City of Willows
201 North Lassen Street
Willows, Ca. 95988
530-934-7041
530-934-7402 Fax

NOTICE OF INTENT TO ADOPT A MITIGATED NEGATIVE DECLARATION

NOTEICE IS HEREBY GIVEN that the Planning Commission for the City of Willows will act as the lead agency and sit as the environmental review body and hold a public hearing at the Civic Center Council Chambers, 201 N. Lassen Street, City of Willows, on Wednesday, **February 15, 2017** at 7:00 p.m. or soon thereafter to review and consider adoption of the Proposed Draft Mitigated Negative Declaration as the environmental assessment, as required by the California Environmental Quality Act of 1970, and as amended Pursuant to Sections 15072 and 15073 of the State CEQA Guidelines, and the City of Willows hereby gives notice that the Draft Mitigated Negative Declaration (MND) for the Gateway Center Minor Subdivision Project is available for 30 day public review. Additionally the Commission will review and act on a Tentative Map to subdivide the 8.72/- acres into 4 lots, and a Conditional Use Permit application for the project pylon sign.

PROJECT TITLE:

Gateway Center Minor Subdivision

PROJECT LOCATION

The project site is located in Glenn County, in the City of Willows, approximately 85 miles north of Sacramento on Interstate 5. The project site is located northwesterly of the intersection of County Road 57 and County Road 99W (Tehama Street) in the City of Willows, approximately 1 mile south of downtown Willows. The site is bounded to the north by existing agricultural rice fields; to the east by County Road 99W; to the south by an existing drainage canal; beyond which is County Road 57, to the west by an existing drainage canal beyond which is Interstate 5. The project site parcel is APN: 017-170-033.

PROJECT DESCRIPTION

The proposed project consists of a Minor Subdivision to subdivide 8.72 acres into four parcels of land, to develop the Gateway Center commercial project, and a Use Permit application for the pylon signage. The proposed future commercial uses include a three-story hotel, a fast food restaurant, a sit-down restaurant and an automobile service station connected by a 550 feet of new roadway (Willows Gateway Boulevard). The project proposes to construct a new bridge at the Tehama/Highway 99 property frontage, which would cross the drainage ditch that runs along the property's east boundary.

REVIEW PERIOD AND DOCUMENT AVAILABILITY LOCATION

The Draft MND and support documents and project area map are available for a 30-day review and comment period from **January 13, 2017 to February 13, 2017** at the City Clerk's Office of the Civic Center at the Willows City Hall, 201 North Lassen Street, Willows, CA, 95988 during regular business hours. An electronic copy of the document is available by request. The Mitigated Negative Declaration is posted on the City website at www.cityofwillows.org.

Written comments should be addressed to Karen Mantele, City of Willows, 201 North Lassen Street, Willows, CA. 95988, or phone 530-934-7041. Written comments must be received at the above address by 5:00 p.m. on or before February 13, 2017 and will be considered along with the Initial Study and oral testimony at the public hearing.

City of Willows

201 North Lassen • Willows, California 95988 • (530) 934-7041 • FAX: (530) 934-7402

CEQA INITIAL STUDY / MITIGATED NEGATIVE DECLARATION

Project Title:	**Willows Gateway Center Project** **FILE NUMBERs: TM-13-01& UP-16-08**
Lead Agency Name and Address:	**City of Willows** **201 North Lassen Street** **Willows, CA 95988**
Project Location:	**8.72 Acres; S. Tehama Street at County Road 57, Willows CA** **APN: 017-170-033**
Project Sponsor's Name and Address:	**FA Investments, LLC** **969G Edgewater Blvd. #636** **Foster City, CA 94404**
General Plan Designation(s):	**Highway Commercial**
Zoning:	**Highway Commercial (CH)**
Contact Person:	**Karen Mantele, Principal Planner**
Phone Number:	**530-934-7041**
Date Prepared:	**January 9, 2017**
Public Review Period:	**January 13, 2017 – February 11, 2017**

Description of Proposed Project

FA Investments, LLC (the applicant) proposes to subdivide one 8.72-acre parcel (APN: 017-170-033) into four parcels, for future commercial uses to include development of a hotel, a fast food restaurant, a sit-down restaurant and an automobile service station and 550 feet of new private roadway (Willows Gateway Boulevard (0.87 acres)) that would connect to South Tehama Street, new sidewalk along the frontage of South Tehama, and separate easement (0.06 acre) for a pylon sign is also proposed. The project proposes to construct a new bridge at the Tehama/Highway 99 property frontage, which would cross the drainage ditch that runs along the property's east boundary. Lot 1 (2.78 acres) is proposed to be developed into a 50,000 SF three-story 120 room hotel; Lot 2 (2.05 acres) is proposed to be developed into a 2,500 SF fast food restaurant with a drive through; Lot 3 (0.98 acres) is proposed to be developed into a 4,000 SF sit down restaurant; and Lot 4 (1.98 acres) is proposed to be developed into an automobile service station with 13 fueling positions and a mini-mart. Access to all four lots will be off of Tehama Street **(Figure 1)**.

In addition to the proposed commercial uses on the project site, the applicant is proposing to erect a multi-tenant pylon sign via an easement located immediately adjacent to the location of the proposed hotel. The proposed sign would be 88-feet tall and 25-feet wide and would include advertising space for both commercial uses proposed within the project and for off-site uses. (**Figure 2**). Separate entitlements (Conditional Use Permit) from the City will be required for the placement of this pylon sign at its proposed location.

FIGURE 1: SITE PLAN

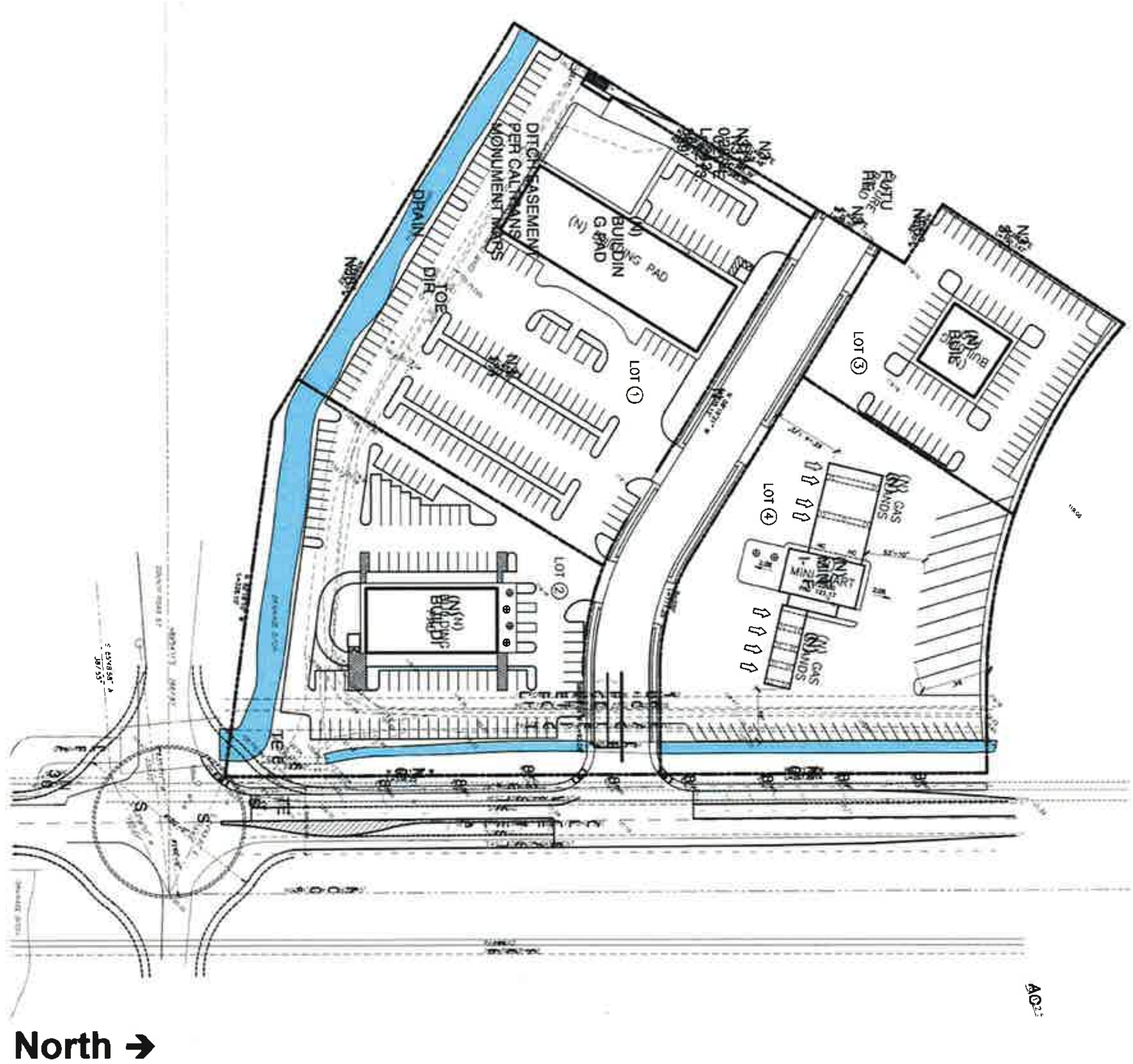
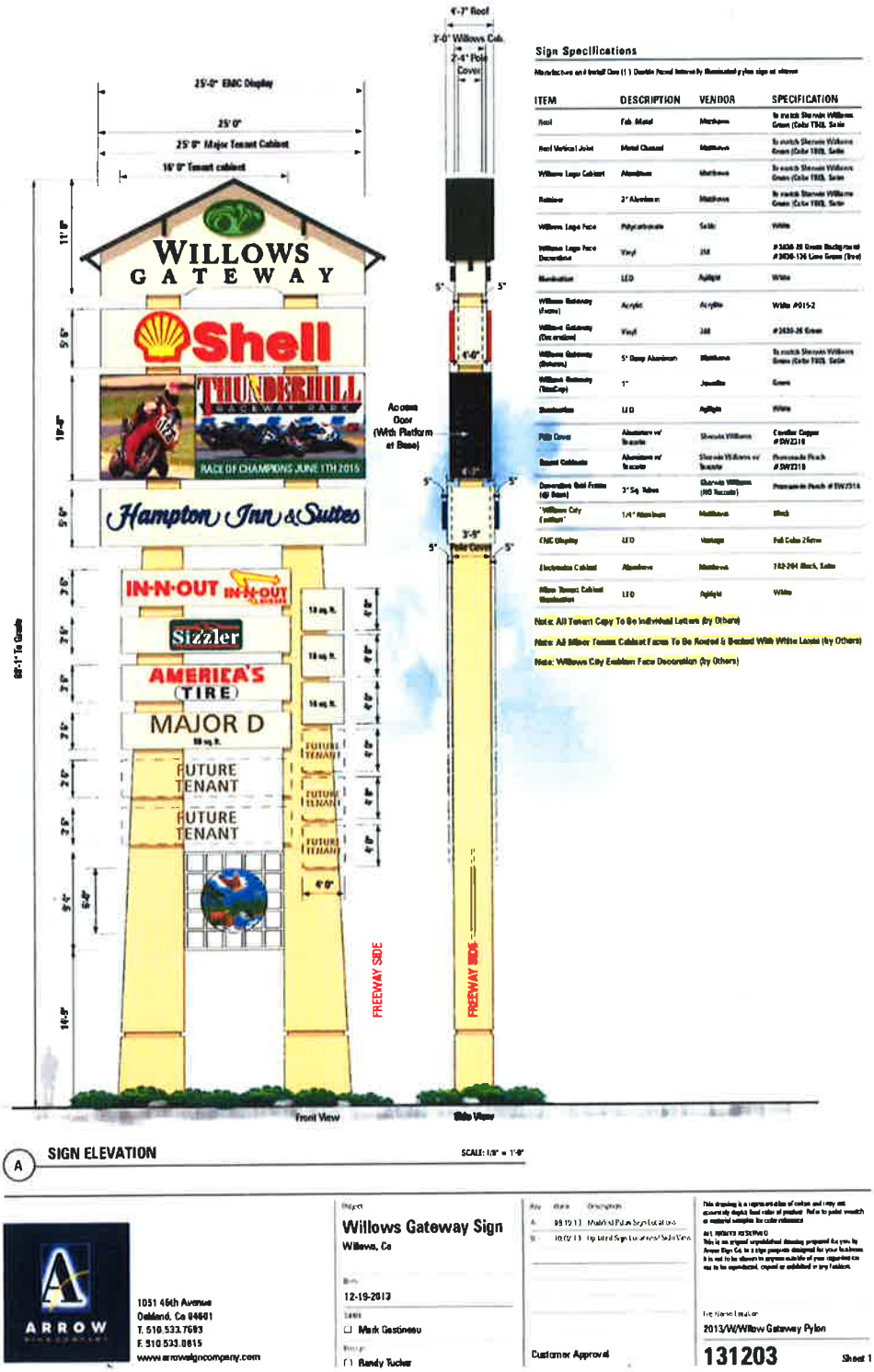


FIGURE 2: PROPOSED PYLON SIGN



Project Location and Surrounding Uses

The proposed project is located in Glenn County, in the City of Willows, located approximately 85 miles north of Sacramento on Interstate 5. The majority of the City lies east of Interstate Highway 5 and follows a common street grid pattern in its layout with a traditional mix of residential/commercial/industrial uses, types and construction. (**Figure 3**)

The project site is located northwesterly of the intersection of County Road 57 and County Road 99W (Tehama Street) in the City of Willows, Glenn County, approximately 1 mile south of downtown Willows. The site is bounded to the north by existing agricultural rice fields; to the east by County Road 99W; to the south by an existing drainage canal; beyond which is County Road 57, and to the west by an existing drainage canal beyond which is Interstate 5.

