

Planning Commission Agenda Report:

October 1, 2014

Project: Design Review (File DR-14-03)/New 25,580 SF hospital building
Applicant(s)/Owner: Barbara Rydgren/Glenn Medical Center, Inc.
Project Location: 1133B W. Sycamore Street
Parcel No(s): 001-141-001 and 001-151-001
Zoning: PF (Public Facilities and Service)
General Plan Public Facilities and Service

Project Description:

The applicant proposes the development of a new 25,580 square foot hospital building at the existing Glenn Medical Center campus within the City of Willows. The proposed project would replace the existing hospital facilities which were initially developed in the 1950's and later expanded in subsequent decades to accommodate the present facility which include the existing hospital, a clinic and other administrative functions as part of the Glenn Medical Center. Upon completion, the site would be developed with a one-story, free-standing hospital building with an anticipated staffing of 115 employees, 14 licensed beds, including facilities for lobby/administration, a six position Emergency Department, pharmacy, lab, surgery suite and dining/kitchen. Upon completion of the new hospital building, the existing hospital building will be reused to house administration, x-ray, medical records, and three clinics. One of the clinics is located in the existing hospital building and the other two clinics will be relocated from former houses on Enright Avenue and Sycamore Avenue. Approximately, 20,000 square feet of the existing medical center building will be used for clinics.

The project includes the installation of on-site equipment including a new emergency generator, a 2000 gallon above ground fuel tank, a transformer, a medical gas storage facility for the hospital consisting of oxygen bottles mounted in racks in a fenced area adjacent to the new building, and the relocation of an existing mobile MRI trailer which was installed with a concrete pad along the Villa Avenue street frontage of the parking lot and currently used as part of the hospital operations. The MRI trailer will be installed on a new concrete pad in the west parking lot near the existing CT Scan trailer, making it more convenient to access the Imaging Department in the new hospital. During construction, the MRI will stay in operation at a temporary site until relocated to its new location. All equipment (with the exception of the mobile MRI trailer) will be sited adjacent to the service driveway on Enright Avenue.

As part of the project, approximately 1,965 square feet of an existing medical center building will be demolished to accommodate construction of the new hospital. This area currently houses medical records. Two permanent freestanding structures on the north parcel include an old incinerator building and the maintenance shop which will be demolished to make room for the new hospital.

Review Process:

These matters are before the Planning Commission pursuant to Section 2.45 of the City of Willows Municipal Code.

Zoning:

The project site is located in a PF (Public Facilities) zoning district and is intended to accommodate the wide range of institutional uses which are established in response to the health, safety, cultural, and welfare needs of the citizens of the city and ensure compatibility with the surrounding neighborhood. Zoning to the north is PF (*Glenn Medical Health Center and a parking lot*) with RP (Residential Professional) zoning to the west (*a commercial office complex*) and south and a portion to the east, with R-1 zoning above that. The project site is located within a predominantly low-density residential community. Single-family residences and light professional office buildings surround the project along Villa Avenue, Enright Avenue and Sycamore Street. Several blocks east are the Downtown area, including City Hall, Willows High School, and several parks.

General Plan:

The General Plan Land Use Designation for this site is PF (Public Facilities and Service) which provides for existing and future public uses including schools, parks, government, airports, and other public uses.

Project Analysis for Design Review (pursuant to Section 2.45.060)

Competent Design: The development plans submitted for this project have been prepared by a professional architectural firm and are of competent design. The plans include elevations of the overall site, the demolition plan, building elevations, overall floor and roof plan, electrical plan and landscaping plan. The exterior of the building will be stucco material.

Relationship between Structures within the Development and between Structures and Site:

The new hospital building will match in color and material of the existing building, thereby making a cohesive match with the existing building.

Relationship between Development and Neighborhood: The proposed project would be an appropriate addition to the neighborhood as the project has been designed to match the current medical center building. There is sufficient open space and landscaping proposed to soften the new building, providing a pleasing relationship to both the development and the surrounding residential neighborhood.

Materials and Colors Used: The new hospital will be stucco finished to match the existing buildings. The exterior of the building will be Pacific Sand colored stucco with accent color at the center of the front elevation and the ambulance canopy. The windows will be solar bronze tinted insulated glass with medium bronze anodized aluminum frames. The roof of the proposed building will be tan single ply membrane. The roof mounted equipment will be painted Pacific Sand to match the exterior stucco of the hospital. Since the units are set back from the front and rear sides of the building, blending the units with the building the applicant felt this to be less obtrusive than adding large screen walls closer to the edge of the building to conceal the units.

Wall, Fences or Screening: The project does not include any fencing or walls to be constructed. Screening for the roof mounted units is discussed under the above section. A new 6 foot high painted concrete masonry block wall trash enclosure will be constructed on the eastern side of the project, near Enright Street.

Surface Water Drainage: All on-site surface water shall be 100% retained on site. Conditions of approval have been incorporated into Attachment 2 under Engineering Department to maintain that the water is contained and drains properly.

Drives, Parking and Circulation: The project would accommodate 141 on-site parking spaces with new driveway access on Villa Avenue and Enright Avenue. Construction of the new hospital will reconfigure the existing parking lot into two lots. The west parking lot would accommodate 33 parking spaces and provide primary vehicular access on Villa Avenue where two new two-way driveways will be constructed (*new driveway cuts*), which include a pick-up/drop-off loading zone near the north driveway, while emergency vehicles will have access primarily at the south driveway. For the north parking lot, it will accommodate 71 parking spaces and provide a new driveway access on Enright Avenue. An existing driveway access on Enright Avenue will provide access for maintenance vehicles and service deliveries as administrative functions and mechanical facilities will occupy the eastern portion of the new hospital. A new drive onto Enright will be constructed for service vehicles to enter. 29 existing on-site parking spaces will remain available along Sycamore Street with 189 additional on-street parking spaces available along the surrounding streets of Villa Avenue, Sycamore Street and Enright Avenue.

