HERITAGE RV PARK PARKING AND STORAGE PROJECT

INITIAL STUDY/MITIGATED NEGATIVE DECLARATION

Prepared for:
City of Corning Planning and Recreation Department
City of Corning, City Hall
794 Third Street
Corning, CA 96021

Prepared by:
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Table of Contents

ENVIRONMENTAL CHECKLIST ***1***

Initial Study/Mitigated Negative Declaration **1**

Environmental Factors Potentially Affected **6**

Environmental Determination **7**

I. Aesthetics 8
II. Agriculture and Forest Resources 10
III. Air Quality 11
IV. Biological Resources 14
V. Cultural Resources 16
VI. Energy 18
VII. Geology and Soils 19
VIII. Greenhouse Gas Emissions 22
IX. Hazards and Hazardous Materials 24
X. Hydrology and Water Quality 27
XI. Land Use and Planning 33
XII. Mineral Resources 34
XIII. Noise 35
XIV. Population and Housing 40
XV. Public Services 41
XVI. Recreation 43
XVII. Transportation 44
XVIII. Tribal Cultural Resources 46
XIX. Utilities and Service Systems 47
XX. Wildfire 49
XXI. Mandatory Finding of Significance 51

List of Figures

1. Project Site Location 2
2. Site Plan 3

ENVIRONMENTAL CHECKLIST

Initial Study/Mitigated Negative Declaration

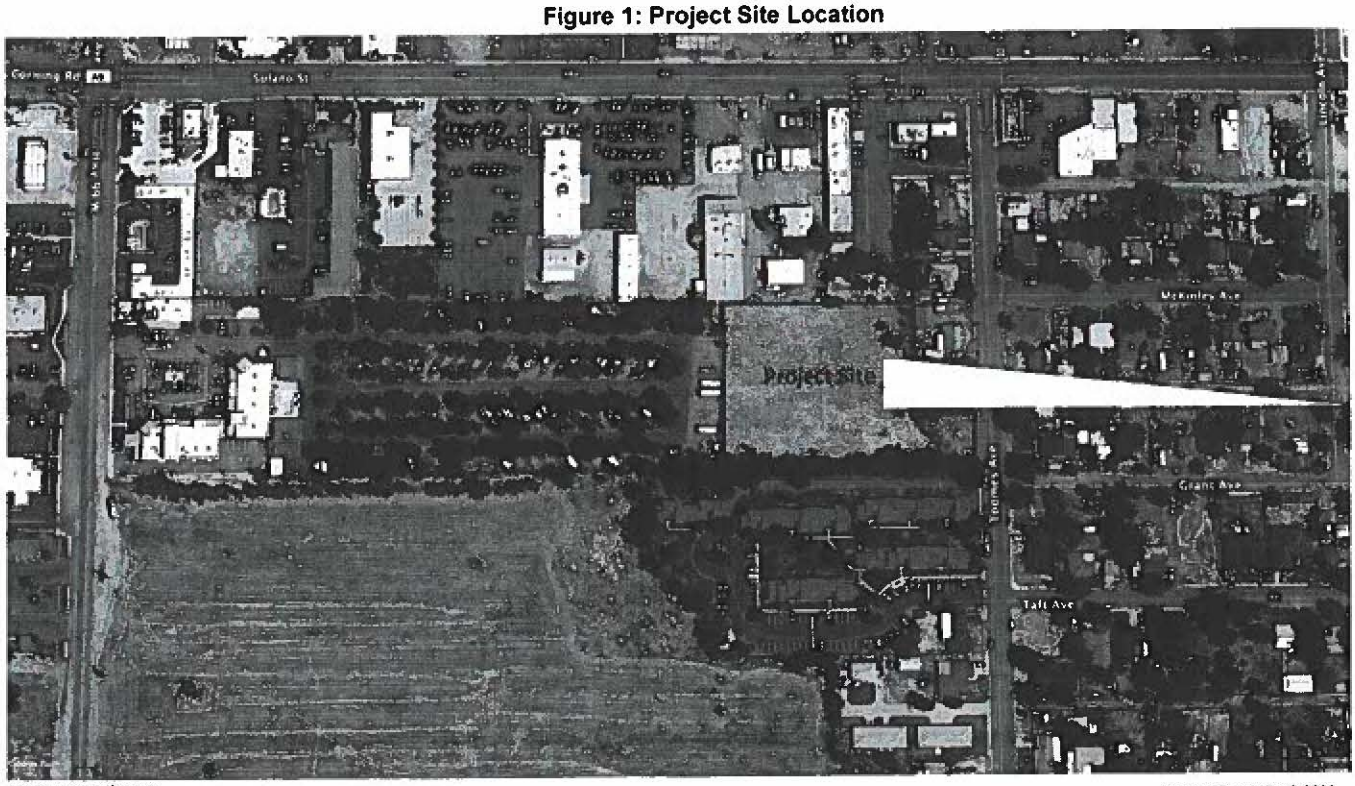
1.	**Project Title:**	Heritage RV Parking and Storage Project
2.	**Lead Agency Name and Address:**	City of Corning Planning and Recreation Department City of Corning, City Hall 794 Third Street Corning, CA 96021
3.	**Contact Person and Phone Number:**	Christina Meeds Planning/Recreation Coordinator (530) 824-7036
4.	**Project Location:**	APN 071-140-048-000
5.	**Project Sponsor:**	Billy Phong Heritage RV Park Billyphong@gmail.com (916) 545-8888
6.	**General Plan Designation(s):**	R (Residential)
7.	**Zoning Designation:**	R-1 (Single Family)

8. Description of Project and Existing Setting:

Introduction

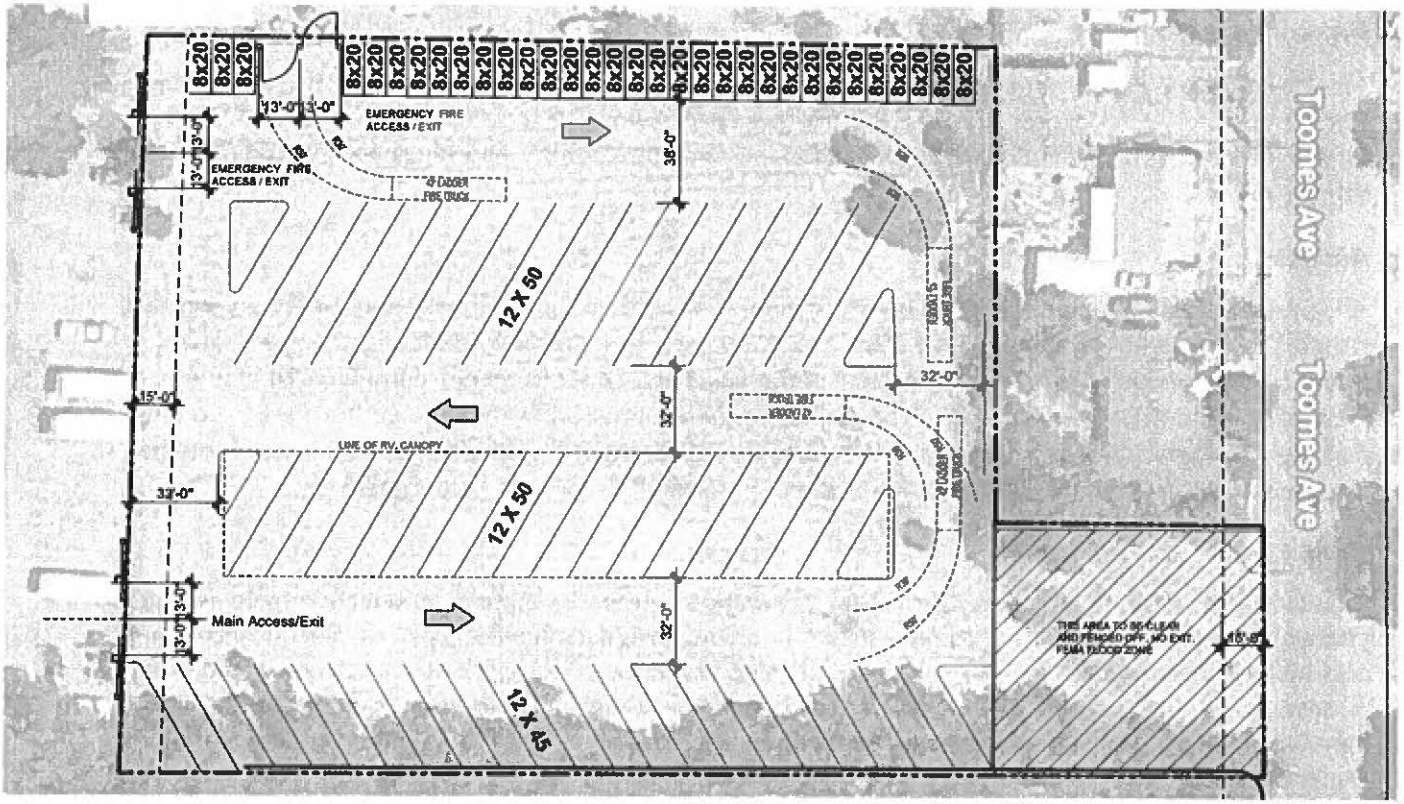
Heritage RV Park (the applicant) is requesting a rezone of an existing 2.19-acre parcel (APN 071-140-048-000) in the City of Corning, CA. The subject property is currently zoned R-1(Single Family) and is requesting to be rezoned to C-3 (Gen. Comm. Off St Parking). The subject property was previously zoned C-3. The zoning change will require an Amendment to the General Plan and a Conditional Use Permit. The project site is directly east of and adjacent to Heritage RV Park. The project site is a relatively flat parcel of land. The applicant is seeking to expand the existing Heritage RV Park to provide their customers additional recreational vehicle (RV) parking and storage. **Figure 1** shows the project site location, **Figure 2** shows the site plan.