The project site is designated Highway Commercial in the City's General Plan. The parcel is similarly zoned CH, Highway Commercial. The proposed use is consistent with the General Plan designation and zoning.

The project site currently consists mostly of a former rice field. The property is relatively flat, previously used for rice production, with an average surface elevation of about +120 feet relative to mean sea level. The larger surrounding area consists mostly of rice fields since at least 1998 (Google 2014) and likely since at least 1952 (NRCS 1968). Rice was grown on the site in 2013. The project site and surrounding area has been used for irrigated agriculture for many decades and has a high level of disturbance. The project area is not subject to a Williamson Act contract. The intermittent channel has been straightened to align with the I-5 onramp. Dirt farm roads serve the interior of the project site area.

Surrounding Land Uses:

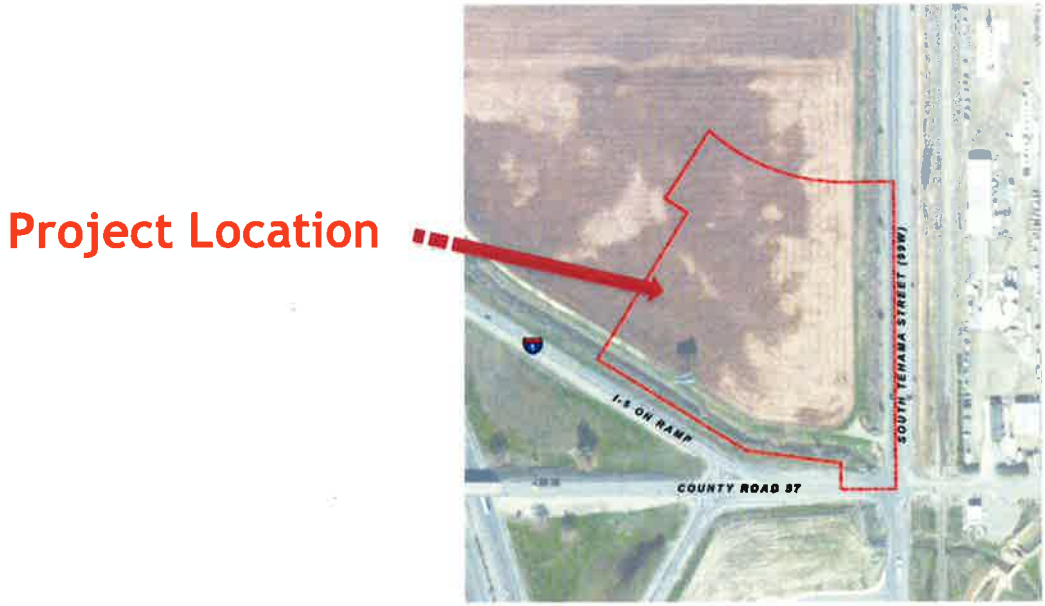
North:	Agriculture uses
South:	Commercial Uses (Truck Stop/gas station/Convenience Store)
East:	Railroad tracks, City Waste Water Treatment Plant and Fertilizer Plant
West:	Drainage ditch and Interstate 5

Other public agencies whose approval is required (Necessary Approvals) (e.g., permits, financing approval, or participation agreement):

- Regional Water Quality Control Board
- City of Willows Building Department
- City of Willows Public Works Department
- City of Willows Fire Department
- California Water Service
- California Department of Fish and Wildlife
- US Army Corps of Engineers
- United States Fish and Wildlife Services

FIGURE 3 – PROJECT LOCATION

Source: Google Earth



Source: Sycamore Environmental Consultants

Environmental Factors Potentially Affected:

The environmental factors checked below would be potentially affected by this project, as indicated by the checklist and corresponding discussion on the following pages.

☐ Aesthetics	☐ Agricultural Resources	☐ Air Quality
☒ Biological Resources	☒ Cultural Resources	☒ Geology / Soils
☐ Hazards & Hazardous Materials	☒ Hydrology / Water Quality	☐ Land Use / Planning
☐ Mineral Resources	☐ Noise	☐ Population / Housing
☒ Public Services	☐ Recreation	☒ Transportation / Traffic
☒ Utilities / Service Systems	☐ Mandatory Findings of Significance	

DETERMINATION: (To be completed by the Lead Agency)

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 "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.

Planner's Signature

Date: Jan 11, 2017

Planners' Printed Name: Karen Mantele,
Principal Planner, City of Willows

The mitigation measures contained herein have been reviewed and accepted by the project applicant:

Applicant's Signature

Date: 1/10/2017

RONALD KAHN

Applicant's Printed Name

PURPOSE OF THIS INITIAL STUDY

This Initial Study has been prepared consistent with CEQA Guidelines Section 15063, to determine if the project, as proposed, may have a significant effect upon the environment.

I. AESTHETICS 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) Substantially degrade the existing visual character or quality of the site and its surroundings?	☐	☐	☒	☐
d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	☐	☐	☒	☐

Discussion:

The proposed project is not expected to adversely affect scenic vistas substantially, because it would not obstruct most views of the surrounding landscape from public viewpoints. The project site is located within a working agricultural setting dominated by rice fields, with a mix of industrial and commercial uses. Vistas visible near the project site include the distant Coast Ranges 15-25 miles to the west, the Sutter Buttes 25 miles to the southeast, and the surrounding agricultural fields. A north-south railroad line runs east of the site, and the agricultural/industrial buildings of the Glenn Fertilizer Company lie directly to the east. Interstate 5 runs generally north-south on the west side of the project, and a gas station and trucking terminal lie to the south. Public viewpoints generally are located along Interstate 5 and Road 57. Most views are unobstructed.

The project would erect new structures at the northeast corner of the intersection of Interstate 5 and Road 57: a three-story hotel, a gas station, two highway-oriented restaurants, and an 88-foot tall pylon sign. While these structures would break up close views from viewpoints near the site, and the sign would likely be visible for a mile away from the site, the greater landscape features of the mountains and agricultural fields would not be blocked from view. More specifically, most viewers would be traveling in motor vehicles on Interstate 5, Highway 99W and Road 57, at speeds likely averaging 60 miles per hour, or one mile per minute. The project site boundary, as projected on these roadways, is approximately 0.15 mile on each side. Without slowing, occupants of vehicles would pass the site in 0.15 minute, or nine seconds. Many public viewpoints would not encompass the site or its structures. Accordingly, given the short time period where site structures would be in view, and that alternate unobstructed viewpoints exist, impacts on scenic vistas are anticipated to be less than significant. No mitigation measures are required. (a)

The proposed project would not damage or destroy scenic resources, because none exists on or near the project site. The nearest scenic highway, State Highway 162, is located approximately three miles north of the project; the project site is not visible from this highway. Interstate Highway 5, Highway 99W and Road 57 are not designated scenic highways. As described above, the project site is located in a working agricultural environment adjacent to an interstate highway, with commercial uses and buildings to the south and east. Accordingly, no impacts to scenic resources along or near a scenic highway are anticipated. No mitigation measures are required. (b)

The proposed project is not anticipated to degrade the visual character of the site or its surroundings, because the site itself is vacant, and the proposed development is largely in character with the existing commercial development to the south (highway-serving gas station and truck terminal). Additionally, all structures, including buildings, landscaping and the pylon sign will be subject to the City's design review process, which will ensure that the project's overall design conforms to local aesthetics. Such review would result in requirements for building architecture, materials, surfaces, colors, landscaping, and signage. As such, impacts are anticipated to be less than significant, and no additional mitigation measures would be required. (c)

The proposed project would introduce a new source of light and glare – building signage, pylon signage and an electronic message board. Specifically, future light sources would comprise exterior lighting on the new buildings, parking lot security lighting, and internal lighting on the pylon sign. However, all site lighting would be subject to City design review and standards for confining light spillage and reducing glare. Accordingly, given that the project would be subject to design review and other City ordinances designed to minimize light and glare impacts, remaining project impacts are anticipated to be less than significant. No additional mitigation measures are required. (d)

2. AGRICULTURAL RESOURCES

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.

Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (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) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use?	☐	☐	☒	☐

Discussion:

The project site is currently vacant. The site is located on designated "Farmland of Statewide Importance (Farmland)" as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program.[1] Farmland of Statewide Importance is similar to Prime Farmland but with minor shortcomings, such as greater slopes or less ability to store soil moisture. Land must have been used for irrigated agricultural production at some time during the four years prior to the mapping date to possess this designation. The project site is not subject to a Williamson Act contract.

Rice had been grown on the project site since as late as 2013. However, the project site has been designated in the City's General Plan for Highway Commercial land uses despite its more recent use for agricultural purposes and is also zoned CH, Highway Commercial. As such, the conversion of this agricultural property to highway serving commercial uses will fulfill the land use objectives of the General Plan and the loss of this 8.72-acre agricultural site for commercial uses is considered less than significant.

The proposed project would allow for the construction of a mix of highway serving land uses such as a hotel, gasoline service station, and restaurants, which are zoned for these kinds of uses. Although there is either Prime Farmland or Farmland of Statewide Importance nearby (most notably directly north of the project site), it is not anticipated that the development of the project site will affect the continued use of these adjoining area for agricultural purposes.

Given the above, there are either no impacts or less than significant impacts associated with this issue and no further analysis or mitigation relative to this topic is required. (a, b, c)

[1] Glenn County Important Farmland Map 2014; http://maps.conservation.ca.gov, accessed 11-07-16.

3. AIR QUALITY & GREENHOUSE GASES

Where available, the significance criteria established by the applicable air quality management or air pollution control district may be relied upon to make the following determinations.

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) Violate any air quality standard or contribute substantially to an existing or projected air quality violation?	☐	☒	☐	☐
c) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)?	☐	☒	☐	☐
d) Expose sensitive receptors to substantial pollutant concentrations?	☐	☐	☒	☐
e) Create objectionable odors affecting a substantial number of people?	☐	☐	☒	☐
f) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	☐	☐	☒	☐
g) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	☐	☐	☒	☐

Discussion:

The project site lies within the Glenn County portion of the Northern Sacramento Valley Air Basin (NSVAB), which is within the jurisdiction of the Glenn County Air Pollution Control District (GCAPCD). The GCAPCD has reviewed the proposed project and provided two emails dated July 22 and 27, 2016, indicating that, based on a review of the project plans, mitigation and/or permitting from the Air Pollution Control District is required.[2]

The Glenn County portion of the NSVAB is a designated attainment basin for particulate matter (PM_{10}) and a non-attainment transitional area for ozone. The Northern Sacramento Valley

[2] Email from Ian Ledbetter, Environmental Program Manager, Glenn County Air Pollution Control District to Karen Mantele, City of Willlows, dated July 27, 2016; email from Eric Scott, Environmental Program Manager, Glenn County Air Pollution Control District to Karen Mantele, City of Willows, dated July 22, 2016.