Utility Service: All utilities shall be installed underground as stated in the proposed conditions of approval.

Signs: The project proposes to install two illuminated signs for the new hospital building. One sign will be located on the front/west elevation of the building and will be approximately 70 square feet. The second sign will be located over the ambulance canopy and will be approximately 50 square feet. The combined sign square footage is 120 square feet and does not exceed the allowable sign square footage allowed for the building.

Exterior Lighting: The project proposes exterior lighting throughout the site. A photometric plan is part of the set of plans.

Landscaping: The project will include new landscaping around the proposed building. The attached landscaping plan indicates a range of shrubs/trees/landscaping for the project. The landscaping around the existing out buildings will be replaced with new landscaping.

The project was reviewed internally by the City Fire & Engineering Departments and several outside agencies for comments. Those comments are included in the attached proposed conditions of approval. This project is under the auspice of Office of Statewide Health and Planning Department and will not require a city building permit for the structure.

Environmental Review and Analysis

The project has been reviewed pursuant to the California Environmental Quality Act (CEQA). An Initial Study was prepared which determined that a mitigated negative declaration (MND) was appropriate. The Environmental Document was circulated for comments for 30 days for the public and interested agencies to review and comment (August 23, 2014 to September 21, 2014). Comments were received from the Regional Water Quality Control Board and the Native American Heritage Commission.

STAFF RECOMMENDATION:

Staff recommends adoption of the attached resolution recommending Design Review approval for construction of a 25,580 SF hospital building, and site improvements, subject to the conditions of approval as shown in Attachment #2.

PLANNING COMMISSION OPTIONS:

- 1) Recommend approval of the Design Review proposal and subject to Conditions of Approval as described in Attachment 2.
- 2) Deny the Design Review application with appropriate findings for denial.

Attachments:

1. Draft Planning Commission Resolution
2. Proposed Conditions of Approval
3. Initial Study/Mitigated Negative Declaration
4. Building Elevations
5. Elevation of proposed new building

Submitted by:

Karen Mantele
Principal Planner

PC RESOLUTION NO. _____-2014

A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF WILLOWS GRANTING DESIGN REVIEW APPROVAL (FILE # DR-14-03) TO GLENN MEDICAL CENTER, INC FOR CONSTRUCTION OF A 25,580 SF HOSPITAL BUILDING WITH ON SITE IMPROVEMENTS FOR PROPERTY LOCATED AT 1133 B W. SYCAMORE STREET, ASSESSORS PARCEL NUMBERS 001-141-001 & 001-151-001

WHEREAS, the applicant, Barbara Rydgren on behalf of Glenn Medical Center, Inc. has filed a Design Review application to gain approval to construct a new 25,580 square foot hospital building with exterior design elements and site improvements; and,

WHEREAS, notice of the Planning Commission meeting held on October 1, 2014, was published in a newspaper of general circulation in the City in accordance with law through a Notice of Intent published on August 23, 2014, and

WHEREAS, the Planning Commission did, on October 1, 2014, hold a public hearing to consider all public oral and written comments, letters and documents, staff reports, and all other documents and evidence which are a part of the Record; and,

WHEREAS, the Planning Commission has reviewed all evidence submitted in connection with the application, including public testimony, staff report, supporting documentation, City codes and regulations, and all other relevant documents and evidence which are part of the record of proceedings; and,

WHEREAS, the Planning Commission finds that based upon preparation of an Initial Study, pursuant to the California Environmental Quality Act (CEQA Section 15070) a Mitigated Negative Declaration is hereby adopted in association with this proposal; and

WHEREAS, the Planning Commission finds that on a cumulative basis, there is evidence in the record that this project will contribute to cumulative impacts upon fish and wildlife due to a reduction in natural habitat and therefore does not qualify for a de minimus exemption from State Fish and Game fee. The application will be responsible for payment of these fees as authorized by Section 711.4 of the Department of Fish and Game Code.

NOW THEREFORE, BE IT RESOLVED, that the Planning Commission of the City of Willows does hereby find that the Glenn Medical Center, Inc Design Review proposal to construct a 25,580 SF hospital building with exterior design elements and site improvements, is consistent with the City of Willows General Plan, the City of Willows Municipal Code, and hereby approves Design Review DR-14-03, subject to the attached conditions of approval set forth in Attachment #2; and as shown on Attachment 5.

IT IS HEREBY CERTIFIED that the foregoing Resolution was duly adopted at a regular meeting of the Planning Commission of the City of Willows on Wednesday, the 1st day of October, 2014, by the following vote, to wit:

AYES _____

NOES _____

ABSTAIN _____

ABSENT _____

APPROVED: _____
Kerri Warren, Chairperson

ATTEST: _____
Recording Secretary

**DESIGN REVIEW CONDITIONS OF APPROVAL FOR
GLENN MEDICAL CENTER, INC NEW HOSPITAL
FOR PROPERTY LOCATED AT
1133B W. Sycamore Street/APN; 001-141-001 & 001-151-001**

PC approval date: _____, 2014

General

1. That the applicant/developer shall enter into a Pass Through Agreement with the City of Willows to pay the cost of all planning review, plan checking and field inspection of this development.
2. All plans for additional uses, which are not covered by this review, shall be submitted to the City Manager/Planning Commission for review and approval prior to use.
3. . All landscaping shall be maintained in good condition and any dead or dying plants, shrubs, or trees shall be replaced with new healthy stock of a size comparable to the one subject for replacement.
4. A trash enclosure shall be required which shall be fully enclosed by a CMU block wall with a durable, slatted chain link gate on the fourth side in order to screen the bins.
5. The approval of this project shall be subject to the latest adopted Ordinances, Resolutions, Policies and fees of the City of Willows.
6. Off-street loading space shall be provided for the project.
7. 141 On-site parking spaces shall be provided.
8. The developer shall adhere to the design and specification of the Architectural Design Review approval. All proposed colors and building materials shall be consistent with Municipal Code Section 2.45.060(4) of the Architectural Board of Design Review.
9. The Architectural Design Review approval shall expire in one year unless otherwise stipulated by the Planning Commission. The applicant may apply to the Building Official for an extension of not more than one year from the original date of expiration, if he finds that there has been no substantial change in the factual circumstances surrounding the originally approved design. Substantial changes and any further extension beyond one year shall require Planning Commission approval. Any further extension beyond one year shall require planning commission approval.
10. All building mounted and site lighting shall be shielded lights, down lights, and or full cut off lights so that the bulb is not visible from off-site and light does not create glare or hazard onto adjoining properties/streets. All lighting must meet the City Standards.

