THE CONTRACTOR SHALL MAINTAIN ADEQUATE DRAINAGE AND EROSION CONTROL MEASURES THROUGHOUT THE CONSTRUCTION PERIOD.</p> <p>7. ALL MATERIALS AND METHODS OF CONSTRUCTION SHALL BE SUBJECT TO INSPECTION AND APPROVAL BY THE CITY ENGINEER.</p> <p>8. THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE PROTECTION AND REPAIR OF ALL EXISTING UTILITIES AND STRUCTURES.</p> <p>9. ALL CONSTRUCTION SHALL BE COMPLETED WITHIN THE SPECIFIED TIME FRAME.</p> <p>10. THE CONTRACTOR SHALL MAINTAIN ADEQUATE COMMUNICATIONS WITH THE CITY ENGINEER AND ALL AFFECTED PARTIES.</p>
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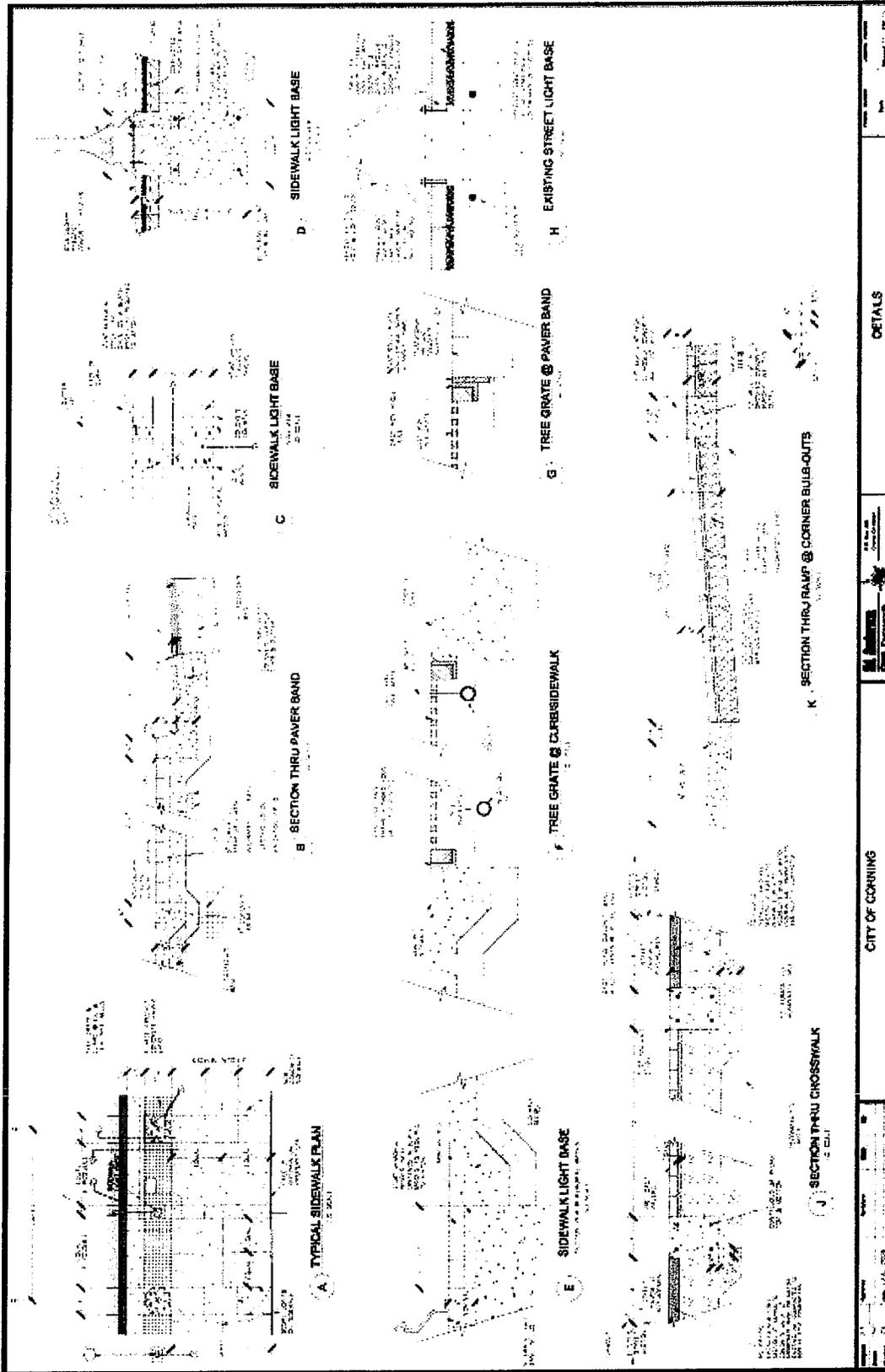




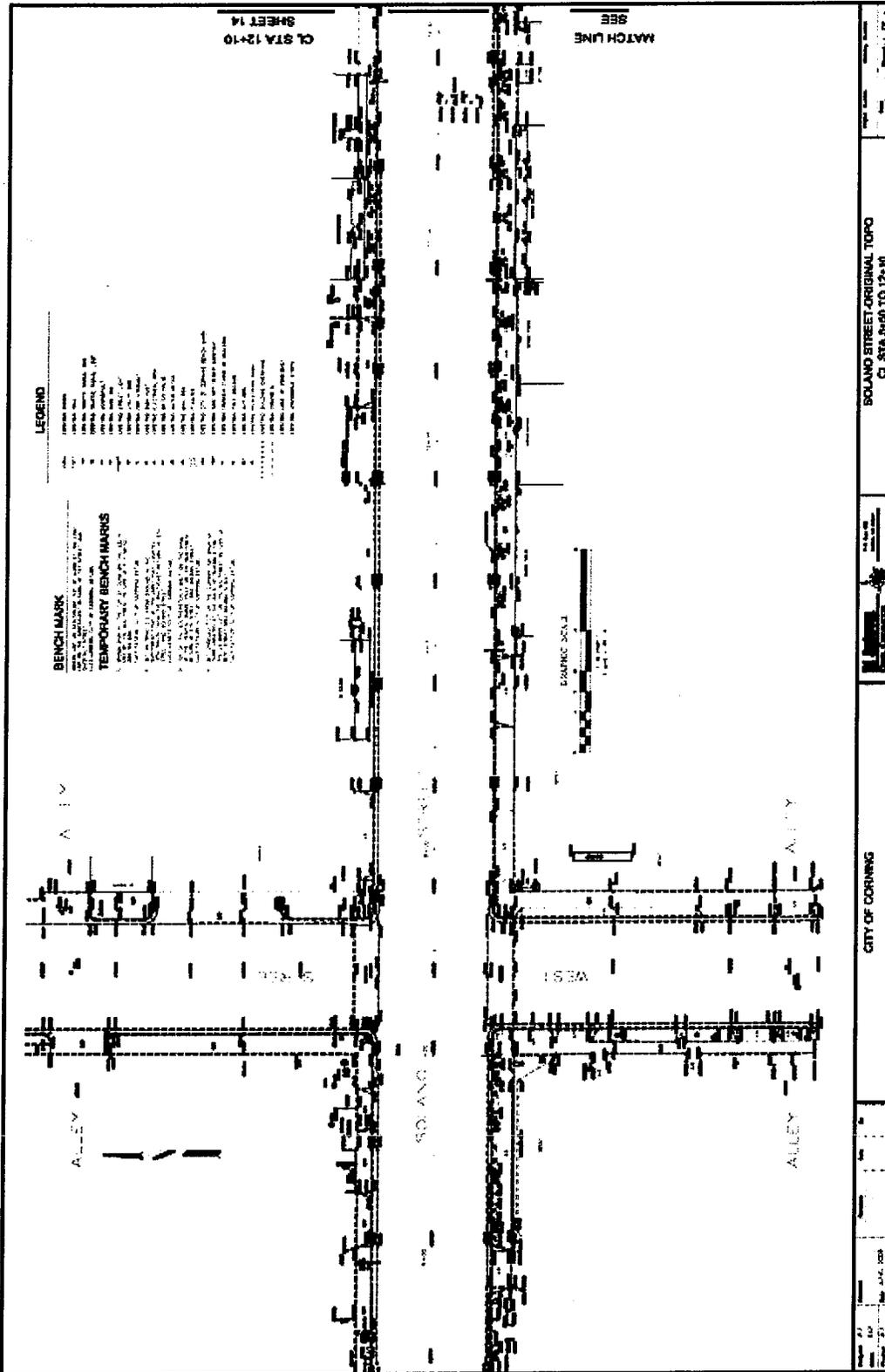


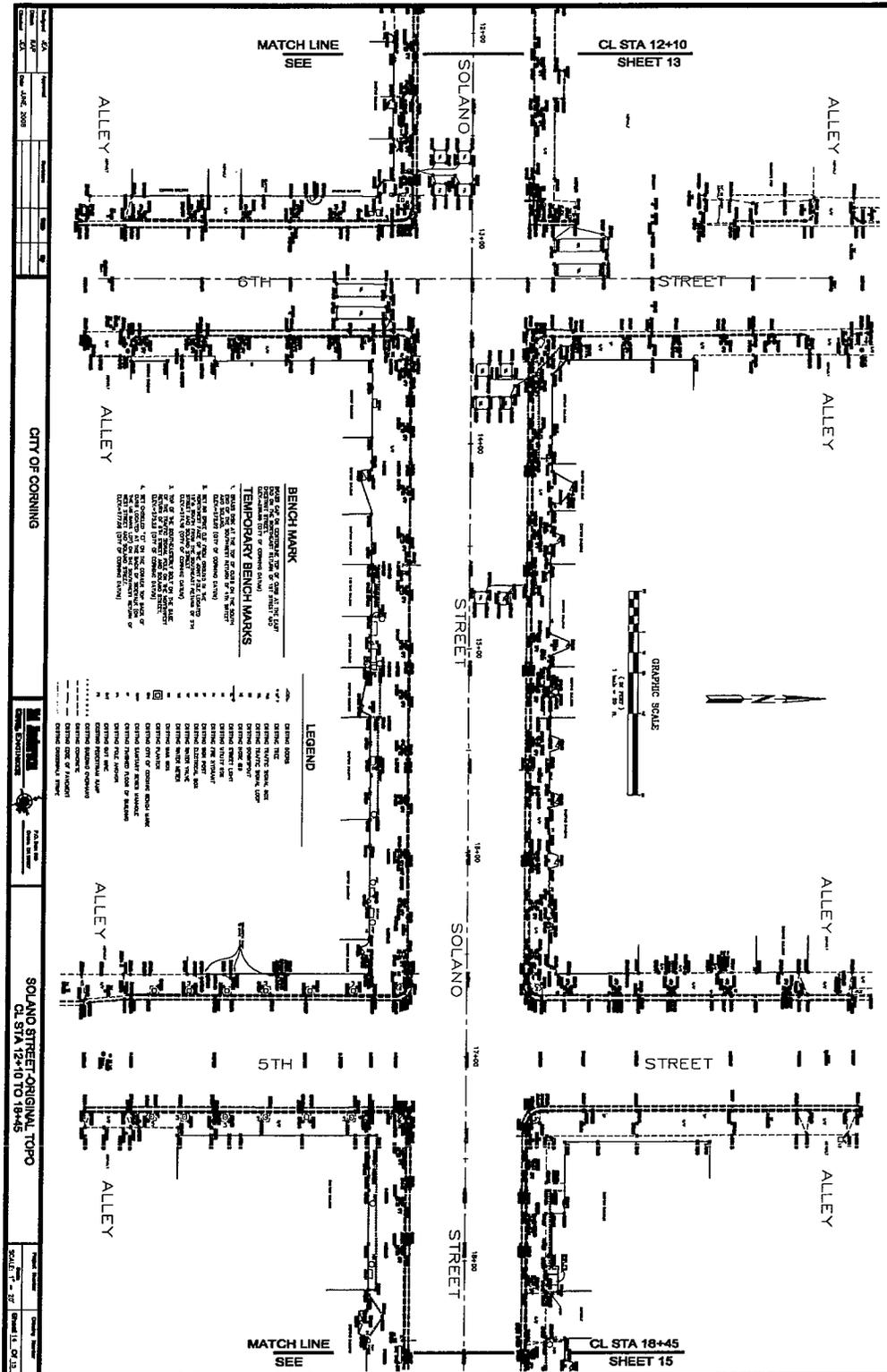
D:\land projects 200\CORNING-SOLANO-200\dwg\501 AND S1 HASP.dwg, 10/21/2011 10:50:51 AM, DWG to PDF.pdf

