INITIAL STUDY

City of Chico
Environmental Coordination and Review

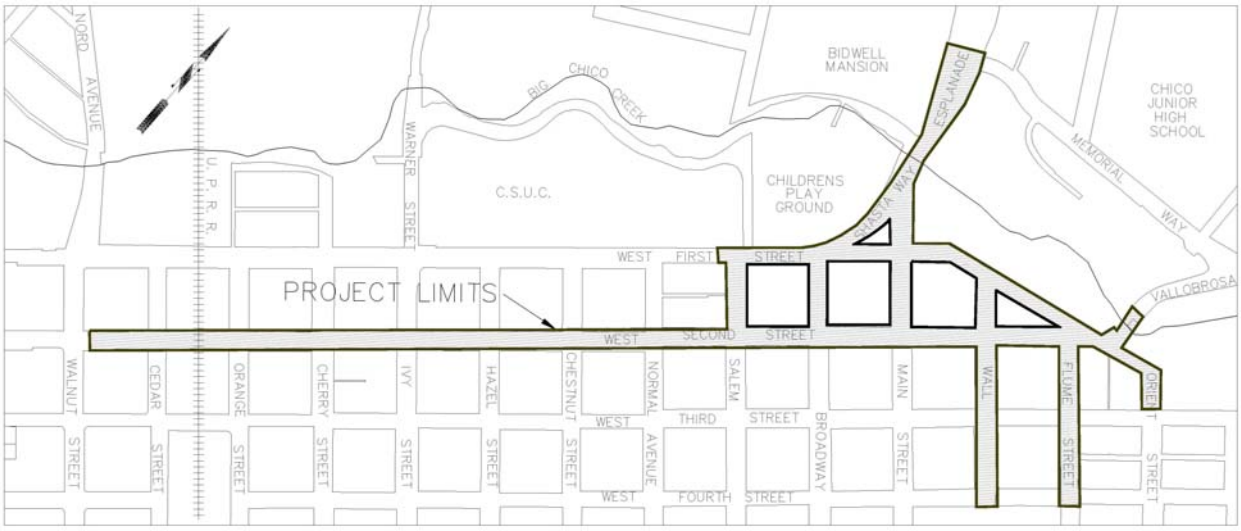
ROUTE TO:

- ☒ City of Chico – Responsible City Departments
- ☒ State Clearinghouse
- ☐ All Trustee and Responsible Agencies (none)

1) Project Description

a) **Project Name:** First and Second Streets Couplet Project (City of Chico)

b) **Project Location:** Downtown Chico (see below), within the public right of way of:
   i) East 1st Street from the Camellia Bridge at Vallombrosa Avenue to Main Street,
   ii) West 1st Street from Main Street to Salem Street,
   iii) East 2nd Street from the Camellia Bridge at Vallombrosa Avenue to Main Street,
   iv) West 2nd Street from Main Street to Walnut Street,
   v) Orient Street from East 1st Street to West 3rd Street,
   vi) Flume Street from East 1st Street to East 4th Street,
   vii) Wall Street from East 1st Street to East 4th Street,
   viii) Main Street from Shasta Way to West 2nd Street,
   ix) Salem Street from West 1st Street to West 2nd Street,
   x) Shasta Way from So-Wil-Len-No Avenue to West 1st Street, and
   xi) Esplanade from Memorial Way to So-Wil-Len-No Avenue (See Location Map, page 3).



c) **General Plan Designation:** The area along 1st and 2nd Streets between Salem Street and Vallombrosa Avenue is primarily designated *Downtown* on the City General Plan diagram. Certain other properties adjacent to the project are designated *Public Facilities and Services*, *Medium-High Density Residential*, and *Manufacturing and Warehousing*.

d) **Zoning:** The area along 1st and 2nd Streets between Salem Street and Vallombrosa Avenue is primarily zoned *CD Downtown Commercial* with an *-LM Landmark* overlay district. Certain other

properties adjacent to the project are zoned *OS2 Secondary Open Space Services* (CSU Chico properties), *PQ Public/Quasi Public Facilities* (public parking lots), *R3 Medium-High Density Residential* (south side of 2nd Street between Hazel and Cherry Streets), and *ML Light Manufacturing* (south side of 2nd Street between Cherry and Orange Streets).

e) **Environmental Setting:** The project site is located in Downtown Chico, an urban setting characterized by single and multi-story commercial buildings, institutional buildings, surface parking lots, and residential uses where the project extends westerly along 2nd Street.

f) **Project Description:** The purpose of the project is to facilitate and enhance multiple modes of travel within the Chico Downtown core by creating "complete streets" where pedestrians, bicyclists, and motorists are accommodated equally with distinct individual facilities. The project is designed consistent with City of Chico General Plan policies to improve the connectivity of the City's existing bikeway network and promote non-motorized modes of travel with an ultimate goal of reducing vehicle congestion and improving air quality.

Vehicle traffic circulation patterns are proposed to be modified to accommodate bicycle lanes and pedestrian crossings will be narrowed through the installation of corner "bulbs" at intersections. Specifically, the project would convert 2nd Street to a one-way eastbound roadway from Broadway to Flume Street, and 1st Street would become a one-way westbound roadway from Flume Street to Salem Street creating the "couplet". The project includes a round-a-bout at the intersection of 1st/2nd/Flume Streets and Vallombrosa Avenue, and a student drop-off circle at 1st and Salem Streets. In addition, an enhanced bicycle / pedestrian pathway will be installed, commencing at the corner of Salem and 1st Street northerly along Shasta Way to the Esplanade up to Memorial Way.

The project includes corner bulbing, dedicated colored bike lanes along 1st and 2nd Streets, and traffic signal modifications to optimize traffic progression. Corner bulbing and dedicated bike lanes in each direction would extend along existing right-of-way on 2nd Street, from Broadway east to Cherry Street, and the bike lanes would extend to Walnut Street. The additional roadway width necessary to accommodate the bicycle lanes will be achieved by reducing 2nd Street from two lanes in each direction and re-striping the roadway to one travel lane in each direction with a dedicated center turn lane (also termed a "road diet" in project documents). The proposed changes would result in approximately 30-40 additional parking spaces by establishing diagonal parking in several areas along 1st, 2nd, Salem, Wall, and Flume Streets. Parking kiosks (smart meters) are planned at midblock locations to support the new parking spaces.

The project would improve bicycle connectivity between CSU Chico and the Annie's Glen entrance to Bidwell Park, and for the seven block span where 2nd Street runs adjacent to the university. The project is also expected to reduce vehicle delays during peak hours on 2nd Street at Main and Broadway Streets, while minimizing pedestrian and vehicle conflicts by establishing one-way traffic and shortened pedestrian crossings (through corner bulbing). Reducing the number of lanes on 2nd Street and coordinating signal timing is proposed to shift the traffic pattern from "stop and go" to "slow and steady".