11. An Occupancy Permit shall not be issued in part or whole for any building until work specified in the design review approval has been completed, including landscaping. If for any valid reason full compliance cannot be made a cash bond shall be posted for the work to be completed within a reasonable period of time as determined by the City Manager or his authorized representative.
12. During construction, whenever feasible, equipment fueling and service shall be conducted at a designated location other than the project site, including local gas stations or repair shops. Any spills resulting from fueling or hydraulic line breaks will be contained and cleaned up immediately. No refueling or servicing shall be done without absorbent materials (i.e. absorbent pads, mats, socks, pillows, and granules) or drip pans underneath to contain spilled materials.
13. An asbestos abatement contractor who is registered with Cal/OSHA to perform asbestos-related work shall perform disturbance and/or removal of asbestos-containing building materials (ACBM). Cal/OSHA requirements and other applicable regulations pertaining to ACBM shall be followed during demolition activities.
14. Notification shall be made to Cal/OSHA and the Glenn County Air Pollution Control District prior to asbestos-related removal and demolition activities.
15. The Applicant shall contact Glenn Transit Service two weeks prior to the start of construction to notice transit agency regarding proposed construction activities and determine, if necessary, to relocate existing bus stop locations on Villa Avenue and Enright Avenue to temporary stop locations.
16. All rooftop mechanical systems will be color matched with the building exterior and located beyond the light of sight from adjacent businesses and residences.
17. 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.
18. Construction activities shall be conducted with adequate dust suppression methods, including watering during grading and construction activities to limit the generation of fugitive dust or other methods.
19. The applicant shall submit a site-grading plan prepared by a Civil Engineer and secure a grading permit from the Building Division and shall adhere to all grading permit conditions, including Best Management Practices during construction activities. All fill areas and other areas disturbed by grading shall be treated in a manner that will reduce dust, including landscaping or erosion control hydro seed.
20. All contractors/sub-contractors shall obtain a City business license prior to commencing operation (Contact Finance Department).

21. 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.
22. Site preparation and grading, structure seismic design, foundation design, slab on-grade design, pavement design, and wintertime construction considerations shall be adhered to as described in the Holdrege and Kull Geotechnical Investigation dated December 5, 2013, and as adopted as part of the approved improvement plans.

Fire Department

23. Cal Water will need to be notified of the project and utility right away will need to be granted for fire lines.
24. Fire Department Connections to the sprinkler system will be required to have a hydrant within 50' WMC: 15.15.110. Hydrants will be required to have crash protection approved by fire chief.
25. Water flow calculation of new hydrants will need to be supplied to the fire department.
26. Premise Identification shall meet CFC along with WMC 15.15.100. All buildings and rooms are required to be labeled.
27. Property to have Knox box placed per fire chief approval with a master key of the property.
28. Building/fire plans will need to meet the most current fire/building/NFPA codes.
29. All fire FDC/Standpipes and control room to be labeled.
30. Access roads will be required to be red curbed and signed No Parking.

California Water Service Company

31. Service can be provided for project from the existing system in accordance with the rules provided in the CA. Public Utilities Commission Tariffs. Backflow and type of extension needed to be determined.

Glenn County Environmental Health

32. The dietary/food areas of the proposed project must be plan reviewed by Glenn County Environmental Health and meet all applicable requirements of the California Health and Safety Code (Division 104, Part 7, chapter 13, Section 114380) Plan approval shall be obtained before construction commences.

County Air Pollution Control District

33. Facilities storing more than 10,000 gallons of petroleum must have a licensed Professional Engineer review and certify the SPCC Plan

34. All new Hazardous Materials must be added and existing materials updated, if necessary, within the facilities existing Hazardous Materials Business Plan and submitted to the state online reporting system CERS (California Environmental Reporting System) for review by the District. These updates can occur when the Hazardous Materials are added to the site.
35. A Spill Prevention Control and Contermeasure (SPCC) Plan is required for all facilities storing over 1320 gallons of petroleum (diesel, fuel oil, gasoline, etc) in containers of 55 gallons or greater.
36. Glenn County Air Pollution Control District "Authorization to Construct" (ATC) applications will be required for any new boilers, generators (over 50HP), or other diesel, natural gas, or propane fired equipment that will be permanently kept at the community. Applications are available at www.countyofglenn.net.
37. The proposed project may be subject to additional regulations not yet adopted by the District such as but not limited to, Architectural Coatings Volatile Organic Compound limitations.

Public Works Department:

38. Landscaping shall comply with WMC, the Master Tree List, including standard detail S-19, particularly notes 12-16. Landscape plans shall show irrigation controls, pipes, and sprinkler heads. All landscaping shall be maintained in good condition and any dead or dying plants, bushes, or trees shall be replaced with new healthy stock of a size compatible with the remainder of the growth at the time of replacement.