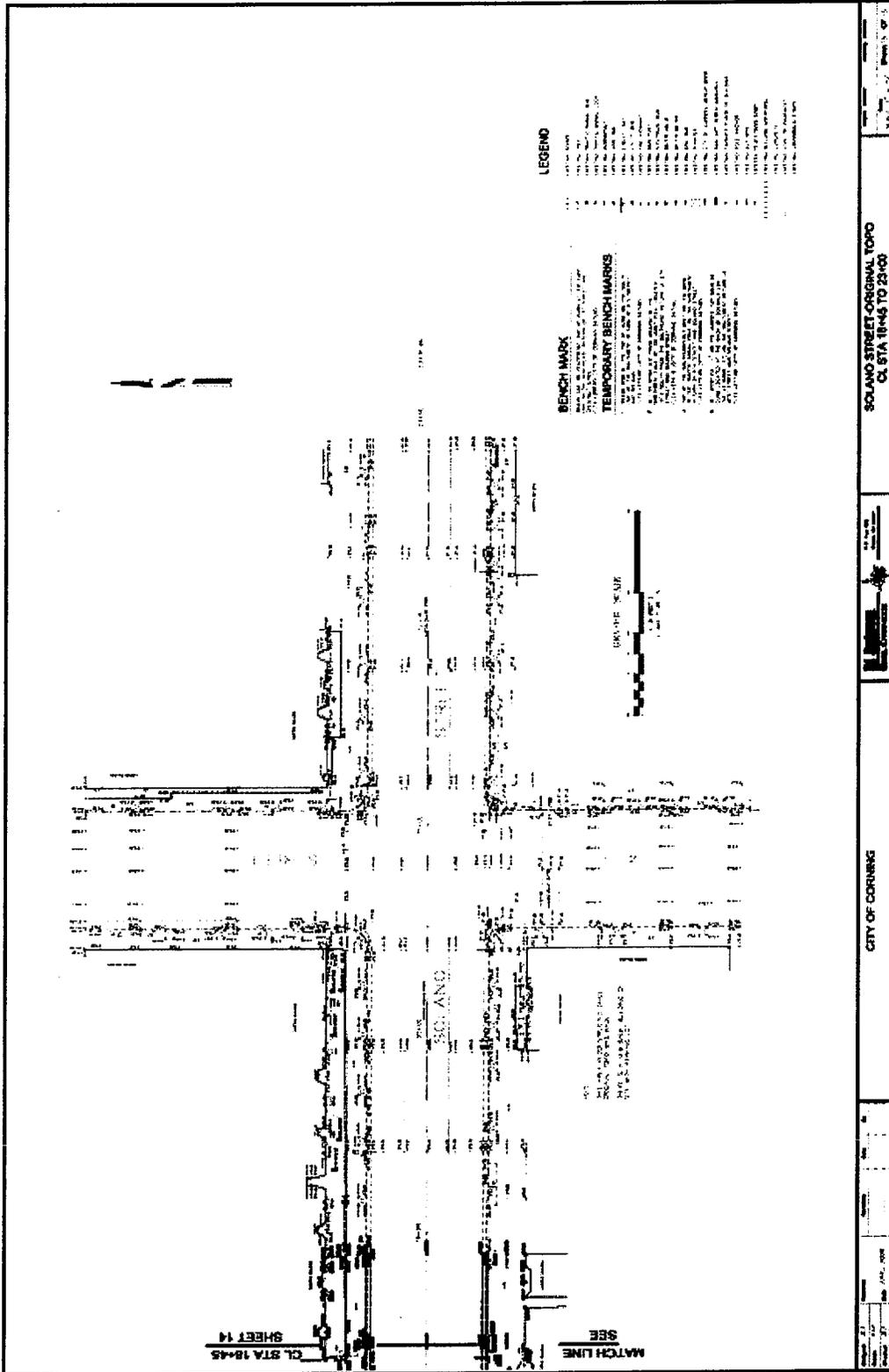






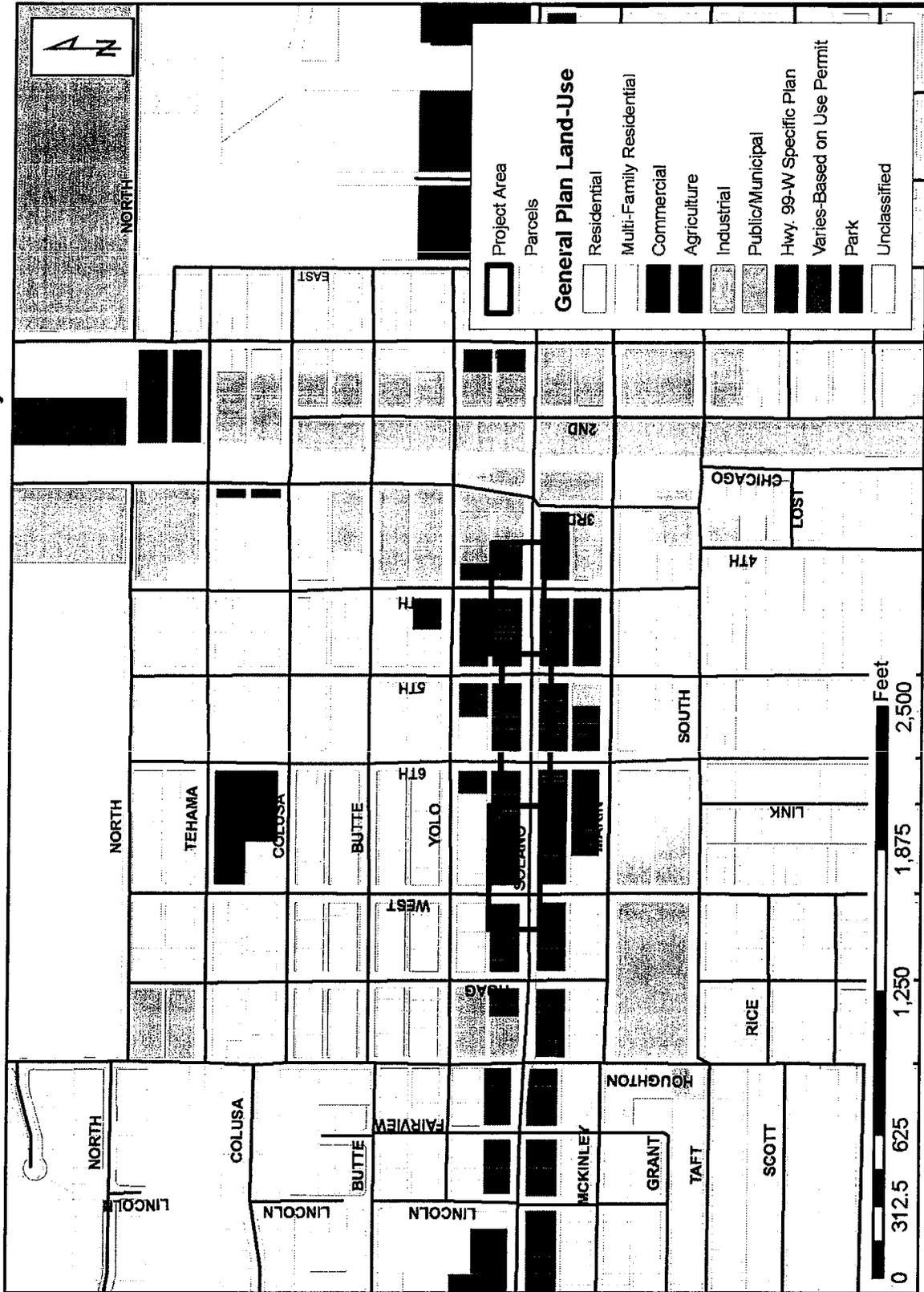




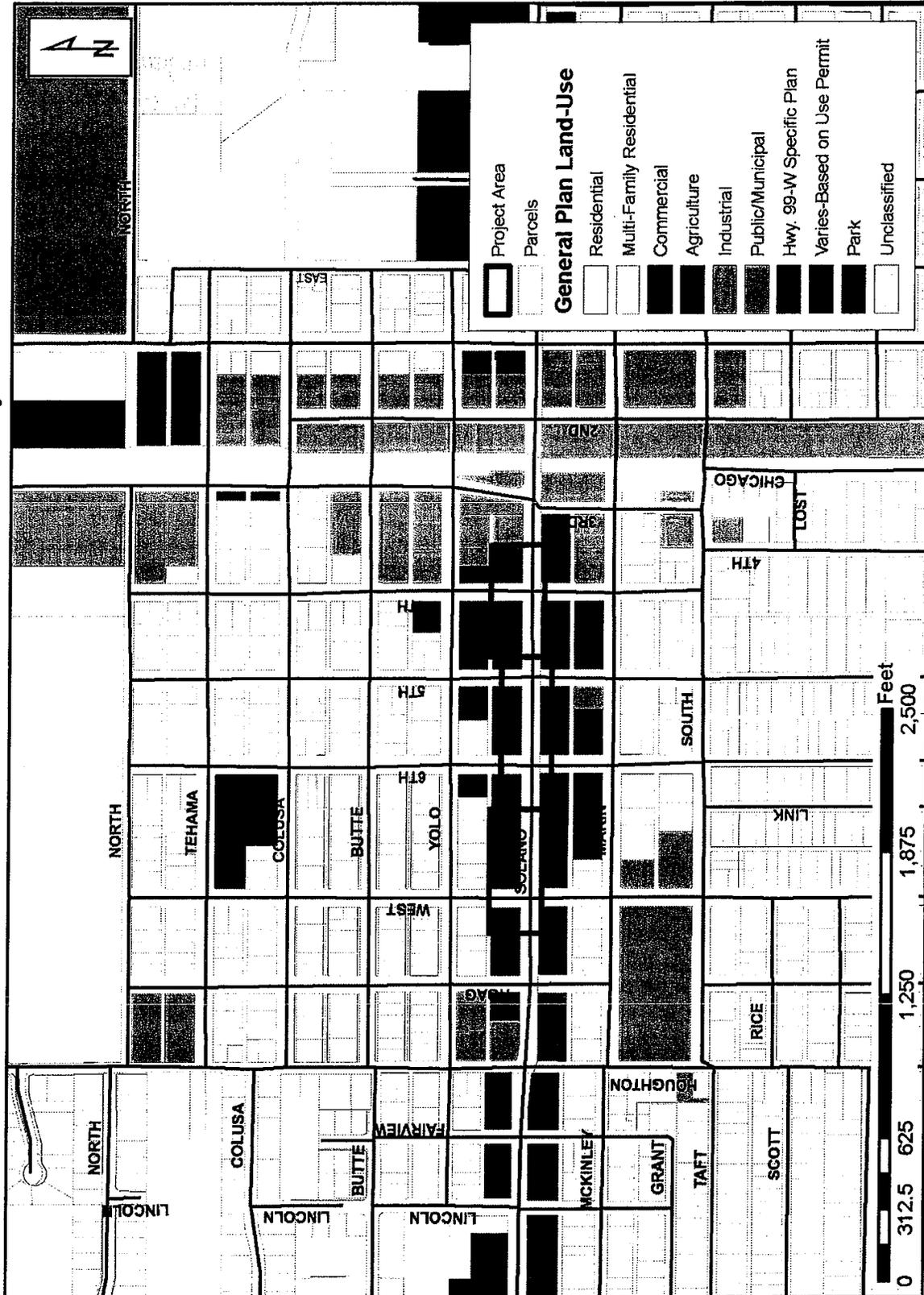




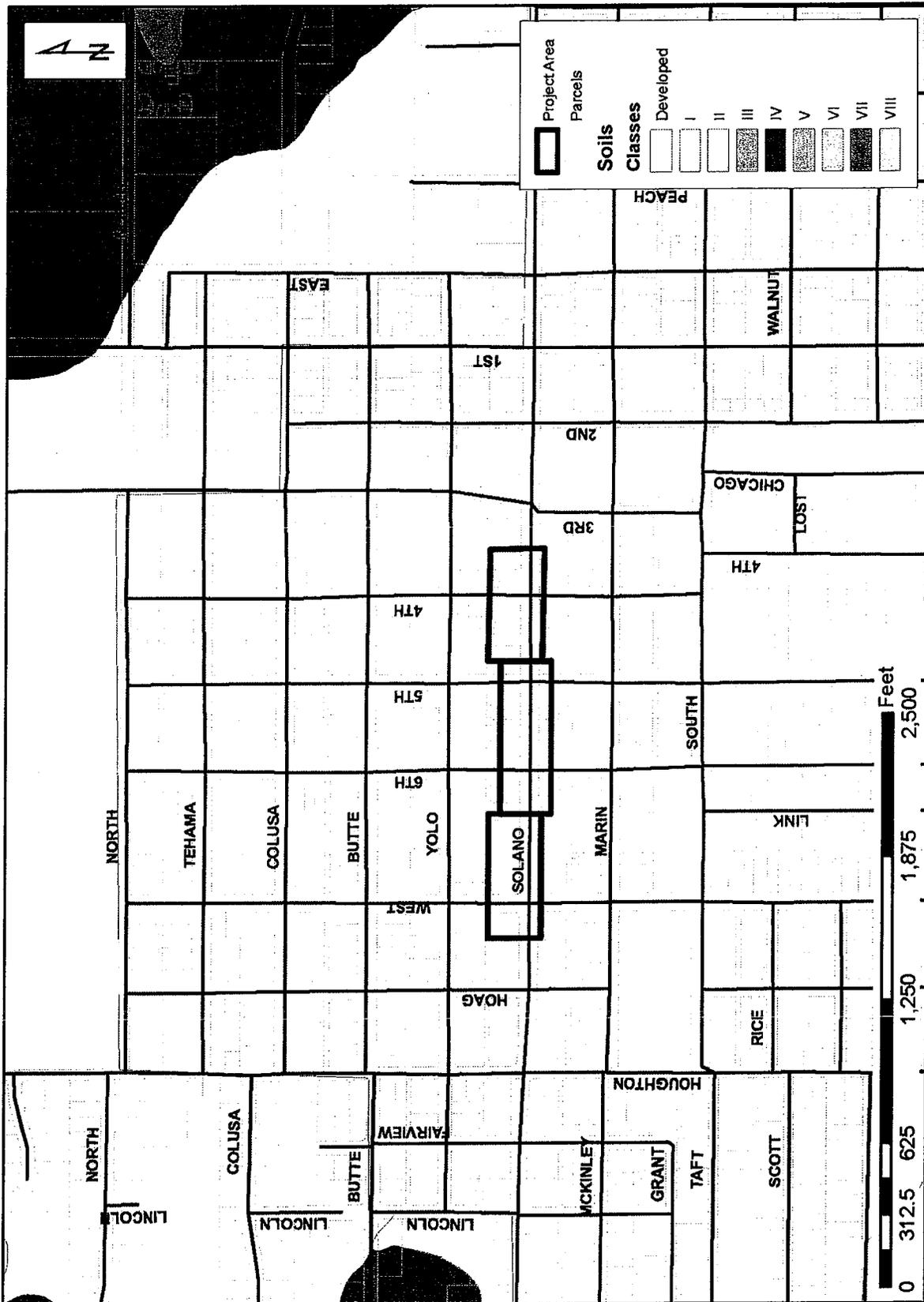
# Solano Street Downtown Transportation Enhancement Project



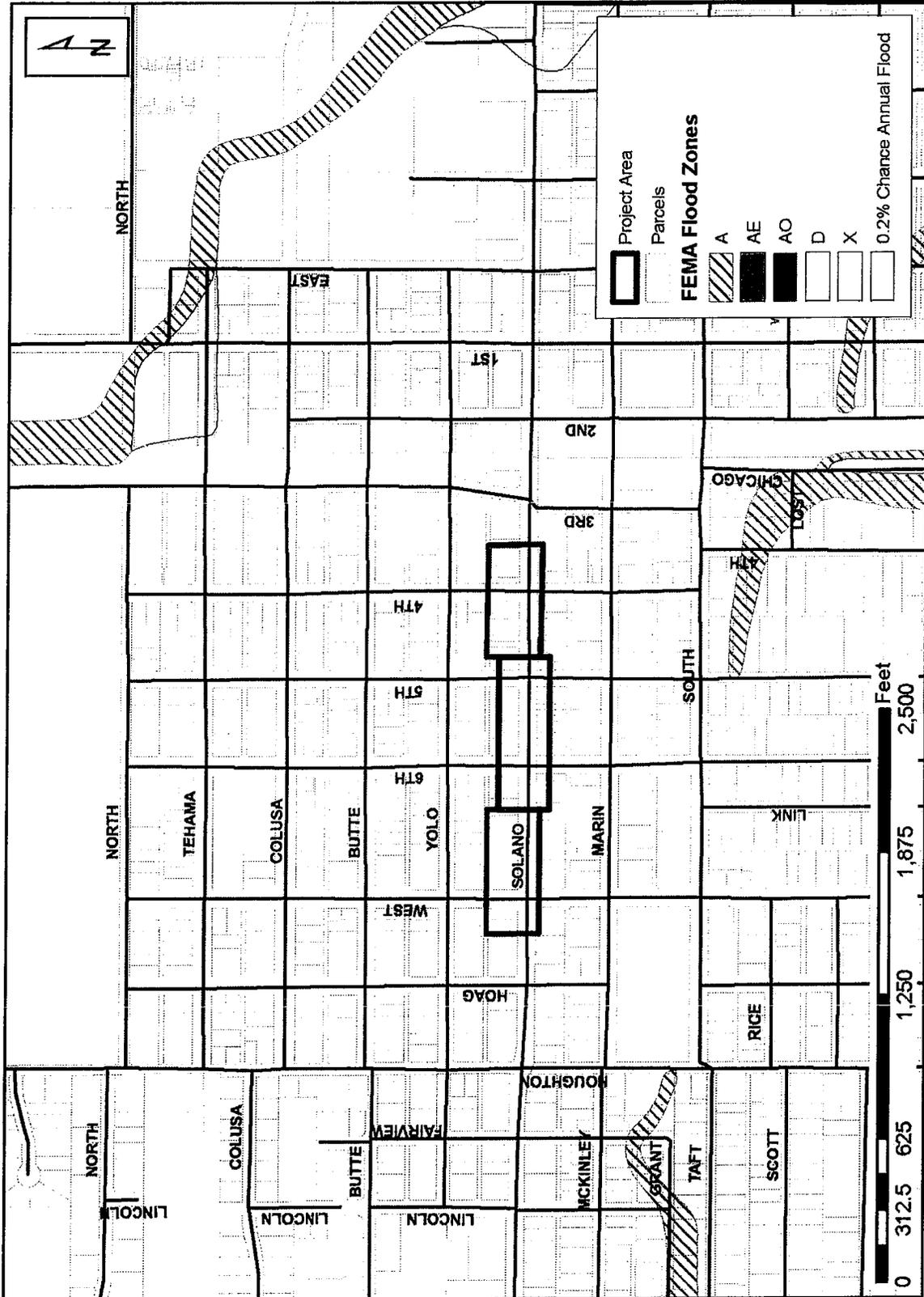
# Solano Street Downtown Transportation Enhancement Project



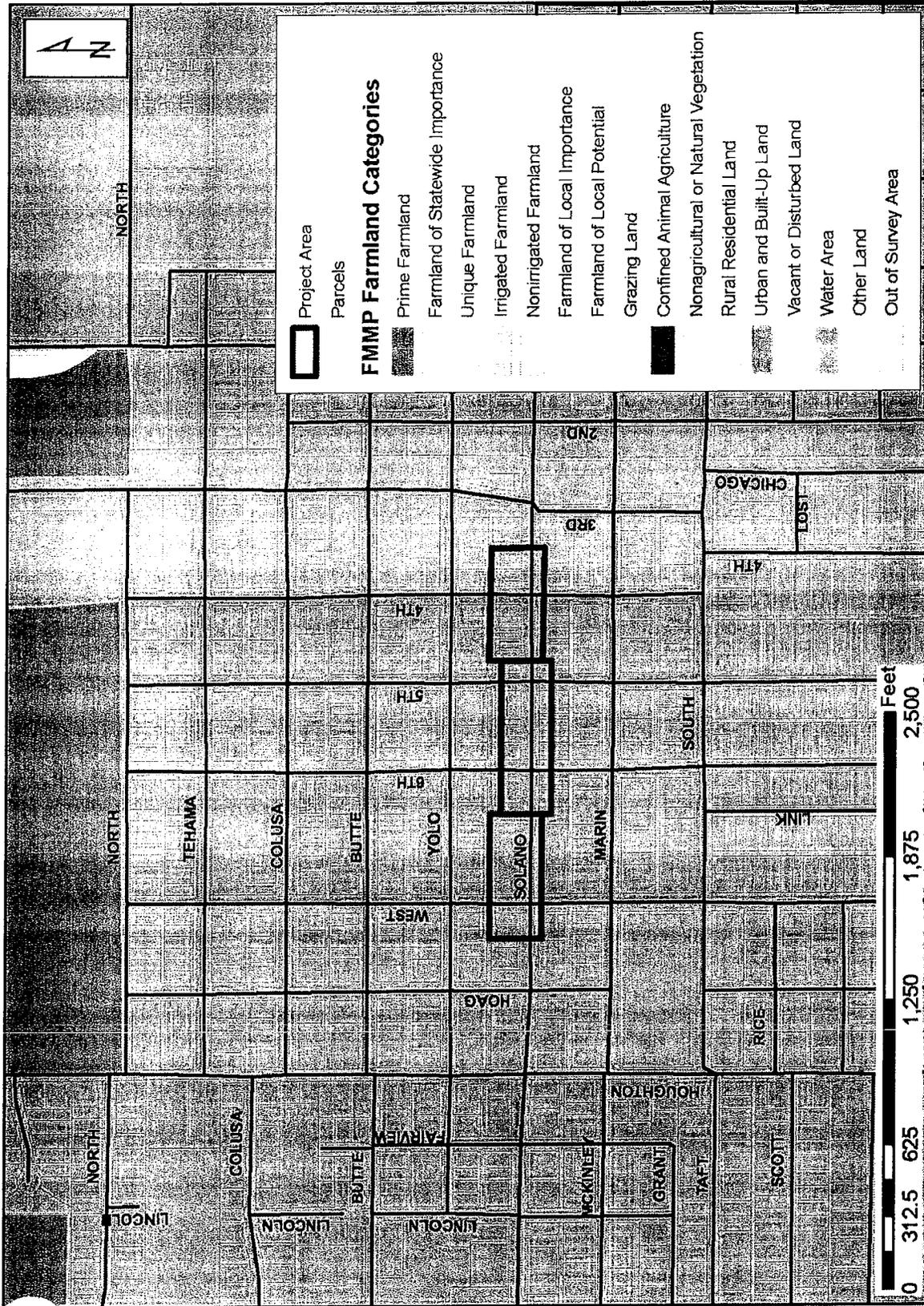
# Solano Street Downtown Transportation Enhancement Project