Figure 1: Project Site Location



RCHGROUP

Source: Google Earth 2020



SITE TABULATION
PARKING
50' - 34 SPACES
45' - 21 SPACES
35' - 20 SPACES
8x20 - 36 UNITS

BILLY PHONG
TOOMES AVE
HERITAGE RV. PARKING
CORNING, CA.

SITE PLAN

JORDAN ARCHITECTS
151 CALLE IGLESIA, SUITE 100
SAN CLEMENTE, CA 92672
949 388 8090

Project History and Background

The existing Heritage RV Park was built in 1994 on 4.7 acres of land zoned C-3 in the City of Corning. Heritage RV Park is an 87-RV site that provides customers a wide range of amenities including a club house, pool, dog park, fire pit, laundry, internet, picnic tables and trees that provide shaded spaces for RV parking. The purchase of the property east of Heritage RV Park would provide parking for RV's and self-storage pods for customers.

Project Objectives

The Heritage RV Park is proposing to provide vehicle storage for an approximate 55 RV spaces and 32 storage pods for self-storage. 17 of the RV parking spaces would be covered with canopy cover (approximately 31% of the RV parking spaces), the remaining 38 RV parking spaces would not include canopy cover.

Access

The project would include a gated main entrance/exit located on the southwest area of the project that would be accessed from Heritage RV Park's existing parking lot directly west of the project. The project would include two gated emergency entrances/exits. One emergency entrance/exit would be located on the northwest area of the project and would be accessed from Heritage RV Park's existing parking lot. The second emergency entrance/exit would be located north of the project and would be accessed using an existing driveway that is directly north of the project **(See Figure 2)**.

Construction and Schedule

Construction would include adding crushed granite to the property, a main entrance/exit gate, two gated emergency entrances/exits, and painted stripes to create designated parking spaces. The project would also include installation of an RV canopy to provide shade for 17 RV parking spaces. An approximate 32 storage pod units would be installed for customer self-storage. Construction is expected to take 6-8 months. Once the project is approved, construction would start in April 2021 and be completed in December 2021.

9. Surrounding Land Uses and Existing Setting:

The project site is bordered by the following land uses **(See Figure 1):**

- North Property Line – Commercial Development
- East Property Line – Residential
- South Property Line – Residential (Apartment Complex)
- West Property Line – Commercial Development (Heritage RV Park)

10. Other Public Agencies

The following permits and regulations are applicable to the project and involve other public agencies whose approval may be required:

- City of Corning Planning Commission (Conditional Use Permit)
- Construction General Permit

11. Tribal Consultation

No California Native American tribes have requested consultation pursuant to Public Resources Code section 21080.3.1.

Environmental Factors Potentially Affected

The environmental factors checked below would be potentially affected by this project, involving at least one impact that is a "Potentially Significant Impact" as indicated by the checklist on the following pages.

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

Environmental Determination

On the basis of the initial evaluation:

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

☒ I find that although the project could have a significant effect on the environment there will not be a significant effect in this case because revisions in the project have been made or agreed to by the project proponent. A MITIGATED NEGATIVE DECLARATION will be prepared.

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

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

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

Christina Meeds
Name, Title

Oct. 8 2020
Date

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

Existing Environmental Setting

The project is located in an urbanized area surrounded by commercial land uses to the north and west and residential land uses to the east and south. The project would include RV canopy to shade RV's from sun damage.

The City of Corning does not have any adopted standards for evaluating light and glare impacts. For this project, impacts of light and glare are therefore determined to be potentially significant if the following criteria are met:

- The light and/or glare are continuous, rather than temporary in nature
- The level of light and/or glare is noticeably higher than the surrounding level of light
- The light and/or glare have the potential to shine directly into the interior and/or outdoor activity areas of existing or future residences
- The size of affected parcels

According to the General Plan, if potential significant impacts exist from new sources of substantial light or glare, then mitigations are advanced as project conditions of approval to reduce potential impacts to a level of insignificance.

Discussion

a-b. The project would include installation of RV canopy covers, these structures would protect RV's from sun damage. The project would not affect any scenic vistas or scenic resources. The project is not within a state scenic highway or a scenic vista. Therefore, the project would have **no impact.**

c. The project would be consistent with the existing commercial land use visual character and would not degrade any existing public views that are publicly accessible from a vantage point. Therefore, the project would result in a **less-than-significant impact.**

d. The project would include the installation of LED lights on the RV canopy covers. There could be a potential increase of light and/or glare from the proposed lighting fixtures, albeit very minor due to the location of the project and the surrounding land uses. Implementation of ***Mitigation Measure AES-1*** would ensure that lighting and glare impacts would be **less than significant.**

Mitigation Measure AES-1

- *Exterior lighting shall be downward casting and fully shielded to prevent glare and not spill onto adjacent properties.*

II. Agriculture and Forest Resources	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
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 the forest carbon measurement methodology provided in Forest Protocols adopted by the California Air Resources Board. Would the project:				
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?	☐	☐	☐	☒
b. Conflict with existing zoning for agricultural use, or a Williamson Act contract?	☐	☐	☐	☒
c. Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?	☐	☐	☐	☒
d. Result in the loss of forest land or conversion of forest land to non-forest use?	☐	☐	☐	☒
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?	☐	☐	☐	☒

Discussion

a-e. The project has not been used for agriculture and is not under a Williamson Act contract. Due to the nature and location of the project, agricultural and forest related issues are not applicable to the project. Therefore, there would be **no impact** on agricultural and forest resources.

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

Existing Environmental Setting

The Project is located in the Northern Sacramento Valley Air Basin (NSVAB) which is one of the air "sub-basins" within the Sacramento Valley Air Basin. The other sub- basin is the Greater Sacramento Air region. The NSVAB encompasses Tehama, Shasta, Glenn, Butte, Colusa, Sutter, and Yuba counties. The basin's principal geographic features include a large valley bounded on the north and west by the Coastal Mountain Range and on the east by the southern portion of the Cascade Mountain Range and the northern portion of the Sierra Nevada. The basin is about 200 miles long in a north-south direction, and has a maximum width of about 150 miles, although the valley floor averages only about 50 miles in width. The mountain ranges reach heights in excess of 6,000 feet with peaks rising much higher. The general elevation of the Project is about 650 feet above mean sea level.

The area climate is characterized by hot, dry summers and cool, wet winters. During the summer months from mid-April to mid-October, significant precipitation is unlikely, and temperatures range from daily maximums exceeding 100° Fahrenheit (°F) to evening lows in the high 50s and low 60s. During the winter, highs are typically in the 60s with lows in the 30s. Wind direction is primarily along the valley due to the channeling effect of the mountains to either side of the valley. During the summer months, surface air movement is from the south, particularly during the afternoon hours. During the winter months, wind direction is more variable.

The quantity of air pollutant emissions generated within the NSVAB is small compared to the more densely populated areas such as the Sacramento and the San Francisco Bay areas. Nevertheless, the following
characteristics of the NSVAB make it susceptible for the build-up of air pollution.

• Pollution generated in the broader Sacramento area and San Francisco Bay area can be transported northward into the NSVAB.
• The mountain ranges to the west, north, and east of the NSVAB act as horizontal barriers which restrict the flow of pollution out of the basin.
• The valley portion of the NSVAB (those areas below 1,000 feet elevation) is often subjected to temperature inversions that typically occur during cool, calm nights that restrict vertical mixing and dilution of pollutants.
• The typical clear skies and warm temperatures in the summer months promote the formation of the photochemical pollutant ozone.

The U.S. Environmental Protection Agency (USEPA), under the federal Clean Air Act (CAA), establishes maximum ambient concentrations for seven criteria air pollutants (CAPs). These maximum concentrations are known as the National Ambient Air Quality Standards (NAAQSs). The seven CAPs are ozone (O3), carbon monoxide (CO), nitrogen dioxide (NO2), sulfur dioxide (SO2), respirable particulate matter (PM10), fine particulate matter (PM2.5), and lead (Pb).

The California Air Resources Board (CARB), under the California CAA, establishes maximum concentrations for the seven federal CAPs, as well as four additional air pollutants: visibility-reducing particles, sulfates, hydrogen sulfide (H2S), and vinyl chloride (chloroethene). These maximum concentrations are known as the California Ambient Air Quality Standards (CAAQSs).

In addition to the CAAQSs, Toxic Air Contaminants (TACs) are also regulated under the California CAA. There are presently over 200 chemicals listed by the State as TACs with varying degrees of toxicity. TACs can cause long-term health effects (e.g., cancer, birth defects, neurological damage, etc.) or short-term acute affects (e.g., eye irritation, respiratory irritation, throat pain, headaches, etc.). Sources of TACs include industrial processes, commercial operations (e.g., gasoline stations and dry cleaners), grading and demolition of structures (asbestos), and diesel-motor vehicle exhaust. There are no ambient air quality standards for TACs; however, under the Air Toxics "Hot Spots" Information and Assessment Act of 1987, facilities that release high volumes of toxic air pollution are required to conduct a detailed health risk assessment and install Maximum Achievable Control Technology on emission sources.