Street tree removal would be minimized through detailed design work. Preliminary designs indicate that approximately five trees would need to be removed around the intersection of Flume/1st/2nd Streets to accommodate the new roundabout. Among these trees that would be removed are one to two large sycamores (approx. 38-inches in diameter, 150 feet tall), located at the intersection of East 1st and East 2nd Streets. Part of the project also includes planting several new street trees in existing locations where trees are damaged or missing and in new locations created in conjunction with intersection corner bulbing.

Construction activities would be limited to the dry season and generally include re-striping existing pavement, minor excavation (approximately 18-inches deep for bulb-outs, 24-inches for roundabout and traffic circle improvements), concrete work, and minor utility relocation. The

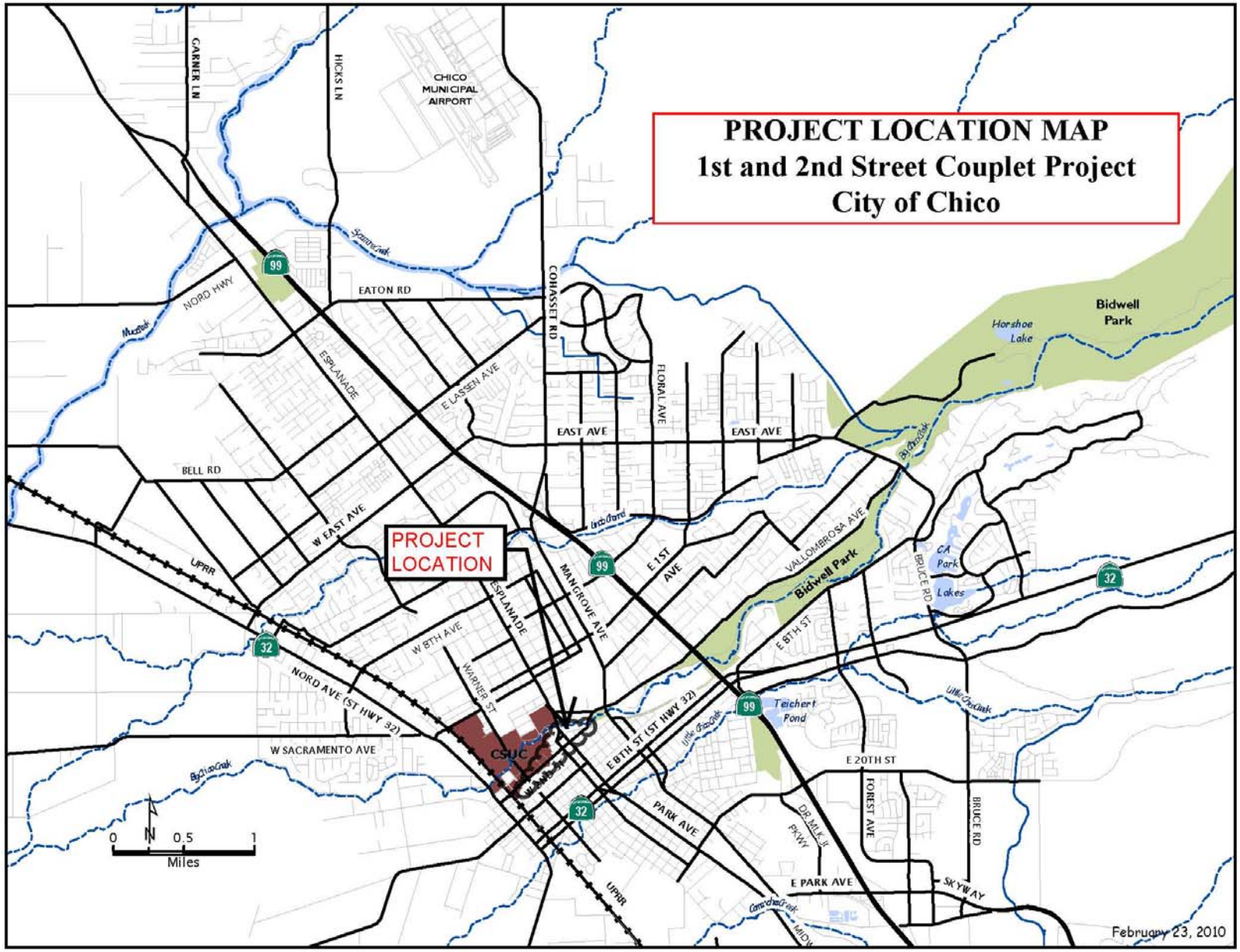
project will be constructed in phases, as funding permits. For the purpose of this analysis, all project components, regardless of their construction phasing, are considered herein. With the exception of a minor acquisition to accommodate the proposed round-a-bout, the project will be located entirely within the existing right-of-way.

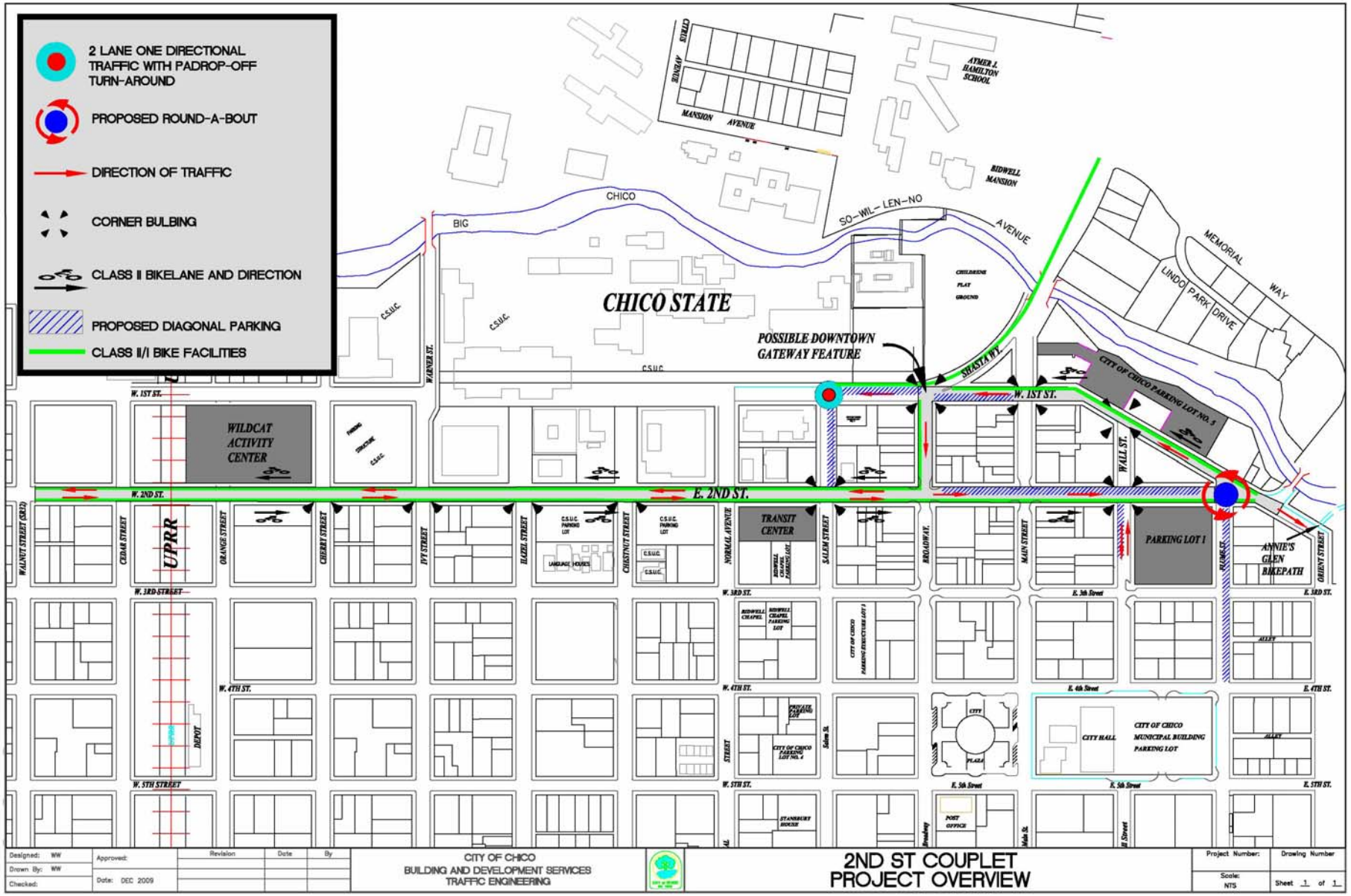
g) **Surrounding Land Uses:** Land uses along the project routes include a diverse mix of commercial and civic uses in the Downtown area, CSU Chico campus along the northwestern edge of the project, multi-family uses on the south side of 2nd Street toward the western extent of the project, and a public utility use on the south side of 2nd Street between Cherry and Orange Streets.