Planning Area 2009 Triennial Air Quality Attainment Plan (AQAP) identifies a general basin-wide framework for bringing the NSVAB into attainment with the National and California Ambient Air Quality Standards (AAQS). The GCAPCD is in compliance with the AQAP and no AQAP policies apply directly to the proposed project. The proposed project is consistent with the General Plan designation and zoning for the site and would not conflict with or obstruct the implementation of the AQAP. (a)

The California Emissions Estimator Model® (CalEEMod) v. 2016.3.1 (Excel-based computer model) was used to evaluate the project's emissions. This computer modeling tool is designed to provide a uniform platform for government agencies, land use planners, and environmental professionals to quantify potential criteria pollutant and greenhouse gas (GHG) emissions associated with both construction and operations from a variety of land use projects. The model quantifies direct emissions from construction and operation activities (including vehicle use), as well as indirect emissions, such as GHG emissions from energy use, solid waste disposal, vegetation planting and/or removal, and water use. Further, the model identifies mitigation measures to reduce criteria pollutant and GHG emissions along with calculating the benefits achieved from measures chosen by the user. The model incorporates average emissions for specific land uses such as those proposed by the project (hotels, service stations, gas pumps, fast-food and sit-down restaurants).

Construction is assumed to begin in mid-2017, and the project is assumed to be operational by 2019. The model requires that particular dates are inputted in order to estimate construction phases; if not specifically known, the model inserts default periods for each phase of construction.

Construction and operation of the proposed project would generate particulate matter (PM_{10} and $PM_{2.5}$), precursors of ozone (Volatile Organic Compounds (VOC)), Oxides of Nitrogen (NOx)), as well as other criteria pollutants. During construction, fugitive dust would be the primary source of PM_{10}. Tailpipe emissions from construction equipment and vehicles traveling to and from the site (e.g., construction worker trips and deliveries) would be the primary source of VOC, NOx, and other criteria pollutants, including carbon monoxide (CO). Off-gassing of architectural coatings (e.g., paints and varnishes) would also be a source of VOC during construction.

The primary source of air pollutants during project operation would be uncaptured emissions from the 13 gas pumps/fueling stations and from tailpipe emissions from vehicles traveling to and from the site. Vehicle tailpipe emissions include VOC, NOx, CO, and to a lesser degree, particulate matter (PM_{10} and $PM_{2.5}$). In addition to vehicle emissions, air pollutants would also be generated by stationary sources through the use of natural gas and electricity. Table AQ-1 below lists the estimated project construction unmitigated emissions summary and Table AQ-2 lists project operations emissions. **Appendix A** contains full CalEEMod results for summer, winter, and annual emission summaries.

Table AQ - 1

Summary of Peak Daily Unmitigated Construction Emissions

		ROG	NOX	CO	SO2	PM_{10}	$PM_{2.5}$
Year	**Phase**	**lbs/day**					
2017	Site Preparation	5.097 S[2]	52.39 W	24.54 S	0.04 S	21.09 S	12.62 S
2017	Grading	3.18 S	33.98 W	18.00 S	0.03 S	8.45 S	5.04 S
2017	Building Construction	3.40 W	28.22 W	20.29 S	0.03 S	2.07 W	1.77 S
2018	Building Construction	2.91 S	24.95 W	19.33 S	0.03 S	1.78 W	1.50 W
2018	Paving	1.74 S	17.60 W	15.57 S	0.02 S	1.08 S	0.91 S
2018	Architectural Coating	67.93 S	2.03 W	2.11 S	3.4e -003 S	0.19 S	0.17 S
Peak Daily Total		**67.93 S**	**52.39 W**	**24.54 S**	**0.04**	**21.09 S**	**12.62 S**
Air District Threshold[1]		**137**	**137**	--	--	**80**	--
Exceed Significance?		**NO**	**NO**	--	--	**NO**	--

[1] The GCAPCD has not established significance thresholds for land development projects. Glenn County APCD staff advised using Tehama County Air Quality Management District's thresholds. See *Guide for Assessing Air Quality Impacts*, available at http://tehcoapcd.net/PDF/CEQA%20Handbook%20Mar%202015%20Final.pdf (accessed December 8, 2016).

[2] S = Summer emissions; W = Winter emissions; -- = no quantified threshold

Table AQ - 2

Summary of Peak Daily Unmitigated Operational Emissions

		ROG	NOX	CO	SO2	PM_{10}	$PM_{2.5}$
	Operational Activity	**lbs/day**					
On-site	Area	1.62 S	1.3000e-004 S	0.01 S	0.00 S	5.00e-005 S	5.00e-005 S
On-site	Energy	0.08 S	0.71 S	0.60 S	4.27e-003 S	0.05 S	0.05 S
Off-site	Mobile	25.25 S	115.16 W	158.08 W	0.35 S	16.45 W	4.74 W
Peak Daily Total		**29.95 S**	**115.87 W**	**158.69 W**	**0.35 S**	**1916.53 W**	**4.80 W**
Air District Threshold[1]		**137**	**137**	--	--	**80**	--
Exceed Significance?		**NO**	**NO**	--	--	**NO**	--

[1] The GCAPCD has not established significance thresholds for land development projects. Glenn County APCD staff advised using Tehama County Air Quality Management District's thresholds. See *Guide for Assessing Air Quality Impacts*, available at http://tehcoapcd.net/PDF/CEQA%20Handbook%20Mar%202015%20Final.pdf (accessed December 8, 2016).

S = Summer emissions; W = Winter emissions; -- = no quantified threshold

The GCAPCD has not established significance thresholds for criteria pollutants. In the absence of specific thresholds, guidance from a nearby air basin may be used.[3] Tehama County, immediately north of Glenn County, uses the thresholds listed in Tables AQ-1 and -2. Emissions values that exceed these thresholds are considered significant.

Tables AQ-1 and AQ-2 show that project construction and operational emissions do not exceed recommended thresholds (see Appendix A, Willows Gateway – Summary Report Rev 3.pdf). Nonetheless, auto service stations generate considerable NOx and CO emissions and must obtain Air Pollution and Certified Unified Program Agency permits prior to installing fueling systems. These permits would require mitigation measures to further avoid exceedances of pollutant thresholds. Mitigation Measure AQ-1 below requires that the applicant obtain required permits and comply with their mitigation measures, which could include reducing the number of pumps, reducing the hours of station operation, using the most-advanced models of California Air Resources Board-certified vapor-recovery systems, etc. With these mitigation measures, remaining impacts associated with criteria pollutants would be less than significant.

The CalEEMod results showed that unmitigated construction-induced PM10 (i.e., fugitive dust) emissions do not exceed significance thresholds. Nonetheless, particulate matter is a significant contributor to air pollution. The Glenn County AQMD advises the provisions in Mitigation Measure AQ-2 below to ensure that PM10 emissions during construction are maintained below significant levels.

Generally, with compliance with GCAPCD rules and regulations and adherence to mitigation measures, construction of the project would not cause significant impacts related to criteria air pollutants or air quality standards. (b, c, d)

There are no sensitive receptors (schools, residences, hospitals, etc) adjacent to or near the project site, and the project does not involve sensitive uses. Accordingly, impacts to sensitive receptors from this proposal are considered to be less than significant. (b, c, d, e)

Greenhouse Gases/Climate Change

"Greenhouse gases" (so called because of their role in trapping heat near the surface of the earth) emitted by human activity are implicated in global climate change, commonly referred to as "global warming." These greenhouse gases contribute to an increase in the temperature of the earth's atmosphere by transparency to short wavelength visible sunlight, but near opacity to outgoing terrestrial long wavelength heat radiation. The principal greenhouse gases (GHGs) include carbon dioxide (CO2), methane, and nitrous oxide. Collectively, GHGs are measured as carbon dioxide equivalents (CO2e).

Fossil fuel consumption in the transportation sector (on-road motor vehicles, off-highway mobile sources, and aircraft) is the single largest source of GHG emissions, accounting for approximately half of GHG emissions globally. Industrial and commercial sources are the second largest contributors of GHG emissions with about one-fourth of total emissions.

California has passed several bills and the Governor has signed seven executive orders (EOs) regarding greenhouse gases. GHG statues and EOs include Assembly Bill (AB) 32, Senate Bill (SB) 1368, EO S-03-05, EO S-20-06, EO S-01-07, EO S-13-08, EO B-16-12, EO B-18-12, and EO B-30-15. Of these, AB 32, the California Global Warming Solutions Act of 2006, mandates that California's GHG emissions be reduced to 1990 levels by 2020, and tasks the California Air Resources Board (CARB) with regulating GHG emissions as well as coordinating with other

[3] Personal communication, Ian Ledbetter, Environmental Program Manager, Glenn County Air Pollution Control District (December 8, 2016).

state agencies to implement AB 32's reduction goals. EO S-3-05 provides a more long-range goal and requires an 80 percent reduction of GHGs from 1990 levels by 2050. On a per-capita basis, that means reducing annual emissions of 14 MTs of CO2 equivalent for every person in California down to approximately 10 MTs per person by 2020. Issued in 2015, EO-B-30-15 sets an increasingly-aggressive GHG-emissions target for 2030, 40 percent below 1990 levels.

Senate Bill 375 was adopted to link land use and transportation in a manner that would reduce vehicle miles traveled (VMT), thereby reducing GHG emissions. Under SB 375, the California Air Resources Board (CARB) is responsible for establishing GHG emission reduction targets and regional Metropolitan Planning Organizations (MPOs) are responsible for preparing and adopting "Sustainable Communities Strategies" that achieve CARB's targets. To date, however, CARB has not established the GHG emission reduction targets and, as a result, the locally responsible MPO has not prepared a Sustainable Communities Strategy.

The CARB's 2008 Climate Change Scoping Plan, as amended, explains that reducing GHG emissions to 1990 levels means cutting approximately 30 percent from business-as-usual emissions levels projected for 2020, or about 15 percent from today's levels. "Business as usual" generally describes a GHG emissions scenario that reflects the levels that would result if land development proceeded without implementing GHG-reduction measures. The Scoping Plan, and updates – the most recent in 2014 – set forth an array of strategies for reducing GHG emissions, categorized by economic sector. The 2015 EO cited previously adds to the Scoping Plan, setting forth five "pillars" for accomplishing GHG reduction, including (1) reducing today's petroleum use in cars and trucks by up to 50 percent; (2) increasing from one-third to 50 percent our electricity derived from renewable sources; (3) doubling the energy efficiency savings achieved at existing buildings and making heating fuels cleaner; (4) reducing the release of methane, black carbon, and other short-lived climate pollutants; (5) managing farm and rangelands, forests and wetlands so they can store carbon; and (6) periodically updating the state's climate adaptation strategy: Safeguarding California.4 Both the Scoping Plan and the 2015 Pillars include policies and programs to be adopted by local agencies but do not set numeric "bright-line" GHG thresholds.

A recent California Supreme Court decision, Center for Biological Diversity, et al. v. California Department of Fish and Wildlife (2015) Cal 4th 204, rehg. den. Feb. 17, 2016, criticized the "business-as-usual" method of determining greenhouse gas impact significance. Specifically, the Court held that this method is not to be used to set a hypothetical environmental baseline, and then to compare a proposed project's emissions to that baseline. Further, the Court stated that agencies may determine whether a project is consistent with AB 32's goals by evaluating whether a project complies with relevant regulations or regulatory programs, including local Climate Action Plans, which are designed to reduce GHG emissions (emphasis added). Agencies may also set numeric thresholds similar to those established for other air pollutants.

Neither the Glenn County APCD nor the Tehama County APCD has established GHG thresholds.

As noted above, the largest sources of emissions, including GHG emissions (primarily methane and CO2), attributable to the proposed project are the proposed fueling stations and vehicle trips. The proposed development would generate additional GHGs directly from construction equipment (short-term), electricity use, natural gas combustion, maintenance equipment, and indirectly from water delivery and wastewater transport.

[4] California Environmental Protection Agency, Air Resources Board, *The Governor's Climate Change Pillars: 2030 Greenhouse Gas Reduction Goals*, available at http://www.arb.ca.gov/cc/pillars/pillars.htm#pillars (accessed December 8, 2016).

The CalEEMod model prepared for the project, including the 13 fueling stations, estimated that 4851 metric tons (MT) of CO2eq per year (13.2 MT/day, or 29,299 lbs/day) would be generated by project operations. Without a bright-line threshold, these values may or may not be significant. However, as noted above, new gasoline stations are subject to stringent air-pollution control requirements that are periodically updated by the California Air Resources Board[5] and implemented by the Glenn County APCD. These regulations must be compliant with AB 32 goals. Accordingly, provided that the project can obtain operating permits from the GCAQMD, the project will in turn comply with AB 32. Mitigation Measure AQ-1 requires that the project proponent obtain such permits prior to construction, and to comply with permit conditions. With this mitigation, remaining impacts associated with GHG emissions and the project's contribution to global climate change are anticipated to be less than significant. (f) (g)

Mitigation Measures

1. Prior to obtaining building permits for the automotive/truck fueling stations, the applicant shall obtain Air Pollution and CUPA permits. Fueling stations (gasoline dispensing systems) shall meet or exceed all Federal, State and Local requirements. Permit conditions may include but are not limited to the following:

    a) Limit the number of fueling stations to maintain peak winter NOx emissions at less than 137 lbs/day.
    b) Limit the hours of station operation to reduce peak winter NOx emissions.
    c) Use the most-advanced models of California Air Resources Board-certified vapor-recovery systems.
    d) Permit conditions are subject to the discretion of the Glenn County AQMD.