For areas within the State that have not attained air quality standards, the CARB works with local air districts to develop and implement attainment plans to obtain compliance with both federal and State air quality standards.

Tehama County is located in a non-attainment area for the state ambient air quality standard for ozone and particulate matter. The air districts of the NSVAB, which includes the Tehama County Air Pollution Control District (TCAPCD), have jointly prepared and adopted the Northern Sacramento Valley Planning Area 2015 Triennial Air Quality Attainment Plan. The purpose of the plan is to obtain compliance with State air quality standards. Like the preceding plans, the 2015 plan focuses on the adoption and implementation of control measures for stationary sources, area-wide sources, indirect sources, and public information and education programs. The 2015 plan also addresses the effect that pollutant transport has on the NSVABs ability to meet and attain the state standards.

The TCAPCD is designated by law to adopt and enforce regulations to achieve and maintain ambient air quality standards. In addition, the TCAPCD adopts and enforces controls on stationary sources of

air pollutants through its permit and inspection programs, and it regulates agricultural burning. Other responsibilities include monitoring air quality, preparing clean air plans, and responding to citizen complaints concerning air quality. The TCAPCD's *Air Quality Planning & Permitting Handbook -- Guidelines for Assessing Air Quality Impacts* (*Air Quality Guidelines*) provides guidance preparing air quality analyses within the district (TCAPCD, 2015). All projects in Tehama County are subject to applicable TCAPCD rules and regulations in effect at the time of construction.

Discussion

a-b. The TCAPCD's *Air Quality Guidelines* provide general screening criteria to determine the type and scope of projects requiring an air quality assessment and/or mitigation. The screening criteria are based on project size and are focused primarily on the indirect emissions (i.e., motor vehicles) associated with residential, commercial and industrial development. Screening criteria have only been developed for operational years 2010 and 2015, thus the use of the screening criteria is very conservative because emission factors for motor vehicles continue to decrease over time through State and Federal Standards for motor vehicles and fuels. The screening criteria for commercial land uses is 200,000 square feet of office park or 225,000 square feet of light industrial, thus projects that are smaller than these screening criteria are expected to be below TCACPD thresholds of significance and do not require an air quality assessment. The proposed project would be well below the screening criteria as the project site is only approximately 95,400 square feet (2.19 acres). Therefore, the project would result in **less-than-significant impact**.

c. Sensitive receptors are typically defined as locations where people reside or where members of the population who are particularly sensitive to the effects of air pollutants are located. Children, the elderly, and the chronically or acutely ill are the most sensitive receptors. These sensitive receptors are commonly associated with residential uses, schools, parks and playgrounds, hospitals, retirement homes, convalescent homes, and childcare centers. Sensitive receptors include residential receptors within 50 feet south and east of the project. West Street Elementary School is approximately 1,200 feet east of the project site. Construction activities would be short-term (six to eight months), and would not require grading or intensive construction operations, and would be subject to applicable TCAPCD rules and regulations in effect at the time of construction. Operations would generate negligible onsite emissions as they would consist of parked RVs and stationary storage vaults. Therefore, the project would result in **less-than-significant impact**.

d. During construction, odors would be emitted from sources such as diesel equipment, paints, solvents, asphalt, and adhesives. Construction related odors would be intermittent and temporary, and generally would not extend beyond the construction area. Operations would not include activities known to generate odors. Therefore, the project would result in a **less-than-significant impact**.

References

Tehama County Air Pollution Control District, *Air Quality Planning & Permitting Handbook, Guidelines for Assessing Air Quality Impacts*, April 2015.
http://tehcoapcd.net/PDF/CEQA%20Handbook%20Mar%202015%20Final.pdf

IV. Biological Resources *Would the project:*	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
a. Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife, U.S. Fish and Wildlife Service, or NOAA Fisheries?	☐	☐	☐	☒
b. Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?	☐	☐	☐	☒
c. Have a substantial adverse effect on state or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	☐	☐	☐	☒
d. Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	☐	☐	☒	☐
e. Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	☐	☐	☒	☐
f. Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?	☐	☐	☐	☒

Existing Environmental Setting

The City of Corning General Plan's Conservation and Open Space Element contains Goals, Objectives, Policies and Implementation Measures for Biological Resources. The primary goal of the Biological Resources Element is to protect wildlife, fish and native vegetation associations, particularly rare, endangered and threatened species.

The project is void of any natural wildlife, riparian, vegetative or wetland habitat areas. The project is not developed; however, it has been graded. During construction crushed granite would be placed over the project. During operations, the project would provide customers of Heritage RV Park additional parking and pods for customer self-storage. The project's southern property line is bordered by trees.

Discussion

a-c. Due to the location and nature of the project and its current state, there would be **no impacts** associated with the biological environmental issues above in questions a-c.

d. Due to the location and nature of the project there is no habitat for candidate, sensitive, or special status species of fish. There are no wetlands near the project or in proximity of the project. Construction would involve adding crushed granite to the project. Operations would include RV parking and self-storage. The project would not interfere with the movement of migratory wildlife species or use of nursery sites. Therefore, the project would result in a **less-than-significant impact**.

e. The project would not conflict with any local policies or ordinances protecting biological resources. Therefore, the project would result in a **less-than-significant impact.**

f. The project would not conflict with any habitat conservation plans, natural community, conservation plan or other approved habitat conservation plans. Therefore, there would be **no impact.**

V. Cultural Resources *Would the project:*	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
a. Cause a substantial adverse change in the significance of a historical resource pursuant to in §15064.5?	☐	☐	☐	☒
b. Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?	☐	☒	☐	☐
c. Disturb any human remains, including those interred outside of formal cemeteries?	☐	☒	☐	☐

Environmental Setting

Since no substantial earth moving activities would occur for the project and no resources have been recorded with ¼ mile of the project boundaries, an archaeological resources site evaluation and screening was not undertaken. An archaeological investigation under the provisions of CEQA (CCR14 Section 15064.5 and PRC Section 21083.2) was conducted by Natural Investigations Company. This included a California Historical Resources Information System (CHRIS) records search with a 0.25-mile radius of the project at the Northeast Information Center (NEIC) located in Chico, CA. The NEIC houses cultural resources records and the primary purpose of the CHRIS records search is to identify any previously recorded cultural resources known to exist within or adjacent to a project. According to the CHRIS search, no resources were found to be recorded within the project boundaries or ¼ mile search area. The project area has not been previously surveyed, however, portions of the ¼ mile search radius have been surveyed for cultural resources.

Discussion

a. There are no buildings or structures in the project area that may qualify as a historical resource as defined in Section 15064.5. Therefore, there would be **no impact.**

b-c. The project has been previously graded and no further substantial earth moving activities would occur. The probability of historical or archeological resources, including human remains is very low and limited due to the size of the project and results of the CHRIS search. However, there always exists a potential to encounter previously unreported subsurface historical and archaeological resources (possibly including human remains) during construction. ***Mitigation Measure CR-1*** would reduce potential impacts on archaeological and historical resources, including human remains to **less than significant.**

Mitigation Measure CR-1

- *If any previously unevaluated cultural resources (i.e., burnt animal bone, midden soils, projectile points, or other humanly-modified lithics, historical*

artifacts, etc.) are encountered, all work shall stop within 50 feet of the find until a qualified archaeologist can make an assessment of the discovery and recommend/implement mitigation measures as necessary. Depending on the type and significance of the find, subsequent monitoring by an archaeologist or Native American may be warranted. This stipulation does not apply to those cultural resources that have been evaluated by a qualified archaeologist and determined to not qualify as Historical Resources/Historic Properties.

- *If any human remains are encountered during any phase of construction, all work shall stop within 50 feet of the find. The county coroner shall be contacted to determine whether investigations of the cause of death is required as well as to determine whether the remains may be Native American in origin. Should Native American remains be discovered, the county coroner must contact the NAHC. The NAHC will then determine those persons it believes to be most likely descended from the deceased Native American(s). Together with representatives of the people of most likely descent, a qualified archaeologist shall make an assessment of the discovery and recommend/implement mitigation measures, as necessary.*

References

Northeast Center of the California Historical Resources Information System. *IC FILE #D20-137 Records Search, Heritage RV Park, Project #865.* August 12, 2020.