# Solano Street Downtown Transportation Enhancement Project



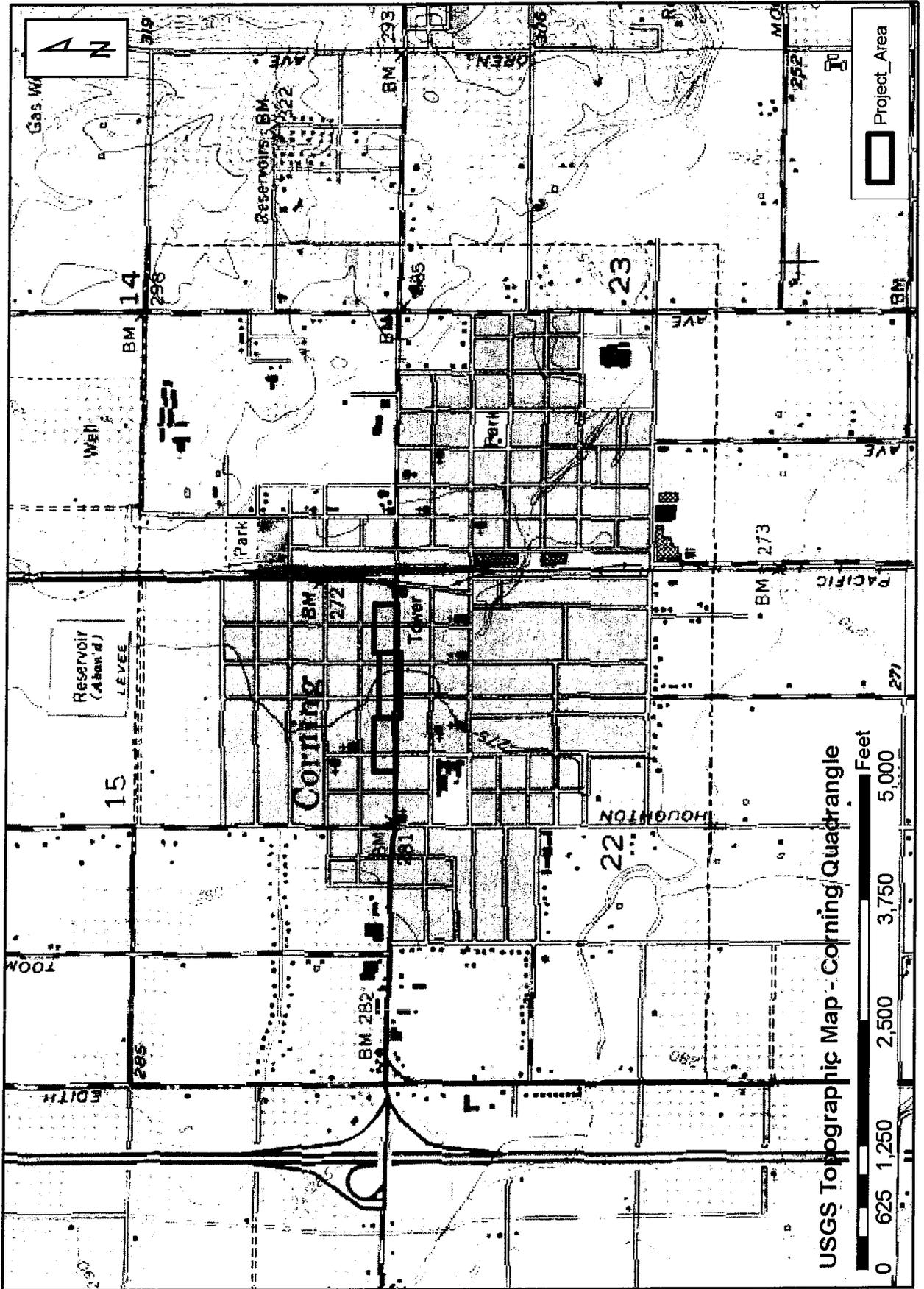
# Solano Street Downtown Transportation Enhancement Project

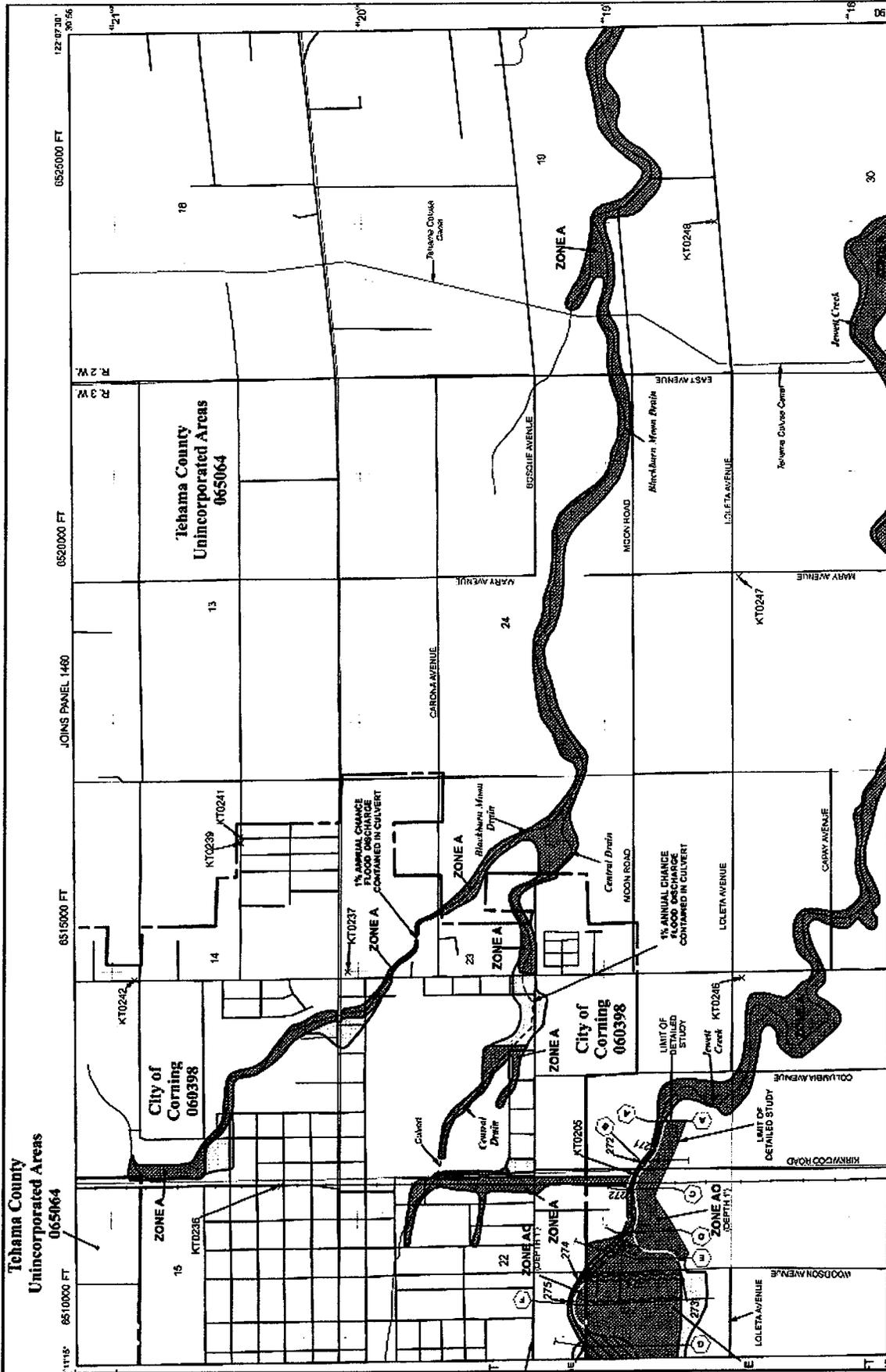


Solano Street  
Downtown Transportation Enhancement Project



Solano Street  
Downtown Transportation Enhancement Project

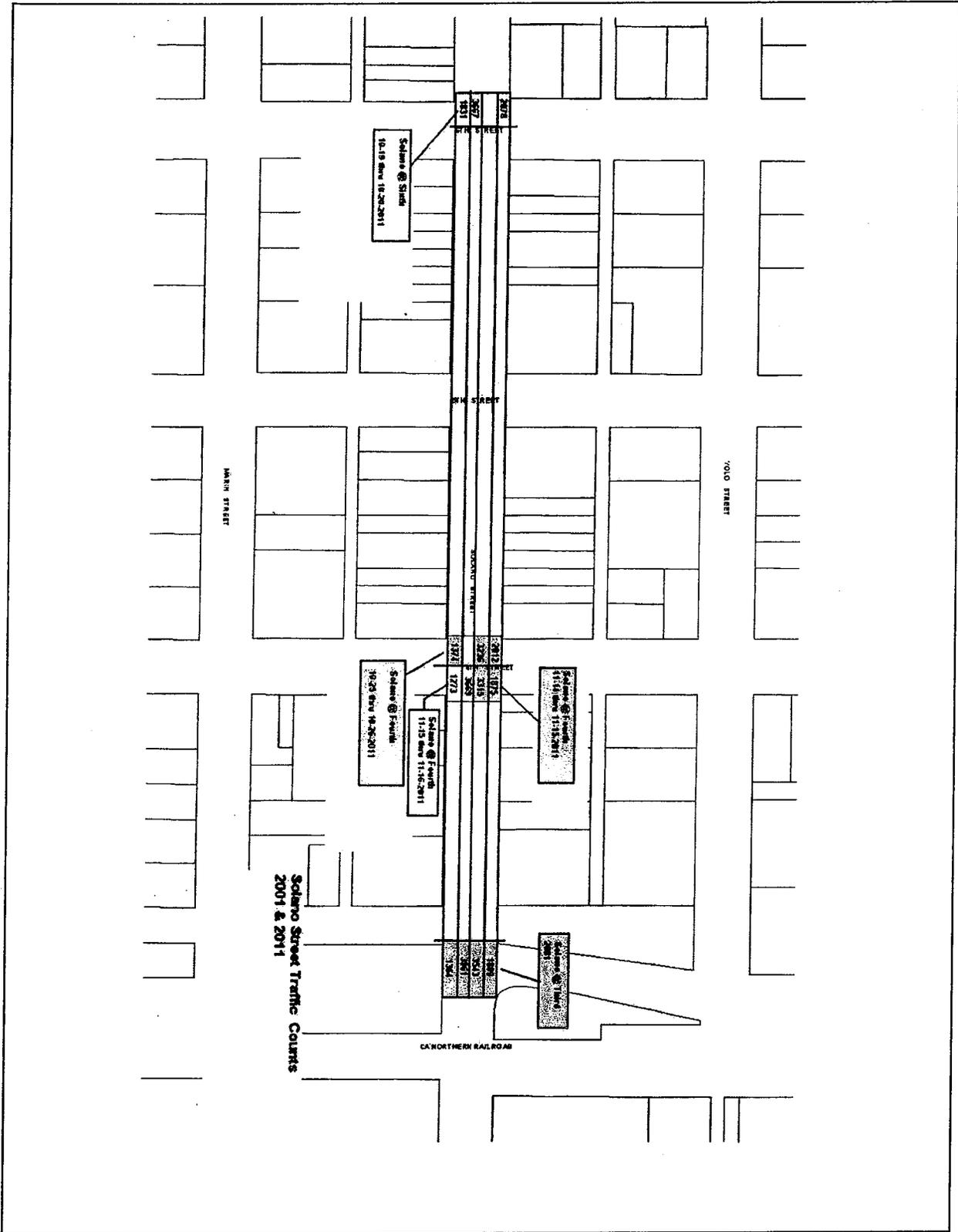




Units of Measurement: Metric  
 Base Flood Elevation (see local ordinance for "Base Flood Elevation")  
 (BFE) (see local ordinance for "Base Flood Elevation")  
 Referenced to the North American Vertical Datum of 1988  
 Contour Interval  
 1 Foot  
 1:25,000  
 1:50,000  
 1:100,000  
 1:200,000  
 1:400,000  
 1:800,000  
 1:1,600,000  
 1:3,200,000  
 1:6,400,000  
 1:12,800,000  
 1:25,600,000  
 1:51,200,000  
 1:102,400,000  
 1:204,800,000  
 1:409,600,000  
 1:819,200,000  
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 1:3,276,800,000  
 1:6,553,600,000  
 1:13,107,200,000  
 1:26,214,400,000  
 1:52,428,800,000  
 1:104,857,600,000  
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Sample	Street	at Intersection	Lane	Date from	Time	Date to	Time	ADT
1	Solano Street	Third Street	EB #2	2001		2001		1,364
1	Solano Street	Third Street	EB #1	2001		2001		3,961
1	Solano Street	Third Street	WB #2	2001		2001		1,889
1	Solano Street	Third Street	WB #1	2001		2001		3,543
2	Solano Street	Sixth Street	EB#2	Wed. 10/19/2011	1400	10/20/2011	1400	1,831
2	Solano Street	Sixth Street	EB#1	Wed. 10/19/2011	1400	10/20/2011	1400	3,667
2	Solano Street	Sixth Street	WB#2	Wed. 10/19/2011	1400	10/20/2011	1400	2,078
3	Solano Street	Fourth Street	EB #2	Tue 10/25/2011	1400	10/26/2011	1400	1,374
3	Solano Street	Fourth Street	WB#1	Tue 10/25/2011	1400	10/26/2011	1400	3,236
3	Solano Street	Fourth Street	WB#2	Tue 10/25/2011	1400	10/26/2011	1400	2,012
4	Solano Street	Fourth Street	WB#1	Mon 11/14/2011	1100	11/15/2011	1100	3,315
4	Solano Street	Fourth Street	WB#2	Mon 11/14/2011	1100	11/15/2011	1100	1,875
5	Solano Street	Fourth Street	EB#2	Tue 11/15/2011	1300	11/16/2011	1300	1,273
5	Solano Street	Fourth Street	EB#1	Tue 11/15/2011	1300	11/16/2011	1300	3,669

Averages	ADT
WB2	1,964
WB1	3,365
EB1	3,766
EB2	1,461



**Nu-Metrics Traffic Analyzer Study  
Computer Generated Summary Report  
City: Corning  
Street: Solano @ 6th**

A study of vehicle traffic was conducted with HI-STAR unit number 9725. The study was done in the WB #2 lane on Solano @ 6th in Corning, Ca in Tehama county. The study began on 10/19/2011 at 02:00 PM and concluded on 10/20/2011 at 02:00 PM, lasting a total of 24 hours. Data was recorded in 1 minute time periods. The total recorded volume of traffic showed 2,078 vehicles passed through the location with a peak volume of 8 on 10/20/2011 at 11:55 AM and a minimum volume of 0 on 10/19/2011 at 02:10 PM. The AADT Count for this study was 2,078.

**SPEED**

Chart 1 lists the values of the speed bins and the total traffic volume for each bin.

**Chart 1**

0	10	15	20	25	30	35	40	45	50	55	60	65	70	75
to	to	to	to	to	to	to	to	to	to	to	to	to	to	>
9	14	19	24	29	34	39	44	49	54	59	64	69	74	>
0	79	480	857	508	104	17	8	3	2	3	2	2	1	1

At least half of the vehicles were traveling in the 20 - 24 mph range or a lower speed. The average speed for all classified vehicles was 23 mph with 31.4 percent exceeding the posted speed of 25 mph. The HI-STAR found 0.44 percent of the total vehicles were traveling in excess of 55 mph. The mode speed for this traffic study was 20 mph and the 85th percentile was 28.36 mph.

**CLASSIFICATION**

Chart 2 lists the values of the eight classification bins and the total traffic volume accumulated for each bin.

**Chart 2**

0	21	28	40	50	60	70	80
to	to	to	to	to	to	to	>
20	27	39	49	59	69	79	>
2009	38	12	7	0	1	0	0

Most of the vehicles classified during the study were Passenger Cars. The number of Passenger Cars in the study was 2,047 which represents 99.00 percent of the total classified vehicles. The number of Small Trucks in the study was 12 which represents 0.60 percent of the total classified vehicles. The number of Trucks/Buses in the study was 7 which represents 0.30 percent of the total classified vehicles. The number of Tractor Trailers in the study was 1 which represents 0.00 percent of the total classified vehicles.

**HEADWAY**

During the peak time period, on 10/20/2011 at 11:55 AM the average headway between the vehicles was 6.67 seconds. The slowest traffic period was on 10/19/2011 at 02:10 PM. During this slowest period, the average headway was 60.0 seconds.

**WEATHER**

The roadway surface temperature over the period of the study varied between 66 and 99 degrees Fahrenheit. The HI-STAR determined that the roadway surface was Dry 100.00 percent of the time.