h) **Public Agency Approvals:** City of Chico

i) **Applicant:** City of Chico, 411 Main Street, P.O. Box 3420, Chico, CA 95927

j) **Initiated By:** City of Chico
Contact: Tracy Bettencourt, Sr. Planner, Capital Project Services (530) 879-6903
Prepared By: Mike Sawley, Associate Planner, City of Chico (530) 879-6812


PROJECT LOCATION MAP
1st and 2nd Street Couplet Project
City of Chico
PROJECT LOCATION
CHICO MUNICIPAL AIRPORT
GARNER LN
HICKS LN
EATON RD
NORD HWY
ESPLANADE
E LASSEN AVE
COHASSET RD
FLORAL AVE
EAST AVE
BELL RD
W EAST AVE
UPRR
W 8TH AVE
WARNER ST
MANGROVE AVE
E 1ST AVE
VALLOMBROSA AVE
Bidwell Park
Horshoe Lake
CA Park Lakes
BRUCE RD
E 8TH ST
NORD AVE (ST HWY 32)
W SACRAMENTO AVE
CSUC
Teichert Pond
E 20TH ST
FOREST AVE
PARK AVE
DR MLK JR PKWY
E PARK AVE
SKYWAY
0 0.5 1 Miles
February 23, 2010


2 LANE ONE DIRECTIONAL TRAFFIC WITH PADROP-OFF TURN-AROUND
PROPOSED ROUND-A-BOUT
DIRECTION OF TRAFFIC
CORNER BULBING
CLASS II BIKELANE AND DIRECTION
PROPOSED DIAGONAL PARKING
CLASS II/I BIKE FACILITIES
CHICO STATE
POSSIBLE DOWNTOWN GATEWAY FEATURE
BIG CHICO CREEK
SO-WIL-LEN-NO AVENUE
MANSION AVENUE
AYMER J. HAMILTON SCHOOL
BIDWELL MANSION
MEMORIAL WAY
LINDO PARK DRIVE
CHILDRENS PLAY GROUND
CITY OF CHICO PARKING LOT NO. 5
WARNER ST.
SHASTA WY.
W. 1ST ST.
WILDCAT ACTIVITY CENTER
W. 2ND ST.
E. 2ND ST.
WALL ST.
PARKING LOT 1
ANNIE'S GLEN BIKEPATH
TRANSIT CENTER
UPRR
DEPOT
W. 3RD ST.
W. 4TH ST.
W. 5TH ST.
E. 3RD ST.
E. 4TH ST.
E. 5TH ST.
CITY HALL
CITY OF CHICO MUNICIPAL BUILDING PARKING LOT
POST OFFICE
Designed: WW
Drawn By: WW
Checked:
Approved:
Date: DEC 2009
Revision
Date
By
CITY OF CHICO
BUILDING AND DEVELOPMENT SERVICES
TRAFFIC ENGINEERING
2ND ST COUPLET
PROJECT OVERVIEW
Project Number:
Drawing Number
Scale: NTS
Sheet 1 of 1

I. 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	☐ Open Space/Recreation
☐ Air Quality	☐ Hazards/Hazardous Materials	☐ Population/Housing
☒ Biological Resources	☐ Hydrology/Water Quality	☐ Public Services
☒ Cultural Resources	☐ Land Use and Planning	☒ Transportation/Circulation
☐ Geology/Soils	☐ Noise	☐ Utilities

II. PLANNING DIRECTOR DETERMINATION

On the basis of this initial evaluation:

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

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

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

☐ I find that the proposed project MAY have a potentially significant impact or have a potentially significant impact unless mitigated, but at least one effect has been adequately analyzed in an earlier document pursuant to applicable legal standards, and 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, there WILL NOT be a significant effect in this case because all potentially significant effects have been analyzed adequately in an earlier EIR or NEGATIVE DECLARATION pursuant to applicable standards and 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. No further study is required.

Tracy R Bettencourt
Signature

5/27/10
Date

Tracy R Bettencourt
Printed Name
for: Mark Wolfe
Interim Planning Services Director

III. EVALUATION OF ENVIRONMENTAL IMPACTS

- Responses to the following questions and related discussion indicate if the proposed project will have or potentially have a significant adverse impact on the environment.

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

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

- Once it has been determined that a particular physical impact may occur, then the checklist answers must indicate whether the impact is potentially significant, less than significant with mitigation, or less than significant. "Potentially Significant Impact" is appropriate if there is substantial evidence that an effect may be significant. If there is at least one "Potentially Significant Impact" entry when the determination is made an EIR is required.

- Negative Declaration: "Less than Significant with Mitigation Incorporated" applies when the incorporation of mitigation measures has reduced an effect from "Potentially Significant Impact" to a "Less than Significant Impact." The initial study will describe the mitigation measures, and briefly explain how they reduce the effect to a less than significant level (mitigation measures from Section 4, "Earlier Analysis," may be cross-referenced).