VI. Energy *Would the project:*	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
a. Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?	☐	☐	☒	☐
b. Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?	☐	☐	☒	☐

Discussion

a. There is no existing energy use on the project. Construction of the project would involve adding crushed granite over the existing graded site, installing an RV canopy cover and installing storage pods for customer self-storage. Construction would require consumption of petroleum fuels (primarily diesel) by construction workers traveling to and from the site, construction equipment onsite, and by construction equipment delivering supplies to the site. The energy required by construction would be temporary and would not be substantial. Once operational, there would be minimal energy demand onsite. Energy would be used for LED lights and security cameras that would be installed on the RV canopy covers for security. Electricity would be pulled from the existing Heritage RV Park through underground conduit. Storage pods would be accessible through use of a manual key and would not require energy to operate. The project would not result in wasteful, inefficient, or unnecessary consumption of energy resources during construction or operation of the project. Therefore, the project would result in a **less-than-significant impact.**

b. As noted above, the energy required for construction would be temporary and would not be substantial. Due to the project design, construction, and minimal operational energy use, the project would not conflict or obstruct a state or local plan for renewable energy or energy efficiency. Therefore, the project would result in a **less-than-significant impact.**

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

Existing Environmental Setting

According to the City of Corning General Plan, Corning is located within the Great Valley Geomorphic province, which includes the Great Central Valley of California. Rocks and deposits in this province are primarily sedimentary. The major rock formations in the area include recent alluvial fan deposits from the Sacramento River, and non-marine sedimentary formations from the Pleistocene and Upper Pliocene.

The City of Corning, and therefore, the project is not located within an Alquist-Priolo Earthquake Fault zone and there is no evidence of a "potentially active fault" located in the area, which would result in significant damage to structures and associated infrastructure. Corning is located in a low severity earthquake area, as designated by the California Geologic Survey as is considered to be at low risk for impacts associated with earthquakes.

In terms of seismic shaking, the different geologic materials that underlie the region have different shaking characteristics. The areas compromised of alluvium from the Sacramento River have more potential for ground shaking than those compromised of consolidated bedrock. Due to the minimal possibility of a strong intensity earthquake event, and the depth of groundwater in Corning, it is not likely that liquefaction will occur. Landslides are also unlikely, as the slope and topography in Corning are gentle. Due to the location and nature of the project, potential erosion hazards are relatively non-existent.

Tsunami is highly unlikely to occur as the City is not located in any proximity to an ocean. The risk of seiche is remote as the nearest bodies of water (Black Butte Lake and Lake Shasta) are too far away to affect Corning. Mount Lassen, the nearest center of potential volcanic activity, is located approximately 55 miles northeast of the City, minimizing the potential for volcanic hazards impacts.

Discussion

a. The project is located in an area that is considered to have a relatively low risk of seismic hazards. Therefore, the project would result in a **less-than-significant impact.**

b-c. Due to the project location, there would be virtually no impacts from loss of topsoil or erosion. The construction and operation of the project would not be located on soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse. Construction in conformance with the California Building Standards Code for the RV canopy cover would ensure potential impacts related to soil erosion, landslide, lateral spreading, subsidence, liquefaction or collapse would be less-than-significant. Therefore, the project would result in a **less-than-significant impact.**

d. The project is not located in an area of potentially expansive soils and would not create risk to life or property. As noted above, RV canopy cover design would comply with the California Building Standards Code. This would ensure potential impacts related to soil expansivity to be less-than-significant. Therefore, the project would result in a **less-than-significant impact.**

e. The project would not require the use of septic tanks or alternative wastewater disposal systems. Therefore, there would be **no impact.**

f. The project would not directly or indirectly destroy a unique paleontological resource or site or unique geologic feature. Therefore, there would be **no impact.**

VIII. Greenhouse Gas Emissions *Would the project:*	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
a. Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	☐	☐	☒	☐
b. Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	☐	☐	☒	☐

Existing Environmental Setting

Gases that trap heat in the atmosphere are referred to as greenhouse gases (GHG) because they capture heat radiated from the sun as it is reflected back into the atmosphere, much like a greenhouse does. The accumulation of GHG has been implicated as the driving force for global climate change. The primary GHG are carbon dioxide (CO_2), methane (CH_4), and nitrous oxide (N_2O), ozone, and water vapor.

While the presence of the primary GHG in the atmosphere are naturally occurring, CO_2, CH_4, and N_2O are also emitted from human activities, accelerating the rate at which these compounds occur within earth's atmosphere. Emissions of CO_2 are largely by-products of fossil fuel combustion, whereas methane results from off-gassing associated with agricultural practices and landfills. Other GHG include hydrofluorocarbons, perfluorocarbons, and sulfur hexafluoride, and are generated in certain industrial processes.

CO_2 is the reference gas for climate change because it is the predominant GHG emitted. The effect that each of the aforementioned gases can have on global warming is a combination of the mass of their emissions and their global warming potential (GWP). GWP indicates, on a pound-for-pound basis, how much a gas is predicted to contribute to global warming relative to how much warming would be predicted to be caused by the same mass of CO_2. CH_4 and N_2O are substantially more potent GHG than CO_2, with GWP of 25 and 310 times that of CO_2, respectively.

In emissions inventories, GHG emissions are typically reported in terms of pounds or metric tons of CO_2 equivalents (CO_2e) per year. CO_2e are calculated as the product of the mass emitted of a given GHG and its specific GWP. While CH_4 and N_2O have much higher GWP than CO_2, CO_2 is emitted in such vastly higher quantities that it accounts for the majority of GHG emissions in CO_2e.
There is international scientific consensus that human-caused increases in GHG have and will continue to contribute to global warming. Potential global warming impacts in California may include, but are not limited to, loss in snow pack, sea level rise, more extreme heat days per year, more high ozone days, more large forest fires, and more drought years. Secondary effects are likely to include a global rise in sea level, impacts to agriculture, changes in disease vectors, and changes in habitat and biodiversity (CalEPA, 2006).

Discussion

a-b. The TCAPCD's *Air Quality Guidelines* provide general screening criteria to determine the type and scope of projects requiring climate change analysis. The TCAPCD used the 900 metric tons of CO_2e per year screening threshold from the California Air Pollution Control Officers Association (CAPCOA) *CEQA and Climate Change White Paper* to develop its screening criteria. Projects under the screening criteria would be expected to generate less than 900 metric tons of CO_2e per year and would not require a climate change analysis. The screening criteria are based on project size and are focused primarily on the indirect emissions (i.e., motor vehicles) associated with residential, commercial and industrial development. There is no screening criteria land use category similar to the project, however, the single-family residential screening criteria is 50 dwelling units, which generate approximately 480 daily vehicle trips (based on 9.52 trips per home) and require far more energy, water and wastewater conveyance, and solid waste collection than the proposed project. Furthermore, the construction of 50 homes is far more intensive than the proposed project's minor construction activities. The proposed project would generate approximately 15 trips per day (based on the self-storage trip rate of daily trips per storage space) and would also include solar panels on top of RV canopies. Therefore, construction and operation of the proposed project would be expected to be well below the TCAPCD's threshold of 900 metric tons of CO_2e per year and would not conflict with any plans, policies or regulations for reducing GHG emissions. Therefore, the project would result in a **less-than-significant impact.**

References

California Environmental Protection Agency (CalEPA), 2006. *Climate Action Team Report to Governor Schwarzenegger and the Legislature*, March. https://www.climatechange.ca.gov/climate_action_team/reports/2006report/2006-04-03_FINAL_CAT_REPORT.PDF

IX. Hazards and Hazardous Materials *Would the project:*	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
a. Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	☐	☐	☒	☐
b. Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	☐	☐	☒	☐
c. Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	☐	☐	☒	☐
d. Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	☐	☐	☐	☒
e. For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard or excessive noise for people residing or working in the project area?	☐	☐	☒	☐
f. Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	☐	☐	☒	☐
g. Expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires?	☐	☐	☒	☐

Existing Environmental Setting

According to the City of Corning General Plan, a hazardous material (as defined in Section 25117 of the California Health and Safety Code) is any material that, because of its quantity, concentration, or physical or chemical characteristics, poses a significant present or potential hazard to human health or the environment if released into the workplace or the environment. Hazardous substances can take the

form of a solid, dust, liquid, or fume and exhibit any of the criteria set forth in 22 CCR, Chapter 30, Article 11. A list of wastes that are presumed hazardous is presented in Chapter 30. Article 9 of Title 22. Hazardous waste criteria include toxicity, ignitability, reactivity, and corrosivity.

The Hazardous Waste and Substances Sites (Cortese) List website, maintained by the California State Department of Toxic Substances Control Hazardous Waste and Substances Sites List (Cortese List) indicates that there are no listed sites in the City.