**Nu-Metrics Traffic Analyzer Study  
Computer Generated Summary Report  
City: Corning  
Street: Solano @ 6th**

A study of vehicle traffic was conducted with HI-STAR unit number 9861. The study was done in the EB #2 lane on Solano @ 6th in Corning, Ca in Tehama county. The study began on 10/19/2011 at 02:00 PM and concluded on 10/20/2011 at 02:00 PM, lasting a total of 24 hours. Data was recorded in 1 minute time periods. The total recorded volume of traffic showed 1,813 vehicles passed through the location with a peak volume of 9 on 10/19/2011 at 03:22 PM and a minimum volume of 0 on 10/19/2011 at 02:10 PM. The AADT Count for this study was 1,813.

**SPEED**

Chart 1 lists the values of the speed bins and the total traffic volume for each bin.

Chart 1

0 to 9	10 to 14	15 to 19	20 to 24	25 to 29	30 to 34	35 to 39	40 to 44	45 to 49	50 to 54	55 to 59	60 to 64	65 to 69	70 to 74	75 >
0	29	179	689	655	191	38	15	7	1	0	0	3	0	0

At least half of the vehicles were traveling in the 25 - 29 mph range or a lower speed. The average speed for all classified vehicles was 25 mph with 50.3 percent exceeding the posted speed of 25 mph. The HI-STAR found 0.17 percent of the total vehicles were traveling in excess of 55 mph. The mode speed for this traffic study was 20 mph and the 85th percentile was 29.88 mph.

**CLASSIFICATION**

Chart 2 lists the values of the eight classification bins and the total traffic volume accumulated for each bin.

Chart 2

0 to 20	21 to 27	28 to 39	40 to 49	50 to 59	60 to 69	70 to 79	80 >
1767	27	21	2	0	0	0	0

Most of the vehicles classified during the study were Passenger Cars. The number of Passenger Cars in the study was 1,784 which represents 98.70 percent of the total classified vehicles. The number of Small Trucks in the study was 21 which represents 1.20 percent of the total classified vehicles. The number of Trucks/Buses in the study was 2 which represents 0.10 percent of the total classified vehicles. The number of Tractor Trailers in the study was 0 which represents 0.00 percent of the total classified vehicles.

**HEADWAY**

During the peak time period, on 10/19/2011 at 03:22 PM the average headway between the vehicles was 6.0 seconds. The slowest traffic period was on 10/19/2011 at 02:10 PM. During this slowest period, the average headway was 60.0 seconds.

**WEATHER**

The roadway surface temperature over the period of the study varied between 60 and 91 degrees Fahrenheit. The HI-STAR determined that the roadway surface was Dry 100.00 percent of the time.

**Nu-Metrics Traffic Analyzer Study  
Computer Generated Summary Report  
City: Corning  
Street: Solano @ 6th**

A study of vehicle traffic was conducted with HI-STAR unit number 1742. The study was done in the EB Lane on Solano @ 6th in Corning, Ca in Tehama county. The study began on 10/19/2011 at 02:00 PM and concluded on 10/20/2011 at 02:00 PM, lasting a total of 24 hours. Data was recorded in 1 minute time periods. The total recorded volume of traffic showed 3,667 vehicles passed through the location with a peak volume of 12 on 10/20/2011 at 01:09 PM and a minimum volume of 0 on 10/19/2011 at 02:02 PM. The AADT Count for this study was 3,667.

**SPEED**

Chart 1 lists the values of the speed bins and the total traffic volume for each bin.

**Chart 1**

0 to 9	10 to 14	15 to 19	20 to 24	25 to 29	30 to 34	35 to 39	40 to 44	45 to 49	50 to 54	55 to 59	60 to 64	65 to 69	70 to 74	75 >
0	158	658	1649	1020	135	19	4	1	0	1	2	0	1	0

At least half of the vehicles were traveling in the 20 - 24 mph range or a lower speed. The average speed for all classified vehicles was 23 mph with 32.4 percent exceeding the posted speed of 25 mph. The HI-STAR found 0.11 percent of the total vehicles were traveling in excess of 55 mph. The mode speed for this traffic study was 20 mph and the 85th percentile was 28.12 mph.

**CLASSIFICATION**

Chart 2 lists the values of the eight classification bins and the total traffic volume accumulated for each bin.

**Chart 2**

0 to 20	21 to 27	28 to 39	40 to 49	50 to 59	60 to 69	70 to 79	80 >
3574	41	27	5	1	0	0	0

Most of the vehicles classified during the study were Passenger Cars. The number of Passenger Cars in the study was 3,615 which represents 99.10 percent of the total classified vehicles. The number of Small Trucks in the study was 27 which represents 0.70 percent of the total classified vehicles. The number of Trucks/Buses in the study was 5 which represents 0.10 percent of the total classified vehicles. The number of Tractor Trailers in the study was 1 which represents 0.00 percent of the total classified vehicles.

**HEADWAY**

During the peak time period, on 10/20/2011 at 01:09 PM the average headway between the vehicles was 4.62 seconds. The slowest traffic period was on 10/19/2011 at 02:02 PM. During this slowest period, the average headway was 60.0 seconds.

**WEATHER**

The roadway surface temperature over the period of the study varied between 62 and 91 degrees Fahrenheit. The HI-STAR determined that the roadway surface was Dry 100.00 percent of the time.

**Nu-Metrics Traffic Analyzer Study  
Computer Generated Summary Report  
City: Corning  
Street: Solano @ 4th**

**RECEIVED**  
NOV 17 2011  
CITY OF CORNING

A study of vehicle traffic was conducted with HI-STAR unit number 9861. The study was done in the WB #1 lane on Solano @ 4th in Corning, Ca in Tehama county. The study began on 11/14/2011 at 11:00 AM and concluded on 11/15/2011 at 11:00 AM, lasting a total of 24 hours. Data was recorded in 1 minute time periods. The total recorded volume of traffic showed 3,315 vehicles passed through the location with a peak volume of 12 on 11/14/2011 at 12:56 PM and a minimum volume of 0 on 11/14/2011 at 12:04 PM. The AADT Count for this study was 3,315.

**SPEED**

Chart 1 lists the values of the speed bins and the total traffic volume for each bin.

**Chart 1**

0 to 9	10 to 14	15 to 19	20 to 24	25 to 29	30 to 34	35 to 39	40 to 44	45 to 49	50 to 54	55 to 59	60 to 64	65 to 69	70 to 74	75 to >
0	37	173	1001	1580	442	58	11	4	3	1	0	0	0	1

At least half of the vehicles were traveling in the 25 - 29 mph range or a lower speed. The average speed for all classified vehicles was 26 mph with 63.4 percent exceeding the posted speed of 25 mph. The HI-STAR found 0.06 percent of the total vehicles were traveling in excess of 55 mph. The mode speed for this traffic study was 25 mph and the 85th percentile was 30.26 mph.

**CLASSIFICATION**

Chart 2 lists the values of the eight classification bins and the total traffic volume accumulated for each bin.

**Chart 2**

0 to 20	21 to 27	28 to 39	40 to 49	50 to 59	60 to 69	70 to 79	80 to >
3194	85	26	3	1	2	0	0

Most of the vehicles classified during the study were Passenger Cars. The number of Passenger Cars in the study was 3,279 which represents 99.00 percent of the total classified vehicles. The number of Small Trucks in the study was 26 which represents 0.80 percent of the total classified vehicles. The number of Trucks/Buses in the study was 3 which represents 0.10 percent of the total classified vehicles. The number of Tractor Trailers in the study was 3 which represents 0.10 percent of the total classified vehicles.

**HEADWAY**

During the peak time period, on 11/14/2011 at 12:56 PM the average headway between the vehicles was 4.62 seconds. The slowest traffic period was on 11/14/2011 at 12:04 PM. During this slowest period, the average headway was 60.0 seconds.

**WEATHER**

The roadway surface temperature over the period of the study varied between 48 and 82 degrees Fahrenheit. The HI-STAR determined that the roadway surface was Dry 100.00 percent of the time.

**Nu-Metrics Traffic Analyzer Study  
Computer Generated Summary Report  
City: Corning  
Street: Solano @ 4th**

**RECEIVED**  
NOV 17 2011  
CITY OF CORNING

A study of vehicle traffic was conducted with HI-STAR unit number 9861. The study was done in the EB: #1 lane on Solano @ 4th in Corning, Ca in Tehama county. The study began on 11/15/2011 at 01:00 PM and concluded on 11/16/2011 at 01:00 PM, lasting a total of 24 hours. Data was recorded in 1 minute time periods. The total recorded volume of traffic showed 3,669 vehicles passed through the location with a peak volume of 12 on 11/15/2011 at 04:39 PM and a minimum volume of 0 on 11/15/2011 at 02:19 PM. The AADT Count for this study was 3,669.

**SPEED**

Chart 1 lists the values of the speed bins and the total traffic volume for each bin.

**Chart 1**

0	10	15	20	25	30	35	40	45	50	55	60	65	70	75
to	to	to	to	to	to	to	to	to	to	to	to	to	to	>
0	14	19	24	29	34	39	44	49	54	59	64	69	74	>
0	27	192	955	1752	596	121	16	6	2	2	1	1	1	1

At least half of the vehicles were traveling in the 25 - 29 mph range or a lower speed. The average speed for all classified vehicles was 27 mph with 67.9 percent exceeding the posted speed of 25 mph. The HI-STAR found 0.16 percent of the total vehicles were traveling in excess of 55 mph. The mode speed for this traffic study was 25 mph and the 85th percentile was 31.60 mph.

**CLASSIFICATION**

Chart 2 lists the values of the eight classification bins and the total traffic volume accumulated for each bin.

**Chart 2**

0	21	28	40	50	60	70	80
to	to	to	to	to	to	to	>
20	27	39	49	59	69	79	>
3559	72	24	4	2	2	0	0

Most of the vehicles classified during the study were Passenger Cars. The number of Passenger Cars in the study was 3,631 which represents 99.10 percent of the total classified vehicles. The number of Small Trucks in the study was 24 which represents 0.70 percent of the total classified vehicles. The number of Trucks/Buses in the study was 4 which represents 0.10 percent of the total classified vehicles. The number of Tractor Trailers in the study was 4 which represents 0.10 percent of the total classified vehicles.

**HEADWAY**

During the peak time period, on 11/15/2011 at 04:39 PM the average headway between the vehicles was 4.62 seconds. The slowest traffic period was on 11/15/2011 at 02:19 PM. During this slowest period, the average headway was 60.0 seconds.

**WEATHER**

The roadway surface temperature over the period of the study varied between 50 and 80 degrees Fahrenheit. The HI-STAR determined that the roadway surface was Dry 100.00 percent of the time.

**RECEIVED**

NOV 17 2011

CITY OF CORNING

**Nu-Metrics Traffic Analyzer Study  
Computer Generated Summary Report  
City: Corning  
Street: Solano @ 4th**

A study of vehicle traffic was conducted with HI-STAR unit number 9725. The study was done in the WB #2 lane on Solano @ 4th in Corning, Ca in Tehama county. The study began on 11/14/2011 at 11:00 AM and concluded on 11/15/2011 at 11:00 AM, lasting a total of 24 hours. Data was recorded in 1 minute time periods. The total recorded volume of traffic showed 1,875 vehicles passed through the location with a peak volume of 8 on 11/14/2011 at 01:06 PM and a minimum volume of 0 on 11/14/2011 at 11:25 AM. The AADT Count for this study was 1,875.

**SPEED**

Chart 1 lists the values of the speed bins and the total traffic volume for each bin.

**Chart 1**

0	10	15	20	25	30	35	40	45	50	55	60	65	70	75
to	to	to	to	to	to	to	to	to	to	to	to	to	to	>
0	14	19	24	29	34	39	44	49	54	59	64	69	74	>
0	37	270	912	516	102	16	9	2	1	1	2	6	1	0

At least half of the vehicles were traveling in the 20 - 24 mph range or a lower speed. The average speed for all classified vehicles was 24 mph with 34.7 percent exceeding the posted speed of 25 mph. The HI-STAR found 0.21 percent of the total vehicles were traveling in excess of 55 mph. The mode speed for this traffic study was 20 mph and the 85th percentile was 28.58 mph.

**CLASSIFICATION**

Chart 2 lists the values of the eight classification bins and the total traffic volume accumulated for each bin.

**Chart 2**

0	21	28	40	50	60	70	80
to	to	to	to	to	to	to	>
20	27	39	49	59	69	79	>
1809	45	10	5	0	0	0	0

Most of the vehicles classified during the study were Passenger Cars. The number of Passenger Cars in the study was 1,854 which represents 99.20 percent of the total classified vehicles. The number of Small Trucks in the study was 10 which represents 0.50 percent of the total classified vehicles. The number of Trucks/Buses in the study was 5 which represents 0.30 percent of the total classified vehicles. The number of Tractor Trailers in the study was 0 which represents 0.00 percent of the total classified vehicles.

**HEADWAY**

During the peak time period, on 11/14/2011 at 01:06 PM the average headway between the vehicles was 6.67 seconds. The slowest traffic period was on 11/14/2011 at 11:25 AM. During this slowest period, the average headway was 60.0 seconds.

**WEATHER**

The roadway surface temperature over the period of the study varied between 48 and 82 degrees Fahrenheit. The HI-STAR determined that the roadway surface was Dry 100.00 percent of the time.

**Nu-Metrics Traffic Analyzer Study  
Computer Generated Summary Report  
City: Corning  
Street: Solano @ 4th**

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NOV 17 2011  
CITY OF CORNING

A study of vehicle traffic was conducted with HI-STAR unit number 9725. The study was done in the EB #2 lane on Solano @ 4th in Corning, Ca in Tehama county. The study began on 11/15/2011 at 01:00 PM and concluded on 11/16/2011 at 01:00 PM, lasting a total of 24 hours. Data was recorded in 1 minute time periods. The total recorded volume of traffic showed 1,273 vehicles passed through the location with a peak volume of 8 on 11/15/2011 at 05:47 PM and a minimum volume of 0 on 11/15/2011 at 01:02 PM. The AADT Count for this study was 1,273.

**SPEED**

Chart 1 lists the values of the speed bins and the total traffic volume for each bin.

**Chart 1**

0 to 9	10 to 14	15 to 19	20 to 24	25 to 29	30 to 34	35 to 39	40 to 44	45 to 49	50 to 54	55 to 59	60 to 64	65 to 69	70 to 74	75 >
0	5	55	371	603	184	37	9	2	4	1	0	1	0	0

At least half of the vehicles were traveling in the 25 - 29 mph range or a lower speed. The average speed for all classified vehicles was 27 mph with 66.1 percent exceeding the posted speed of 25 mph. The HI-STAR found 0.16 percent of the total vehicles were traveling in excess of 55 mph. The mode speed for this traffic study was 25 mph and the 85th percentile was 31.28 mph.

**CLASSIFICATION**

Chart 2 lists the values of the eight classification bins and the total traffic volume accumulated for each bin.

**Chart 2**

0 to 20	21 to 27	28 to 39	40 to 49	50 to 59	60 to 69	70 to 79	80 >
1227	28	13	3	0	1	0	0

Most of the vehicles classified during the study were Passenger Cars. The number of Passenger Cars in the study was 1,255 which represents 98.70 percent of the total classified vehicles. The number of Small Trucks in the study was 13 which represents 1.00 percent of the total classified vehicles. The number of Trucks/Buses in the study was 3 which represents 0.20 percent of the total classified vehicles. The number of Tractor Trailers in the study was 1 which represents 0.10 percent of the total classified vehicles.

**HEADWAY**

During the peak time period, on 11/15/2011 at 05:47 PM the average headway between the vehicles was 6.67 seconds. The slowest traffic period was on 11/15/2011 at 01:02 PM. During this slowest period, the average headway was 60.0 seconds.

**WEATHER**

The roadway surface temperature over the period of the study varied between 48 and 80 degrees Fahrenheit. The HI-STAR determined that the roadway surface was Dry 100.00 percent of the time.

**Nu-Metrics Traffic Analyzer Study  
Computer Generated Summary Report  
City: Corning  
Street: Solano @ 4th**

A study of vehicle traffic was conducted with HI-STAR unit number 1742. The study was done in the WB #1 lane on Solano @ 4th in Corning, CA in Tehama county. The study began on 10/25/2011 at 11:00 AM and concluded on 10/26/2011 at 11:00 AM, lasting a total of 24 hours. Data was recorded in 1 minute time periods. The total recorded volume of traffic showed 3,236 vehicles passed through the location with a peak volume of 12 on 10/25/2011 at 03:11 PM and a minimum volume of 0 on 10/25/2011 at 12:30 PM. The AADT Count for this study was 3,236.

**SPEED**

Chart 1 lists the values of the speed bins and the total traffic volume for each bin.

**Chart 1**

0	10	15	20	25	30	35	40	45	50	55	60	65	70	75
to	to	to	to	to	to	to	to	to	to	to	to	to	to	>
9	14	19	24	29	34	39	44	49	54	59	64	69	74	
0	49	332	1697	982	136	18	4	5	1	0	1	1	0	0

At least half of the vehicles were traveling in the 20 - 24 mph range or a lower speed. The average speed for all classified vehicles was 24 mph with 35.6 percent exceeding the posted speed of 25 mph. The HI-STAR found 0.06 percent of the total vehicles were traveling in excess of 55 mph. The mode speed for this traffic study was 20 mph and the 85th percentile was 28.36 mph.

**CLASSIFICATION**

Chart 2 lists the values of the eight classification bins and the total traffic volume accumulated for each bin.

**Chart 2**

0	21	28	40	50	60	70	80
to	to	to	to	to	to	to	>
20	27	39	49	59	69	79	
3163	41	17	7	0	0	0	0

Most of the vehicles classified during the study were Passenger Cars. The number of Passenger Cars in the study was 3,204 which represents 99.30 percent of the total classified vehicles. The number of Small Trucks in the study was 17 which represents 0.50 percent of the total classified vehicles. The number of Trucks/Buses in the study was 7 which represents 0.20 percent of the total classified vehicles. The number of Tractor Trailers in the study was 0 which represents 0.00 percent of the total classified vehicles.