- Earlier analyses may be used where, pursuant to tiering, a program EIR, or other CEQA process, an effect has been adequately analyzed in an earlier EIR or negative declaration [Section 155063(c)(3)(D)]. Earlier analyses are discussed in Section 4 at the end of the checklist.

- Initial studies may incorporate references to information sources for potential impacts (e.g. the general plan or zoning ordinances, etc.). Reference to a previously prepared or outside document should, where appropriate, include a reference to the page or pages where the statement is substantiated. A source list attached, and other sources used or individuals contacted are cited in the discussion.

- The explanation of each issue should identify:
  a) The significance criteria or threshold, if any, used to evaluate each question: and
  b) The mitigation measure identified, if any, to reduce the impact to less than significant.

A. Aesthetics Will the project or its related activities:	**Potentially Significant Impact**	**Less Than Significant with Mitigation Incorporated**	**Less Than Significant Impact**	**No Impact**
1. Have a substantial adverse effect on a scenic vista, including scenic roadways as defined in the General Plan, or a Federal Wild and Scenic River (Big Chico Creek)?				**X**
2. Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?			**X**	
3. Affect lands preserved under a scenic easement or contract?				**X**
4. Substantially degrade the existing visual character or quality of the site and its surroundings including the scenic quality of the foothills as addressed in the General Plan?				**X**
5. Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?				**X**

DISCUSSION:

A.1-5 The proposed project is not located in a foothill area or adjacent to any designated scenic roadway. The project would affect traffic circulation on roadways near Big Chico Creek, but would have no effect upon the riparian corridor itself. Some street tree removal would likely take place for the roundabout portion of the project at East 1st and Flume Streets, including one or two large sycamore trees. However, other similar nearby trees would remain and several new street trees would be planted as part of the project.

Because the project would not impact any designated scenic resources and would not significantly degrade the existing visual character or quality of the area, aesthetic impacts would be **less than significant**. No mitigation for aesthetic impacts is required.

MITIGATION: None Required

B. Air Quality Will the project or its related activities:	**Potentially Significant Impact**	**Less Than Significant with Mitigation Incorporated**	**Less Than Significant Impact**	**No Impact**
1. Conflict with or obstruct implementation of the applicable air quality plans (e.g. Northern Sacramento Valley Air Basin 1994 Air Quality Attainment Plan, Chico Urban Area CO Attainment Plan, and Butte County Air Quality Management District Indirect Source Review Guidelines)?			**X**	
2. Violate any air quality standard or contribute substantially to an existing or projected air quality violation.			**X**	
3. Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)?			**X**	
4. Expose sensitive receptors to substantial pollutant concentrations?				**X**
5. Create objectionable odors affecting a substantial number of people?				**X**

DISCUSSION:

B.1-4: The project will not conflict with Air Quality Attainment Plan, violate any air quality standard, result in a cumulatively considerable net increase of any criteria pollutant, or expose sensitive receptors to substantial pollutant concentrations. The proposal involves limited construction work and is anticipated to reduce vehicle emissions by improving operational efficiency of the affected roadways and promoting non-motorized travel. City policies, as well as Butte County Air Quality Management District rules, require

implementation of specific dust-suppression measures during construction and grading operations. Since best management practices regarding air quality will be implemented pursuant to existing General Plan policies, potential air quality impacts from construction activities would be **less than significant**.

B.5: The project is not of the nature to create objectionable odors.

MITIGATION: None Required

EXISTING REGULATION:
Construction-related fugitive dust emission controls will be observed pursuant to City best management practices.

C. Biological Resources Will the project or its related activities result in:	**Potentially Significant Impact**	**Less Than Significant with Mitigation Incorporated**	**Less Than Significant Impact**	**No Impact**
1. Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species as listed and mapped in the MEA or in other local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?				**X**
2. Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in the MEA or in other local or regional plans, policies, regulations or by the California Department of Fish and Game (DFG) or US Fish and Wildlife Service (FWS).				**X**
3. Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?				**X**
4. 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?		**X**		
5. Result in the fragmentation of an existing wildlife habitat, such as blue oak woodland or riparian, and an increase in the amount of edge with adjacent habitats.				**X**
6. Conflict with any local policies or ordinances, protecting biological resources?				**X**

DISCUSSION:
C.1-6: The project will not have an adverse effect on any species, riparian habitat, wetlands, nor will it conflict with any local policies or ordinances protecting biological resources. The project area is located entirely within an urban environment and sensitive biological resources are only likely to occur in association with the Big Chico Creek corridor and street trees. The Big Chico Creek corridor will remain unaffected by the project. Street tree removal for the roundabout portion of the project could impact nesting migratory birds, which would be a potentially significant impact unless mitigated. As set forth below in Mitigation Measure C.1, a field survey shall be conducted in and adjacent to the trees for nesting birds prior to the removal of any tree during the nesting season. With the incorporation of this mitigation measure into the project, impacts to nesting migratory birds would be less than significant and the project would not conflict with any local policies or ordinances protecting biological resources.

MITIGATION:

Mitigation Measure C.1 (Biological Resources): Migratory Bird Avoidance
If any tree removal is necessary between March 1st and August 31st, the project proponent shall hire a qualified biologist or ornithologist to conduct preconstruction field surveys in and adjacent to the trees for

nesting migratory birds. Tree removal shall only commence upon confirmation that no active nests are present.

If any active nests are found, tree removal activities within 300 feet of the nest shall be postponed until after the young have fledged and left the nest. The time of the bird's departure shall be determined by a qualified biologist. Most bird species can be expected to leave their nests between July and September.

Mitigation Monitoring C.1 (Biological Resources): Migratory Bird Avoidance
Capital Project Services staff shall coordinate with tree removal personnel to ensure that the nesting season is either avoided or that tree removal only proceeds following confirmation from a qualified biologist or ornithologist that no active nests would be affected by the tree removal.

With the incorporation of Mitigation C.1, above, impacts to biological resources will be reduced to a **less than significant** level.

D. Cultural Resources Will the project or its related activities:	**Potentially Significant Impact**	**Less Than Significant with Mitigation Incorporated**	**Less Than Significant Impact**	**No Impact**
1. Cause a substantial adverse change in the significance of an historical resource as defined in PRC Section 15064.5?			**X**	
2. Cause a substantial adverse change in the significance of an archaeological resource pursuant to PRC Section 15064.5?		**X**		
3. Directly or indirectly destroy a unique paleontological resource or site or unique geological feature?		**X**		
4. Disturb any human remains, including those interred outside of formal cemeteries?		**X**		

DISCUSSION:

D.1: The project will take place within public right-of-way which contains no identified historic structures. However, according to the records search prepared by the Northeast Information Center (NEIC), several historic structures / sites are located throughout the greater downtown area. Since this project will be located within the public right-of-way, not on properties identified by the NEIC, no impact to historic resources is anticipated.