Discussion

a-b. During construction of the project, the use of hazardous substances would be limited in nature and subject to standard handling and storage of equipment. Although highly unlikely, the release of hazardous materials could occur during construction on any project. Any such releases would most likely be minor spillages of motor vehicle fuels and oils. Given the project size, the project would be required to prepare a Stormwater Pollution Prevention Plan (SWPPP) **(See X. Hydrology and Water Quality Section)**, which would include Best Management Practices (BMPs) to be implemented during construction to avoid spills, immediately respond to any spills, and minimize the effects of such spills. The use and handling of chemicals during construction activities would occur in accordance with applicable Federal, State, and Local laws including California Occupational Health and Safety Administration (CalOSHA) Requirements. During construction, it is highly unlikely that the release of hazardous materials at a level that would present a hazard to the environment or to human or animal life would occur. The project would not use or store hazardous materials. Therefore, the project would result in a **less-than-significant impact.**

c. The property line of West Street Elementary School is approximately 1,200 feet east of the project. Project construction would comply with applicable regulations for the use and transport of hazardous materials. Furthermore, the project would not use or store hazardous materials during operations. Therefore, the project would result in a **less-than-significant impact.**

d. According to the City's General Plan, there are no listed sites from the Cortese List in the City. The DTSC and State Water Resources Control Board compile and update lists of hazardous material sites pursuant to Government Code Section 65962.5. The property is not included on the databases maintained by the DTSC's Envirostor (DTSC, 2020) and the State Water Resources Control Board Geotracker (SWRCB, 2020). Therefore, the project would have **no impact.**

e. Corning Airport is approximately 1.6 miles northeast of the project. The project would not result in a safety hazard for people working in the project area. Therefore, potential impacts from airport use on people working in the project area would be **less than significant.**

f. The project would not impair or interfere with any future emergency response plan or emergency evacuation plan. The project would include two emergency entrances/exits on the northwest and north area of the project for use in emergency situations. The circulation of the emergency entrances/exits would not affect surrounding residential land uses. Therefore, the project would result in a **less-than-significant impact.**

e. The project is surrounded by commercial and residential land uses. Due to the location and nature of the project, the project would not expose people or structures to significant loss, injury or death

involving wildland fires **(See XX. Wildfire Section).** Therefore, the project would result in a **less-than-significant impact.**

References

Department of Toxic Substances Control (DTSC), *DTSC's Envirostor Database,* Accessed July 14, 2020 at: https://www.envirostor.dtsc.ca.gov/public/

State Water Resources Control Board (SWRCB), *Geotracker,* Accessed July, 14, 2020 at: https://geotracker.waterboards.ca.gov/

X. Hydrology and Water Quality *Would the project:*	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
a. Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?	☐	☐	☒	☐
b. Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such the project may impede sustainable groundwater management of the basin?	☐	☐	☒	
c. Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would:	☐	☐	☒	☐
i) result in substantial erosion or siltation on- or off-site;	☐	☐	☒	☐
ii) substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or offsite;	☐	☐	☒	☐
iii) create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff; or	☐	☐	☒	☐
iv) impede or redirect flood flows?	☐	☐	☒	☐
d. In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?	☐	☐	☒	☐
e. Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?	☐	☐	☒	☐

Discussion

a. The 2.19-acre project is located in the Jewett Creek watershed and is approximately 0.3 miles east of Jewett Creek within the City of Corning (Vestra, 2006). The Mediterranean climate of the watershed is characterized by warm to hot dry summers and cool to wet winters with annual precipitation ranging from 19- to 25-inches (Vestra, 2006). The project is a graded parcel of exposed soil with a mix of vegetation along the southern and eastern borders of the parcel. The project is bounded on all sides by

developed parcels and the general locale contains various urban land uses. The project was recently graded and is generally flat and level, with a gentle slope towards the east. Surface runoff from the site drains eastward towards Toomes Avenue into a drainage ditch that runs north-south located along the eastern boundary of the project. The drainage ditch is approximately 2-3 feet deep at the deepest portion. Surface runoff entering the drainage ditch flows into the City stormwater conveyance system at the southeast corner of the project site via a culvert.

The project includes the placement of crushed granite over the majority of the project to provide a surface for parking. RV canopy covers and self-storage pods would also be installed, which would require minor earthwork activities such as excavation and other soil disturbing activities. No additional grading is proposed. Stormwater runoff from disturbed soils associated with construction activities is a common source of pollutants (mainly sediment) to receiving waters. Earthwork activities can loosen soils and sediments making them more susceptible to erosion from stormwater runoff and increase the likelihood that these materials would migrate in stormwater runoff to storm drains and downstream water bodies. In addition, construction would likely involve the use of various materials typically associated with construction activities such as paint, solvents, oil and grease, petroleum hydrocarbons, concrete and associated concrete wash-out areas. If improperly handled, these materials could result in pollutants being mobilized and transported offsite by stormwater runoff (nonpoint source pollution) and degrade receiving water quality.

Because the project exceeds one acre in size, all construction activities would be required to comply with National Pollutant Discharge Elimination System (NPDES) regulations and obtain coverage under the State Construction General Permit (CGP)[1]. Under the CGP, the Applicant or their contractor(s) would be required to implement construction Best Management Practices (BMPs) as set forth in a detailed Strom Water Pollution Prevention Plan (SWPPP). SWPPPs are a required component of the CGP and must be prepared by a Qualified SWPPP Developer (QSD) and implemented by a Qualified SWPPP Practitioner (QSP). SWPPPs must describe the specific erosion control and storm water quality BMPs needed to minimize pollutants in stormwater runoff and detail their placement and proper installation. The BMPs are designed to prevent pollutants from contacting stormwater and to keep all products of erosion and stormwater pollutants from moving offsite into receiving waters. Typical BMPs implemented at construction sites include placement of fiber rolls or gravel barriers to detain small amounts of sediment from disturbed areas. In addition to erosion control BMPs, SWPPPs also include BMPs for preventing the discharge of pollutants other than sediment (e.g. paint, solvents, concrete, petroleum products) to downstream waters. BMPs for pollutants include designated, protected storage areas, routine inspections by the QSP for equipment leaks, maintaining containers of supplies to ensure the contents are clearly labeled and the integrity of the containers is not compromised, and ensuring that construction materials are disposed of in accordance with applicable regulations.

Under the provisions of the CGP, the State-certified QSD is responsible for determining overall site risk level for erosion and sediment transport, preparing the SWPPP and managing its implementation. Site risk level is determined using a combination of the sediment risk of the project and the receiving water quality risk. Projects can be characterized as Risk Level 1, Level 2, or Level 3, and the minimum stormwater control BMPs and monitoring that must be implemented during construction are based on the risk level. Under the direction of the QSD, the QSP is required to conduct routine inspections of all BMPs, conduct surface water sampling, when necessary, and report site conditions to the State and/or

[1] National Pollutant Discharge Elimination System (NPDES General permit for Stormwater Discharges Associated with Construction and land Disturbance Activities Order 2009-0009-DWQ NPDES No. CAS000002.

Regional Water Quality Control Board as part of CGP compliance monitoring and reporting using the Stormwater Multi-Application Reporting and Tracking System (SMARTS). Compliance with the CGP is required by law and has proven effective in protecting water quality at construction sites.

Compliance with the requirements of the CGP and the implementation of associated BMPs would prevent the discharge of pollutants to surface waters or groundwater and minimize or eliminate potential degradation of surface water or groundwater quality during construction of the Project.

The type and concentration of substances in urban stormwater can vary considerably, both during the course of a storm event and from event to event at any given area (based on the intensity of rainfall), as well as from site to site within a given urban area (based on land use characteristics) (USEPA, 1993). Following construction, use of the project for long-term storage of vehicles would not result in increases of water quality constituent concentrations (such as bacteria and microorganisms, metals, and total suspended solids) transported by stormwater above baseline concentrations in a manner that would have discernible impacts on or directly degrade water quality on-site or off-site. The use of crushed granite gravel as a surface for the project will act to slow surface runoff, trap suspended sediment, stabilize soils and reduce erosion, and increase site infiltration. Therefore, water quality impacts related to violation of water quality standards or degradation of water quality from implementation of the project would be **less than significant.**

b. Pumping of groundwater can cause groundwater levels to decline in the area around the point of extraction, which could interfere with the operation of nearby wells, if present. The project would not include installation of groundwater wells or long-term groundwater extraction. The project involves the long-term storage of RVs and would not result in increased water use as compared to existing conditions.

The project would not add a substantial area of impervious surfaces to the project site in a manner that would reduce local groundwater recharge from rainfall infiltration into soils. Under existing conditions, the project is a relatively flat graded parcel of vegetation and exposed soils. Under the project, gravel would be spread onsite, maintaining the pervious nature of the parcel. Impervious surfaces proposed for installation include pitched shade structures, which would be installed on supports, and a line of storage compartments along a narrow 20-foot-wide section along the northern boundary of the site. The addition of such impervious surfaces, while potentially concentrating runoff (e.g. from the pitched shade covers) would not markedly alter local groundwater recharge because the site would remain mostly pervious graded soils with a gravel covering. The proposed gravel covering will act to slow the rate of stormwater runoff and increase local infiltration. As described under (c.iii), below, the project would retain stormwater onsite such that post-project stormwater runoff and drainage matches pre-project conditions. Retaining stormwater onsite may include the use of areas designed to enhance infiltration. Implementation of the project would not substantially alter local groundwater recharge; runoff would continue to infiltrate into soils. Therefore, the project would not interfere with groundwater recharge, and impacts related to groundwater depletion and interference with groundwater recharge would be **less than significant.**

c.