Engineering Department:

General Conditions

39. Developer shall design and construct all improvements and facilities shown on the approved site plan in accordance with the Willows Municipal Code (WMC), the City of Willows Design and Construction Standards. Approval of a site plan depicting improvements that do not conform to the WMC or City standards does not constitute approval of an exception to the WMC or City standards unless explicitly stated herein or in another City resolution.
40. The developer shall be responsible for all City plan check, map check and inspection costs. The developer shall deposit funds with the City upon the initiation of plan check services. The amount of the initial deposit shall be determined by the City Engineer. Additional funds may be required based upon actual plan check and inspection costs.
41. Unless otherwise explicitly permitted, all existing wells, septic tanks and/or underground fuel storage tanks shall be abandoned under permit and inspection of Glenn County Department of Health Services or other designated agency. If there are none, the project engineer shall provide a letter describing the scope of the search done to make this determination.

Improvement Plan and Construction Conditions:

42. Improvement plans shall be prepared and submitted by a California Registered Civil Engineer for the construction of all necessary and required on-site and off-site improvements including grading, water, sanitary sewer, storm drain facilities, roadway improvements, curbs, gutters, sidewalks, parkway strips and streetlights. All design and construction shall conform to the City of Willows Design and Construction Standards, as applicable.
43. A detailed Soils Investigation/Geotechnical Report shall be prepared and submitted for review. The report shall address, at a minimum, potential for liquefaction, expansive soils and seismic risk. The improvement plans shall incorporate all design and construction criteria recommended in the Geotechnical Report.
44. All private water mains, sewer mains and storm drains shall be clearly labeled “Private” on the improvement plans.
45. Improvements plans shall include a storm water pollution prevention plan. Erosion control measures shall include protection of all local storm drain inlets.
46. Roadway Improvements
 - a. Ramps for disable persons meeting the most recent standards shall be provided at all driveway crossings. Sidewalk warps shall be provided as necessary to allow a clear four-foot wide walkway at all locations, including areas where mailboxes, streetlights, and fire hydrants obstruct sidewalks. If the sidewalk improvements extend outside of the existing right-of-way, public sidewalk easements shall be provided to the City. Descriptions and plats of the dedication shall be provided to the City during the plan review. All easements dedicated to the City are subject to acceptance by the City Council.
 - b. All driveways accessing the site shall be per City Standards except for the driveway on North Enright Avenue for truck delivery. For this driveway, radii returns are acceptable. All ADA accessible improvements at this location will be required.
 - c. Improvement plans shall show all parking lot improvements including, but not limited to, pavement section, parking stalls (dimensioned), isle widths (dimensioned), turning radii (particularly important where truck access or emergency vehicle access is needed), walkways, water lines, sewer lines, storm drain lines, irrigation lines, lighting, landscaping and other improvements associated with the parking areas.
 - d. Any sections of curb, gutter and sidewalk that is shown to be replaced shall be saw cut and replaced at the closest expansion joint or score mark and the new concrete shall be doveled into the existing concrete.

47. Water and Sanitary Sewer Improvements

- a. Sewer grades must be designed such that ultimate finished floors are a minimum of 12" above upstream manhole or clean-out rim elevations. Inadequate elevation differentials or grade on private laterals, as determined by the City, must be mitigated by either raising finished floor elevation(s) or installing privately owned and operated sewer lift station(s) with grinder/ejector pump(s) on site.
- b. The existing well on the site used for cooling water shall be shown on the plans. Information regarding the discharge of cooling water from the mechanical system shall be provided with the submittal of the improvement plans. It is the City's understanding that the existing system connects to the City's storm drain system. If it is determined that the makeup or temperature of the water being disposed of in the City's storm drain system is in violation of State regulations, connection of this system may have to be made to the City's sewer system
- c. Any unused sewer lines on the property shall be properly abandoned and plugged to preclude any inflow or infiltration from entering the City's sewer system. This may include identifying the connection to the existing sanitary sewer main and severing that connection.
- d. A grease interceptor shall be installed on the sewer lateral coming from the proposed building prior to connection to the sewer main in North Villa Avenue. The grease interceptor sizing calculations shall be provided to the Building Department for verification during the plan check process.
- e. The applicant shall provide evidence from Cal Water that the water system shown on the plans is acceptable, or, if Cal Water provides the design, copies of the approved plans showing water mains, laterals, fire hydrants, etc. shall be provided to the City prior to approval of the improvement plans for the project.
- f. Curbing in front of all new fire hydrants along public streets shall be painted red in accordance with City Standards.

48. Drainage Improvements

- a. 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 rationale method and any applicable adopted City drainage plans.

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:

Quantities of water, water flow rates, major water courses, drainage areas and patterns, diversions, collection systems, flood hazard areas, sumps and drainage courses.

- b. Post-development off-site flows shall not exceed pre-development flows.

- c. The capacity and condition of existing drainage facilities downstream of the development shall be analyzed and off-site drainage improvements shall be constructed as necessary. Site grading and drainage improvements shall be shown on the improvement plans.
 - d. Strip drains shall be installed at the back of walk on all proposed driveways where drainage from the parking area is routed to drain to the street. The strip drain is to preclude storm water from the site to run across the sidewalk. Strip drains can outlet through curb drains through the face of curb on the street.
 - e. Any new trash bin areas shall be constructed such that the drainage from the concrete area in the dumpster area is collected in a sump drain (and not be allowed to drain onto the street.) The drain from the trash enclosure area should be connected to the City's sewer system. The trash enclosure area should have a protective covering such that rain water cannot fall in the trash enclosure area.
49. : Prior to approval of the improvement plans a lot merger shall be submitted to the City for review and approval to combine the two existing lots underlying the hospital property
50. No grading or other construction shall be performed until the improvement plans have been approved and signed by the City Engineer. Encroachment Permits and Building Permits will not be issued prior to the approval of the improvement plans. An Encroachment Permit is required for any work within the City's rights of way.
51. The developer shall keep adjoining public streets free and clean of project dirt, mud, materials, and debris during the construction period, as is found necessary by the City Engineer.
52. Before or 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 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 shall be submitted to the City.
53. The project applicant shall secure a NPDES General Stormwater Permit for construction activities prior to the start of any land disturbance. As part of the NPDES permit process, the project applicant shall prepare a SWPPP that outlines the Best Management Practices (BMPs) to be employed during construction activities to minimize storm water pollution. The SWPPP also shall include Best Construction Practices to be employed in the clearing and grading of the project site and for other scheduled construction activities.
54. During construction, the applicant and the contractor of record shall exercise BMPs, such as daily street sweeping and the placement of erosion control measures on-site, to minimize storm water pollution. The BMPs shall be listed in the required SWPPP for the project. The contractor shall designate a primary contact person who shall be