D.2-4: Due to its proximity to Big Chico Creek and location within Downtown Chico, the project area is considered an area of high archaeological sensitivity. The majority of this project consists of re-striping existing paved roadways. Excavation to a maximum depth of 18-24 inches will occur at the roundabout site, the drop-off circle, and the corner bulb-outs. It is possible that cultural resources could be unearthed during excavation activities and damaging such resources prior to evaluating their importance is a potentially significant impact unless mitigated.

MITIGATION:

Mitigation Measure D.1 (Cultural Resources): Archaeological monitoring during construction.
A qualified archaeologist meeting the minimum professional qualifications in archaeology as set forth in the Secretary of the Interior's Standards and Guidelines shall be present to monitor the limited earthmoving activities associated with project construction, at the discretion of the qualified archaeologist. If any archaeological, paleontological, or historic deposits are identified during activities, ground-disturbing construction in that area shall cease, and a determination of resource significance made. Significant resource sites shall be subject to appropriate measures (e.g. data recovery, impact avoidance, recordation). Prior to the initiation of construction, all construction personnel shall be trained regarding the possibility of encountering buried cultural remains and the procedures to be followed upon the discovery of archaeological materials, including Native American burials.

Mitigation Measure D.2 (Cultural Resources): Stop work if cultural resources are unearthed.
If any potential archaeological, cultural or paleontological resources are encountered during construction, all work shall cease within 3 meters (10 feet) of exposure of any unanticipated significant cultural materials of the prehistoric or historic periods until a qualified archaeologist can evaluate the find. Examples of such cultural materials would include ground stone tools such as mortars, bowls, pestles, and manos; chipped stone tools such as projectile points or choppers; flakes of stone not consistent with the immediate geology, such as obsidian or fused shale; fragments of non-fossil shell; concentrations of bottles and/or ceramics; or structural remains. A note shall be placed on all construction plans which informs the construction contractor(s) and their subcontractors of this stop work order. The archaeologist will assess the significance of the find and prepare appropriate mitigation measures for review by the Capital Projects Services Director. All mitigation measures determined by the Capital Projects Services Director to be appropriate for this project shall be implemented pursuant to the terms of the archaeologist's report.

Mitigation Measure D.3 (Cultural Resources): Stop work if human remains are unearthed.
If any human remains are discovered during construction, work shall stop in that area and within 100 feet of the find until:

- the Butte County coroner has been informed and has determined that no investigation of the cause of death is required; and
- if the remains are of Native American origin, the descendants of the deceased Native Americans have made a recommendation to the landowner or the person responsible for the excavation work for means of treating or disposing of, with appropriate dignity, the human remains and any associated grave goods as provided in PRC Section 5097.98.

Mitigation Measure D.4 (Cultural Resources): Stop work if fossils are discovered.
If paleontological resources such as fossilized bone, plants, impressions, or tracks are discovered during excavation operations, work shall cease within 100 feet of the find. A qualified paleontologist (with a master's degree in paleontology or geology) will be called to the site to evaluate the find and determine the significance of the fossil. If the fossil is found to be potentially significant, the paleontologist will recover the fossil from the site and submit it to an appropriate museum or other repository for curation.

Mitigation Monitoring D.1 - D.4 (Cultural Resources): Cultural Resource Monitoring
Capital Project Services (CPS) staff shall retain the services of a qualified cultural resources consultant and shall incorporate in project plans and specifications that the construction contractor shall coordinate with the cultural resources consultant to provide access to all active excavation activities. Further, CPS staff shall incorporate in project plans and specifications that the cultural resources consultant is empowered to direct temporary cessation of excavation activities in response to potential cultural resource materials being unearthed or otherwise discovered.

With the incorporation of Mitigation Measures D.1, D.2., D.3, and D.4, above, impacts to cultural resources from construction activities will be reduced to a **less than significant** level.

E. Geology /Soils Will the project or its related activities:	**Potentially Significant Impact**	**Less Than Significant with Mitigation Incorporated**	**Less Than Significant Impact**	**No Impact**
1. Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:				
a. 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? (Div. of Mines & Geology Special Publication 42)				**X**
b. Strong seismic ground shaking?				**X**
c. Seismic-related ground failure, including liquefaction?				**X**

E. Geology /Soils Will the project or its related activities:	**Potentially Significant Impact**	**Less Than Significant with Mitigation Incorporated**	**Less Than Significant Impact**	**No Impact**
d. Landslides?				**X**
2. Result in substantial soil erosion or the loss of topsoil?			**X**	
3. 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?			**X**	
4. Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property?			**X**	
5. Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water, or is otherwise not consistent with the Chico Nitrate Action Plan or policies for sewer service control?				**X**

DISCUSSION:

E.1, E.3: The City of Chico is located in one of the least active seismic regions in California and contains no active faults. Currently, there are no designated Alquist-Priolo Special Studies Zones within the Planning Area, nor are there any known or inferred active faults. Thus, the potential for ground rupture within the Chico area is considered very low. No structures are proposed as part of the project and reconfiguring traffic patterns as proposed will not increase exposure of people to seismic events or landslides. With regard to seismic events or landslides, the project would have **no impact**.

E.2-4: The project area is mostly paved and construction is planned to occur during the dry season when the potential for erosion is minimal. Excavation would occur at discrete locations of limited size as construction progresses through the project area. Construction activities would incorporate appropriate erosion control and sediment transport best management practices (BMPs) through standard specifications in the construction contract and monitoring to confirm adherence would be conducted by City staff throughout construction.

Additionally, the City has developed a Storm Water Management Program (SWMP) per the Phase II requirements established by §402 of the Clean Water Act. All projects within the City's jurisdiction must adhere to the applicable standards of the SWMP, which includes both construction activity and post-construction storm water discharge BMPs. Furthermore, the City requires implementation of all applicable fugitive dust control measures, which further reduce the potential for construction-generated erosion.

E.5: The project consists of the restriping of existing roadways, the addition of bicycle lanes, and improved pedestrian amenities. Therefore, it does not include the use of any septic tanks or alternate waste water disposal systems.

As a result, potential future impacts relating to geology and soils are considered to be **less than significant**.

MITIGATION: None Required

F. Greenhouse Gas Emissions Would the project:	**Potentially Significant Impact**	**Less Than Significant with Mitigation Incorporated**	**Less Than Significant Impact**	**No Impact**
1. Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?			**X**	

F. Greenhouse Gas Emissions Would the project:	**Potentially Significant Impact**	**Less Than Significant with Mitigation Incorporated**	**Less Than Significant Impact**	**No Impact**
2. Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?			**X**	

F.1: The project would modify traffic circulation patterns in Downtown Chico in a manner intended to decrease congestion and associated vehicle idling during peak traffic hours, thereby reducing overall greenhouse gas emissions in the Chico Downtown area. Also, by enhancing options for bicycling and walking throughout the project area, the project would promote modes of transportation that do not emit significant amounts of greenhouse gases. Although short-term construction activity would generate some greenhouse gas emissions, the increased operational efficiency for vehicle traffic and promotion of alternative modes of travel over the long term will result in greenhouse gas emissions that are **less than significant**.