(i). As described under topic a), above, during construction of the project, the applicant would be required to comply with the NPDES regulations and apply for coverage under the CGP because ground disturbance at the project would exceed one acre. Under the CGP, the project applicant would be

required to prepare a SWPPP. The SWPPP must include site-specific erosion and sedimentation control practices and would limit the amount of runoff that may be directed offsite during construction. Compliance with the requirements of the CGP, SWPPP, and the implementation of associated BMPs would prevent erosion and siltation on- and off-site during construction. Impacts related to erosion and/or siltation due to altered drainage patterns during construction would be less than significant. Project site development would not involve the alteration of a stream or river and would not substantially alter on-site drainage patterns (described under [a], above); no additional grading or changes to topography are proposed as part of the project. In general, the addition of impervious surfaces decreases natural ground cover and reduces rainfall infiltration rates while increasing downgradient runoff. The project would increase the impervious surface area on site and increase stormwater flows and stormwater runoff volumes directed to the drainage ditch and into the City stormwater system (discussed in detail under [c.iii], below). The exposed soils currently on the project would be stabilized with a gravel cover. The proposed gravel surface would be effective in minimizing on-site erosion and sedimentation associated with the proposed improvements, including the additional stormwater runoff resulting from increased impervious surface areas, ensuring no off-site siltation of receiving waters. Further, while the proposed shade structure (representing the majority of the impervious surface proposed) would increase impervious surfaces onsite by 0.3 acres (approximately 14% of the 2.19 acre site) and concentrate stormwater runoff, it would not reduce the overall pervious area of the site available for stormwater infiltration due to the nature of being an elevated structure above the ground surface that does not alter the infiltration capacity or availability of the underlying soils. The proposed storage area would increase impervious surfaces onsite by 0.13 acres (approximately 6% of the 2.19 acre site), and would be installed at grade. Once conveyed off-site and into the urban stormwater system, the potential for erosion is minimal. Therefore, impacts related to erosion and/or siltation due to altered drainage patterns would be **less than significant.**

(ii). The proposed improvements onsite are not located within a flood hazard risk area associated with a 100-year flood (see discussion under [d], below) and would not result in substantially altered on-site surface water drainage patterns. Implementing the project would result in additional impervious surface area within the 2.19-acre project site with associated increases in stormwater runoff flowing into the onsite drainage ditch and into the City stormwater system (discussed in detail under [c.iii], below). As discussed under (c.i), above, the additional impervious surface area associated with the proposed shade structure would not reduce the overall pervious area of the site available for stormwater infiltration due to the nature of being an elevated structure that does not alter the infiltration capacity or availability of the underlying soils, although the concentrated runoff from the shade structures could be routed to an area for infiltration with a smaller overall area. The impervious surface area associated with the proposed storage area would not substantially increase the rate or amount of surface runoff to the extent that the project increases flood risk on-site or off-site, especially in the context of the developed nature of the surrounding area and the mix of land uses and cover types. Further, as described under (c.iii), below, the project would require implementation of a drainage plan designed with sufficient capacity to retain stormwater onsite such that post-project peak stormwater runoff matches pre-project conditions. With implementation of an approved drainage plan, impacts related to flooding due to altered drainage patterns or the addition of impervious surfaces following completion of construction would be **less than significant.**

(iii). As described in detail under topics (a) and (c.i), the project would not result in new sources of pollutants that could be transported via storm runoff to off-site receiving waters. Impacts related to creating additional sources of polluted runoff would be **less than significant.**

Implementation of the Project would increase overall impervious surface area onsite by approximately 0.43 acres, resulting in concentration of stormwater flows and an overall increase in stormwater peak runoff rates and volumes. All stormwater onsite would drain to the north-south oriented drainage ditch along the eastern boundary and into the City stormwater system. The City has indicated there may not be sufficient capacity in the City stormwater conveyance system to convey any net increase in stormwater runoff. The Applicant has not assessed changes to runoff rates and volumes from the project design or the capacity of the drainage ditch, the associated culvert, or the City stormwater system to accommodate any quantified increases in runoff volume and rate in a manner that avoids exceeding capacity and risks potential off-site flooding. Standard practice calls for the preparation of a hydrology/drainage analysis by a registered civil engineer of certified hydrologist. The Applicant shall prepare and implement a drainage plan for the project to ensure post-project stormwater runoff and drainage matches pre-project conditions. The drainage plan would include hydrology analysis criteria to determine runoff volumes as well as design criteria for drainage systems. The drainage plan shall quantify the amount of new impervious area and shall quantify the increase in the rate of stormwater runoff associated with the improvement areas for a 10-year and 25-year storm. Due to the addition of impervious surfaces from the project, the drainage plan shall also ensure no flooding occurs on-site or off-site using a 100-year design storm and a 100-year design flow check. The drainage plan shall specify Low Impact Design (LID) design features to control and treat stormwater increases, such as drains, infiltration areas, bioswales, cisterns and rain barrels that would treat stormwater, minimize and avoid erosion, and control and anticipated increase in stormwater runoff from the project. The drainage plan shall also include stormwater treatment design elements sufficient to retain and treat the volume of runoff associated with the 0.2 inch/hour storm. To the maximum extent feasible, the drainage plan could include measures such as limiting soil compaction, minimizing impervious surfaces, dispersing runoff to landscaping or other pervious areas on-site, conserving natural areas and protecting drainage channels from erosion onsite. The City of Corning Department of Public Works would review the drainage plan and all recommended design features for LID and stormwater management and would provide any additional recommended improvements to the storm drainage facilities and design in accordance with applicable civil engineering standards and City regulatory standards prior to accepting the drainage plan and issuing a building permit. Therefore, the project would have a **less-than-significant impact.**

(iv). Low-lying areas within the project associated with the drainage ditch described under a), above, are subject to flooding. The Federal Emergency Management Agency (FEMA) identifies approximately 0.2 acres of the Project site along on the eastern portion of the site as within the Special Flood Hazard Area for the 100-year flood hazard zone **(See Figure 2)**. No grading, structures, or alterations of topography or elevation are proposed within the FEMA defined flood hazard zone other than the spreading of gravel to stabilize the exposed soils present on site and reduce the potential for erosion **(See Figure 2).** Therefore, impacts related to impeding or redirecting flood flows would be **less than significant.**

d. The project is not located within a tsunami hazard inundation zone and is not in an area subject to current or projected future coastal flooding. A seiche is caused by oscillation of the surface of a large enclosed or semi-enclosed body of water due to an earthquake or large wind event. The project is not located near a large enclosed or semi-enclosed body of water. As described under c (iv), above, the portion of the project located within the 100-year flood hazard zone would be kept clear, with no proposed grading, structures, or vehicle storage, and no access to the site is proposed in the vicinity of or crossing the FEMA defined Special Flood Hazard Zone. The project would not result in an increase in

flood risk at the project site. Therefore, impacts related to the release of pollutants due to inundation would be **less than significant.**

e. As discussed above under topics a), b) and c), no water quality degradation or groundwater impacts would occur as a result of the project. As described under topic a), the project would have a less-than-significant impact on surface water and groundwater quality on-site and off-site. This includes Jewett Creek and associated tributaries, which are subject to the RWQCB Water Quality Control Plan for the Sacramento River Basin and the San Joaquin River Basin (Basin Plan) water quality objectives (RWQCB, 2018). Basin Plan water quality objectives include parameters such as turbidity/sediment, nutrients, and fecal coliform. The Basin Plan water quality objectives are designed to preserve and enhance water quality and protect the beneficial uses[2] of all regional terrestrial surface water bodies (e.g., creeks, rivers, streams, and lakes) and groundwaters within the RWQCB's jurisdictional area. Jewett Creek is not currently classified as impaired for any of the water quality objectives of the Basin Plan (SWRCB, 2020).
The project would comply with the requirements of the CGP under the NPDES Permit program, including implementation of BMPs and other requirements of a SWPPP, as well as the requirements of a City approved drainage plan which will ensure stormwater discharges associated with construction and use of the Project site comply with regulatory requirements such as Basin Plan water quality standards. The project would not require ongoing groundwater withdrawals or substantially reduce groundwater recharge, as discussed under topic b), and therefore would not conflict with or obstruct implementation of a sustainable groundwater management plan. As discussed under (c), above, the drainage plan would ensure that there would be no increase in peak stormwater runoff from the project. Therefore, impacts relating to conflict or obstruction of implementing a water quality control plan or sustainable groundwater management plan would be **less than significant.**

Discussion

California Regional Water Quality Control Board Central Valley Region (RWQCB). *Water Quality Control Plan (Basin Plan) for the Sacramento River and San Joaquin River Basins, Fifth Edition,* May 2018.

State Water Resources Control Board (SWRCB), 2020. *Final 2014/2016 California Integrated Report (Clean Water Act Section 303(d) List / 305(b) Report) Map of Impaired Waters near Corning, CA.* Accessed online on 8/4/2020 at:
https://www.waterboards.ca.gov/water_issues/programs/tmdl/integrated2014_2016.shtml

Tehama County Department of Public Works. *Land Development and Engineering Standards,* 2007.

USEPA, *Natural wetlands and urban stormwater: Potential impacts and management. United States Environmental Protection Agency, Office of Wetlands, Oceans and Watersheds,* 1993.

Vestra, *Tehama West Watershed Assessment. Prepared for Tehama County Resource Conservation District.* April, 2006.

[2] Aquatic resources provide many different benefits. Beneficial uses are those resources, services, and/or qualities of aquatic systems that are to be maintained and are the ultimate goals for protecting and achieving high water quality.