2. During construction, all unpaved roads and ground surfaces must be watered to the point that Particulate Matter emissions are prevented from leaving the property boundary. All vehicle traffic on unpaved surfaces shall be limited to 15 mph. Grading activities shall be suspended whenever winds are sustained at or above 15 mph.

[5] See California Environmental Protection Agency, Air Resources Board, *Fuels Program*, available at https://www.arb.ca.gov/fuels/fuels.htm (accessed December 9, 2016).

4. BIOLOGICAL RESOURCES **Would the project:**	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	☐	☒	☐	☐
b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, or regulations or by the California Department of Fish and Game or US Fish and Wildlife Service?	☐	☒	☐	☐
c) Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	☐	☒	☐	☐
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?	☐	☐	☐	☒

Discussion:

This discussion relies on and incorporates the Biological Resources Evaluation (BRE) and Jurisdictional Delineation Report (JDR) prepared for the project, including field research performed in November 2006 and July 2014. Both reports were updated in 2016. See **Appendices B and C**.[6] The BRE comprehensively describes the study methods, background research and the affected species and the potential habitat present in the project study area (PSA). Detailed accounts of each potential species' life cycle, preferred habitat and last observed location may be found in **Appendix B**, and for brevity are not repeated below. The JDR identifies wetland features on the site that meet criteria for "Waters of the United States" under Section 404 of the federal Clean Water Act and implementing regulations.

[6] Sycamore Environmental Consultants, Inc., Biological Resources Evaluation for the Willows Gateway Project, City of Willows, CA, November 1, 2016 (BRE, Appendix B); Jurisdictional Delineation Report for the Willows Gateway Project, City of Willows, CA, October 31, 2016 (JDR, Appendix C).

The project site is located in an agricultural area south of the urban portion of the City of Willows, within the City boundary. **Figure Bio - 1** shows the project site from the intersection of Road 57 and South Tehama Street (Highway 99W). Figure Bio - 2 shows an overview of the project site, illustrating the intermittent channel along the site's southwest margin and a drainage ditch (classified as "irrigated wetland" in the BRE) along the east side, parallel to South Tehama Street.

Figure Bio - 1: VIEW OF PROJECT SITE LOOKING NORTHEAST FROM HWY

Source: Google Earth, image obtained December 1, 2016

Figure Bio - 2: SITE VIEW SHOWING CANAL HABITAT

Source: Google Earth, image obtained December 1, 2016

Discussion

The proposed project could affect several listed animal, bird and plant species, their movement and their habitats, including the federal- and state-threatened giant garter snake (GSS), nesting birds protected by federal and state law, tricolored blackbird (TB), burrowing owl (BO), and

woolly rose-mallow (WRM), because potential habitat exists in both the irrigated wetland and the intermittent channel.[7] The proposed project would remove or encroach upon much of that habitat. Although none of these species was observed during site visits and during follow-up plant identification, habitat reduction would incrementally affect these species' capability to survive in the project area, and to move through the project site. Table BIO-1 below lists the species and habitats with potential to occur on the site and their status.

Table BIO - 1

Special Status Species with Potential to Occur in the Project Area

Special-Status Species	Common Name	Federal Status[a, b]	State Status[a] & Other Codes[b]	Source[d]	Habitat Present? / Species Observed?
Reptiles					
Thamnophis gigas	Giant garter snake	T	T	1,2	Yes/No
Birds					
Nesting Birds (MBTA or CA protected)		--	--	3	Yes/No
Agelaius tricolor	Tricolored Blackbird	--	SC	2	Yes/No
Athene cunicularia	Burrowing Owl	--	SC	2	Yes/No
Plants			/CNPS[b]		
Hibiscus lasiocarpos var. occidentalis	Woolly Rose-mallow	--	--/1B.2	2	Yes/No
Natural Communities					
Irrigated Wetland		--	--	3	Yes/Yes
Intermittent Channel		--	--	3	Yes/Yes
Source: Sycamore Environmental Consultants, Inc., Table 2.					

[a] **Listing Status: E** = Endangered; **T** = Threatened; **P** = Proposed; **C** = Candidate; **R** = California Rare; -- not listed.

[b] **Other Codes: SC** = CDFW Species of Special Concern; **FP** = CDFW Fully Protected; **CH** = Critical habitat designated.

[c] **CNPS Ranks: 1A** = Presumed Extinct in CA; **1B** = Rare or Endangered in CA and elsewhere; **2** = R/E in CA and more common elsewhere; **3** = More information is needed about this plant species (review list); **4** = Limited distribution (watch list).

CNPS Decimal Extensions: .1 = Seriously endangered in California (over 80% of occurrences threatened/high degree and immediacy of threat); .2 = Fairly endangered in California (20-80% occurrences threatened); .3 = Not very endangered in California (<20% of occurrences threatened or no current threats known).

[d] **Sources: 1** = From USFWS list. **2** = From CNDDB/CNPS Records. **3** = Observed or included by Sycamore Environmental.

The project site contains approximately 0.64 acre of GGS aquatic habitat in the intermittent channel and the irrigated wetland and 1.13 acres of upland GSS habitat (along the banks above the channel and wetland). Marginal TB and BO nesting habitat exists along the channel and wetland. Potential habitat for the WRM lies in the intermittent channel. As noted above, none of the species identified in Table BIO-1 was observed during BRE field work.

Project Impacts: The BRE notes that the proposed project would result in the permanent loss of approximately 1.13 acres of upland habitat, including GSS habitat and bird-nesting opportunities. Construction associated with underground utilities and storm drain outfalls would result in temporary or permanent impacts to aquatic habitat, although total impacts to aquatic habitat are likely to be less than 0.10 acre. The Project could result in direct GGS mortality if any individuals were present in the PSA.

[7] Id., pp. 9-21.

The BRE includes discussion of two additional plants, Watershield (*Brasenia schreberi*) and Brazilian Watermeal (*Wolffia brasiliensis*). Neither plant is currently listed as having endangered, threatened or rare status by the California Department of Fish and Wildlife (DFW),[8] and no specimens were observed on-site during field investigations.

Several federal and State regulations govern construction work involving protected animal/avian and plant species. Specifically, the project would require a consultation with the United States Fish and Wildlife Service (USFWS) under the federal Endangered Species Act, an Incidental Take Permit from the DFW under the CA Endangered Species Act, and a Notification of Streambed Alteration (leading to a Streambed Alteration Permit). Additional mitigation measures would further reduce impacts, including conducting pre-construction surveys for listed species, installing deterrence measures to prevent listed species from occupying the project site, and paying compensatory mitigation (purchase of mitigation credits or payment of in-lieu fees into the GGS Conservation Fund). Primarily because no listed species were discovered on-site, and are unlikely to populate the area prior to construction, it is reasonable to conclude that compliance with these federal and state regulations, as well as with Mitigation Measures 3,4, and 5 outlined below, would reduce impacts to less than significant levels. (a,b,d)

The JDR performed for the project concludes that the proposed project would affect approximately 0.41 acre of Waters of the United States (WOUS), consisting wholly of the intermittent channel and the box culvert under Road 57 (see JDR, Figure 4, p. 17). The channel can be characterized as a WOUS subject to the Clean Water Act and the jurisdiction of the U.S. Army Corps of Engineers, because it is a "Relatively Permanent Water" that flows indirectly into the Sacramento River, a "Traditionally Navigable Water." In contrast, although it provides habitat value, the "irrigated wetland" is not considered a WOUS because it is supported primarily by irrigation runoff from rice fields and does not meet the formal definition of a wetland.[9] Nonetheless, since jurisdictional waters are present on the project site, the project applicant would be required to apply for a Regulatory Permit from the Corps, which in turn would require mitigation measures or compensatory mitigation upon review of the project's JDR and this Initial Study. Mitigation Measure BIO-2 below requires the applicant to obtain and comply with a Corps permit prior to site grading, and to demonstrate compliance with that permit to the City. With such compliance, it is reasonable to conclude that remaining impacts on WOUS would be less than significant. (c)

The proposed project would not conflict with local policies or ordinances protecting biological resources, because the City of Willows has not enacted any such policy or ordinance. No associated impacts are anticipated. (e)

The proposed project would not conflict with conservation plan provisions, because no such plans encompass the project site. No associated impacts are anticipated. (f)

[8] California Resources Agency, Department of Fish and Wildlife, Biogeographic Data Branch, *State and Federally Listed Endangered, Threatened and Rare Plants of California* (October 2016), available at file:///Users/cmkudija/Documents/My%20Documents/WILLDAN/CEQA%20-%20NEPA%20Compliance%20Resources/Biology/CNDDB_Endangered_Threatened_and_Rare_Plants_List.pdf (accessed December 7, 2016).

[9] Sycamore Environmental Consultants, Inc., JDR, pp. 8-9, 20.

Mitigation Measures

3. Giant Garter Snake Mitigation:

a) A Worker Environmental Awareness Training Program for construction personnel shall be conducted by a California Department of Fish and Wildlife-approved biologist for all construction workers, including contractors and sub-contractors, before each phase of construction. The project applicant shall inform the City in writing (paper, email, etc.) that such training has occurred.

b) Twenty-four-hours prior to beginning site preparation, grading and construction activities, the project area shall be surveyed for giant garter snakes by a CDFW-approved biologist. The biologist shall provide the City and CDFW a written report that documents the monitoring efforts within 24 hours before construction activities. The project area shall be re-inspected by the monitoring biologist whenever a lapse in construction activity of two weeks or more has occurred.

c) Snake exclusionary fencing, such as a silt fence buried at least six inches below the ground, shall be installed along the northern and western project boundary before site preparation, grading and construction. A CDF&W-approved biologist shall verify that this fencing is in place and has been installed properly.

d) Stockpiling of construction materials, portable equipment, vehicles, and supplies shall be restricted to the designated construction staging areas. All operations shall be confined to the minimal area necessary.

e) Project-related vehicles shall observe a 20-mile-per-hour speed limit within construction areas, except on existing paved roads where they shall comply with posted speed limits.

f) Best Management Practices (BMPs) and a Storm Water Pollution Prevention Plan (SWPPP) pursuant to current regulations shall be implemented to minimize the potential for erosion and sedimentation into nearby water bodies.

g) As directed by the California Department of Fish and Wildlife, prior to site preparation, the project proponent shall apply for an Incidental Take Permit, and comply with any permit conditions imposed in addition to the mitigation measures above.

4. Wetlands/Intermittent Channel/GSS Habitat Loss Mitigation

a) The project proponent shall purchase USFWS- and CDFW-approved GGS mitigation credits, or deposit in-lieu fees into the Giant Garter Snake Conservation Fund as approved by the USFWS. Credits purchased shall be at an acreage ratio of at least 1:1.

b) Prior to site preparation, the project proponent shall seek and obtain the appropriate CWA Section 404 permit from the U.S. Army Corps of Engineers, and implement mitigation measures as directed by that permit.

5. Nesting Birds, Tri-colored Blackbird and Burrowing Owl Mitigation

a) Vegetation scheduled for removal shall be removed during the non-nesting season from 2 September to 14 February. Trees may be trimmed several inches above the ground with the roots left intact to prevent erosion.

b) If construction begins outside the 15 February to 1 September nesting season, there will be no need to conduct a preconstruction survey for active nests.

c) If construction or vegetation removal begins between 15 February and 1 September, a CDFW-approved biologist shall conduct a survey for active bird of prey nests within 500 feet and other active nests within 100 feet of the PSA from publicly accessible areas within 14 days prior to construction. The measures listed below shall be implemented based on the survey results. The preconstruction survey for nesting birds shall comply with the guidance for "Take Avoidance Surveys" described by the CDFW (2012) Staff Report on Burrowing Owl Mitigation.

d) If no active nests or burrows are found:

   i. If no active nest of a bird of prey, MBTA bird, or other CDFW-protected bird is found, then no further avoidance and minimization measures are required.

e) If active nests or burrows are found:

   i. A 500-foot Environmentally Sensitive Area (ESA) shall be established around any active bird of prey nest. A 100-foot Environmentally Sensitive Area (ESA) shall be established around an active nest of other protected birds.

   i. No construction activity shall take place in the ESA until the CDFW-approved biologist determines that the nest is no longer active.

   ii. The ESA may be reduced upon approval of the City and CDFW. Effective avoidance of impacts to active nests depends on the species of bird, the location of the nest relative to the project, project activities during the time the nest is active, and other project-specific circumstances.