F.2: The City Council adopted a Green House Gas (GHG) reduction goal on September 2, 2008, as part of its ultimate goal of adopting a Climate Action Plan. The adoption of the reduction goal does not constitute a plan, policy or regulation, but rather was a component in developing the City's Climate Action Plan. The preparation of a Climate Action Plan will allow the City to establish a threshold of significance by which to evaluate the GHG emissions of projects under CEQA. Until such time that a Climate Action Plan is adopted, the City does not have a threshold of significance that may be used to evaluate the significance of GHG emissions for a given project. However, the project is consistent with the Chico General Plan goal of offering alternatives to automobile use, which will indirectly reduce the emissions of greenhouse gases. The project is also consistent with the Northern Sacramento Valley 2006 Air Quality Attainment Plan, which seeks to maintain criteria pollutants within acceptable levels, including nitrous oxide, which is a greenhouse gas. As such, the project's impact is considered to be **less than significant**.

MITIGATION: None Required

G. Hazards /Hazardous Materials Will the project or its related activities:	**Potentially Significant Impact**	**Less Than Significant with Mitigation Incorporated**	**Less Than Significant Impact**	**No Impact**
1. Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?			**X**	
2. Create a significant hazard to the public or the environment through reasonable foreseeable upset and accident conditions involving the release of hazardous materials into the environment?			**X**	
3. Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?			**X**	
4. 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?			**X**	
5. For a project located within the airport land use plan, would the project result in a safety hazard for people residing or working in the Study Area?				**X**
6. For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the Study Area?				**X**

G. Hazards /Hazardous Materials Will the project or its related activities:	**Potentially Significant Impact**	**Less Than Significant with Mitigation Incorporated**	**Less Than Significant Impact**	**No Impact**
7. Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?			**X**	
8. Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?				**X**

DISCUSSION:

G.1-2: The project would involve re-striping roadways, minor excavation, and concrete improvements at several existing intersections and would not significantly increase the potential for the routine transport, use, storage, disposal or upset/accidental release of hazardous materials. The potential impact posed by the project from hazardous materials is considered **less than significant**.

G.3: The project area is within one-quarter mile of two existing grade-schools, but the proposed activities would not increase the exposure of these sites to hazardous emissions, materials, substances or waste and such a potential impacts are considered **less than significant**.

G.4: The project area is within existing public right-of-way, which is not identified as a hazardous materials site pursuant to §65962.5 of the Government Code. An underground tank contamination site exists adjacent to the project area on Pacific Gas and Electric (PG&E) property located near the intersection of West 2nd and Orange Streets. The site underwent remediation (underground tank was removed) in 2007, and monitoring efforts are ongoing. Only bike lane striping is proposed near this former tank site. In addition, groundwater pollution associated with a former hazardous materials site (CSK Auto, Inc, 178 East 2nd Street) has been remediated. The property owner is finalizing the monitoring well destruction in accordance with the California Regional Water Quality Control Board so the site can be formally closed. Although the project is near these active or recently active contamination sites, the project does not have the potential to create a significant hazard to the public or the environment, and this impact is considered **less than significant**.

G.5: The project site is not located in any airport land use plans. With regard to airport operations the proposed project would result in **no impact**.

G.6: There are no active, private airstrips in the vicinity of the project site. Relative to hazards associated with private airstrips, the proposed project would result in **no impact**.

G.7: The proposed project would involve minor changes in traffic circulation that affect a relatively small area in terms of emergency response, and would ultimately provide vehicle connectivity equivalent to existing traffic patterns. Separating through-bound traffic on 1st and 2nd Streets is expected to result in fewer delays for vehicles making left turning movements onto Main Street and Broadway, thereby making the street network more efficient in the Downtown area. With regard to emergency evacuation routes, the proposed project would likely improve result in **no impact**.

G.8: The project site is within the Downtown area and within one mile of an existing station of the Chico Fire Department. Relative to wildland fire hazards, the proposed project would result in **no impact**.

MITIGATION: None Required

H. Hydrology/ Water Quality Will the project or its related activities:	**Potentially Significant Impact**	**Less Than Significant with Mitigation Incorporated**	**Less Than Significant Impact**	**No Impact**
1. Violate any water quality standards or waste discharge requirements?			**X**	
2. Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g. the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted?)				**X**
3. Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on- or off-site?			**X**	
4. Substantially increase the rate or amount of surface runoff in a manner which would result in flooding on-or off-site?			**X**	
5. 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?			**X**	
6. Otherwise substantially degrade water quality?			**X**	
7. Place real property within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?				**X**
8. Place within a 100-year flood hazard area structures which would impede or redirect flood flows?				**X**
9. Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?				**X**
10. Inundation by seiche, tsunami, or mudflow?				**X**

DISCUSSION:

H.1, 3, 4, 5 & 6: Under existing regulations the project would be required to incorporate Best Management Practices (BMPs) to provide quality treatment of "first flush" contaminants (soil, grease, metals, oils, and organic debris) that accumulate during the dry season.

The project would also be subject to filing a Notice of Intention and Storm Water Pollution Prevention Plan (SWPPP) with the California Regional Water Quality Control Board to obtain coverage under the general permit issued for storm water discharges associated with construction activity.

After incorporating existing water quality BMPs and meeting storm water runoff requirements, potential future water quality and erosion impacts will be **less than significant**.

H.2: The proposal does not include any aspect that could substantially deplete ground water supplies.

H.7-8: The project site is entirely within the "X" designation on the corresponding Flood Insurance Rate Map, indicating that it is outside the 500-year flood plain area. As a result, potential flooding is considered **no impact**.

H.9: The proposed project would not expose people to flooding and is considered to have **no impact**.

H.10: The project site is nearly flat, with limited potential for tectonic or volcanic phenomena. Since the site is not prone to these natural hazards the proposed project would result in **no impact**.