available to the City of Willows in the event of noted storm damage or storm event. Said person shall be responsible for inspection of all erosion control facilities.

55. Prior to approval of the water and sanitary sewer improvement plans, testing shall be performed for any discharge from groundwater well(s) on the site and into the City's storm drains. If it is determined that the makeup or temperature of the water being discharged into the City's storm drains is in violation of State regulations, connection of this system may have to be made to the City's sewer system.
56. Unless otherwise explicitly permitted, all existing wells, septic tanks and/or underground fuel storage tanks shall be abandoned under permit and inspection of Glenn County Department of Health Services or other designated agency. If there are none, the project engineer shall provide a letter describing the scope of the search done to make this determination.
57. 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.
58. 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 subdrains, the location, size and construction details must be provided to the City for review and approval prior to construction.
59. All streets, curbs, gutters, sidewalks or other public facilities damage in the course of construction associated with this development shall be the responsibility of the Developer and shall be repaired to the satisfaction of the City at the Developer's expense.
60. Dust control must be maintained to the City's satisfaction.
61. All exterior construction activities shall be limited to 7:00 am to 6:00 pm, Monday through Friday, and 8:00 am to 4:00 pm on Saturdays. Construction shall be prohibited on Sundays and Holidays recognized by the City of Willows. There will be no startup of any equipment or machinery prior to 7:00 am, or delivery of materials after 6:00 pm.
62. The property owner/contractor's telephone number shall be made available on a sign posted on the site to enable local residents to register noise complaints.

Initial Study/Mitigated Negative Declaration



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



CEQA Initial Study / MITIGATED Negative Declaration

Project Title: Glenn Medical Center/Replacement Hospital
FILE NUMBER: DR-14-03 (Design Review)

Lead Agency Name and Address: City of Willows
201 North Lassen Street
Willows, CA 95988

Project Location: 1133 B West Sycamore Street,
Willows, CA 95988
APN: 001-141-001; 001-151-001.

Project Sponsor's Name and Address: Glenn Medical Center, Inc.
1133 A West Sycamore Street,
Willows, CA 95988

General Plan Designation(s): Public Facilities

Zoning: Public Facilities (PF)

Contact Person: Karen Mantele, Principal Planner

Phone Number: 530.934.7041

Date Prepared: August 18, 2014

Public Review Period: August 23, 2014 – September 21, 2014

Description of Proposed Project

Glenn Medical Center, Inc. (the Applicant) proposes the development of a new 25,580 square foot hospital building at the existing Glenn Medical Center campus within the City of Willows. The proposed project would replace its existing hospital facilities within the present medical center with a new building, totaling approximately 25,580 square feet. Upon completion, the site would be developed with a one-story, free-standing hospital building with an anticipated staffing of 115 employees, 14 patient beds, including facilities for lobby/administration, emergency care, pharmacy, lab, surgery suite and dining/kitchen. Upon completion of the new hospital building, the existing hospital building will be reused to house administration, x-ray, medical records, and three clinics. One of the clinics is located in the existing hospital building and the other two clinics will be relocated from former houses on Enright Avenue

and Sycamore Avenue. Approximately, 20,000 square feet of the existing medical center building will be used for clinics.

The project would accommodate 141 on-site parking spaces with new driveway access on Villa Avenue and Enright Avenue. Construction of the new hospital will reconfigure the existing parking lot into two lots. The west parking lot would accommodate 33 parking spaces and provide primary vehicular access on Villa Avenue with two proposed driveways, which include a pick-up/drop-off loading zone near the north driveway, while emergency vehicles will have access primarily at the south driveway. For the north parking lot, it will accommodate 71 parking spaces and provide a new driveway access on Enright Avenue. An existing driveway access on Enright Avenue will provide access for maintenance vehicles and service deliveries as administrative functions and mechanical facilities will occupy the eastern portion of the new hospital. 29 existing on-site parking spaces will remain available along Sycamore Street with 189 additional on-street parking spaces available along the surrounding streets of Villa Avenue, Sycamore Street and Enright Avenue.

The project would include the installation of on-site equipment such as a new emergency generator, an above ground fuel tank, transformer, medical gas storage facility, including relocation of an existing of mobile MRI trailer. All equipment (with the exception of the mobile MRI trailer) will be sited adjacent to the service driveway on Enright Avenue. The MRI trailer will be installed on a new concrete pad in the west parking lot near one of the existing medical buildings. During construction, the MRI will stay in operation at a temporary site until relocated to its new location.

As part of the project, approximately 1,965 square feet of an existing medical center building will be demolished to accommodate construction of the new hospital. The demolished portion was storage for medical records.

Project Location and Surrounding Uses

The project site is comprised of two parcels in a mid-block location between the Glenn County Mental Health Center to the north and the existing Glenn Medical Center buildings to the south. The approximately 5.3 acre project site is rectangular in shape with the proposed hospital occupying the north parcel (APN 001-151-001) with a portion of the proposed parking area encroaching into the south parcel (APN 001-141-001). The northernmost parcel (replacement hospital) is located at 1133 B West Sycamore Street and the southernmost parcel is located at 1133 A West Sycamore Street.