**HEADWAY**

During the peak time period, on 10/25/2011 at 03:11 PM the average headway between the vehicles was 4.62 seconds. The slowest traffic period was on 10/25/2011 at 12:30 PM. During this slowest period, the average headway was 60.0 seconds.

**WEATHER**

The roadway surface temperature over the period of the study varied between 58 and 93 degrees Fahrenheit. The HI-STAR determined that the roadway surface was Dry 100.00 percent of the time.

**Nu-Metrics Traffic Analyzer Study  
Computer Generated Summary Report  
City: Corning  
Street: Solano @ 4th**

A study of vehicle traffic was conducted with HI-STAR unit number 9725. The study was done in the WB #2 lane on Solano @ 4th in Corning, CA in Tehama county. The study began on 10/25/2011 at 11:00 AM and concluded on 10/26/2011 at 11:00 AM, lasting a total of 24 hours. Data was recorded in 1 minute time periods. The total recorded volume of traffic showed 2,012 vehicles passed through the location with a peak volume of 8 on 10/25/2011 at 12:05 PM and a minimum volume of 0 on 10/25/2011 at 11:08 AM. The AADT Count for this study was 2,012.

**SPEED**

Chart 1 lists the values of the speed bins and the total traffic volume for each bin.

**Chart 1**

0 to 9	10 to 14	15 to 19	20 to 24	25 to 29	30 to 34	35 to 39	40 to 44	45 to 49	50 to 54	55 to 59	60 to 64	65 to 69	70 to 74	75 >
0	30	219	806	696	128	25	9	5	2	5	1	2	0	0

At least half of the vehicles were traveling in the 20 - 24 mph range or a lower speed. The average speed for all classified vehicles was 25 mph with 43.4 percent exceeding the posted speed of 25 mph. The HI-STAR found 0.40 percent of the total vehicles were traveling in excess of 55 mph. The mode speed for this traffic study was 20 mph and the 85th percentile was 29.11 mph.

**CLASSIFICATION**

Chart 2 lists the values of the eight classification bins and the total traffic volume accumulated for each bin.

**Chart 2**

0 to 20	21 to 27	28 to 39	40 to 49	50 to 59	60 to 69	70 to 79	80 >
1938	46	21	3	0	0	0	0

Most of the vehicles classified during the study were Passenger Cars. The number of Passenger Cars in the study was 1,984 which represents 98.80 percent of the total classified vehicles. The number of Small Trucks in the study was 21 which represents 1.00 percent of the total classified vehicles. The number of Trucks/Buses in the study was 3 which represents 0.10 percent of the total classified vehicles. The number of Tractor Trailers in the study was 0 which represents 0.00 percent of the total classified vehicles.

**HEADWAY**

During the peak time period, on 10/25/2011 at 12:05 PM the average headway between the vehicles was 6.67 seconds. The slowest traffic period was on 10/25/2011 at 11:08 AM. During this slowest period, the average headway was 60.0 seconds.

**WEATHER**

The roadway surface temperature over the period of the study varied between 58 and 93 degrees Fahrenheit. The HI-STAR determined that the roadway surface was Dry 100.00 percent of the time.

**Nu-Metrics Traffic Analyzer Study  
Computer Generated Summary Report  
City: Corning  
Street: Solano @ 4th**

A study of vehicle traffic was conducted with HI-STAR unit number 9861. The study was done in the EB 12 lane on Solano @ 4th in Corning, CA in Tehama county. The study began on 10/25/2011 at 11:00 AM and concluded on 10/26/2011 at 11:00 AM, lasting a total of 24 hours. Data was recorded in 1 minute time periods. The total recorded volume of traffic showed 1,374 vehicles passed through the location with a peak volume of 7 on 10/26/2011 at 07:52 AM and a minimum volume of 0 on 10/25/2011 at 11:00 AM. The AADT Count for this study was 574.

**SPEED**

Chart 1 lists the values of the speed bins and the total traffic volume for each bin.

Chart 1

0	10	15	20	25	30	35	40	45	50	55	60	65	70	75
to	to	to	to	to	to	to	to	to	to	to	to	to	to	>
0	14	19	24	29	34	39	44	49	54	59	64	69	74	
0	12	100	372	574	254	47	7	3	1	1	3	0	0	0

At least half of the vehicles were traveling in the 25 - 29 mph range or a lower speed. The average speed for all classified vehicles was 27 mph with 64.7 percent exceeding the posted speed of 25 mph. The HI-STAR found 0.29 percent of the total vehicles were traveling in excess of 55 mph. The mode speed for this traffic study was 25 mph and the 85th percentile was 32.16 mph.

**CLASSIFICATION**

Chart 2 lists the values of the eight classification bins and the total traffic volume accumulated for each bin.

Chart 2

0	21	28	40	50	60	70	80
to	to	to	to	to	to	to	>
20	27	39	49	59	69	79	
1318	32	20	1	2	1	0	0

Most of the vehicles classified during the study were Passenger Cars. The number of Passenger Cars in the study was 1,350 which represents 98.30 percent of the total classified vehicles. The number of Small Trucks in the study was 20 which represents 1.60 percent of the total classified vehicles. The number of Trucks/Buses in the study was 1 which represents 0.10 percent of the total classified vehicles. The number of Tractor Trailers in the study was 3 which represents 0.20 percent of the total classified vehicles.

**HEADWAY**

During the peak time period, on 10/26/2011 at 07:52 AM the average headway between the vehicles was 7.5 seconds. The slowest traffic period was on 10/25/2011 at 11:00 AM. During this slowest period, the average headway was 60.0 seconds.

**WEATHER**

The roadway surface temperature over the period of the study varied between 54 and 85 degrees Fahrenheit. The HI-STAR determined that the roadway surface was Dry 100.00 percent of the time.

## EVALUATION OF ENVIRONMENTAL IMPACTS

This section discusses potential environmental impacts associated with approval of the proposed project.

The following guidance, adapted from Appendix G of the State CEQA Guidelines, was followed in answering the checklist questions:

1. A brief explanation is required for all answers except "No Impact" answers that are adequately supported by the information sources cited 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 is 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 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 will 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 mitigation measures, and a brief explanation as to how they reduce the effect to a less than significant level will follow each issue section (mitigation measures from "Earlier Analyses," 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. §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. Incorporated into the checklist are references to information sources for potential impacts (e.g., all elements of the general plan, zoning ordinances). A Numerical Reference List is attached and other sources used or individuals contacted may be cited in the discussion at the end of each section.
7. The explanation of each issue will identify the significance criteria or threshold, if any, used to evaluate each question; and the mitigation measure identified, if any, to reduce the impact to less than significant.

## EARLIER ANALYSES

Earlier analyses may be used where, pursuant to the tiering, program EIR, or other CEQA process, one or more effects have been adequately analyzed in an earlier EIR or negative declaration. [§15063(c)(3)(D)].

  X   NO EARLIER ANALYSIS USED.

In this case, a discussion of issues will identify the following:

- a) **Earlier analyses used.** Identify earlier analyses 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 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.

ISSUES	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
<b>I. AESTHETICS</b> <i>Would the project:</i>				
a. Have a substantial adverse effect on a scenic vista? <i>No scenic vistas are identified in the area.</i>	_____	_____	_____	<u>  X  </u>
b. Substantially damage scenic resources, including but not limited to trees, rock outcroppings, and historic buildings within a state scenic highway? <i>Issue covered in below discussion.</i>	_____	_____	_____	<u>  X  </u>
c. Substantially degrade the existing visual character or quality of the site and its surroundings? <i>Issue covered in below discussion.</i>	_____	_____	_____	<u>  X  </u>
d. Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area? <i>No such conditions will be created by this project.</i>	_____	_____	_____	<u>  X  </u>

**Discussion:** Aesthetic effects relate to obstruction of scenic vistas or views, creation of a negative aesthetic effect, and creation of light or glare. The issue of aesthetics can be extremely subjective. However, there are accepted standards that the majority of the public can agree upon, particularly when related to road construction. Standards address view obstructions, needless removal of trees, “scarring” from grading, landscaping, sign clutter and street lighting. Another important criterion for visual impacts is visual consistency. Project design should be consistent with natural surroundings and adjacent land uses.

The project is comparatively small in scale and compatible with the surrounding neighborhood. During the construction process, some limited visual impacts will occur. However, these are temporary and an expected component of the construction process. The project area contains no natural features or views. Downtown Corning has been urbanized for decades. The project consists of Transportation enhancement activities, including such things as plantings, landscaping, street furniture, and attractive sidewalk features. As such, the project actually improves the visual character of the project area.

The project will not require the removal of any trees other than those indicated for replacement of non-native streetscape trees. These are described as follows:

- A number of ornamental landscape trees (6-9”) along Solano Street will be removed and replaced with more suitable and drought-tolerant deciduous trees.

No mature native trees will be removed. Any tree removal will be done between September and March to avoid nesting season.

Solano Street was historically, and remains, the primary business district in older downtown Corning. Many older buildings still stand along Solano Street. Many of the buildings could potentially be eligible for the National Park Service’s National Registry, which is the federal list for all protected historic structures and other cultural resources. Discussion of this issue and the accompanying project condition are discussed in Section V (CULTURAL RESOURCES).

Upon completion of the project, the improvements will improve the existing visual character and quality of the area. It is not expected to create any significant impacts relative to aesthetic issues.

**Conclusion: No Impact.**

ISSUES	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
<p><b>II. AGRICULTURAL AND FOREST RESOURCES:</b> In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Dept. of Conservation as an optional model to use in assessing impacts on agriculture and farmland. In determining whether impacts to forest resources, including timberland, are significant environmental effects, lead agencies may refer to information compiled by the California Department of Forestry and Fire Protection regarding the state's inventory of forest land, including the Forest and Range Assessment Project and the Forest Legacy Assessment project; and forest carbon measurement methodology provided in Forest Protocols adopted by the California Air Resources Board.</p> <p><i>Would the project:</i></p>				
<p>a. Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?</p> <p><i>Issue covered in below discussion.</i></p>	_____	_____	_____	X
<p>b. Conflict with existing zoning for agricultural use, or a Williamson Act contract?</p> <p><i>There are no lands in the project area under Williamson Act contract.</i></p>	_____	_____	_____	X
<p>c. Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code § 12220(g)), timberland (as defined by Public Resources Code § 4526), or timberland zoned Timberland Production (as defined by Government Code § 51104(g))?</p> <p><i>There are no lands in the project area under timberland zoning or timber production.</i></p>	_____	_____	_____	X
<p>d. Result in the loss of forest land or conversion of forest land to non-forest use?</p> <p><i>There are no forest lands in the project area.</i></p>	_____	_____	_____	X
<p>e. Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?</p> <p><i>There are no farmlands in the project area.</i></p>	_____	_____	_____	X

**Discussion:** The project proposes bicycle and pedestrian facilities, landscaping, street furniture, and other transportation

enhancements within an established right-of-way. The dimensions of the facilities would not be sufficient to disrupt the existing land use patterns. Adjacent lands are primarily of a commercial nature. No agricultural lands are found within the project boundaries. There are no parcels within the project site that are under an agricultural preserve contract (Williamson Act). The current General Plan (1994) designates the project area as Commercial.

The project area is in a developed urban setting. The area is not in current agricultural production, nor is it listed as prime or unique importance (California Resources Agency: Farmland Mapping and Monitoring Program). The U.S. Department of Agriculture and the California Department of Conservation have become involved with analyzing farmland losses. In 1975, the U.S. Department of Agriculture, Natural Resources Conservation Service (formerly the Soil Conservation Service) (USDA-NRCS) initiated a mapping program to generate agricultural resource maps based on soil quality and land use across the nation. In 1982, California created the Farmland Mapping and Monitoring Program (FMMP) within the Department of Conservation to carry on the mapping activity from USDA-NRCS on a continuing basis (State of California, 1996). The FMMP maps "Important Farmlands" based on the following parameters: 1) qualifying soil types; and 2) if current land uses consist of irrigated agriculture.

The following FMMP categories are present on the project site:

**Urban and Built-up Land (D)**

Land occupied by structures with a building density of at least 1 unit to 1.5 acres, or approximately 6 structures to a 10-acre parcel. This land is used for residential, industrial, commercial, construction, institutional, public administration, railroad and other transportation yards, cemeteries, airports, golf courses, sanitary landfills, sewage treatment, water control structures, and other developed purposes.

**Conclusion: No Impact.**

ISSUES	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
<b>III. AIR QUALITY:</b> Where available, the significance criteria established by the applicable air quality management or air pollution control district may be relied upon to make the following determinations.  <i>Would the project:</i>				
a. Conflict with or obstruct implementation of the applicable air quality plan?  <i>Issue covered in below discussion.</i>	_____	_____	_____	_____X_____
b. Violate any air quality standard or contribute to an existing or projected air quality violation?  <i>This project does not create an air quality violation.</i>	_____	_____	_____	_____X_____
c. Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)?  <i>Issue covered in below discussion.</i>	_____	_____	_____	_____X_____
d. Expose sensitive receptors to substantial pollutant concentrations?  <i>No receptors beyond what is already affected by existing facilities.</i>	_____	_____	_____	_____X_____
e. Create objectionable odors affecting a substantial number of people?  <i>No odors will result because of this project.</i>	_____	_____	_____	_____X_____

**Discussion:** Based on air quality data from 2006-2008, the United States Environmental Protection Agency finalized a new partial-county area designated as "nonattainment" under the 2008 Ozone National Ambient Air Quality Standards. However, this pertains only to the Tuscan Buttes area of Tehama County, located approximately 14 miles away from the project site.

Vehicle and equipment exhaust emissions, and fugitive dust emissions generated during the construction process will not constitute or contain substantial pollutant concentrations, and would be controlled through various state and local air quality regulations including regulations for stationary and mobile diesel equipment, and fugitive dust. Emissions resulting from vehicle traffic will be reduced upon completion of the project by two means:

- The decreased number of lanes (4 lanes down to 3 lanes) would result in a slight reduction of average vehicle speed.
- Improved bicycle and pedestrian facilities will encourage multi-modal use, thereby reducing the use of single occupancy vehicles.

The project is not expected to create any other significant impacts related to air quality issues.

**Conclusion: No Impact.**

ISSUES	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
<b>IV. BIOLOGICAL RESOURCES</b> <i>Would the project:</i>				
<p>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?</p> <p><i>Issue covered in below discussion.</i></p>	_____	_____	_____	X
<p>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?</p> <p><i>Issue covered in below discussion.</i></p>	_____	_____	_____	X
<p>c. Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?</p> <p><i>No state or federally protected wetlands exist in or near the project site.</i></p>	_____	_____	_____	X
<p>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?</p> <p><i>Issue covered in below discussion.</i></p>	_____	_____	_____	X
<p>e. Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?</p> <p><i>This project is not in an area impacted by the Tehama County Oak Woodland Management Plan (January 2005). No other known policies are established which affect this project as they relate to protecting biological resources.</i></p>	_____	_____	_____	X
<p>f. Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community, Conservation Plan, or other approved local, regional, or state habitat conservation plan?</p> <p><i>No known local, regional, or state policies are established which affect this project as they pertain to habitat conservation.</i></p>	_____	_____	_____	X

**Discussion:** The project site is located in downtown Corning. The project area is in a developed urban setting. During a visit to the project site, no sensitive species or habitats were identified.

The project will not require the removal of any trees other than those described as follows:

- A number of ornamental landscape trees (6-9") along Solano Street will be removed and replaced with more suitable and drought-tolerant deciduous trees.

Oak Woodlands as they are described in Tehama County's Oak Woodland Management Plan are defined by the California Department of Fish and Game's Wildlife Habitat Relations Classification System (WHR). The project area is in an area that was historically in the Blue Oak and Riparian natural community. However, the project site is now characterized by urban development, and has been for many decades. During a visit to the project site, no sensitive species or habitats were identified. The project will not require the removal of any trees other than those indicated for replacement of non-native streetscape trees. No mature native trees will be removed. Any tree removal will be done between September and March to avoid nesting season.

No mature native trees will be removed. Any tree removal will be done between September and March to avoid nesting season.

No natural perennial, intermittent or ephemeral streams flow through or in the vicinity of the project site, and no disturbances of or alterations to any such waterways would therefore result from this project. There are no Traditional Navigable Waterways, drainages that serve as tributaries to any TNWs that would be deemed jurisdictional under the CWA. There are no other waterways in the area adjacent to the project that would be impacted by construction activities.

No indicators of wetlands were noted during a visit to the project site. A search of the U.S. Fish & Wildlife Services' National Wetlands Inventory database and the California Department of Fish & Game's Vernal Pools Maps revealed no identified sensitive areas on the project site.

**Conclusion: No Impact**

ISSUES	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
<b>V. CULTURAL RESOURCES</b> <i>Would the project:</i>				
a. Cause a substantial adverse change in the significance of a historical resource as defined in §15064.5? <i>Issue covered in below discussion.</i>	_____	_____	X	_____
b. Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5? <i>Issue covered in below discussion.</i>	_____	_____	X	_____
c. Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature? <i>No unique paleontological resources or unique geologic features are known to exist in the project vicinity.</i>	_____	_____	_____	X
d. Disturb any human remains, including those interred outside of formal cemeteries? <i>Issue covered in below discussion.</i>	_____	_____	_____	X

**Discussion:**

**Prehistoric Resources:** Prehistoric Resources: According to our records, no sites of this type have been recorded in the project area or its one-mile vicinity. The project area is located in a border region utilized by Konkow Maidu and Hill Nomlaki populations. Unrecorded prehistoric cultural resources may be located in the project area.