MITIGATION: None Required

I. Land Use and Planning Will the project or its related activities:	**Potentially Significant Impact**	**Less Than Significant with Mitigation Incorporated**	**Less Than Significant Impact**	**No Impact**
1. Be inconsistent with General Plan or Specific Plan policies or zoning regulations?				**X**
2. Physically divide an established community?				**X**
3. Conflict with any applicable Resource Management or Resource Conservation Plan?				**X**
4. Result in substantial conflict with the established character, aesthetics or functioning of the surrounding community?				**X**
5. Be a part of a larger project involving a series of cumulative actions?			**X**	
6. Result in displacement of people or business activity?				**X**
7. Conversion of viable prime agricultural land and/or land under agricultural contract to non-agricultural use, or substantial conflicts with existing agricultural operations? (Viable agricultural land is defined as land on Class I or Class II agricultural soils of 5 acres or greater, adjacent on no more than one side to existing urban development.)				**X**

DISCUSSION:

I.1, I.3: The project is consistent with General Plan policies CD-G-30, LU-I-18, LU-I-19, T-I-17, T-I-18, and T-I-19, which call for pedestrian improvements in Downtown to accommodate accessibility needs, improved linkages between the CSU Chico and Bidwell Park, and exploring the feasibility of an east-west couplet in Downtown to improve bicycle circulation. No zoning regulations apply to this project, located within the public right-of-way. The project is also consistent with the implementation of recommendations contained in the Chico Downtown Planning Access Charette, dated June 9, 2006. Specifically, these include recommendations to provide an east / west bicycle movement, create a quality pedestrian environment, convert parallel parking to diagonal where practical, and reduce 2nd Street to three lanes to provide for safe left turn movements from the center lane.

Since the project would comply with General Plan and zoning regulations it is considered to have **no impact**.

I.2, I.4, I.6: The proposed project would involve minor changes in traffic circulation that affect a relatively small area in Downtown Chico. The project would not divide an established community, or displace people or business activity. Therefore, there would be **no impact** with regard to these issues.

I.5: The project is intended to enhance pedestrian crossings, bicycle connectivity, and traffic circulation across the busiest part of Downtown Chico, and in this regard the project offers stand-alone benefits that are independent of other projects in the Downtown and surrounding area. The design of the project will consider how to appropriately interface with other known projects that have been completed, approved, or proposed in the project area, but approval of the proposed project will not commit the City to move forward with any activity beyond the scope of the project analyzed herein. Examples of other known projects in the area include: Annie's Glen bicycle path improvements, Children's Playground renovation, Chico State University Master Planning, and the possibility of Tres Hombres sidewalk café expansion at the corner of Broadway and 1st Street. Since the proposed project offers independent utility, and is not part of a larger project, cumulative impacts are considered **less than significant**.

I.7: The project is located in an urbanized downtown environment and would have **no impact** on farmland.

MITIGATION: None Required

J. Noise Will the project or its related activities:	**Potentially Significant Impact**	**Less Than Significant with Mitigation Incorporated**	**Less Than Significant Impact**	**No Impact**
1. Exposure of residents in new hotels, motels, apartment houses, and dwellings (other than single-family dwellings) to interior noise levels (CNEL) higher than 45 dBA in any habitable room with windows closed?			**X**	
2. Exposure of sensitive receptors (residential, parks, hospitals, schools) to exterior noise levels of 60 dBA L_{dn} or higher?			**X**	
3. Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?			**X**	
4. A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?			**X**	
5. A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?			**X**	
6. For a project located within the airport land use plan, would the project expose people residing or working in the Study Area to excessive noise levels?				**X**
7. For a project within the vicinity of a private airstrip, would the project expose people residing or working in the Study Area to excessive noise levels?				**X**

DISCUSSION:

J.1, J.2, J.4: The proposed project would involve minor changes in traffic circulation intended to reduce congestion in Downtown Chico. Noise exposure levels at existing sensitive land uses in the project area are not expected to undergo significant change; however, modifying the noise profile of vehicular traffic in the area from stop-and-go to slow-and-steady is anticipated to result in less variation in noise levels and either improve or have no effect on human perception of traffic noise. For these reasons, noise from the proposed project is considered to have a **less than significant impact**.

J.3, J.5: Temporary construction activity will likely include the use of motorized and pneumatic equipment, such as generators and jack-hammers, which could cause noise and perceptible groundborne vibrations at nearby properties. While groundborne vibrations may be perceptible at nearby properties, it is not likely that there is any potential for cosmetic or structural damage to nearby structures.

The only noise-sensitive land uses adjacent to project areas where motorized/pneumatic equipment will be used include residential uses on West 2nd Street between Cherry and Hazel Streets, and a church use located on West 1st Street between Salem and Broadway Streets. Standard City construction specifications generally limit construction activities to daytime hours between 7 a.m. and 9 p.m. on weekdays and Saturdays, and 10 a.m. to 6 p.m. on Sundays and holidays, and provide for the contractor to work outside those normal daytime construction hours only when a plan is approved by the City to work during nighttime hours. It is anticipated that construction work outside the normal daytime hours may be conducted at certain intersections to expedite construction, thereby minimizing traffic delays and the need for circuitous detour routes (such as for the roundabout at Flume and East First Streets).

The Director of Capital Project Services has clarified that no nighttime construction would be allowed at the intersections near the existing residential uses on West 2nd Street, or at the intersections near the church use on Sundays during assembly services. The City has begun and will continue coordination efforts with all uses adjacent to the project area to ensure that both the result of the project as well as project construction activities minimize disruption to adjacent uses. Potential noise impacts from construction activity would be **less than significant**.

J.6-J.7: The project site is not located within the Airport Land Use Plan or near a private airstrip. There would be **no impact**.

MITIGATION: None Required

K. Open Space/ Recreation Will the project or its related activities:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
1. Affect lands preserved under an open space contract or easement?				**X**
2. Affect an existing or potential community recreation area?			**X**	
3. 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?			**X**	
4. 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?			**X**	

DISCUSSION:

K.1: The project would modify traffic circulation patterns in Downtown Chico and would not affect lands preserved under an open space contract or easement. The project is considered to have **no impact**.

K.2: The project would add a multi-use path (accommodating both pedestrians and bicyclists) within existing public right-of-way adjacent to Children's Playground, and would coordinate bulbing improvements at the intersection of West 1st Street and Broadway with pathways into the park. These project features would not adversely affect the community park and are considered **less than significant**.

K.3-K.4: The project would modify traffic circulation patterns in Downtown Chico and would not cause physical deterioration or other adverse physical effects to parks or recreational facilities. This is considered a **less than significant impact**.

MITIGATION: None Required

L. Population/ Housing Will the project or its related activities:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
1. Induce substantial 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)?				**X**
2. Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?				**X**
3. Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?				**X**
4. Conflict with General Plan population growth rates for its planning areas in conjunction with other recently approved development?				**X**

DISCUSSION:

L.1-L.4 The project would modify traffic circulation patterns in Downtown Chico and would not affect population growth, displace existing units, and would not affect General Plan growth rates. Therefore, the proposed project is considered to have **no impact** with regard to population and housing.

MITIGATION: None Required

M. Public Services Will the project or its related activities have an effect upon or result in a need for altered governmental services in any of the following areas:	**Potentially Significant Impact**	**Less Than Significant with Mitigation Incorporated**	**Less Than Significant Impact**	**No Impact**
1. Fire protection?			**X**	
2. Police protection?			**X**	
3. Schools?			**X**	
4. Parks and recreation facilities? (See Section J Open Space/Recreation)			**X**	
5. Maintenance of public facilities, including roads, canals, etc.?			**X**	
6. Other government services?			**X**	

DISCUSSION:

M.1-M6: The project would modify traffic circulation patterns in Downtown Chico, which include routes used by the Fire and Police Departments, as well as personnel that service parks and other public facilities. The ability for emergency response vehicles to move through the project area, as well as access any locations within the project area will be retained in the final configuration, therefore the effect is considered **less than significant**.