XI. Land Use and Planning *Would the project:*	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
a. Physically divide an established community?	☐	☐	☐	☒
b. Cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?	☐	☐	☒	☐

Discussion

a. The project is currently zoned as an R-1 land use. The project would require a General Plan Amendment to rezone the project to C-3. Prior to being zoned R-1, the project was previously zoned as C-3. Once rezoned back to C-3, the project would not physically divide an established community, instead would serve as an expansion of the current commercial land uses by the existing Heritage RV Park. Therefore, there would be **no impact.**

b. As stated above, in order to proceed, the project would be required to be consistent with zoning policies and existing permitted land uses within each zone. The project would require a General Plan Amendment to rezone the project to it previous designation of C-3. Approval of this amendment would allow the existing Heritage RV Park to expand their commercial operations to the east to provide additional RV parking and self-storage pods. Once established as a C-3 land use category, the project would not conflict with any applicable land use plan, policy, or regulation. Therefore, the project would result in a **less-than-significant impact.**

XII. Mineral Resources *Would the project:*	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
a. Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?	☐	☐	☐	☒
b. Result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?	☐	☐	☐	☒

Discussion

a-b. The project would not result in the availability of a known mineral resources that would be of value to the region/residents of the state nor would it result in the loss of availability of a locally important mineral resource recovery site. Therefore, there would be **no impact** on Mineral Resources.

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

Existing Environmental Setting

Noise Descriptors

Sound is mechanical energy transmitted by pressure waves through a medium such as air. Noise is defined as unwanted sound. Sound pressure level has become the most common descriptor used to characterize the "loudness" of an ambient sound level. Sound pressure level is measured in decibels (dB), with zero dB corresponding roughly to the threshold of human hearing, and 120 to 140 dB corresponding to the threshold of pain. Decibels are measured using different scales, and it has been found that A- weighting of sound levels best reflects the human ear's reduced sensitivity to low frequencies, and correlates well with human perceptions of the annoying aspects of noise. The A-weighted decibel scale (dBA) is cited in most noise criteria. All references to decibels (dB) in this section will be A-weighted unless noted otherwise. Several time-averaged scales represent noise environments and consequences of human level over a given time period (Leq)[3]; average day-night 24-hour average sound level (Ldn)[4] with a nighttime increase of 10 dB to account for sensitivity to noise during the nighttime; and community noise equivalent (CNEL)[5], also a 24-hour average that includes both an evening and a nighttime sensitivity weighting. **Table 1** identifies decibel levels for common sounds heard in the environment.

[3] The Equivalent Sound Level (Leq) is a single value of constant sound level for the same measurement period duration, which has sound energy equal to the time-varying sound energy in the measurement period.
[4] Ldn is the day-night average sound level that is equal to the 24-hour A weighted equivalent sound level with a 10-decibel penalty applied to night between 10:00 p.m. and 7:00 a.m.
[5] CNEL is the average A-weighted noise level during a 24-hour day, obtained by addition of 5 decibels in the evening from 7:00 p.m., and an addition of a 10-decibel penalty in the night between 10:00 p.m. and 7:00 a.m.

Table 1: Existing Noise Levels

Typical Noise Levels		
Noise Level (dB)	**Outdoor Activity**	**Indoor Activity**
90+	Gas lawn mower at 3 feet, jet flyover at 1,000 feet	Rock Band
80–90	Diesel truck at 50 feet	Loud television at 3 feet
70–80	Gas lawn mower at 100 feet, noisy urban area	Garbage disposal at 3 feet, vacuum cleaner at 10 feet
60–70	Commercial area	Normal speech at 3 feet
40–60	Quiet urban daytime, traffic at 300 feet	Large business office, dishwasher next room
20–40	Quiet rural, suburban nighttime	Concert hall (background), library, bedroom at night
10–20		Broadcast / recording studio
0	Lowest threshold of human hearing	Lowest threshold of human hearing
Source: (modified from Caltrans Technical Noise Supplement, 1998)		

Noise Standards

The City of Corning General Plan Noise Element Update establishes noise standards for various land uses in the City. The Noise Element aims to minimize excessive, objectionable or harmful noise impacting existing and future residents and land uses. The City of Corning has established noise sensitivity standards for new development with the goal of reducing undesirable noise impacts. The applicable type of land use category that applies to the project is the Commercial Building land use. Under this classification, a maximum outdoor noise level up to 65 Ldn is considered compatible. The Interior Activity Ldn/Peak Hour Leq for a Commercial Building Land Use is 50 Ldn. Only the exterior spaces of a new commercial land use designated for employee or customer relaxation have any degree of sensitivity to noise.

Existing Noise Sensitive Receptors

Noise sensitive receptors typically include residential dwellings, hotels, motels, hospitals, nursing homes, educational facilities, and libraries. Residences to the immediate east and northeast of the project are within approximately 25 feet of the project property line. There is an apartment complex approximately 50 feet south of the property line.

Existing Noise

To quantify existing ambient noise levels, RCH Group conducted several short-term measurements at the project site. **Table 2** summarizes the locations and results of the noise measurements.

Table 2: Existing Noise Levels

Location	Time Period	Noise Levels (dB)	Noise Sources
Site 1: Middle of the project site	Monday July 27, 2020 11:57 a.m. to 12:07 p.m.	5-minute Leq's: 50, 49	Birds on the tree line on southern property line, 48 dB; Garbage truck at Heritage RV Park, 52 dB.
Site 2: Northeast of the project, 50 feet east of adjacent residence	Monday July 27, 2020 12:09 p.m. to 12:19p.m.	5-minute Leq's: 45, 46	Dogs barking, 49 dB; neighbors to the northeast throwing wood in piles 52 dB.
Site: 3 Southeast of the project, 50 west of centerline of Toomes Avenue	Monday July 27, 2020 12:21 p.m. to 12:31 p.m.	5-minute Leq's: 55, 52	Motorcycle, 70 dB; Garbage Truck 60 dB.
Site: 3 South of the project boundary, 50 north of apartment complex	Monday July 27, 2020 12:33 p.m. to 12:43 p.m.	5-minute Leq's: 50, 50	Apartment A/C units starting, 50 dB; Dogs barking 49 dB
Source: RCH Group, 2020			RCHGROUP

Discussion

a. Construction would be temporary and is expected to take 6-8 months. Construction activities would require the use noise-generating equipment. The noise levels generated by typical construction equipment would greatly vary depending upon factors such as the type and specific model of the equipment, the operation being performed, the condition of the equipment and the prevailing wind direction. The nearest receptors to the construction are the adjacent residences to the east, northeast (25 feet) and the apartment complex to the south (50 feet). These are the distances from the project boundary and the adjacent sensitive receptor property lines. The majority of construction would occur at a distance greater than 25 feet and 50 feet. **Table 3** provides the maximum noise level at 25 and 50 feet for various types of construction equipment that could be used during construction.

Table 3: Existing Noise Levels

	Typical Noise Levels from Construction Equipment (L_{max})	
Construction Equipment	**Noise Level (dB, L_{max} at 25 feet)**	**Noise Level (dB, L_{max} at 50 feet)**
Dump Truck	84	76
Air Compressor	86	78
Flat Bed Truck	82	74
Generator	89	81
Jackhammer	89	81

Notes: L_{max} = maximum sound level
Source: Federal Highway Administration (FHWA) Roadway Construction Noise Model User's Guide, 2006

Due to their location, the adjacent sensitive receptors to the east, southeast and south could be periodically exposed to noise levels during construction activities up to the levels shown in **Table 3.** The project should implement Best Management Practices (BMPs) in **Mitigation Measure NOI-1** to reduce construction levels at sensitive receptor locations by implementing daytime construction hours and providing a contact for any complaints regarding daytime construction noise levels. With implementation of **Mitigation Measure NOI-1,** potential impacts from construction noise would be **less than significant.**

Mitigation Measure NOI-1

- *Construction activities from May 15th through September 15th shall take place during weekdays between the hours of 6:00 A.M. and 7:00 P.M. and during weekends and holidays between 9:00 A.M. and 6:00 P.M. From September 16th through May 14th, construction shall take place during weekdays between the hours of 7:00 A.M. and 7:00 P.M. and weekends and holidays between 9:00 A.M. and 5:00 P.M.*
- *Post contact information on the construction fence boundary with phone number of the Construction Coordinator for construction complaints, including noise.*
- *Construction Coordinator shall modify operations as feasible to address noise complaints.*

Noise from operations would be minimal and compatible with the surrounding land uses. Therefore, project operations would have a **less-than-significant** noise impact.

b. The project would not involve the use of construction equipment that could result in potentially significant levels of ground vibration (i.e. pile drivers or blasting). Therefore, the project would result in a **less-than-significant impact.**

c. Corning Airport is approximately 1.6 miles northeast of the project. According to the City of Corning General Plan, although occasional aircraft overflights of the City occur, the City of Corning is located well beyond the noise impact zones of the airport. As a result, the existing ambient noise environment of the City of Corning is not significantly influenced by aircraft noise. Therefore, the project would result in a **less-than-significant impact.**

References

California Department of Transportation (Caltrans), *Technical Noise Supplement*, 1998.

Federal Highway Administration (FHWA), *Roadway Construction Noise Model User's Guide*, 2006.

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

Discussion

a-b. Due to the size and development nature of the project, there would be no substantial direct or indirect population growth in the City. Therefore, there would be **no impact** on population and housing.

XV. Public Services *a. 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:*	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
1. Fire protection?	☐	☐	☒	☐
2. Police protection?	☐	☐	☒	☐
3. Schools?	☐	☐	☐	☒
4. Parks?	☐	☐	☐	☒
5. Other public facilities?	☐	☐	☐	☒

Existing Environmental Setting

Fire Protection

The City of Corning Fire Department provides fire protection services and emergency medical services within a five-square mile area of the City, including the business district, two shopping centers, and several large truck stops. The Department is centrally headquartered in the City at 814 Fifth Street, resulting in an average response time of three to five minutes. The Department is located approximately 0.5 miles east of the project.