5. CULTURAL RESOURCES **Would the project:**	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Cause a substantial adverse change in the significance of a historical resource as defined in 15064.5?	☐	☐	☒	☐
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to 15064.5?	☐	☒	☐	☐
c) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	☐	☐	☒	☐
d) Disturb any human remains, including those interred outside of formal cemeteries?	☐	☐	☒	☐

Discussion:

The project site is located in an agricultural environment that is transitioning from agricultural uses to highway-serving commercial uses, consistent with its General plan and zoning designations (Highway Commercial). The most recent use of the project site has been for rice farming where such activities have disturbed the project surface and soils to varying depths. The project site itself is vacant and no identified historical resources exist on the site. No

recorded prehistoric or historic sites have been identified on the subject property or in the project area. The project site contains no known archeological resources, paleontological resources, or unique geologic sites. No human remains are likely to be encountered, as the project site has not been known to be used as a burial ground. Nevertheless, Section 7050.5 of the California Health and Safety Code outlines procedures to be followed in the event that any human remains are found. As such, compliance with existing regulatory requirements, upon the discovery of buried remains or artifacts, would result in a less than significant impact. (a, b, c, d).

It is noted that unknown resources could be uncovered during construction activities. The following standard mitigation measure has been included to ensure that, should any unknown resources be uncovered during construction, impacts will be less than significant.

Mitigation Measures:

6. In the event that archaeological remains or artifacts are uncovered during construction activities, work shall be stopped and a qualified archaeologist shall survey the site. The archaeologist shall submit a report with recommendations on the disposition of the site. Disposition may include, but is not limited to, excavation and documentation, capping the site, or leaving the site in an open space area. The recommendations of the archaeologist shall be incorporated in the project.

6. GEOLOGY AND SOILS **Would the project:**	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Expose people or structures to 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?	☐	☒	☐	☐

6. GEOLOGY AND SOILS Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
d) 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?	☐	☐	☒	☐
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?	☐	☐	☒	☐

Discussion:

The following discussion is based on information provided in a Preliminary Geotechnical Engineering Report prepared for the project by Wallace Kuhl and Associates, April 3, 2014. (**Appendix D**)

The property is relatively flat with an average surface elevation of about +120 feet relative to mean sea level (msl) based on review of the United States Geological Survey 7.5 Minute Topographic Map of the Logandale Quadrangle, California (1973). There are no known landslides at the site, nor is the site in the path of any known or potential landslides. According to the California Geological Service, the site is not located in a delineated landslide zone, nor is the site located in a County-designated landslide area. Based on the existing geologic conditions, the project is not susceptible to landslides.

The site is not located adjacent to the ocean or near to significant bodies of water. Therefore, the potential hazard from seiche and tsunami is considered to be insignificant and no mitigation measures are required.

Seismicity

The site is located within seismically active Northern California and will therefore experience the effects of future earthquakes. Such earthquakes could occur on any of several active faults within the region. The California Geological Survey (CGS) (2010) has mapped various active, potentially active, and inactive faults in the region. Active faults are defined as those that show evidence of movement in the past 11,000 years (i.e. during the Holocene Epoch). Potentially active faults are those that have shown evidence of movement between 11,000 and 1.6 million years ago (i.e., during the Pleistocene Epoch). Inactive faults are those that have not exhibited displacement younger than 1.6 million years before the present. Based on CGS's Fault Activity Map of California (2010), no active faults are known to exist on or in the immediate vicinity of the project site. In addition, the site is not located within an Alquist-Priolo active fault zone. The closest Alquist-Priolo Earthquake Fault Zone, established for the Bartlett Springs fault zone, is located approximately 36 miles to the west. Because there are no known active faults located on the project site, the potential for fault rupture on the site is low. (a)

Site Geology & Soils

The property is predominately underlain by Basin deposits as identified by the Department of Interior United States Geologic Survey publication, "Geologic Map of the Late Cenozoic Deposits of the Sacramento Valley and Northern Sierran Foothills, California" (1985). Based on the map, the basin deposits cover the entire site. Basin deposits are indicated to typically consist of fine-grained silts and clay. Soil borings taken on the site by Wallace Kuhl and Associates revealed the site surface and subsurface soils generally consisted of expansive silty clays underlain by clayey and sandy silts.

Groundwater

Groundwater generally was encountered by the geotechnical engineers in one of the two test borings drilled on October 27, 2006, initially at depths ranging from 10 to 13 feet below existing grades. Final groundwater levels were found to rise 4 to 6 feet, or to a depth of approximately 6 feet below existing site grades. According to the City's General Plan (Figure 4-4) High Ground Water Areas, the project site is located in a high ground water area.

Groundwater well information in the vicinity of the site indicates water levels have historically fluctuated from roughly one to five feet below the ground surface based on available regional well data, with groundwater levels changing significantly due to the time of year and agricultural irrigation in the vicinity of the site.

Geotechnical Investigation

As previously indicated, Wallace Kuhl & Associates, has prepared a Geotechnical Engineering Report for the proposed project.[10]The investigation was conducted to evaluate the seismic, soil, and groundwater conditions at the site (discussed above) and to make geotechnical engineering recommendations for use in design of specific construction elements, and to provide criteria for site preparation and engineered fill construction. FEMA Flood Insurance Rate Map (FIRM) Map No. 06021C0825D indicates the project site is located outside of the 100-year flood zone.

The following information has been excerpted from the Wallace Kuhl & Associates report which includes these conclusions and recommendations:

> The native soils are capable of supporting one- to three-story structures if the near-surface soils are properly compacted and engineered fill is properly placed and compacted during earthwork. Taller structures will require additional investigation to evaluate appropriate foundation systems. Adequate clearing of surface organics, as well as proper backfilling of the resulting depressions, will be important for support of new structures. *Special exploration during future investigations will be important to determine the depth and lateral extent of the former stream, extensive over excavation and re-compaction within the former stream area could be required to provide uniform support of structures.*
>
> The native Soils on the site should be readily excavatable with conventional earthmoving and trenching equipment typically used in the area. Minor sloughing and "running" conditions may occur if the soil is saturated, or if zones of clean (cohesionless) sands or

[10]Geotechnical Engineering Report, Willows Gateway, WKA No. 10062. Prepared by: Wallace Kuhl & Associates, Inc., April 3, 2014.

gravels are encountered, and subjected to construction vibrations or allowed to dry significantly. Our research indicated that groundwater has been as high as approximately one foot below existing grades. Therefore, it is our opinion that a permanent groundwater level will likely be a significant factor in the design or construction of deeper utilities, even during the drier months of the year. Dewatering Systems would need to be designed, constructed and operated by a dewatering contractor with experience in the area.

Excavations exceeding five feet in depth that will be entered by workers will require shoring, bracing, sloped excavations or the use of a traveling shield conforming to current Cal/OSHA.

The detrimental effects of expansive clays can be reduced by constructing the upper 12 inches of building pads and subgrades supporting slabs-on-grade using imported granular non-expansive fill materials or by lime-treating the upper 12 inches of clays.

Standard fill construction and compaction procedures, including proper scarification to depths of 8 to 12 inches, uniform moisture conditioning of the on-site soils to an over optimum moisture content, and compaction using a heavy, self-propelled sheepsfoot compactor will be important for proper support of the planned structures.

Additional subsurface exploration prior to, and during the initial phase of grading will be required to further define the soils within the area of the former stream. It is anticipated that loose, soft and unstable soils associated within the previously filled stream on the property would require complete removal and re-compaction, if future geotechnical investigations indicate the backfill soils are not suitable for structural support.

We anticipate that commercial, retail and office structures of one- to three-stories in height could be supported upon continuous and isolated spread foundations extending roughly 18 to 24 inches below grade. Bearing capacities on the order of 1500 to 2500 psf likely may be suitable for sizing foundations. Deepening of foundations or over-excavation and re-compaction of the upper soils may be possible methods to increase the allowable bearing capacity. Foundations should be properly reinforced.

Based on the findings of the geotechnical investigation, development of the proposed project is feasible from a geotechnical standpoint provided the recommendations contained in the geotechnical investigation are incorporated into the project plans and specification. Therefore, compliance with the California Building Code and the City of Willows Municipal Code, and the incorporation of the geotechnical report recommendations would ensure that the proposed project would have adequate structural protection from potential impacts associated with an unstable geologic unit or soils. (b,c,d,e)

Mitigation Measures:

7. The proposed development shall be designed and constructed in accordance with the most current applicable Building Codes, including the Uniform Building Code (UBC) and the California Building Code (CBC) as determined by the Building Division of the City of Willows.
8. Improvement plans shall be prepared by a California Registered Civil Engineer for the construction of all necessary and required on-site and off-site improvements including grading, water (coordinated with Cal Water), sanitary sewer, storm drain facilities, roadway improvements, curbs, gutters, sidewalks, parkway strips, on-site lighting, streetlights and

erosion control measures. All design and construction shall conform to the City of Willows Design and Construction Standards, as applicable.

9. Prior to final design and the commencement of site grading, a detailed geotechnical investigation of this property shall be conducted that includes additional test borings of test pits with soil sampling, laboratory testing, and additional engineering evaluation. The final report shall present geotechnical engineering conclusions and specific recommendations regarding site preparation, dewatering methods, foundation alternates, floor support, site drainage and pavement design.

10. Where soil or geologic conditions encountered in grading operations are different from that anticipated in the soil and/or geologic investigation report, or where such conditions warrant changes to the recommendations contained in the original soil investigation, a revised soil or geologic report shall be submitted for approval by the City Engineer. It shall be accompanied by an engineering and geological opinion as to the safety of the site from hazards of land slippage, erosion, settlement, and seismic activity. Additionally, if field conditions warrant installation of any sub-drains, the location, size and construction details must be provided to the City for review and approval prior to construction.

11. Prior to acceptance of the work, the developer shall provide a written statement signed by his or her geotechnical engineer certifying that they observed the work and reviewed testing results, and that all of work was performed in accordance with the recommendations included in the Soils Investigation/Geotechnical Report or other recommendations necessitated by field conditions.

7. 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?	☐	☐	☐	☒

7. HAZARDS AND HAZARDOUS MATERIALS

Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?	☐	☐	☒	☐
f) For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?	☐	☐	☐	☒
g) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	☐	☐	☐	☒
h) Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?	☐	☐	☐	☒

Discussion:

The project proposes new highway-serving commercial development on land (currently vacant) that was previously used for agricultural purposes. The 8.72-acre parcel would be developed with a new 120-room hotel, a fast food restaurant, a sit-down restaurant and an automobile service station. The site would be accessed via a private road (Willows Gateway Boulevard) from South Tehama Street.

The project may involve the limited transport of hazardous materials such as oil and transmission fluid, and gasoline and diesel fuel deliveries, but such transport would be conducted in accordance with all applicable regulations regarding the transport of such substances which are designed to ensure that transport-related impacts are less than significant (Title 49, CFR, Parts 171-180 and Title 13, CCR, Sections 1160-1167). All potentially hazardous materials would be contained, stored and used in accordance with manufacturer's instructions and handled in compliance with applicable standards and regulations. Any associated risk would be adequately reduced to a less than significant level through compliance with these standards and regulations. As such, construction and operation of the project would result in a less than significant impact with regard to routine transport, use, or disposal of hazardous materials relative to the safety of the public or the environment. (a)

The proposed project would not be located on or near a hazardous materials site, based on a review of the California Department of Toxic Substances Control (DTSC) Calsites Database and Cortese List.[11](a, c, d) However, the Glenn Fertilizer plant (which stores hazardous materials) is

[11]http://www.envirostor.dtsc.ca.gov

located just east of the project site across Tehama Street and poses a potential hazardous materials release threat to the project (discussed below).

A Phase I Environmental Site Assessment (ESA) was prepared for the subject site (November 9, 2006)[12] for a previous project known as "Willow Creek Landing" which encompassed roughly the same site area as the currently proposed project. (**Appendix E**) The Phase I ESA concluded that evidence of recognized environmental conditions (RECs), controlled RECs (CRECs) or historical RECs (HRECs) were not present. Visual inspection of the project site did not then and currently does not indicate the presence of past storage of hazardous materials or hazardous wastes stored on the site. No hazardous materials or hazardous waste was observed, and no odors, surface staining, stressed vegetation, or other evidence of a release of hazardous materials was observed in association with the project site. Nevertheless, a mitigation measure has been included to address the unlikely potential for hazardous materials to be encountered during construction activities.