MITIGATION: None Required

N. Transportation/Circulation Will the project or its related activities:	**Potentially Significant Impact**	**Less Than Significant with Mitigation Incorporated**	**Less Than Significant Impact**	**No Impact**
1. Conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit.			**X**	
2. Conflict with an applicable congestion management program, including, but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways?			**X**	
3. Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?				**X**
4. Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?			**X**	
5. Result in inadequate emergency access?			**X**	
6. Conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities?		**X**		

DISCUSSION:

N.1, N.2, N.6: The project would modify motorized vehicle circulation patterns in Downtown Chico, and would add designated bicycle lanes and corner bulbing which are intended to enhance non-motorized modes of transportation. These changes are consistent with Chico General Plan transportation policies, as explained under the Land Use and Planning section of this Initial Study, and the project is consistent with the Regional Transportation Plan and the Federal Transportation Improvement Program, as amended by the Butte County Association of Governments.

A traffic study was conducted by Whitlock & Weinberger Transportation, Inc. (W-Trans), for the proposed project. The study identifies that all intersections in the project area currently operate at acceptable levels and that the intersection of 2nd and Main Streets would operate at Level of Service (LOS) "F" under future projected traffic volumes. Also under existing conditions, the study identifies that certain segments of 1st Street and 2nd Street experience collision rates higher than the statewide average when compared to similar types of facilities.

Under the proposed project, 1st and 2nd Streets would support only one-way traffic between Flume Street and Broadway, 2nd Street west of Broadway to Orange Street would provide only one travel lane in each direction with a center turning lane, and signals patterns within the project area would be optimized to yield the best levels of service. The traffic study found that the project would result in an acceptable LOS at the intersection of 2nd and Main Streets under future conditions, but that an unacceptable LOS of "F" could result at the intersection of 1st and Broadway unless both vehicle and pedestrian detection equipment is installed at the intersection, along with actuated-coordinated signal timing. Including such detection equipment and coordinated signal timing is required by Mitigation Measure N.1, below. With the incorporation of Mitigation N.1, potential traffic impacts with regard to transportation planning will be reduced to a **less than significant** level.

N.3: The project would modify ground-vehicle circulation patterns, and would not affect air traffic patterns.

N.4, N.5: The project would improve traffic safety for vehicles, bicycles, and pedestrians, while retaining adequate emergency access. Safety would be improved by eliminating existing conflicts where left-turning movements on 2nd Street block/impede through-traffic, establishing dedicated bicycle lanes, shortening pedestrian crossings through corner bulbing, and by adding a roundabout to coordinate vehicle, bicycle and pedestrian movements at a 5-way intersection. Potential traffic safety and emergency access impacts would be **less than significant**.

MITIGATION:

Mitigation Measure N.1 (Traffic): Detection Equipment
Both vehicle and pedestrian detection equipment shall be installed at the intersection of 1st and Broadway Streets.

Mitigation Monitoring N.1 (Traffic): Detection Equipment
Capital Project Services staff shall include vehicle and pedestrian detection equipment in the specifications for improvements at the intersection of 1st and Broadway Streets and shall verify installation of the same upon project completion.

O. Utilities Will the project or its related activities have an effect upon or result in a need for new systems or substantial alterations to the following utilities:	**Potentially Significant Impact**	**Less Than Significant with Mitigation Incorporated**	**Less Than Significant Impact**	**No Impact**
1. Water for domestic use and fire protection?			**X**	
2. Natural gas, electricity, telephone or other communications?			**X**	
3. Exceed the wastewater treatment requirements of the applicable Regional Water Quality Control Board?			**X**	
4. Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?			**X**	
5. Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?			**X**	

O. Utilities Will the project or its related activities have an effect upon or result in a need for new systems or substantial alterations to the following utilities:	**Potentially Significant Impact**	**Less Than Significant with Mitigation Incorporated**	**Less Than Significant Impact**	**No Impact**
6. Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?			**X**	
7. 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?			**X**	
8. Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?			**X**	
9. Comply with federal, state, and local statutes and regulations related to solid waste?			**X**	

DISCUSSION:

O.1-O.9: The project would modify traffic circulation patterns in Downtown Chico and would not substantially modify water, gas, electrical, or telephone utilities. The project would not affect wastewater facilities, substantially alter storm water drainage facilities, or significantly increase demand upon solid waste disposal facilities. All hardscape improvements would be designed to appropriately drain into the existing storm drain system. With regard to increased demand for utilities, project impacts would be **less than significant**.

MITIGATION: None Required

IV. MANDATORY FINDINGS OF SIGNIFICANCE	**Potentially Significant Impact**	**Less Than Significant with Mitigation Incorporated**	**Less Than Significant Impact**	**No Impact**
A. The project has the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory.		**X**		
B. The project has possible environmental effects which are individually limited but cumulatively considerable. (Cumulatively considerable means that the incremental effects of an individual project are considerable when viewed in connection with the effects of past, current and probable future projects.		**X**		
C. The environmental effects of a project will cause substantial adverse effects on human beings, either directly or indirectly.		**X**		

DISCUSSION:

The project will be required to adhere to existing policies and regulations pertaining to fugitive dust, and Mitigation Measures C.1 and D.1 through D.4 will ensure that potentially significant impacts to nesting migratory birds and cultural resources are reduced to a level that is less than significant. With the incorporation of Mitigation Measure N.1, requiring vehicle and pedestrian detection equipment at First and Broadway Streets, potentially significant adverse impacts on human beings in terms of intersection operation will be reduced to a level that is less than significant.

Based on the preceding environmental analysis the proposed project will not result in direct or indirect adverse effects on human beings or the environment, nor result in cumulative impacts**.**

REFERENCES:

- City of Chico General Plan, 1994.
- City of Chico Master Environmental Assessment, Blaney Dyett/Michael Brandman Associates, January, 1994.
- California Natural Diversity Data Base Map, California Department of Fish and Game.
- 1st Street and 2nd Street Couplet Traffic Modification Plan in the City of Chico, prepared by Whitlock & Weinberger Transportation, Inc., 490 Mendocino Avenue, Suite 201, Santa Rosa, CA 95401, March 2010.
- Butte County Airport Land Use Compatibility Plan, Butte County Airport Land Use Commission, December 20, 2000.
- Chico Downtown Access Planning Charette, June 9, 2006.

Note: The above referenced information is available for public review at the City of Chico Planning Services Department, located on the second floor of the Municipal Building at 411 Main Street, Chico, California.