As shown on Figure 1 on page 3, the site is located south of State Route 162, a major east-west corridor through the northern Sacramento valley region, and approximately midway between Interstate 5 (Golden State Freeway) and the City of Willow's Downtown. The project site, as shown on Figure 2 on page 4, is bounded by Villa Avenue to the west and Enright Avenue to the east, the Glenn County Mental Health Center to the north and the existing Glenn Medical Center buildings to the south. Regional access to the site is provided by Interstate 5 located approximately 0.35 mile to the west. Located in Glenn County, the City of Willows is 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.

The project site is located within a predominantly low-density residential community. Single-family residences and light professional office buildings surround the project along Villa Avenue, Enright Avenue and Sycamore Street. Immediately to the west is a commercial office complex. The Glenn County Mental Health Center and other public facilities are located north of the site. Along the north properties, State Route 162 is a major east-west commercial corridor that extends through the City. West of the site toward Interstate 5 is a multi-family residential complex. Several blocks east is the Downtown area, including City Hall, Willows High School, and several parks.

Site Background and Existing Conditions

The approximately 5.3 acre rectangular site is relatively flat and comprised of two parcels; a north parcel consisting of mostly surface parking, several support buildings and the Glenn County Mental Health Center and a south parcel consisting of several buildings that were initially developed in the 1950's and

Figure 1, Project Location

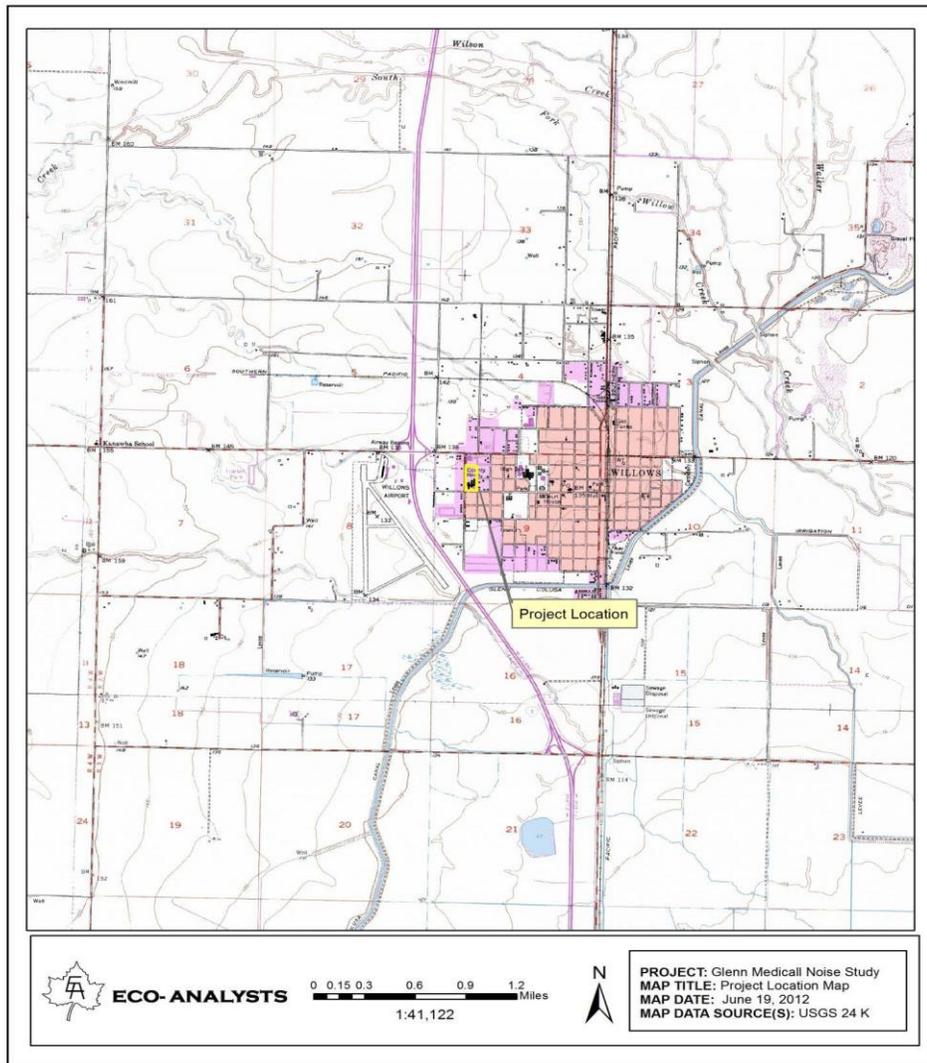


Figure 2. Project Location Map.