Glenn Fertilizer Plant

Directly east of the proposed project is Wilbur-Ellis Company d.b.a. Glenn Fertilizer that handles and stores large amounts of various pesticides and fertilizers including a large amount of both anhydrous ammonia and ammonium hydroxide solution (aqua ammonia). The anhydrous ammonia and aqua ammonia are listed as Federally Regulated Extremely Hazardous Substances. Glenn Fertilizer was required and has prepared a risk management plan, which addresses the offsite consequences of several possible release scenarios of these materials. The City of Willows Fire Department routinely conducts emergency drills at the site.

The proposed project is within the range for both the worst-case release scenarios and the alternate release scenarios described in the risk management plan. In the event of a spill or leak, the project would be exposed and could be required to evacuate commercial business and hotel patrons given the proximity of this project to Glenn Fertilizer. The provision of one single access point in and out of the project could also be an issue. Consequently, a mitigation measure has been added to address this issue. (b)

There are currently no structures on the project site. Asbestos and Lead Based Paint are not present on the site. (a, b, c, d)

The project site is located approximately 1.25 miles southeast of the Willows Glenn County Airport, a public use airport. The site is not located in either the Clear Zone or the Approach Safety Zone of the airport. Furthermore, the Willows Glenn County Airport has indicated that the proposed project is in the area of a maximum development elevation of 291-feet above sea level. The south end of the airport's runway itself is at an elevation of 131 feet and the project is lower in elevation than that. As such, the proposed 88-foot pylon sign and 3-story hotel would not pose a hazard to aviation.[13] Therefore, the project would not result in an airport-related safety hazard for people residing or working in the project area. (e, f)

[12] Phase I Environmental Site Assessment, Willow Creek Landing, Wallace Kuhl Associates, Inc., November 9, 2006.

[13] Email from Matthew J. Gomes, Deputy Director, County of Glenn to Karen Mantele, Principal Planner, City of Willows, December 29, 2016.

The project would not interfere with an adopted emergency response or evacuation plan, as roads in the area would remain open. Nothing in the public record would indicate a significant wildfire hazard exists on the site. (e, f, g, h)

Mitigation Measures:

12. If any hazardous waste is encountered during the construction of this project, all work shall be immediately stopped and the Glenn County Environmental Health Department, the Fire Department, the Police Department, and the City Inspector shall be notified immediately. Work shall not proceed until clearance has been issued by all of these agencies.

13. The project applicant shall prepare an evacuation plan for patrons and employees of the proposed commercial development for review and approval by the City Planning Department, the Fire Department and the Police Department. Said plan shall include a description and methods of safely evacuating the hotel/restaurant/service station uses on the project site in the event of a release of a hazardous material spill, leak or other release from the Glenn Fertilizer plant. Evacuation routes and instructions shall be prominently posted in hotel rooms, the proposed restaurants and service station facilities. The final project design shall provide sufficient access/egress to accommodate this evacuation plan, subject to approval by the City Planning, Police and Fire Departments. Such access/egress may include multiple points of access, additional driveways, wide driveway aisles, limitation of landscaping obstructions, etc.

8. 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?	☐	☒	☐	☐
b) Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?	☐	☐	☐	☒
c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on- or off-site?	☐	☒	☐	☐

8. HYDROLOGY AND WATER QUALITY

Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
d) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site?	☐	☒	☐	☐
e) Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?	☐	☒	☐	☐
f) Otherwise substantially degrade water quality?	☐	☐	☒	☐
g) Place housing 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?	☐	☐	☐	☒
h) Place within a 100-year flood hazard area structures which would impede or redirect flood flows?	☐	☐	☒	☐
i) Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam? Preclude	☐	☐	☐	☒
j) Inundation by seiche, tsunami, or mudflow?	☐	☐	☐	☒

Discussion:

The project site is relatively flat and located within a working agricultural setting. An agricultural canal traverses the project boundary on the south and southwest, and an irrigation/drainage ditch runs along the site's east boundary. Note that the project site contains wetlands and intermittent channels, subject to federal and state regulations; see the Biological Resources section of this Initial Study.

Construction of the project would require earthwork activities, including limited excavation and grading of the site, and placement of engineered fill to counteract the site's expansive soil characteristics (see Geology and Soils section, above). Particularly during precipitation events, construction activities associated with the project could result in soil erosion during grading and soil stockpiling, subsequent siltation, and conveyance of other pollutants into municipal storm drains and the adjacent canal and ditch. However, project construction shall comply with the requirements of the EPA *General Permit for Stormwater Release from Construction Sites*, which regulates sites when an acre or more of land is to be disturbed as part of construction activities. The Regional Water Quality Control Board (RWQCB) monitors and implements the National Discharge Elimination System (NPDES) aspects of the General Stormwater Permit on behalf of the EPA in California. Since the project would disturb more than one acre, NPDES permit

requirements would apply. The NPDES permit process requires the preparation and implementation of a Storm Water Pollution Prevention Plan (SWPPP), which identifies pollutants generated by construction activities and describes the Best Management Practices (BMPs) that would be employed to reduce or eliminate contamination of surface waters. With these BMPs in place, the project would not cause erosion or siltation either on-site or off-site after its completion.

The proposed project is not anticipated to deplete groundwater supplies substantially, nor to interfere with groundwater recharge; the project is not dependent upon groundwater obtained by drilling a new well on the site. The local water utility, CalWater, has stated that it presently has sufficient capacity to serve the project, but that funds may be required at a future date to develop additional water supplies.[14] Such development would be subject to the California Sustainable Groundwater Management Act of 2014, and additional environmental review.[15]

Runoff from the commercial areas, particularly the proposed gas station, may contain pesticides, oil, grease, heavy metals, motor vehicle fluids, other organics, and nutrients. Because these pollutants accumulate during the dry summer months, the first major autumn storm can flush a highly concentrated load to receiving waters and catch basins. However, after the "first flush," contaminant concentrations in runoff are typically greatly reduced. Furthermore, the NPDES General Permit will require project-specific BMPs to be designed and installed for the operational phase of the project to reduce the discharge of polluted runoff from the site. Specifically, operational BMPs may include detention, infiltration and treatment systems in parking areas to prevent pollutant runoff, screened or walled trash container areas, stenciling of on-site storm drain inlets, and covered and properly drained loading areas.

For the proposed project, site-generated surface water runoff would continue to flow into the City's storm drain system. However, the City requires that post-development off-site flows do not exceed pre-development flows. Additionally, project construction would be required to comply with applicable NPDES and City conditions of approval, including preparing and implementing a SWPPP. As such, the project is anticipated to result in less than significant impacts associated with alterations to existing drainage patterns. General conditions of approval that have been established to mitigate environmental impacts are listed below as mitigation measures.

BMPs implemented during construction and operation of the project as detailed in a SWPPP would ensure that construction and operation of the proposed project would not substantially degrade water quality. Thus, impacts to water quality or groundwater supplies during project operation would be less than significant through compliance with applicable regulatory requirements and application of Mitigation Measures specified below. (a, b, c, d, e, f)

The project proposes to construct a new bridge at the Tehama/Highway 99 property frontage, which would cross the drainage ditch that runs along the property's east boundary. This bridge is not anticipated to impede or redirect flood flows, because it would be required to be designed so that at least runoff from a 100-year storm would pass underneath the bridge. Moreover, all on-site storm drain facilities would be required to transport flows from a 10-year storm, and flood

[14] Letter from Mr. Geoff Fulks, California Water Service Group (Cal Water) to Dr. Timothy Starkweather, March 3 2015 (on file with City of Willows Planning Department).
[15] See California Department of Water Resources, *Sustainable Groundwater Management*, available at http://www.water.ca.gov/cagroundwater/index.cfm (accessed December 9, 2016).

overland easements would be required to remain free of structures and landscaping that would impede surface flows. These requirements are listed in the mitigation measures below.

The site is outside a designated Federal Emergency Management Agency (FEMA) Flood Zone.[16] Therefore, it is unlikely the proposed project would expose people, housing or structures to a significant risk of loss, injury or death involving flooding or flooding from levee failure or would otherwise impede or redirect flood flows. There are no dams in the project area. The project site is not near a lake or other large body of water subject to seiche effects, and is more than 80 miles from the Pacific Ocean (and separated from the ocean by the Coast Ranges). Finally, the site and surroundings are relatively flat, and not exposed to hills that would generate mudflow. Accordingly, the proposal would not be subject to inundation by dam failure, seiche, tsunami, or mudflow. (g, h, i, j)

Mitigation Measures:

14. The developer shall submit to the City a Storm Water Pollution Prevention Plan (SWPPP) for the project.

15. Before any construction activity that would result in a land disturbance of one acre or larger, the developer shall provide evidence that a Notice of Intent (NOI) has been submitted and received by the Regional Water Quality Control Board for a General Construction Activity Storm Water Permit. A copy of the project Storm Water Pollution Protection Plan (SWPP) shall be submitted to the City.

16. Improvements plans shall include the SWPP described above, in conformance with State and local standards.

17. Grading and site improvements shall be such that storm water runoff is not directed onto any of the adjacent parcels.

18. The developer shall keep adjoining streets free and clean of project dirt, mud, materials, and debris during the construction period, as is found necessary by the City Engineer.

19. All project-related flooding impacts shall be mitigated by the project developer. Drainage improvements shall be designed in accordance with the Design Criteria utilizing the Rational Method and any applicable adopted City drainage plans.

20. The applicant shall submit for review and approval, drainage plans and hydraulic calculations prepared by a Registered Civil Engineer. The drainage plans and calculations shall indicate the following conditions before and after development:
    a) Quantities of water
    b) Water flow rates
    c) Major water courses
    d) Drainage areas and patterns
    e) Diversions
    f) Collection systems
    g) Flood hazard areas
    h) Sumps and drainage courses

[16] Flood Insurance Rate Map, Glenn County, California, Panel 06021C0825D.

Hydrology calculations and design shall be per current City standards.

21. Post-development off-site flows shall not exceed pre-development flows. Any needed detention facilities shall be included on the improvement plans. Hydrology calculations shall be included with the first submittal of improvement plans, showing the needed storage and sizing of the detention basin(s), routing hydrographs into and out of the basin(s). All detention facilities shall be privately owned and maintained.

22. Any work within the existing drainage courses (intermittent channel, irrigated wetland) may require Streambed Alteration Permits from the California Department of Fish and Wildlife and/or permits from other agencies (e.g. Caltrans, Regional Water Quality Control Board, U.S. Army Corps of Engineers, etc.). If permits are needed, said permits shall be obtained prior to sign-off of the improvement plans, to ensure that improvement plans comply with any required mitigation measures or permit conditions.

23. Facilities for the proposed bridge over the drainage ditch along the Tehama frontage of the property shall be sized such that the 100-year storm will be able to pass under the bridge. All on-site storm drain facilities shall be sized to carry a 10-year storm and 100-year storm overland flows shall be provided for on the improvement plans. If the 100-year overland relief is not in the street, flood easements shall be dedicated on the final map. Said overland easements shall be clear of structures and landscaping (parking lots may be used).

24. No net increase in discharge shall be directed to State right-of-way. Any work performed within or from State right-of-way will require an encroachment permit. Conveyance facilities within the State's right-of-way shall not have their capacity reduced as a consequence of development, resulting in run-off encroachment into the traveled way.

25. Improvement plans shall take into account intercepting any storm water from adjacent properties that historically have been flowing across the project site, and getting any intercepted flows into and approved storm drain system.

26. If development is to occur west and north of the subject property, an analysis shall be completed indicating the ultimate development and needed pipe sizing to accommodate ultimate flows. The on-site storm drain system for this project shall be sized adequately to handle the ultimate flows of the build-out of the adjacent property.

27. All grading and/or drainage improvements must perpetuate, maintain or improve existing drainage pathways, both within and outside of the State's highway right-of-way, and may not result in adverse hydrologic or hydraulic conditions within the State's highway right-of-way or to Caltrans' drainage facilities.

28. Runoff from the proposed project that may enter the State's highway right-of-way and/or Caltrans' drainage facilities must meet all Central Valley Regional Water Quality Control Board water quality standards prior to entering the State's highway right-of-way or Caltrans' drainage facilities. Appropriate storm water quality BMPs (i.e. oil/water separators, clarifiers, infiltration systems, etc.) may be applied to ensure that runoff from the site meets these standards (i.e. is free of oils, greases, metals, sands, sediment, etc.). Once installed, the property owner must properly maintain these systems.