**Historic Resources:** Historic Resources: According to our records, no sites of this type have been recorded in the project area. However, six sites of this type has been recorded in the project vicinity, consisting of a single story commercial building, a burned residence and foundation with associated wooden chicken coop, aluminum garage, cistern, a refuse deposit, a welded grate corral, and a historic railroad feature that once constituted the Central and Southern Pacific rail lines [it now runs along the contemporary Union Pacific railroad grade. Additionally, the Office of Historic Preservation lists several properties in Corning in the Directory of Properties in the Historic Property Data File for Tehama County. Please see enclosed copies for further information. Unrecorded historic cultural resources may be located in the project area.

The USGS Coming 15' (1951) quad map indicates that the City of Corning roads and structures are located in the project area, while Interstate 5, Southern Pacific Railroad, orchards, Bench Mark 271, an unnamed drainage, and Jewett Creek located in the project vicinity.

The City of Corning, named after John Coming, a Central Pacific Railroad Superintendent, was founded in 1882. Prior 1920 the University of California planted test plots of olives. The success of these plots started the industry in the area. Tehama County was created in 1856 from Colusa, Butte, and Shasta areas and was the home of the Nomi Lackee Indian Reservation, established in 1854 by the United States government, to provide a home for displaced Native Americans as Euro-Americans settled the land. Approximately 300 to 2,500 Native Americans lived there until 1866, when they were moved to Round Valley in Mendocino County.

**Previous Archaeological Investigations:** According to our records, the project area has been previously surveyed for cultural resources by a professional archaeologist. The Report is listed below:

*Westwood, Lisa (Eco-Analysts)*

*2005 Cultural Resources Investigation of the Corning Streetscape Project Area, City of Corning, Tehama County, California.*

*IC Report 6795*

Literature Search: The official records and maps for archaeological sites and surveys in Tehama County were reviewed. Also reviewed: *National Register of Historic Places: Listed properties and Determined Eligible Properties (2012)*, *California Register of Historical Resources (2012)*, *California Investigation of Historic Resources (1976)*, *California Historical Landmarks (2010)*, *Gold Districts of California - Bulletin 193 (2005)*, *Historic Spots in California (1966 and 2002)*, *Handbook of the Indians of California, (1967)*, and *Directory of Properties in the Historic Property Data File for Tehama County (2012)*.

Unrecorded prehistoric and/or historic resources may be located in the project area. As a result, the following condition is placed on this project:

**Condition V-#1:**

**CULTURAL RESOURCES PROTECTION:** The following Note shall be included on an informational page of the Final Map, "Should any cultural resources, such as structural features, unusual amounts of bone or shell, artifacts, human remains, or architectural remains be encountered during any development activities, work shall be suspended and a qualified archaeologist shall be consulted to develop, if necessary, further mitigation measures to ensure no significant impacts occur and reduce any archaeological impact to a less than significant level before construction continues. Such measures could include (but would not be limited to) researching and identifying the history of the resource(s), mapping the location, and photographing the resource. The project contractor shall implement all mitigation measures recommended by the archeologist to avoid adverse impacts to the resource. Since no archeological resources are expected in the project area, more specific mitigation measures cannot feasibly developed unless and until any unforeseen resource is actually discovered and evaluated. In addition, pursuant to §5097.98 of the State Public Resources Code, and §7050.5 of the State Health Code, in the event of the discovery of any human remains, all work is to stop and the County Coroner shall be immediately notified. If the remains are determined to be Native American, guidelines of the Native American Heritage Commission shall be adhered to in the treatment and disposition of the remains."

Solano Street was historically, and remains, the primary business district in older downtown Corning. Many older buildings still stand along Solano Street. Many of the buildings could potentially be eligible for the National Park Service's National Registry, which is the federal list for all protected historic structures and other cultural resources.

To account for this, the following condition will be placed on the project:

**Condition V-#2:**

Saw cuts must be made at least 12" from buildings in the project area, parallel along the buildings, to prevent construction work and demolition of existing sidewalks from encroaching into the foundation of potentially historic buildings. No vibratory rollers will be allowed within the project area.

**Conclusion: Less Than Significant Impact.**

ISSUES	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
<b>VI. GEOLOGY AND SOILS</b> <i>Would the project:</i>				
a. Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving: <i>Issue covered in below discussion.</i>	_____	_____	_____	<u>  X  </u>
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? <i>Issue covered in below discussion.</i>	_____	_____	_____	<u>  X  </u>
ii. Strong seismic ground shaking? <i>Issue covered in below discussion.</i>	_____	_____	_____	<u>  X  </u>
iii. Seismic-related ground failure, including liquefaction? <i>Issue covered in below discussion.</i>	_____	_____	_____	<u>  X  </u>
iv. Landslides? <i>Issue covered in below discussion.</i>	_____	_____	_____	<u>  X  </u>
b. Result in substantial soil erosion or the loss of topsoil? <i>No topsoil loss will result from this project.</i>	_____	_____	_____	<u>  X  </u>
c. Be located on a geologic unit or soil that is unstable, or that would become unstable as result of the project, and potentially result in on-or off-site landslide, lateral spreading, subsidence, liquefaction or collapse? <i>Issue covered in below discussion.</i>	_____	_____	_____	<u>  X  </u>
d. Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1194), creating substantial risks to life or property? <i>Issue covered in below discussion.</i>	_____	_____	_____	<u>  X  </u>
e. Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water? <i>Issue covered in below discussion.</i>	_____	_____	_____	<u>  X  </u>

**Discussion:** The project area is not historically subject to strong seismic events. The project area is not on or near any principal fault zoned under the Alquist-Priolo Earthquake Fault Zoning Act (Special Publication 42 - Fault Rupture Hazard Zones in California – California Department of Conservation - California Geologic Survey).

The project area is not on or near any areas shown on maps of listed areas under The Seismic Hazards Mapping Act. This act was passed in 1990, to address non-surface fault rupture earthquake hazards, including liquefaction and seismically induced landslides.

The project area is not in or near any known Geologic Hazard Abatement District (GHAD) as enabled by the Beverly Act of 1979 (SB 1195) for reducing hillslope hazards.

A Geographic Information Systems analysis was done of soils for the area using 2006 Soil Survey Geographic (SSURGO) database for Tehama County, California (ca645); National Soil Information System (NASIS); U.S. Department of Agriculture, Natural Resources Conservation Service National Soil Survey Center (NRCS). There are no classified soils listed, as this is considered a developed urban area.

No other impacts to geology and soils are anticipated.

**Conclusion: No Impact.**

ISSUES	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
<b>VII. GREENHOUSE GAS EMISSIONS</b> <i>Would the project:</i>				
a. Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment? <i>Issue covered in below discussion.</i>	_____	_____	_____	_____X_____
b. Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases? <i>Issue covered in below discussion.</i>	_____	_____	_____	_____X_____

**Discussion:**

By decreasing the number of lanes on Solano Street from the current four lanes (two (2) eastbound lanes and two (2) westbound lanes) to three lanes (one (1) eastbound lane, one (1) westbound lane, and a median turn lane, a slight decrease in traffic speed would be anticipated. Reduced traffic speeds result in reduced GHG emissions.

Based on air quality data from 2006-2008, the United States Environmental Protection Agency finalized a new partial-county area designated as "nonattainment" under the 2008 Ozone National Ambient Air Quality Standards. However, this pertains only to the Tuscan Buttes area of Tehama County, located approximately 30 miles away from the project site. The project area within Tehama County is in attainment. (*Nonattainment Status for Each County by Year for California Including Previous 1-Hour Ozone Counties; "The Green Book Nonattainment Areas for Criteria Pollutants", U.S. Environmental Protection Agency; December, 2012*).

Vehicle and equipment exhaust emissions, and fugitive dust emissions generated during the construction process will not constitute or contain substantial pollutant concentrations, and would be controlled through various state and local air quality regulations, including those regulations for stationary and mobile diesel equipment during the construction process, and for fugitive dust.

No other impacts in relationship to greenhouse gas emissions are anticipated.

**Conclusion: No Impact.**

ISSUES	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
<b>VIII. HAZARDS &amp; HAZARDOUS MATERIALS</b> <i>Would the project:</i>				
a. Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials? <i>Issue covered in below discussion.</i>	_____	_____	X _____	_____
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? <i>Issue covered in below discussion.</i>	_____	_____	X _____	_____
c. Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school? <i>Issue covered in below discussion.</i>	_____	_____	X _____	_____
d. Be located on a site which is included on a list of hazardous materials compiled pursuant to Government Code §65962.5 and, as a result, would create a significant hazard to the public or the environment. <i>The project is not known to be included on any such list.</i>	_____	_____	_____	X _____
e. For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area? <i>Issue covered in below discussion.</i>	_____	_____	_____	X _____
f. For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area? <i>There is no private airstrip in the project vicinity</i>	_____	_____	_____	X _____
g. Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan? <i>The project does not conflict with any known emergency response or evacuation plan.</i>	_____	_____	_____	X _____
h. Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands? <i>This project is not near any wildlands, and is thus not expected to create such conditions.</i>	_____	_____	_____	X _____

**Discussion:** Common hazardous materials used in standard transportation construction operations consist of materials such as diesel, oil, tar, asphalt, and paint. All of these materials have historically been transported and utilized in such a manner

without incident. Use of potentially hazardous materials would be limited to the construction phase and would comply with applicable local, state, and federal standards, including Caltrans Standard Specifications, associated with the handling and storage of hazardous materials. The modest increase in the amounts of these materials in the area is temporary, and is not expected to create any significant hazard. While some minor amounts of potentially hazardous materials could be used during the construction process, they would be in insignificant amounts and for a short period of time. Were such conditions to occur, it is not expected to be at a level significant enough to require any project conditions or mitigations.

The contractor is required to ensure that adequate materials are on hand to clean up any accidental spill that may occur. Spills will be cleaned up immediately, and all wastes and used spill control materials will be properly disposed of at approved disposal facilities. With implementation of these standard provisions, potential hazards associated with the release of hazardous materials would be less than significant.

The City of Corning Airport is located approximately 1.2 miles from the project site. However, the project improvements do not add any height to the project area. Nor does it create conditions that would otherwise impact existing flight patterns. The project area is not in the overflight safety zone, nor does the project fall within an established airport land use plan

There is no other information of record or observation that would indicate that the project would generally create significant impacts relative to hazards or hazardous materials.

**Condition VII-#1:**

**HANDLING OF HAZARDOUS EMISSIONS, MATERIALS, SUBSTANCES, OR WASTE:** The contractor is required to ensure that adequate materials are on hand to clean up any accidental spill that may occur. Spills will be cleaned up immediately, and all wastes and used spill control materials will be properly disposed of at approved disposal facilities.

**Conclusion: Less Than Significant Impact.**

ISSUES	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
<b>IX. HYDROLOGY AND WATER QUALITY</b> <i>Would the project:</i>				
a. Violate any water quality standards or waste discharge standards?  <i>Water quality and waste discharge is not an issue that is impacted by transportation enhancement construction activities at this scale.</i>	_____	_____	_____	<u>  X  </u>
b. Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g. the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?  <i>This project does not utilize a well, therefore will have no effect upon the areas groundwater supply or recharge zone.</i>	_____	_____	_____	<u>  X  </u>
c. Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on-or off-site?  <i>Issue covered in below discussion.</i>	_____	_____	_____	<u>  X  </u>
d. Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on-or off-site?  <i>Issue covered in below discussion.</i>	_____	_____	_____	<u>  X  </u>
e. Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?  <i>Issue covered in below discussion.</i>	_____	_____	<u>  X  </u>	_____
f. Otherwise substantially degrade water quality?  <i>No degradation of water quality will occur as the result of this project.</i>	_____	_____	_____	<u>  X  </u>
g. Place housing within a 100-year flood hazard area as mapped on a Federal Flood Hazard Boundary, Flood Insurance Rate Map, or other flood hazard delineation map?  <i>This is not a housing project. Additionally, the project is not located within a 100-year flood hazard area.</i>	_____	_____	_____	<u>  X  </u>
h. Place within a 100-year flood hazard area structures which would impede or redirect flood flows?  <i>This project is not located within a 100-year flood hazard area.</i>	_____	_____	_____	<u>  X  </u>

<b>VIII. HYDROLOGY AND WATER</b>  <b>QUALITY (continued) <i>Would the project:</i></b>				
I. Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?  <i>A levee or dam does not exist in or near this project.</i>	_____	_____	_____	_____X_____
j. Inundation by seiche, tsunami, or mudflow?  <i>These events are not known to occur in this area.</i>	_____	_____	_____	_____X_____

**Discussion:** Construction Storm Water Permits issued by the California Regional Water Quality Control Board are required for construction activities where clearing, grading, filling, road construction and excavation result in a land disturbance of one or more acres (State Water Board - General Construction Storm Water Permit (Water Quality Order 99-08-DWQ)). The permit requires that a Storm Water Pollution Prevention Plan (SWPPP) be prepared prior to construction activities. The SWPPP is used to identify potential pollutants (such as sediment and earthen materials, chemicals, construction materials, etc.) and to describe practices to eliminate or reduce those pollutants from entering surface waters. The total area affected by the project is described as follows:

- Project measurements:  
 Disturbed area: ≈ 30,000 ft.<sup>2</sup> (>1acre)  
 Project length: ≈ 1,700 ft.  
 Project Width: ≈ 250 ft.  
 Project area: ≈ 330,000 ft.<sup>2</sup> (≈ 7.8acres)

This project will not result in on-site or off-site flooding. This project will not result in a change to the overall existing stormwater drainage system nor provide substantial sources of polluted runoff. No natural perennial, intermittent or ephemeral streams flow through or in the vicinity of the project site, and no disturbances of or alterations to any such waterways would therefore result from this project.

There are no Traditional Navigable Waterways, drainages that serve as tributaries to any TNWs that would be deemed jurisdictional under the CWA. There are no other waterways in the area adjacent to the project that would be impacted by construction activities.

There is no other information of record or observation that would indicate that the project would create significant impacts relative to hydrology or water.

**Condition VIII-#1:**  
**CONSTRUCTION STORM WATER PERMIT:** Prior to the commencement of construction activities the developer must obtain a Construction Storm Water Permit, including a Storm Water Pollution Prevention Plan, issued by the California Regional Water Quality Control Board.

**Conclusion: Less Than Significant Impact.**

ISSUES	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
<b>X. LAND USE AND PLANNING</b> <i>Would the project:</i>				
a. Physically divide an established community? <i>This project is compatible with its urban commercial downtown setting, and it does not involve a change to existing land use planning.</i>	_____	_____	_____	_____X_____
b. Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect? <i>It does not involve a change to existing land use planning or conflict with any zoning or general plan policies or implementation measure, including those designed to avoid or mitigate environmental effects.</i>	_____	_____	_____	_____X_____
c. Conflict with any applicable habitat conservation plan or natural community conservation plan? <i>This project does not conflict with any habitat conservation plan or natural community plan known to exist for this area.</i>	_____	_____	_____	_____X_____

**Discussion:** The 1994 City of Corning General Plan and Zoning are as follows:

**GENERAL PLAN DESIGNATION:**

General Plan: Commercial

**ZONING:**

C-2; Commercial - Central Business District

C-3; Commercial - General Business District

The project is compatible with the above general plan and zoning designations.

The project takes place in a small city urban setting. Adjacent neighborhoods are either commercial or higher density residential. All construction activities take place within the existing right-of-way and will not impact surrounding neighborhoods.

The project does not go through minority or low income areas as determined from reviewing the census tract GIS data.

No parcels in the project area are under agricultural preserve contracts (Williamson Act). The area is not in current agricultural production, nor is it listed as prime or unique importance (*California Resources Agency: Farmland Mapping and Monitoring Program*).

The project is small in scale, improves connectivity within the area and creates no impediments to the existing community. No right-of-way taking is necessary to complete the project.

There are no other matters that would indicate that the project would create significant impacts relative to Land Use and Planning.

**Conclusion: No Impact.**

ISSUES	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
<b>XI. MINERAL RESOURCES</b> <i>Would the project:</i>				
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? <i>No loss of mineral resources or mineral value will occur due to this project.</i>	_____	_____	_____	_____X_____
b. Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan? <i>No local, general, specific, or other land use plan delineates such resources in the project area.</i>	_____	_____	_____	_____X_____

**Discussion:** There is no information of record or observation that would indicate that the project would create significant impacts relative to mineral resources.

**Conclusion: No Impact.**

ISSUES	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
<b>XII. NOISE</b> <i>Would the project:</i>				
a. Exposure of people to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies? <i>This is not expected to be at a level significant enough to require any project conditions or mitigations.</i>	_____	_____	_____	_____X_____
b. Exposure of persons to or generation of excessive ground-borne vibration or ground-borne noise levels? <i>See below discussion</i>	_____	_____	_____	_____X_____
c. A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project? <i>See below discussion</i>	_____	_____	_____	_____X_____
d. A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project? <i>See below discussion</i>	_____	_____	_____X_____	_____
e. For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels? <i>See below discussion</i>	_____	_____	_____	_____X_____
f. For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels? <i>There is no private airstrip in the project vicinity</i>	_____	_____	_____	_____X_____

**Discussion:** The project will result in modest increases to car, truck, and equipment traffic in the project area during the construction phase. Pursuant to the City of Corning's General Plan, acceptable noise levels range from 60 to 70 dB (Ldn), within commercial zones. Typical construction related noise levels range from 76 dB to 101 dB when located 50 feet from the source. The noise associated with this type of activity will likewise be modest and range between 70 dB and 85 dB, consistent with the ordinary operations of a project of this type. As per the City of Corning General Plan, Page 4-24 #5d; Noise Element, construction activities are to be limited to daylight hours, with all construction equipment in good working condition, with appropriate noise abatement measures incorporated as deemed reasonable by City staff.