Police Protection

The City of Corning Police Department (CPD) provides continuous law enforcement and emergency assistance services to areas located within the City limits. The CPD is centrally headquartered in the City at 774 Third Street. The CPD focuses their efforts on several specific local problems, including narcotics and gang activity. The CPD is located approximately 0.6 miles east of the project.

Discussion

a. The project would not provide storage for flammable materials and would not be constructed of flammable materials. Construction would have a low fire hazard due to the materials that would be used for project design. The project would be required to meet the California Building Standards Code for the RV canopy cover. The fire station is approximately 0.5 miles east of the project and response times would be expected to be quick, when needed due to the close proximity to the fire station. The project would not affect response times or other performance objectives at the fire department. Therefore, the project would result in a **less-than-significant impact.**

The project would require normal police services required by the rest of the City, when necessary. The police station is approximately 0.6 miles east of the project and response times would be expected to be quick, when needed due to the close proximity to the police department. The project would not affect response times or other performance objectives at the police department. Therefore, the project would result in a **less-than-significant impact.**

Due to the nature of the project, there would be **no impact** to schools, parks, or other public facilities in the City.

XVI. Recreation *Would the project:*	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
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?	☐	☐	☐	☒
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?	☐	☐	☐	☒

Discussion

a-b. The project would not increase the use of recreational facilities nor would it include or require the construction or expansion of recreational facilities. Therefore, the proposed project would have **no impact** on recreation.

XVII. Transportation *Would the project:*	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
a. Conflict with a program, plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities?	☐	☐	☒	☐
b. Would the project conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b)? *NOTE: While public agencies may immediately apply Section 15064.3 of the updated Guidelines, statewide application is not required until July 1, 2020. In addition, uniform statewide guidance for Caltrans projects is still under development. The PDT may determine the appropriate metric to use to analyze traffic impacts pursuant to section 15064.3(b). Projects for which an NOP will be issued any time after December 28th, 2018 should consider including an analysis of VMT/induced demand if the project has the potential to increase VMT (see page 20 of OPR's updated SB 743 Technical Advisory), particularly if the project will be approved after July 2020.*	☐	☐	☒	☐
c. Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	☐	☐	☒	☐
d. Result in inadequate emergency access?	☐	☐	☒	☐

Existing Environmental Setting

The Governor's office of Planning and Research (OPR) released an updated SB 743 Technical Advisory in December 2018 (OPR, 2018). The Technical advisory suggests that lead agencies may screen out VMT impacts using project size, maps, transit availability, and provision of affordable housing. The project would be categorized as a small land use project. According to the Technical Advisory, small land use projects that generate or attract fewer than 110 trips per day would be assumed to cause a less-than-significant transportation impact and would not require further VMT analysis.

Discussion

a. The project would result in vehicle trips during construction. Vehicles associated with construction of the project would likely use regional and local roadways to access the site, primarily Highway 99W and Interstate 5. Vehicle trips would consist of required construction material or equipment deliveries and construction worker trips. During operations, vehicles would access the site through Heritage RV Park's existing entrance on Highway 99W to enter the project's main entrance on the southwest side of the project. Project construction and operation would not conflict with any program, plan, or policy addressing the circulation system in the City. Therefore, the project would result in a **less-than-significant impact.**

b. Project operations would generate approximately 15 trips per day (based on the self-storage trip rate of .25 weekday daily trips) (Institute of Transportation Engineers, 2012). Based on screening thresholds for small land use projects established in OPR's updated SB 743 Technical Advisory, project trips would be well below the threshold of 110 trips per day. Thus, a detailed VMT analysis using a travel demand model or tool to quantify the VMT associated with the project is not required. Therefore, the project would result in a **less-than-significant impact.**

c. The project would not involve any new hazardous design or features nor introduce any new uses that would be incompatible with existing transportation. The project would not include sharp curves or dangerous intersections. RV's are compatible with the existing transportation system. The project would not alter site access since customers vehicles would access the main entrance using existing highways (Highway 99W) and the existing Heritage RV Park Parking lot directly west of the project. Therefore, the project would result in a **less-than-significant impact.**

d. The project would have two emergency access exits, they would be located on the northwest and north area of the project. The project would not result in inadequate emergency access. Therefore, the project would result in a **less-than-significant impact.**

References

Institute of Transportation Engineers, *Trip Generation 9th Edition, 2012.*

Office of Planning and Research (OPR) 2018, *Technical Advisory on Evaluating Transportation Impacts in CEQA,* December 2018.

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

Existing Environmental Setting

Refer to the discussion for Environmental Issue **V. Cultural Resources** regarding historical resources. The project is not listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources.

Discussion

a(i-ii). As previously noted, due to the nature of the project a pedestrian archaeological resources site evaluation was not undertaken. The project is not listed in state or local registers as a historical resource. Mitigation measures are proposed to address historical and archaeological resources (possibly human remains) potentially discovered during construction. Implementation of ***Mitigation Measure CR-1*** under environmental issue **V. Cultural Resources** reduces any potential impacts on Tribal Cultural Resources to **less than significant.**

XIX. Utilities and Service Systems *Would the project:*	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
a. Require or result in the relocation or construction of new or expanded water, wastewater treatment or storm water drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?	☐	☐	☒	☐
b. Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years?	☐	☐	☐	☒
c. Result in a determination by the wastewater treatment provider 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?	☐	☐	☐	☒
d. Generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?	☐	☐	☒	☐
e. Comply with federal, state, and local management and reduction statutes and regulations related to solid waste?	☐	☐	☒	☐

Discussion

a. The project would not require construction or relocation of any expanded water, wastewater treatment, natural gas or telecommunication facilities. The project would implement a City approved drainage plan to ensure post-development storm water discharge rates would not exceed pre-development conditions **(See X. Hydrology and Water Quality).** The project would pull electric power from the existing Heritage RV park through underground conduit. The power would be used for LED lights and security cameras that would be installed on the RV canopy cover. Therefore, the project would result in a **less-than-significant impact.**

b. The project would not require any water use for operations. Therefore, there would be **no impact.**

c. The project would not be served by a wastewater treatment provider and no services would be needed for operations. Therefore, there would be **no impact.**

d-e. Construction and operations would generate a very minimal amount of solid waste and would not be in excess of capacity of local infrastructure. Solid waste generation from construction and operations would comply with all federal, state and local statutes and regulations related to solid waste. Therefore, the project would result in a **less-than-significant impact.**

XX. Wildfire *If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project:*	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
a. Substantially impair an adopted emergency response plan or emergency evacuation plan?	☐	☐	☒	☐
b. Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to, pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?	☐	☐	☒	☐
c. Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?	☐	☐	☒	☐
d. Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?	☐	☐	☒	☐

Existing Environmental Setting

Due to the location of the project and the surrounding land uses, wildland fire hazard would be minimal. Review of the CAL FIRE *Fire Hazard Severity Zone* Viewer identifies that the City of Corning is located in a Local Responsibility Area (LRA). The project is not located in a Very High Fire Hazard Severity Zone (CALFIRE, 2020).

Discussion

a. The project would not impair or interfere with any future emergency response or evacuation plans. The project would include two gated emergency entrance/exits on the northwest and north area of the project for use during a potential emergency. Therefore, the project would result in a **less-than-significant impact.**

b. Due to the location and topography of the project, which is relatively flat land, the project would not expose customers to pollutant concentrations from a wildfire. The project would not be composed of flammable building materials that could contribute to an uncontrolled spread of wildfire. Due to the location of the project, wind is not expected to be a factor that could exacerbate wildfire risks. Therefore, the project would result in a **less-than-significant impact.**

c. The project would not require the installation or maintenance of associated infrastructure that would exacerbate fire risk or that would result in temporary ongoing impacts to the environment. The project

would include two gated emergency gated entrances/exits that would be properly maintained and not cause any ongoing environmental impacts. Therefore, the project would result in a **less-than-significant impact.**

d. The project area would be covered in crushed granite, which is considered a permeable material and would not cause runoff, downslope or downstream flooding, or drainage changes. Due to the project location and topography, potential impacts from landslides and post-fire slope instability would not be an environmental concern. Therefore, the project would result in a **less-than-significant impact.**

References

CALFIRE, *Fire Hazard Severity Zone Viewer,* Accessed July 15, 2020 at: https://egis.fire.ca.gov/FHSZ/

XXI. Mandatory Finding of Significance	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
a. Does the project have the potential to substantially degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?	☐	☐	☒	☐
b. Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?	☐	☐	☒	☐
c. Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?	☐	☐	☒	☐

Discussion

a. **Less-than-Significant Impact with Mitigation**. The project would not decrease the quality of the environment, reduce fish or wildlife population, or eliminate important examples of major periods of California history or prehistory. With implementation of ***Mitigation Measure CR-1*** impacts to cultural resources would be less-than-significant. Therefore, the project would result in a less-than-significant impact with mitigation incorporated.

b. **Less-than-significant impact.** The project would not have a cumulatively considerable impact on any of the environmental factors evaluated. Therefore, the project would have a less-than-significant impacts.

c. **Less-than-significant impact.** The project would not result in impacts to human beings that would result in substantial adverse effects on human beings, directly or indirectly. Therefore, the project would result in a less-than-significant impact.