9. LAND USE AND PLANNING	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:				
a) Physically divide an established community?	☐	☐	☒	☐
b) Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?	☐	☐	☒	☐
c) Conflict with any applicable habitat conservation plan or natural community conservation plan?	☐	☐	☒	☐

Discussion:

The project site is located within an agricultural area adjacent to County Road 57 and South Tehama Street (County Road 99W). Surrounding uses include:

North: Agriculture uses
South: Commercial Uses (Truck Stop/gas station/Convenience Store)
East: Railroad tracks, City Waste Water Treatment Plant and Fertilizer Plant
West: Drainage ditch and Interstate 5

The proposed project would be located on an existing vacant parcel adjacent to South Tehama Street and as such would not physically divide an established community and impacts associated with this issue would be less than significant. (a)

The proposed project is consistent with the site's General Plan designation, which allows for highway commercial uses. Zoning is Highway Commercial (CH) for the site that allows for general retail, restaurants and hotel and motel uses as permitted uses. The project would not require any amendments to the City's General Plan or zoning. (b)

The project site is located adjacent to an agricultural area (rice fields) south of the community of Willows and adjacent to major roadways including County Road 57 and County Road 99W (Tehama Street). No habitat conservation plan or natural community conservation plan apply to the project site or project area. As such, the project would not conflict with a habitat conservation plan. (c)

10. 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:

The project site is not in an area containing any known mineral resources. The City's General Plan has not designated the site as a mineral resource area. No mining or other mineral extraction activities occur on the site. The project would not have an impact on mineral resources. (a, b)

11. NOISE **Would the project result in:**	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	☐	☐	☒	☐
b) Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?	☐	☐	☒	☐
c) A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?	☐	☐	☒	☐
d) A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?	☐	☐	☒	☐
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?	☐	☐	☐	☒

11. NOISE

Would the project result in:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
f) For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?	☐	☐	☐	☒

Discussion:

Project construction activities would likely lead to increased noise levels for the surrounding area. The majority of the noise will be generated by construction equipment and will exceed normal daylight levels. Noise impacts associated with the project would occur during construction of the project. The use of heavy equipment (e.g., bulldozers, backhoes, cranes, loaders, etc.) during project construction would generate noise on a short-term basis that could potentially expose people to, or generate noise levels in excess of 60 dB as established by the 1993 Glenn County Noise Element. However, there are no sensitive receptors (residences, churches, hospitals, libraries, etc.) adjacent to or near the project site. As previously indicated, the site and its immediate surroundings include agricultural uses (north); commercial uses (truck stop/gas station/convenience store to the south across County road 57); railroad tracks and a City wastewater treatment plant and fertilizer plant (to the east across Highway 99W) and Interstate 5 (to the west). Since there are no sensitive receptors in the project area that would be disturbed by temporary construction noise or future operational noise, impacts are considered less than significant.

Noise after project construction generally would be limited to normal traffic, including customers, employees and deliveries to the site. As detailed in Section 15 – Transportation/Traffic, the additional traffic that the project would generate includes 5,912 total trips per day, 442 AM peak hour trips and 468 PM peak hour trips, when including pass-by and diverted trips. However, the proximity of the project to major roadways in the area, including County Road 57, County Road 99W, and Interstate 5 will likely determine ambient noise levels due to heavy vehicular and truck traffic on these roadways. Given the project's location and proximity to Interstate 5 and adjacent County roads, increased noise levels associated with project traffic will not significantly increase ambient noise levels in the area. Additionally, there are no sensitive noise receptors in the vicinity and, therefore, impacts associated with this issue are not expected to be significant. Given the standard nature of project construction, and the lack of blasting or pile driving, no significant groundborne vibration impacts are anticipated. (a, b, c, d)

As noted in Section 7 (Hazards and Hazardous Materials), there is a public use airport in the vicinity (Willows-Glenn County Airport). However, because the project is located at a sufficient distance from the airport, anticipated noise impacts associated with the airport are not anticipated at this location. The project would not be exposed to significant noise from airport activities. (e, f)

12. POPULATION AND HOUSING

Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
a) 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)?	☐	☐	☒	☐
b) Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?	☐	☐	☐	☒
c) Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?	☐	☐	☐	☒

Discussion:

The project proposes construction of a 50,000 square-foot three-story hotel, a 2,500 square-foot fast food restaurant with drive-through, and a 4,000 square-foot sit-down restaurant. As such, additional employment opportunities may lead to a small increase in population if jobs are filled by individuals from outside the area who choose to relocate to Willows. However, the City's General Plan designates adequate areas within the existing City limits for additional residential development should the need arise for more homes based upon jobs created by the project. The Willows General Plan projects population growth based in part upon its land use designations in the Land Use Diagram and the Housing Element. The project is consistent with the General Plan designation for the site; as such, it would not alter population growth projections used by the General Plan. (a)

The project site is vacant, with no residences or other structures. Therefore, no housing units would be lost, and no people would be displaced. No mitigation is required with respect to this item. (b, c)

13. PUBLIC SERVICES **Would the project result in:**	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
Substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:				
a) Fire protection?	☐	☒	☐	☐
b) Police protection?	☐	☐	☒	☐
c) Schools?	☐	☐	☒	☐
d) Parks?	☐	☐	☒	☐
e) Other public facilities?	☐	☐	☒	☐

Discussion:

The subject project lies within the service area of the City of Willows Fire Department. The Willows Fire Department has reviewed the tentative map for conformity with State Law regarding fire hydrants, vehicular access, fire alarm annunciation, and fire sprinklers. In keeping with standard practice, the proposed project will be required to comply with the conditions set forth by the Willows Fire Department which are aimed at ensuring that fire protection impacts are less than significant.[17] This includes establishing and maintaining fire flow and water storage requirements and the installation of a minimum 12-inch water main from County Road 53 to County Road 57. No certificate of occupancy is issued until standard conditions are met. (a)

To date, the Willows Police Department and other City departments have not indicated that new or expanded facilities would be required for the provision of services to the project site. (b)

Willows Unified School District currently serves approximately 1,750 students in four local schools. A review of the District's web site did not indicate that the District schools were at capacity. Given the nature of the subject project, it is not anticipated that the local schools will be significantly impacted by this project. As discussed in Section 12 (Population and Housing), the project may attract a small number of additional residents to the City, some of which likely would be children. However, it is not anticipated that the increase in the number of children directly attributed to this project would not have a significant impact on Willows Unified School District facilities. (c)

The City manages three parks – Jensen Park, Sycamore Park, and Central Park. It is anticipated that any additional residents the project would attract would place a minimal

[17] Memorandum from Chief Wayne Peabody, regarding fire department conditions for project (10-22-16).

additional demand on park services. No additional mitigation is required with respect to this item. (a, b, c, d, e).

Mitigation Measures:

29. The proposed project shall demonstrate compliance with Fire Department Conditions, prior to issuance of the Occupancy Permit for the project.

14. RECREATION **Would the project:**	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the 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:

As noted in Section 13 (Public Services), the project could indirectly generate additional demand for park services by increasing employment and overall population of the City of Willows. However, given the relatively small population increase estimates for the project site, the project is not expected to have a significant impact on existing parks and recreational facilities within the City of Willows. No further mitigation is required with respect to this issue. (a, b)

15. TRANSPORTATION/TRAFFIC **Would the project:**	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Cause an increase in traffic which is substantial in relation to the existing traffic load and capacity of the street system (i.e., result in a substantial increase in either the number of vehicle trips, the volume to capacity ratio on roads, or congestion at intersections)?	☐	☐	☒	☐
b) Exceed, either individually or cumulatively, a level of service standard established by the county congestion management agency for designated roads or highways?	☐	☐	☒	☐

15. TRANSPORTATION/TRAFFIC Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
c) Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?	☐	☐	☐	☒
d) Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	☐	☒	☐	☐
e) Result in inadequate emergency access?	☐	☐	☒	☐
f) Result in inadequate parking capacity?	☐	☐	☐	☒
g) Conflict with adopted policies, plans, or programs supporting alternative transportation (e.g., bus turnouts, bicycle racks)?	☐	☐	☐	☒

Discussion:

The following discussion of traffic and transportation impacts of the proposed project is based on a Traffic Impact Study prepared for the project by the applicant's traffic engineer, Traffic Works.[18] (**Appendix F**)

The project proposes to subdivide one 8.72-acre parcel (APN: 017-170-033) into four parcels, for future new commercial development of a hotel, a fast food restaurant, a sit-down restaurant and an automobile service station with a private road and separate easement for a pylon sign. Lot 1 (2.78 acres) is proposed to be developed into a 50,000 SF three-story 120 room hotel; Lot 2 (2.05 acres) is proposed to be developed into a 2,500 SF fast food restaurant with a drive through; Lot 3 (0.98 acres) is proposed to be developed into a 4,000 SF sit down restaurant; and Lot 4 (1.98 acres) is proposed to be developed into an automobile service station with 13 fueling positions and a mini-mart. In addition to the proposed on-site commercial improvements, the project applicants are proposing a single access point to from Tehama Street, approximately 700 feet north of County Road 57.

According to the Traffic Impact Study (TIS) prepared for the project, the project is estimated to generate 5,912 total trips per day (442 AM peak hour trips and 468 peak hour trips) including pass-by and diverted trips:

Table TR-1
PROJECT PEAK HOUR TRIP GENERATION

Land Use	Size	Weekday AM Trips	Weekday PM Trips	Total Trips Per Day
Fast Food Restaurant	2,500 sq. ft.	123	85	1,240
Sit Down Restaurant	4,000 sq. ft.	46	45	509
Hotel	120 rooms	80	84	1,070

[18] Traffic Impact Study – Willows Gateway Center, Traffic Works, LLC, June 4, 2016.

Gas Station	13 bays	193	254	3,093
TOTAL		**442**	**468**	**5,912**
ITE Trip Generation Manual, 8th Edition, Willows Gateway Center Traffic Impact Study.				

As indicated in the TIA, approximately 44% of the total project trips will be pass-by and diverted trips, which will not add new traffic to the surrounding roadways. The TIA analysis included the pass-by trips in the driveway volumes. The proposed project is, therefore, estimated to generate up to 3,341 new daily trips, 252 new AM peak hour trips and 264 new PM peak hour trips on an average weekday.

Project Access

The project will have a single access point that intersects with Tehama Street approximately 700 feet north of County Road 57. The location of the project access point is depicted in Figure 3 of the TIA. The project driveway will be STOP controlled with no controls on Tehama Street. The applicant's traffic engineer is recommending the provision of a northbound left-turn pocket on Tehama Street in order to avoid northbound through vehicles being blocked by northbound left turning vehicles and to provide for safe turning movements. In addition, and according to County requirements, a 50-foot taper is required for vehicles turning right into and out of the driveway to facilitate safe ingress and egress for autos accessing the site via Willows Gateway Boulevard.