The City of Corning Airport is located approximately 1.2 miles from the project site. However, the project improvements do not add any height to the project area. Nor does it create conditions that would otherwise impact existing flight patterns. The project area is not in the overflight safety zone, nor does the project fall within an established airport land use plan.

There is no other information of record or observation that would indicate that the project would create any other significant impacts relative to noise.

**Condition XI-#1:**

Construction activities will be limited to the hours of 7AM – 7PM when activities occur within 50 feet of a residential or other noise-sensitive land use. All construction equipment shall be properly maintained and equipped with noise control, such as mufflers, in accordance with manufacturers' specifications.

The City will work with the construction contractor and nearby residents to minimize disturbance to occupied residences. Before construction near noise-sensitive receptors, the City shall provide written notification to potentially affected receptors, identifying the type, duration, and frequency of construction operations. Notification will also identify a mechanism for residents to register noise-related complaints with the City; the City shall consider noise-related concerns on a case-by-case basis.

**Conclusion: Less Than Significant Impact.**

ISSUES	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
<b>XIII. POPULATION AND HOUSING</b> <i>Would the project:</i>				
a. Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension or roads or other infrastructure)? <i>See below discussion</i>	_____	_____	_____	_____X_____
b. Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere? <i>This project does not displace any existing housing.</i>	_____	_____	_____	_____X_____
c. Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere? <i>This project does not displace any people or require any replacement housing.</i>	_____	_____	_____	_____X_____

**Discussion:** The facilities are designed to serve the existing population rather than increase growth in the area. The completed project will likely increase bicycle and pedestrian use in the project area. Indirectly, the improvement of the business district could attract new business, though this would mostly be in the form of occupying and remodeling existing buildings that are currently vacant. In the long term, increased economic health could influence population growth to the area, though not out of proportion to the already existing population growth rate of 0.2%. (*E-1 Population Estimates for Cities, Counties, and the State - January 1, 2012 and 2013; California Department of Finance; May, 2013*)

The project does not go through minority or low income areas as determined from reviewing the census tract GIS data. However, for Corning in general, the percentage of families and people whose income in the past 12 months is below the poverty level is 15.4% (*United States Census Bureau, 2007-2011 American Community Survey 5-Year Estimates*). This project will be beneficial for this condition in two important ways:

- Enhancement projects improve the appeal and functionality of downtown, which encourages business and job growth.
- Increasing property values associated with such growth creates additional public revenue streams (ad valorem, etc).

There is no other information of record or observation that would indicate that the project would create significant impacts relative to population and housing.

**Conclusion: No Impact.**

ISSUES	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
<b>XIV. PUBLIC SERVICES</b> Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:				
a. Fire protection? <i>Issue covered in below discussion.</i>	_____	_____	_____	X
b. Police protection? <i>Issue covered in below discussion.</i>	_____	_____	_____	X
c. Schools? <i>Issue covered in below discussion.</i>	_____	_____	_____	X
d. Parks? <i>Issue covered in below discussion.</i>	_____	_____	_____	X
e. Other public facilities? <i>This project does not create additional impacts relative to other public facilities.</i>	_____	_____	_____	X

**Discussion:** The proposed facilities to be constructed are designed to serve the existing population and are not growth-inducing. Because of safer bicycle and pedestrian mobility created by the transportation enhancement projects, there would be improved safety conditions. This reduces the possibility of conflicts between motor vehicles and children walking, bicycling, or waiting for the bus. This would actually serve to reduce demands on emergency service resources.

Martini Plaza (Assessor's parcel number: 071-126-18-1) is a ≈0.14 acre parcel owned by the City of Corning. It is maintained by the City as a public park. While increased use of downtown Corning resulting from transportation enhancement improvements is likely, it is not anticipated to be in numbers sufficient to create significant impacts to this park from the construction of the project.

There is no other information of record or observation that would indicate that the project would create significant impacts relative to public services.

**Conclusion: Less Than Significant Impact.**

ISSUES	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
<b>XV. RECREATION</b>				
<p>a. Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?</p> <p><i>This project does not adversely impact the use of or increase the need for recreation facilities.</i></p>	_____	_____	_____	_____X_____
<p>b. Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?</p> <p><i>This project does not include or require the expansion of recreational facilities.</i></p>	_____	_____	_____	_____X_____

**Discussion:** As discussed in Section XIV (PUBLIC SERVICES), Martini Plaza (Assessor's parcel number: 071-126-18-1) is a ≈0.14 acre parcel owned by the City of Corning. It is maintained by the City as a public park. While increased use of downtown Corning resulting from transportation enhancement improvements is likely, it is not anticipated to be in numbers sufficient to create significant impacts to this park from the construction of the project.

There is no other information of record or observation that this slight increase would indicate that the project would create significant impacts relative to recreation

**Conclusion: No Impact.**

ISSUES	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
<b>XVI. TRANSPORTATION/TRAFFIC</b> <i>Would the project:</i>				
a. Conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit?  <i>Issue covered in below discussion.</i>	_____	_____	X	_____
b. Conflict with an applicable congestion management program, including, but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways?  <i>This is not an issue to this project.</i>	_____	_____	_____	X
c. Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?  <i>Issue covered in below discussion.</i>	_____	_____	_____	X
d. Substantially increase hazards due to a design feature (e.g. sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?  <i>The project design creates none of the above conditions. As per the below discussion, it would actually increase transportation safety in the area.</i>	_____	_____	_____	X
e. Result in inadequate emergency access?  <i>The project would have no impacts upon emergency access.</i>	_____	_____	_____	X
f. Result in inadequate parking capacity?  <i>The project would have no impacts upon parking capacity.</i>	_____	_____	_____	X
g. Conflict with adopted policies, plans, or programs supporting alternative transportation (e.g., bus turnouts, bicycle racks)?  <i>The project would actually improve and directly support alternative transportation (pedestrian and bicycle facilities and improvements, safer and more accessible sidewalks).</i>	_____	_____	_____	X

**Discussion:** There will be anticipated changes to pedestrian and bicycle traffic patterns. While it is anticipated that bicycle and pedestrian use would increase as result of the project, the project actually increases safety. These changes would be to draw non-motorized traffic away from the roadway thereby increasing safety and reducing both congestion and user conflict in the existing right of way.

Currently on Solano Street, there are four lanes. Two of these are eastbound lanes and two of these are westbound lanes. The proposed project reduces that to three lanes: one eastbound lane, one westbound lane, and a median turn lane. The reduction of the number of lanes from 4 to 3 will serve to reduce traffic speed, as well as encourage bicycle and pedestrian use of downtown Corning.

The City of Corning keeps Average Daily Traffic (ADT) numbers for its streets and roads. These indicate that the average number of vehicles utilizing the roadway. On Solano Street between 3<sup>rd</sup> Street and 6<sup>th</sup> Street, the ADT is as follows:

<u>ADT</u>	
Westbound Lane 2:	1,964
Westbound Lane 1:	3,365
Eastbound Lane 1:	3,766
Eastbound Lane 2:	1,461

Solano Street is vital to Corning's downtown commercial activity. It is not anticipated that the proposed lane reduction will have a significant impact on Solano Street's ADT. Please see ADT detail sheets in the EXHIBITS Section (pages 32-41).

Construction-related activities would result in temporary lane closures and a slight delay for vehicles passing through the area, but the effect would be temporary and impacts to level of service standards are not anticipated. In addition, the amount of project-related traffic would be minimal and limited to approximately 6 vehicle trips per day and periodic trucks to haul equipment, materials and waste. The contractor will be responsible for implementing traffic control measures to minimize traffic disruptions and delays and maintain safe conditions for travelers.

There is no information of record or observation that would indicate that the project would create significant impacts relative to transportation and traffic.

**Conclusion: Less Than Significant Impact.**

ISSUES	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
<b>XVII. UTILITY AND SERVICE SYSTEMS</b> <i>Would the project:</i>				
a. Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board? <i>This project does not include treatment requirements.</i>	_____	_____	_____	<u>  X  </u>
b. Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects? <i>This project does not require the need for water or wastewater treatment.</i>	_____	_____	_____	<u>  X  </u>
c. Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects? <i>Issue covered in below discussion.</i>	_____	_____	<u>  X  </u>	_____
d. Not have sufficient water supplies available to serve the project from existing entitlements and resources, or new or expended entitlements needed? <i>Water required for this project is served through existing resources. Any additional water needed will be brought to the site.</i>	_____	_____	_____	<u>  X  </u>
e. Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments? <i>This project does not require the need for water or wastewater treatment.</i>	_____	_____	_____	<u>  X  </u>
f. Not be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs? <i>This project does not require the need for additional landfill capacity.</i>	_____	_____	_____	<u>  X  </u>

**Discussion:** Construction Storm Water Permits issued by the California Regional Water Quality Control Board are required for construction activities where clearing, grading, filling, road construction and excavation result in a land disturbance of one or more acres (State Water Board - General Construction Storm Water Permit (Water Quality Order 99-08-DWQ). Discussion of this issue and the accompanying project condition are discussed in Section VIII (HYDROLOGY AND WATER QUALITY).

There is no other information of record or observation that would indicate that the project would create significant impacts relative to utility and service systems.

**Conclusion: Less Than Significant Impact.**

ISSUES	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
<b>XVIII. MANDATORY FINDINGS OF SIGNIFICANCE</b> <i>Would the project:</i>				
<p>a. Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal, or eliminate important examples of the major periods of California history or prehistory?</p> <p><i>The proposed project is not expected to create any of the above stated conditions.</i></p>	_____	_____	_____	_____X_____
<p>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.)</p> <p><i>The proposed project is not expected to create any of the above stated conditions.</i></p>	_____	_____	_____	_____X_____
<p>c. Does the project have environmental effects that will cause substantial adverse effects on human beings, either directly or indirectly?</p> <p><i>The proposed project is not expected to create any of the above stated conditions.</i></p>	_____	_____	_____	_____X_____

**Discussion:** Street enhancements, alternate transportation modes, and lane reductions are the focus of this project. This project does not present any growth inducing impacts, as it is designed to serve the existing population. There is no other information of record or observation that would indicate that the project would create significant impacts as they would relate to mandatory findings of significance.

**Conclusion: No Impact.**

## REFERENCE DOCUMENTS

**The following studies and memorandums were utilized to identify potential impacts and mitigation measures:**

- CEQA Deskbook: A Step By Step Guide On How To Comply With The California Environmental Quality Act; Bass, Ronald E., Herson, Albert I. and Bogdan, Kenneth M., April 1999
- City of Corning General Plan; adopted May 24, 1994
- C.S.U. Chico Geographic Information Center/California Department of Fish & Game Tehama County Vernal Pools Inventory Dataset; August 2003
- Cultural Resources Investigation of the Corning Streetscape Project Area, City of Corning, Tehama County, California; Lisa D. Westwood, MA., RPA, Eco-Analysts, September, 2005
- DFIRM Map Panel 1470H, Map Number 06103C1470H, FEMA Map Service Center, Federal Emergency Management Agency; September, 2011
- Geologic Map of the Corning 30'x60' Quadrangle, California; Blake Jr., M.C., Harwood, D.S., Helley, E.J., Irwin, W.P., Jayko, A.S., and Jones, D.L., 1999
- National Register Criteria for Evaluation; U.S. Department of the Interior, National Park Service; 2013  
[http://www.nps.gov/nr/publications/bulletins/nrb15/nrb15\\_2.htm](http://www.nps.gov/nr/publications/bulletins/nrb15/nrb15_2.htm)
- Nonattainment Status for Each County by Year for California Including Previous 1-Hour Ozone Counties; "The Green Book Nonattainment Areas for Criteria Pollutants", U.S. Environmental Protection Agency; December, 2012
- Noise from Construction Equipment and Operations, Building Equipment, and Home Appliances, NTID 300-1. United States Environmental Protection Agency, 1971
- Northeast Center of the California Historical Resources Information System, letter and records search received 05/10/13
- Special Publication 42 - Fault Rupture Hazard Zones in California – California Department of Conservation - California Geologic Survey; March 2012
- Tehama County Air Pollution Control District, letter received 05/08/13
- Tehama County Oak Woodland Management Plan; January 2005
- Tehama County Environmental Health, Hazardous Waste Site Records 05/06/13
- U.S. Army Corps of Engineers Jurisdictional Determination Form Instruction Handbook; 2007
- United States Census Bureau, 2007-2011 American Community Survey 5-Year Estimates)  
[http://factfinder2.census.gov/faces/tableservices/jsf/pages/productview.xhtml?pid=ACS\\_11\\_5YR\\_DP03](http://factfinder2.census.gov/faces/tableservices/jsf/pages/productview.xhtml?pid=ACS_11_5YR_DP03)
- U.S. Department of Agriculture, Natural Resources Conservation Service (USDA-NRCS) Farmland Mapping and Monitoring Program; April 2009
- U.S. Fish and Wildlife Service, National Spatial Data Infrastructure (NSDI), National Wetlands Inventory; September 2012  
Wetlands Mapper: <http://www.fws.gov/wetlands/Wetlands-Mapper.html>
- U.S. Fish and Wildlife Service Final Critical Habitat Database - California; July 2002

## LIST OF PREPARERS

Sean D. Harrasser  
Associate Transportation Planner

## PROJECT DESCRIPTION

PROJECT TITLE: Project #RPSTPLE-5161 (013) - Solano Street Transportation Enhancement Project

1. **DESCRIPTION OF PROJECT:** To construct numerous streetscape elements in the downtown portion of the City of Corning. Planting will include selected street trees to complement existing landscaping. Other improvements include sidewalk and area lights, flag poles, benches, bollards, trash receptacles, planters, fountains, bike racks, tree guards, grates, paving bands, cobble paving crosswalks and ramps, and colored/ textured sidewalk. Work includes demolition of existing sidewalk and street surface and installation of new sidewalk, decorative pavers, pedestrian crosswalk bulbs, streetlights, benches and furniture, bollards, street trees with grates, bike racks, bike lanes, reconfigured travel lanes, and revised I-5 signage.
2. **PROJECT LOCATION:** The project site is located in downtown Corning, on Solano Street, between Third Street and Hoag Street. The City of Corning is immediately east of Interstate 5, approximately 19 miles south of the City of Red Bluff and 14 miles north of City of Orland. Described as a portion of Section 15, T.24N., R.3W, M.D.B. & M. and Section 22, T.24N., R.3W, M.D.B. & M.

**Assessor's Parcels Numbers:**

071-123-05, 071-123-10

071-124-04

071-125-08, 09, 10, 22, 23, 24

071-126-01, 06, 07, 08, 17, 18, 19

071-131-05, 06, 07, 08, 09, 10

071-132-01, 02, 03, 04, 05, 06, 07, 08, 09

071-133-05, 06, 07, 08, 09, 15, 16, 17

071-134-01, 02, 03, 04, 06, 07, 11, 12

071-135-05, 06, 07

071-136-01, 02, 03

Adjoining Owners

Advertisement for legal notification to run in the Corning Observer pursuant to California Environmental Quality Act (CEQA) §15072(b)(1)

**Applicant/Owner**

John L. Brewer  
City Manager  
City of Corning  
794 Third Street  
Corning, CA 96021  
(530) 824-7025

# CEQA

## The California Environmental Quality Act

*Title 14. California Code of Regulations*  
**Chapter 3. Guidelines for Implementation of the  
 California Environmental Quality Act**

### Article 6. Negative Declaration Process

Sections 15070 to 15075

#### 15070. Decision to Prepare a Negative or Mitigated Negative Declaration

A public agency shall prepare or have prepared a proposed negative declaration or mitigated negative declaration for a project subject to CEQA when:

- (a) The initial study shows that there is no substantial evidence, in light of the whole record before the agency, that the project may have a significant effect on the environment, or
- (b) The initial study identifies potentially significant effects, but:
  - (1) Revisions in the project plans or proposals made by, or agreed to by the applicant before a proposed mitigated negative declaration and initial study are released for public review would avoid the effects or mitigate the effects to a point where clearly no significant effects would occur, and
  - (2) There is no substantial evidence, in light of the whole record before the agency, that the project as revised may have a significant effect on the environment.

**Note:** Authority cited: Section 21083, Public Resources Code; Reference: Sections 21064, 21064.5, 21080(c), and 21082.1, Public Resources Code; *Friends of B Street v. City of Hayward* (1980) 106 Cal.App.3d 988; *Running Fence Corp. v. Superior Court* (1975) 51 Cal.App.3d 400..

**Discussion:** Section 15070 substantially mirrors the language of Public Resources Code section 21080 (c). Under subsection (a) a Negative Declaration shall be adopted when the Initial Study shows that the project may not have a significant effect on the environment.

Subsection (b) states that the Negative Declaration shall be adopted when two conditions are met: (1) the project or plan or proposals as agreed to by the applicant prior to public review of the proposed Negative Declaration has been revised to avoid significant effects or the effects have been mitigated down to a point where the effects are clearly insignificant and (2), there is no substantial evidence before the agency that the project as revised may have a significant effect.