Project Traffic Volumes

The applicant's traffic engineer, working in consultation with the City of Willows and Caltrans staff, identified those key intersections located in the vicinity of the proposed project that would be likely impacted by the project. They include:

- I-5 SB Ramps and County Road 57
- I-5 NB Ramps and County Road 57
- Tehama Street (Co. Rd. 99W) and County Road 57
- Willows Gateway Boulevard (project access road) and Tehama Street
- Tehama St (Co. Rd. 99W) and E. Sycamore Street
- Tehama St (Co. Rd. 99W) and Wood Street (SR 162)

Traffic impact scenarios were developed as follows:

- Existing Conditions (no project)
- Existing Plus Project Conditions
- 2035 Baseline Conditions
- 2035 Baseline Plus Project Conditions

Utilizing standard Level of Service (LOS) methodology, the project's impacts on nearby intersections and roadway segments was calculated, including seconds of delay per vehicle at

intersections, using the Synchro 8 software package, with results reported in accordance with the current 2010 HCM (Highway Capacity Manual) methodology. The results of the modeling exercises for the three development scenarios are presented in the tables below:

Table TR-2
Existing Plus Project Conditions Level of Service

Intersection	Intersection Control	AM Peak		PM Peak	
		Delay (Sec/veh)	LOS	Delay (Sec/veh)	LOS
Tehama St/Wood St	Signal	24.0	C	24.2	C
Tehama St/Sycamore St	Signal	11.6	B	12.5	B
Willows Gateway Blvd/Tehama St	TWSC	14.1	B	15.3	C
County Road 57/I-5 SB Ramps	TWSC	9.2	A	9.0	A
County Road 57/I-5 NB Ramps	TWSC	8.7	A	9.0	A
County Road 57/Tehama St	TWSC	8.6	A	9.3	A

Table TR-3
2035 Baseline Level of Service

Intersection	Intersection Control	AM Peak		PM Peak	
		Delay (Sec/veh)	LOS	Delay (Sec/veh)	LOS
Tehama St/Wood St	Signal	24.8	C	27.1	C
Tehama St/Sycamore St	Signal	11.4	B	12.7	B
County Road 57/I-5 SB Ramps	TWSC	8.8	A	8.8	A
County Road 57/I-5 NB Ramps	TWSC	7.9	A	8.6	A
County Road 57/Tehama St	TWSC	8.1	A	8.9	A

Table TR-4
2035 Baseline Plus Project Level of Service

Intersection	Intersection Control	AM Peak		PM Peak	
		Delay (Sec/veh)	LOS	Delay (Sec/veh)	LOS
Tehama St/Wood St	Signal	25.5	C	28.4	C
Tehama St/Sycamore St	Signal	12.5	B	14.0	B
Willows Gateway Blvd/Tehama St	TWSC	16.8	C	19.6	C
County Road 57/I-5 SB Ramps	TWSC	9.3	A	9.2	A

County Road 57/I-5 NB Ramps	TWSC	8.8	A	9.4	A
County Road 57/Tehama St.	TWSC	9.7	A	11.6	B

Data presented in the tables above shows that the trips generated by Willows Gateway Center will not have any significant impacts requiring mitigation at any of the study intersections for both current and future years. The study intersections will continue to operate within acceptable levels of service (LOS "C" or better) with the addition of project traffic. No intersection improvements are needed in the near term. In addition, the study intersections will continue to operate within acceptable levels of service (LOS "C" or better) through the 20-year horizon even with the addition of traffic from the proposed project. No intersection improvements are required at this time for this future scenario.

The traffic engineer notes in the TIA report that, although this specific project does not create significant impacts from a traffic volume standpoint, it remains important to take into consideration the cumulative effects of future planned projects on the study intersections, especially at the Tehama Street/County Road 57 intersection. Future signalization of this intersection or, alternatively, the construction of a roundabout at this location would provide operational benefits in future years. (a, b)

The nearest airport to the project site is the Willows Glenn County Airport located approximately 1.25 miles northwest of the project site. The site is not located in either the Clear Zone or the Approach Safety Zone of the airport. There are no significant airport related issues identified relative to potential development at this location. (c)

The project would not include any hazardous design features such as sharp curves or dangerous intersections on- or off-site, nor does the project propose any hazardous or incompatible uses. The project includes one driveway (Willows Gateway Boulevard) off of Tehama Street. Both the applicant's traffic engineer and the City's Engineering Department has reviewed the tentative map and has identified specific recommendations and conditions of approval that will ensure that project circulation does not result in any on or off-site hazards. The recommendations from the consultant traffic engineer (Traffic Works) and City staff's conditions of approval are included in the below mitigation measures. (d)

Construction activities and staging areas for the project would be primarily confined to the site with the exception of new utility connections within adjacent street right-of-way. When work performed within the public right-of-way becomes necessary, appropriate City permits and approvals would be obtained. As a result, the proposed site improvements would maintain vehicular access while improving on-site circulation at the proposed driveway location. Therefore, the project would result in no significant impacts with regard to emergency access. (e)

Based on the City's Municipal Code, 197 parking stalls are required to serve project operations. The proposed project includes 300 stalls. Project parking capacity is anticipated to be adequate. (f)

The proposed project includes on-site bike racks. The project is therefore supportive of the City's alternative transportation goals. (g)

Mitigation Measures:

30. The applicant shall construct the proposed project access intersection in accordance with City of Willows and Glenn County design standards. The driveway approach shall be STOP controlled and shall meet AASHTO intersection sight-distance requirements.

31. The project access intersection shall have exclusive left-turn and exclusive right-turn lanes approaching Tehama Street.

32. A northbound left-turn pocket with at least 100 feet of storage pocket length shall be provided on Tehama Street to provide safe turning movements on this road.

33. Traffic signal timing shall be revised in the future to optimize traffic flow with changing traffic patterns.

34. Right-of-way shall be reserved at the County Road 57/Tehama Street intersection to accommodate a single lane roundabout in the long-range horizon.

35. Willows Gateway Blvd. shall be 48-feet curb to curb width and shall include an additional 10 feet from face of curb to right-of-way on both sides of the street, with 5foot sidewalks provided. If landscaping is proposed to be located in the area between the sidewalk and the curb, there shall be a minimum of 5-feet in width provided for the landscaping. Any trees planted between the sidewalk and the curb should be installed with root barriers. The structural section of the road shall be designed to support a minimum Traffic Index of 7.0. The road shall be striped to include centerline striping, stop signs, stop bars and other striping that may be required on the improvement plans. Adequate turn around areas shall be provided at the westerly terminus, as well as barricades and signage. The turn-around area shall be sufficient to allow truck-turning movements. This shall be demonstrated through the use of truck templates to establish required radii. Left turn and right turn pockets shall be provided at the intersection with Tehama Street. Necessary red curbing and/or No Parking signs shall be posted as necessary and as directed on the improvement plans.

36. The bridge for Willows Gateway Blvd. spanning the existing drainage channel shall be of similar design as the bridge proposed in the Willows Commercial project to the north. Adequate guardrails shall be included with the design to protect vehicles from the drop off at the channel crossing.

37. Tehama Street shall be fully improved to include road widening along the entire length of the frontage of the development that shall include curb, gutter and a 5-foot sidewalk per City Standards; road widening to include 12-foot wide through lanes in both directions; a minimum of 8 feet of paved shoulder width in both directions (for the southbound direction, the 8 foot shoulder shall abut the curb and gutter); 12-foot wide acceleration and deceleration lanes in the southbound direction; a 12- foot center left turn lane (minimum storage pocket length of 100- feet) in the northbound direction with appropriate tapers per Caltrans; and adequate widening north of the proposed intersection to shadow the northbound left turn pocket with tapers meeting Caltrans requirements. All design shall be per the City's Design and Construction Standards and Caltrans standards. Guardrails shall be provided behind the back of the sidewalk.

38. Sidewalk barricades shall be provided at the westerly terminus of the proposed private road and at the north end of the sidewalk to be constructed along Tehama Street. Barricades shall be per City Standards.

39. Improvements to the northwest corner of the intersection of County Road 57 and Tehama Street shall be made to include pedestrian ramps, guardrail (to protect vehicles from the drop off into the channel) and necessary signage as may be required. Southbound Tehama Street shall be widened to provide a dedicated right-turn lane and a thru/left turn lane.

16. UTILITIES AND SERVICE SYSTEMS **Would the project:**	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?	☐	☐	☒	☐
b) Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	☐	☐	☒	☐
c) Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	☐	☐	☒	☐
d) Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?	☐	☐	☒	☐
e) Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?	☐	☐	☒	☐
f) Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?	☐	☐	☒	☐
g) Comply with federal, state, and local statutes and regulations related to solid waste?	☐	☐	☒	☐

Discussion:

The California Water Company would provide water to the project site and has provided a "will serve" letter to the project applicants. California Water Company can serve the project site with the installation of a minimum 12-inch water main extension from the southerly end of the south Willows Commercial Development to County Road 57, to be provided in accordance with the

main extension rules provided in the California Public Utilities Commission tariffs. The proposed water main connection will provide water for fire suppression, domestic use and landscape irrigation. Additional water-related infrastructure (including storage tanks) may be required to support the proposed development of the site.

The City of Willows will provide wastewater services for the project site. However, the project applicants will be responsible for connecting the proposed new development to the City's existing sewer system at the intersection of County Road 57/Tehama Street or at the sewer connection being constructed by the South Willows Commercial project. The sewer laterals (at either location) for the project must meet City Standards or the occupancy permit for the project will not be issued.

The project is consistent with the existing General Plan Designation and Zoning for the site and has thus been anticipated in the Water Plan and sewage treatment planning for the area. Therefore, existing water and wastewater facilities will be adequate to accommodate the demand generated by the project. Thus, the project would not require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities. (a,b,d,e)

Drainage structures required for the project will be provided by the project applicants in accordance with standard City requirements, and pursuant to the recommendations set forth in a drainage study to be prepared by the project applicants. This includes the proper sizing of drainage facilities for the proposed bridge over the drainage ditch along the Tehama Road frontage, installation of a new diagonal box culvert at the intersection of Tehama Road and County Road 57, and other associated improvements. In addition, any work proposed within the existing drainage courses adjoining the project site may require a Streambed Alteration Permit from the California Department of Fish and Wildlife. Also, appropriate access easements will be provided to the City for maintenance of the Tehama ditch. Clearances will also be obtained from Caltrans associated with impacts and/or construction within the existing Caltrans easement for their drainage channel. (c)

Solid waste disposal is provided at the Glenn County Landfill. The County landfill has capacity for three years with alternate plans in the works for future services. The proposed project design makes provisions for the proper placement of trash enclosures, including screening and access provisions. (f, g)

17. MANDATORY FINDINGS OF SIGNIFICANCE

NOTE: If there are significant environmental impacts which cannot be mitigated and no feasible project alternatives are available, then complete the mandatory findings of significance and attach to this initial study as an appendix. This is the first step for starting the environmental impact report (EIR) process.

Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?	☐	☒	☐	☐
b) 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) Have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?	☐	☒	☐	☐

Discussion:

Section 1 (Aesthetics) provides an analysis of issues surrounding visual considerations related to the proposal. No significant impacts are anticipated. The project air quality impacts are anticipated to be less than significant with mitigation, as discussed in Section 3 (Air Quality). As discussed in Section 4 (Biological Resources), the project would have potentially significant impacts on animal species including the Giant Garter Snake (GGS), Tricolored Blackbird, and Burrowing Owl, however specific mitigation measures have been recommended to either avoid or compensate for impacts to the loss and/or disturbance of these species and their habitat. Although no cultural resources have been identified on the project site, the project could have impacts on cultural resources that are currently unknown. Mitigation measures described in Section 5 (Cultural Resources) would reduce any potential impact to a level that is less than significant. With respect to geology (Section 6, Geology and Soils) and hazards (Section 7, Hazards and Hazardous Materials) potential impacts can be reduced to an insignificant level given adherence to recommended mitigation measures. Section 8 (Hydrology and Water Quality) describes potential impacts and recommended mitigation measures associated with this topic. Section 11 (Noise) provides mitigation regarding potential noise generators at this site. Section 13 (Public Services) recommends mitigation to address potential impacts

associated with fire protection issues. As discussed in Section 15 (Transportation/Traffic), the project, in conjunction with other development, would increase traffic in the area and particularly at the intersection of Tehama Street/County Road 57. However, the impacts of the project associated with these issues are less than significant with mitigation, and are not cumulatively considerable given recommended mitigation measures. (a)

The project does not have impacts that are individually limited but which can be considered cumulatively considerable. All such impacts are considered less than significant. (b)

There are no specific environmental effects resulting from the project that pose a substantial adverse impact on humans, either directly or indirectly. The only identified potential adverse impact on humans would be from an off-site source (Glenn Fertilizer plant). However, appropriate mitigation has been provided to address any unforeseen release such as a hazardous material spill, leak or other release at this facility. (c)

ADDITIONAL REFERENCES

1. City of Willows General Plan. July 2000
2. City of Willows Municipal Code - Zoning Regulations. Title 18, 1991
3. Glenn County General Plan. June 1993
4. California Department of Toxic Substances Control. Hazardous Waste and Substances Sites List. www.dtsc.ca.gov/database/Calsites/Cortese_List.cfm.
5. Central Valley Regional Water Quality Control Board, Web site - GeoTracker for Regulated Facilities.
6. California Integrated Waste Management Board. Solid Waste Information System (SWIS) database. www.ciwmb.ca.gov/SWIS/.
7. Glenn County Important Farmland Map 2014; http://maps.conservation.ca.gov.
8. FEMA Flood Insurance Rate Map, Glenn County, California, Panel 06021C0825D.

TECHNICAL APPENDICES

Appendix A: Air Quality and Greenhouse Gases CalEEMod Modeling Summary
Appendix B: Biological Resources Evaluation Report
Appendix C: Jurisdictional Delineation Report
Appendix D: Preliminary Geotechnical Engineering Report
Appendix E: Phase I Environmental Site Assessment
Appendix F: Traffic Impact Study