Subsection (b) reflects the concept of the "Mitigated Negative Declaration" as defined in Public Resources Code section 21064.5. A Mitigated Negative Declaration is not intended to be a new kind of document. It is merely a Negative Declaration prepared in a slightly different situation. The Guidelines would continue to give Lead Agencies the option of allowing applicants to modify their projects so that the Lead Agency could make a finding that the project would not have a significant effect on the environment.

The portion of this section dealing with the Mitigated Negative Declaration provides efficiencies in the process where the applicant can modify his project to avoid all potential significant effects. The applicant can avoid the time and costs involved in preparing an EIR and qualify for a Negative Declaration instead. The public is still given an opportunity to review the proposal to determine

whether the changes are sufficient to eliminate the significance of the effects.

Any needed or proposed mitigation measures must be incorporated into a proposed negative declaration and the project revised accordingly before the negative declaration is released for public review. *Sundstrom v. Mendocino* (1988) 202 Cal. App. 3d 296.

Under subsection (a) or (b), if there is any substantial evidence before the Lead Agency that the project as proposed or revised may have a significant effect, an EIR must be prepared.

### **15071. Contents**

A Negative Declaration circulated for public review shall include:

- (a) A brief description of the project, including a commonly used name for the project, if any;
- (b) The location of the project, preferably shown on a map, and the name of the project proponent;
- (c) A proposed finding that the project will not have a significant effect on the environment;
- (d) An attached copy of the Initial Study documenting reasons to support the finding; and
- (e) Mitigation measures, if any, included in the project to avoid potentially significant effects.

**Note:** Authority cited: Section 21083, Public Resources Code. Reference: Section 21080(c), Public Resources Code.

**Discussion:** The purpose of this section is to prescribe the contents of a Negative Declaration. The statute itself does not say what a Negative Declaration must contain. The contents described in this section appear to be the minimum required to meet the public participation and disclosure policies of CEQA.

### **15072. Notice of Intent to Adopt a Negative Declaration or Mitigated Negative Declaration**

(a) A lead agency shall provide a notice of intent to adopt a negative declaration or mitigated negative declaration to the public, responsible agencies, trustee agencies, and the county clerk of each county within which the proposed project is located, sufficiently prior to adoption by the lead agency of the negative declaration or mitigated negative declaration to allow the public and agencies the review period provided under Section 15105.

(b) The lead agency shall mail a notice of intent to adopt a negative declaration or mitigated negative declaration to the last known name and address of all organizations and individuals who have previously requested such notice in writing and shall also give notice of intent to adopt a negative declaration or mitigated negative declaration by at least one of the following procedures to allow the public the review period provided under Section 15105:

(1) Publication at least one time by the lead agency in a newspaper of general circulation in the area affected by the proposed project. If more than one area is affected, the notice shall be published in the newspaper of largest circulation from among the newspapers of general circulation in those areas.

(2) Posting of notice by the lead agency on and off site in the area where the project is to be located.

(3) Direct mailing to the owners and occupants of contiguous property shown on the latest equalized assessment roll.

(c) The alternatives for providing notice specified in subdivision (b) shall not preclude a lead agency from providing additional notice by other means if the agency so desires, nor shall the requirements of this section preclude a lead agency from providing the public notice at the same time and in the same

manner as public notice required by any other laws for the project.

(d) The county clerk of each county within which the proposed project is located shall post such notices in the office of the county clerk within 24 hours of receipt for a period of at least 20 days.

(e) For a project of statewide, regional, or areawide significance, the lead agency shall also provide notice to transportation planning agencies and public agencies which have transportation facilities within their jurisdictions which could be affected by the project as specified in Section 21092.4(a) of the Public Resources Code. "Transportation facilities" includes: major local arterials and public transit within five miles of the project site and freeways, highways and rail transit service within 10 miles of the project site.

(f) A notice of intent to adopt a negative declaration or mitigated negative declaration shall specify the following:

(1) A brief description of the proposed project and its location.

(2) The starting and ending dates for the review period during which the lead agency will receive comments on the proposed negative declaration or mitigated negative declaration. This shall include starting and ending dates for the review period. If the review period has been shortened pursuant to Section 15105, the notice shall include a statement to that effect.

(3) The date, time, and place of any scheduled public meetings or hearings to be held by the lead agency on the proposed project, when known to the lead agency at the time of notice.

(4) The address or addresses where copies of the proposed negative declaration or mitigated negative declaration including the revisions developed under Section 15070(b) and all documents referenced in the proposed negative declaration or mitigated negative declaration are available for review. This location or locations shall be readily accessible to the public during the lead agency's normal working hours.

(5) The presence of the site on any of the lists enumerated under Section 65962.5 of the Government Code including, but not limited to lists of hazardous waste facilities, land designated as hazardous waste property, and hazardous waste disposal sites, and the information in the Hazardous Waste and Substances Statement required under subdivision (f) of that section.

(6) Other information specifically required by statute or regulation for a particular project or type of project.

**Note:** Authority cited: Section 21083, Public Resources Code; Reference: Sections 21091, 21092, 21092.2, 21092.4, 21092.3, 21092.6, and 21151.8, Public Resources Code.

**Discussion:** Section 15072 prescribes the notice requirements for a Negative Declaration. Although most of these requirements are contained in Section 21092 of the statute, the Guidelines provide additional explanation and interpretation. In the interest of clarity, the requirements are combined in one place. Subsection (a)(1) explains what is required by the cross-reference in Section 21092 to Section 6061 of the Government Code. Section 6061 requires publication of a notice at least one time in a newspaper of general circulation.

Public Resources Code section 21092 requires that the notice specify the period during which comments will be received, the date, time, and place of any public meetings or hearings on the project, a brief description of the project and its location, and the address where copies of the negative declaration and all documents referenced in the negative declaration are available for review. Section 21092.3 of the Public Resources Code establishes additional requirements for the filing of notice with the County Clerk for posting during the review period.

### **15073. Public Review of a Proposed Negative Declaration or Mitigated Negative Declaration**

(a) The lead agency shall provide a public review period pursuant to Section 15105 of not less than 20 days. When a proposed negative declaration or mitigated negative declaration and initial study are submitted to the State Clearinghouse for review by state agencies, the public review period shall not be less than 30 days, unless a shorter period is approved by the State Clearinghouse under Section 15105(d).

(b) When a proposed negative declaration or mitigated negative declaration and initial study have been submitted to the State Clearinghouse for review by state agencies, the public review period shall be at least as long as the review period established by the State Clearinghouse.

(c) A copy of the proposed negative declaration or mitigated negative declaration and the initial study shall be attached to the notice of intent to adopt the proposed declaration that is sent to every responsible agency and trustee agency concerned with the project and every other public agency with jurisdiction by law over resources affected by the project.

(d) Where one or more state agencies will be a responsible agency or a trustee agency or will exercise jurisdiction by law over natural resources affected by the project, or where the project is of statewide, regional, or areawide environmental significance, the lead agency shall send copies of the proposed negative declaration or mitigated negative declaration to the State Clearinghouse for distribution to state agencies.

(e) The lead agency shall notify in writing any public agency which comments on a proposed negative declaration or mitigated negative declaration of any public hearing to be held for the project for which the document was prepared. A notice provided to a public agency pursuant to Section 15072 satisfies this requirement.

**Note:** Authority cited: Section 21083, Public Resources Code; References: Sections 21000(e), 21003 (b), 21080(c), 21081.6, 21091, and 21092.5, Public Resources Code; *Plaggmier v. City of San Jose* (1980) 101 Cal.App.3d 842..

**Discussion:** This section makes clear that a public review period is required with a Negative Declaration. The section also brings together in one easily recognizable place the requirements concerning submitting Negative Declarations to the State Clearinghouse for review.

Section 21091 of the Public Resources Code now requires that the public review period for a Negative Declaration shall not be less than 20 days. The review period for Negative Declaration which has been submitted to the State Clearinghouse is 30 days, but the Clearinghouse may authorize a shorter state review period upon formal request by the decision-making body, if consistent with criteria adopted by the Clearinghouse. However, the revised review period so authorized shall not be less than 20 days.

### **15073.5. Recirculation of a Negative Declaration Prior to Adoption.**

(a) A lead agency is required to recirculate a negative declaration when the document must be substantially revised after public notice of its availability has previously been given pursuant to Section 15072, but prior to its adoption. Notice of recirculation shall comply with Sections 15072 and 15073.

(b) A "substantial revision" of the negative declaration shall mean:

(1) A new, avoidable significant effect is identified and mitigation measures or project revisions must be added in order to reduce the effect to insignificance, or

(2) The lead agency determines that the proposed mitigation measures or project revisions will not reduce potential effects to less than significance and new measures or revisions must be required.

(c) Recirculation is not required under the following circumstances:

(1) Mitigation measures are replaced with equal or more effective measures pursuant to Section 15074.1.

(2) New project revisions are added in response to written or verbal comments on the project's effects identified in the proposed negative declaration which are not new avoidable significant effects.

(3) Measures or conditions of project approval are added after circulation of the negative declaration which are not required by CEQA, which do not create new significant environmental effects and are not necessary to mitigate an avoidable significant effect.

(4) New information is added to the negative declaration which merely clarifies, amplifies, or makes insignificant modifications to the negative declaration.

(d) If during the negative declaration process there is substantial evidence in light of the whole record, before the lead agency that the project, as revised, may have a significant effect on the environment which cannot be mitigated or avoided, the lead agency shall prepare a draft EIR and certify a final EIR prior to approving the project. It shall circulate the draft EIR for consultation and review pursuant to Sections 15086 and 15087, and advise reviewers in writing that a proposed negative declaration had previously been circulated for the project.

**Note:** Authority cited: Section 21083, Public Resources Code. Reference: Section 21080, Public Resources Code; *Gentry v. City of Murrieta* (1995) 36 Cal.App.4th 1359; *Leonoff v. Monterey County Board of Supervisors* (1990) 222 Cal.App.3d 1337; *Long Beach Savings and Loan Assn. v. Long Beach Redevelopment Agency* (1986) 188 Cal.App.3d 249.

**Discussion:** This section clarifies the situations under which a proposed negative declaration must be recirculated for public review. The recirculation requirements have been established by case law, including *Leonoff v. Monterey County Board of Supervisors* (1990) 222 Cal.App.3d 1337 and *Gentry v. City of Murrieta* (1995) 36 Cal.App.4th 1359. By applying this section, agencies will be able to determine whether a negative declaration has been revised to such an extent that it must be recirculated before it may be adopted. The requirements will ensure that the public and other agencies have the opportunity to comment on the revised document. At the same time, this section clarifies that an EIR must be prepared if substantial evidence exists that the project may result in a significant effect. This section only applies where the proposed negative declaration has not yet been adopted and the project has not been approved.

### **15074. Consideration and Adoption of a Negative Declaration or Mitigated Negative Declaration.**

(a) Any advisory body of a public agency making a recommendation to the decisionmaking body shall consider the proposed negative declaration or mitigated negative declaration before making its recommendation.

(b) Prior to approving a project, the decisionmaking body of the lead agency shall consider the proposed negative declaration or mitigated negative declaration together with any comments received during the public review process. The decisionmaking body shall adopt the proposed negative declaration or mitigated negative declaration only if it finds on the basis of the whole record before it (including the initial study and any comments received), that there is no substantial evidence that the project will have a significant effect on the environment and that the negative declaration or mitigated negative declaration reflects the lead agency's independent judgment and analysis.

(c) When adopting a negative declaration or mitigated negative declaration, the lead agency shall specify the location and custodian of the documents or other material which constitute the record of proceedings upon which its decision is based.

(d) When adopting a mitigated negative declaration, the lead agency shall also adopt a program for reporting on or monitoring the changes which it has either required in the project or made a condition of approval to mitigate or avoid significant environmental effects.

(e) A lead agency shall not adopt a negative declaration or mitigated negative declaration for a project within the boundaries of a comprehensive airport land use plan or, if a comprehensive airport land use plan has not been adopted, for a project within two nautical miles of a public airport or public use

airport, without first considering whether the project will result in a safety hazard or noise problem for persons using the airport or for persons residing or working in the project area.

**Note:** Authority cited: Section 21083, Public Resources Code; Reference: Sections 21080(c), 21081.6, 21082.1, and 21096, Public Resources Code; *Friends of B Street v. City of Hayward* (1980) 106 Cal.App.3d 988.

**Discussion:** The purpose of this section is to make it clear that the decision-making body of the Lead Agency must consider the Negative Declaration before approving the project. The decision-making body is required to decide whether to approve the Negative Declaration on the basis of the Initial Study and any public comment received. This approach serves the public participation policies in CEQA by requiring the Lead Agency to consider the public comments on a proposed Negative Declaration before approving the Negative Declaration.

Section 21081.6 of the Public Resources Code provides that when a public agency adopts a Negative Declaration which includes provisions to mitigate potentially significant effects or which was issued on the basis of project revisions aimed at mitigating potential environmental effects, the agency shall also adopt a program of monitoring or reporting to ensure that the provisions or revisions are complied with during implementation of the project.

### **15074.1. Substitution of Mitigation Measures in a Proposed Mitigated Negative Declaration.**

(a) As a result of the public review process for a proposed mitigated negative declaration, including any administrative decisions or public hearings conducted on the project prior to its approval, the lead agency may conclude that certain mitigation measures identified in the mitigated negative declaration are infeasible or otherwise undesirable. Prior to approving the project, the lead agency may, in accordance with this section, delete those mitigation measures and substitute for them other measures which the lead agency determines are equivalent or more effective.

(b) Prior to deleting and substituting for a mitigation measure, the lead agency shall do both of the following:

(1) Hold a public hearing on the matter. Where a public hearing is to be held in order to consider the project, the public hearing required by this section may be combined with that hearing. Where no public hearing would otherwise be held to consider the project, then a public hearing shall be required before a mitigation measure may be deleted and a new measure adopted in its place.

(2) Adopt a written finding that the new measure is equivalent or more effective in mitigating or avoiding potential significant effects and that it in itself will not cause any potentially significant effect on the environment.

(c) No recirculation of the proposed mitigated negative declaration pursuant to Section 15072 is required where the new mitigation measures are made conditions of, or are otherwise incorporated into, project approval in accordance with this section.

(d) "Equivalent or more effective" means that the new measure will avoid or reduce the significant effect to at least the same degree as, or to a greater degree than, the original measure and will create no more adverse effect of its own than would have the original measure.

**Note:** Authority cited: Section 21083, Public Resources Code; Reference: Section 21080(f), Public Resources Code.

**Discussion:** Public Resources Code Section 21080 allows a lead agency to delete mitigation measures which it concludes are infeasible or otherwise undesirable when it substitutes equivalent or more effective measures. Any proposed substitute measures must be considered at a public hearing. This section defines what can be considered an "equivalent or more effective" measure and clarifies that the lead agency may consider substitute measures at the same public hearing during which it considers that project.

## **15075. Notice of Determination on a Project for which a Proposed Negative or Mitigated Negative Declaration has been Approved.**

(a) The lead agency shall file a notice of determination within five working days after deciding to carry out or approve the project. For projects with more than one phase, the lead agency shall file a notice of determination for each phase requiring a discretionary approval.

(b) The notice of determination shall include:

(1) An identification of the project including the project title as identified on the proposed negative declaration, its location, and the State Clearinghouse identification number for the proposed negative declaration if the notice of determination is filed with the State Clearinghouse.

(2) A brief description of the project.

(3) The agency's name and the date on which the agency approved the project.

(4) The determination of the agency that the project will not have a significant effect on the environment.

(5) A statement that a negative declaration or a mitigated negative declaration was adopted pursuant to the provisions of CEQA.

(6) A statement indicating whether mitigation measures were made a condition of the approval of the project, and whether a mitigation monitoring plan/program was adopted.

(7) The address where a copy of the negative declaration or mitigated negative declaration may be examined.

(c) If the lead agency is a state agency, the lead agency shall file the notice of determination with the Office of Planning and Research within five working days after approval of the project by the lead agency.

(d) If the lead agency is a local agency, the local lead agency shall file the notice of determination with the county clerk of the county or counties in which the project will be located, within five working days after approval of the project by the lead agency. If the project requires a discretionary approval from any state agency, the local lead agency shall also, within five working days of this approval, file a copy of the notice of determination with the Office of Planning and Research.

(e) A notice of determination filed with the county clerk shall be available for public inspection and shall be posted by the county clerk within 24 hours of receipt for a period of at least 30 days. Thereafter, the clerk shall return the notice to the local lead agency with a notation of the period during which it was posted. The local lead agency shall retain the notice for not less than 12 months.

(f) A notice of determination filed with the Office of Planning and Research shall be available for public inspection and shall be posted for a period of at least 30 days. The Office of Planning and Research shall retain each notice for not less than 12 months.

(g) The filing of the notice of determination pursuant to subdivision (c) above for state agencies and the filing and posting of the notice of determination pursuant to subdivisions (d) and (e) above for local agencies, start a 30-day statute of limitations on court challenges to the approval under CEQA.

(h) A sample notice of determination is provided in Appendix D. Each public agency may devise its own form, but the minimum content requirements of subdivision (b) above shall be met. Public agencies are encouraged to make copies of all notices filed pursuant to this section available in electronic format on the Internet. Such electronic notices are in addition to the posting requirements of these guidelines and the Public Resources Code.

Authority cited: Section 21083, Public Resources Code. Reference: Sections 21080(c), 21108(a) and (c), 21152(a) and (c) and 21167(b), Public Resources Code; *Citizens of Lake Murray Area Association v. City Council* (1982) 129 Cal. App. 3d 436.