Source: Eco-Analyst Noise Assessment, June 2012

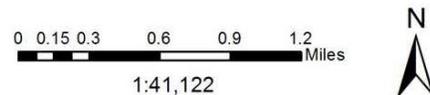
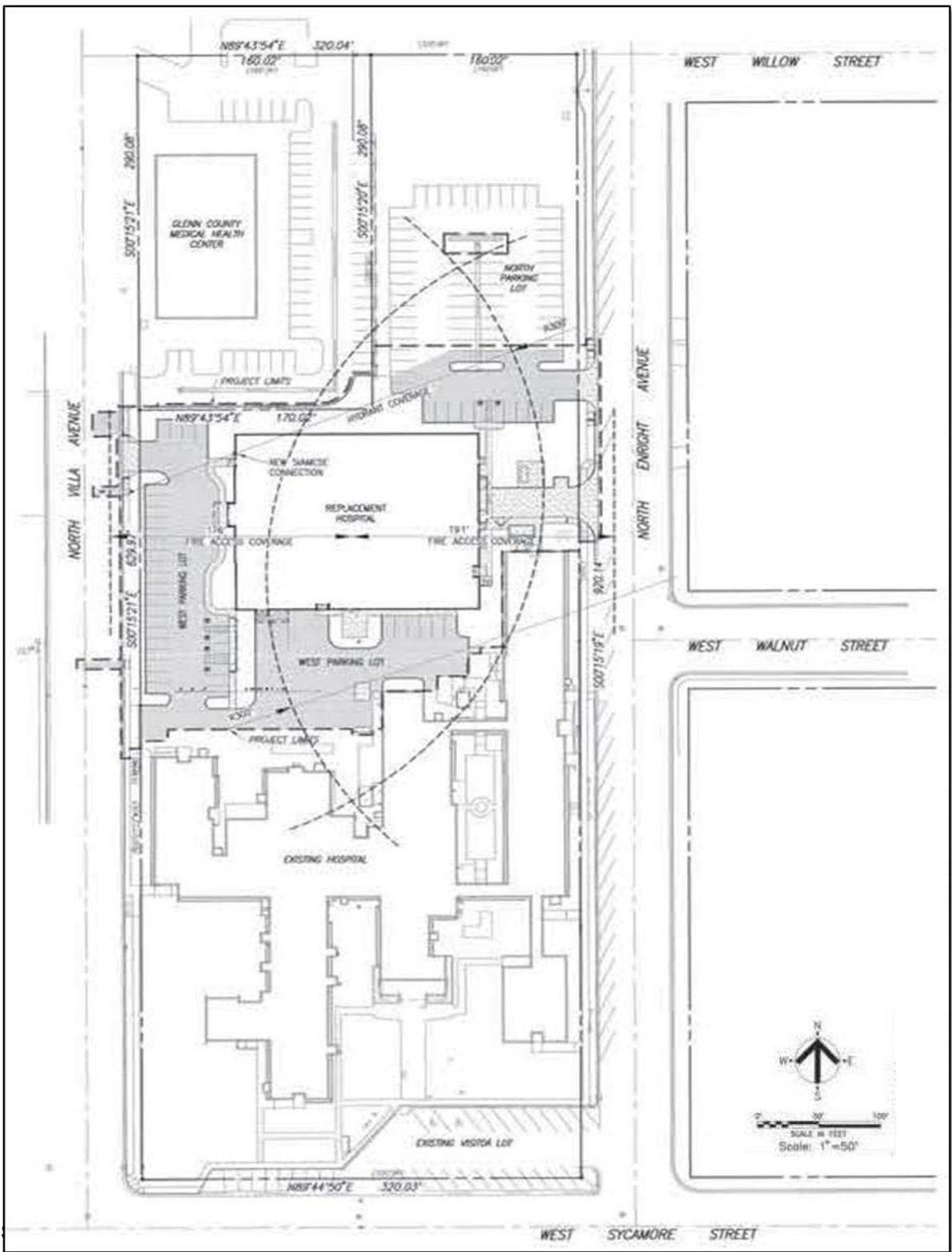


Figure 2, Project Site Map



later expanded in subsequent decades to accommodate the present facility which include the existing hospital, a clinic and other administrative functions as part of the Glenn Medical Center.

The north parcel consists of the Glenn Mental Health Center and mostly a surface parking lot with several existing permanent and temporary structures and other supporting facilities as part of the Glenn Medical Center campus. Two permanent freestanding structures on the north parcel include an old incinerator building and the maintenance shop. In 1992, two underground storage tanks were removed near the maintenance building. After removal and remediation efforts, the site was approved by the California Regional Water Quality Control Board, Central Valley Region after completion of monitoring efforts. A temporary 8' x 40' storage container to east of these structures is used as a garden shed for storing landscaping equipment. An existing mobile MRI trailer was installed with a concrete pad along the Villa Avenue street frontage of the parking lot and currently used as part of the hospital operations.

The south parcel is currently developed with three one-story buildings comprising the Glenn Medical Center campus with a total building footprint of approximately 57,334 square feet. These brick and concrete structures range in height from ten to thirteen feet and occupy most of the south parcel with landscaping interspersed between the buildings and along the perimeter of site.

Both the north and south parcel are designated Public Facilities in the City's General Plan. These parcels are zoned PF, Public Facilities and Services Classification.

The surrounding land uses include:

- North: Public Facility (Mental Health Center), parking lot
- South: Sycamore Street, low density single-family residential, professional office
- East: Enright Avenue, low density single-family residential, professional office
- West: Villa Avenue, professional office, multi-family residential

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

- Office of Statewide Health Planning and Development
- Glenn County Air Pollution Control District
- Regional Water Quality Control Board
- City of Willows Building Department
- City of Willows Public Works Department
- City of Willows Fire Department
- California Water Service

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.

- | | | |
|---|--|--|
| <input checked="" type="checkbox"/> Aesthetics | <input type="checkbox"/> Agricultural Resources | <input checked="" type="checkbox"/> Air Quality |
| <input type="checkbox"/> Biological Resources | <input type="checkbox"/> Cultural Resources | <input checked="" type="checkbox"/> Geology / Soils |
| <input checked="" type="checkbox"/> Hazards & Hazardous Materials | <input checked="" type="checkbox"/> Hydrology / Water Quality | <input type="checkbox"/> Land Use / Planning |
| <input type="checkbox"/> Mineral Resources | <input checked="" type="checkbox"/> Noise | <input type="checkbox"/> Population / Housing |
| <input checked="" type="checkbox"/> Public Services | <input type="checkbox"/> Recreation | <input checked="" type="checkbox"/> Transportation / Traffic |
| <input checked="" type="checkbox"/> Utilities / Service Systems | <input checked="" type="checkbox"/> 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: August 22 , 2014

Planner's 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: _____ 2014

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		Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:					
a)	Have a substantial adverse effect on a scenic vista?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b)	Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c)	Substantially degrade the existing visual character or quality of the site and its surroundings?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d)	Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Discussion:

Visual resources in the area include the distant hillside views to the west and State Highway 162. State Highway 162 is designated as a scenic highway within the County of Glenn General Plan and located approximately 750 feet north of the project. As an east-west interstate corridor traversing through portions rural Northern California, the segment of State Highway 162 near the project is considered to be a commercial corridor with limited scenic value. Additionally, the site is located approximately 0.3 mile east of Interstate Highway 5. This segment of Interstate 5 is not designated as highly scenic by the State of California. The project site is located within a suburban environment with a mix of residential uses and office commercial. Since the project would conform to the surrounding suburban character in both scale and massing of the proposed building, the project is not anticipated to detract from existing hillside views. (a,b)

The proposed hospital building is consistent with much of the existing development in the surrounding vicinity and would not substantially degrade the existing visual character or quality of the site and its surroundings. The proposed project would be built on a relatively flat site that currently provides surface parking and several support structures for the Glenn Medical Center. Landscaping is limited to lawn and shrubs located among the existing buildings and a few mature trees along the street frontage of Sycamore Street and Enright Avenue as well as within some of interior courtyards of the medical center buildings. To address potential aesthetic concerns, the applicant has submitted architectural renderings, landscaping plans, and sample palette of colors and materials per the City’s Design Review requirements. The new building exterior will be a pale color stucco (Pacific Sand) with a rust brown accent highlighting the building’s main entry and canopy above the ambulance access. The windows will be solar bronze tinted insulated glass with bronze anodized aluminum frames. The roof of the proposed building will be a tan single-ply membrane. All rooftop mechanical systems will be color matched with the building exterior and located beyond the light of sight from adjacent businesses and residences. All proposed colors and building materials is consistent with Municipal Code Section 2.45.060(4) of the Architectural Board of Design Review. New landscaping will also be incorporated into the project to replace the loss of existing landscaping and trees during construction. The existing lawn and trees will be replaced with new low-water use shrubs and trees, including installation of pervious decorative groundcover throughout the site to increase drainage and water recharge. (c)

Future construction on the site would introduce new light sources in an area that currently has minimal night lighting. Future light sources would primarily be comprised of exterior lighting on the new hospital building, as well as parking lot security lighting. Development associated with this project would increase the amount of nighttime light and daytime glare in this area, however, given mitigation as listed below, impacts from this proposal are anticipated to be less than significant. (d)

Mitigation Measures:

1. All landscaping shall be maintained in good condition and any dead or dying plants, shrubs, or trees shall be replaced with new healthy stock of a size comparable to the one subject for replacement.
2. All reflective structure surfaces such as windows and roofs shall be designed, treated, and installed as to reduce glare and sun reflection off-site.
3. All building mounted and site lighting shall be shielded lights, down lights, and/or full cut off lights so that the bulb is not visible from off-site properties and light does not create glare onto adjoining properties/streets. All lighting must meet City standards.

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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Discussion:

The project site is currently developed as surface parking and siting for supporting facilities as part of the Glenn Medical Center campus. Existing urban uses surround the project site and located near the commercial corridor of Highway 162 and Interstate 5. The site is not located on designated Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland) as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program. According to the Glenn County

Farmland Mapping and Monitoring Program map published April 2008 by the California Department of Conservation, the project site is designated as “Urban and Built-Up Land.”

The proposed project would allow for the construction of a new hospital currently zoned for public facilities use (PF, Public Facilities and Services). No agricultural zoning is present in the surrounding area, and no nearby lands are enrolled under the Williamson Act. As such, the proposed project would not conflict with existing zoning for agricultural use or a Williamson Act contract. Since there are no agricultural uses or related operations on or near the project site, the project would not involve the conversion of farmland to other use, either directly or indirectly.

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

3. AIR QUALITY

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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Violate any air quality standard or contribute substantially to an existing or projected air quality violation?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Expose sensitive receptors to substantial pollutant concentrations?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
e) Create objectionable odors affecting a substantial number of people?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
f) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
g) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Discussion:

The project site lies within the 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 have reviewed the proposed project and provided comment letters dated May 12, and May 13, 2014.

The Glenn County portion of the NSVAB is a designated attainment basin for particulate matter (PM₁₀) and a non-attainment transitional area for ozone. The Northern Sacramento Valley 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 would in no way conflict with or obstruct the implementation of the AQAP. (a)

Construction and operation of the proposed project would generate PM₁₀ and precursors of ozone (Volatile Organic Compounds [VOC] and Oxides of Nitrogen [NO_x]), as well as other criteria pollutants. During construction, fugitive dust would be the primary source of PM₁₀. Whereas, 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, NO_x, 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 operation of the hospital would be tailpipe emissions from vehicles traveling to and from the site. Vehicle tailpipe emissions include VOC, NO_x, CO, and to a lesser degree, particulate matter (PM₁₀ 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. In this regard, the GCAPCD commented that the District will require "Authorizations to Construct" for any boilers, generators (over 50HP), or other diesel, natural gas, or propane fired equipment that will be permanently kept at the site. The GCAPCD stated that a Spill Prevention and Countermeasure (SPCC) Plan shall also be required for all facilities storing over 1320 gallons cumulative of petroleum (Diesel, fuel oil, gasoline, etc.) in containers of 55 gallons or greater.

Given the type and volume of pollutants that would be generated by the project and the attainment status of the Glenn County portion of the NSVAB, the primary concern for criteria pollutants from the project is construction-induced PM₁₀ (i.e., fugitive dust). GCAPCD stated that the project's dust must be mitigated through adequate dust suppression methods, and that all unpaved roads must be watered two times daily or to the point that dust emissions are prevented from leaving the property boundaries. Additionally, all disturbed surfaces must have the soil stabilized to the point that fugitive dust emissions are prevented from leaving the property boundary. Mitigation Measures 4 through 6 identify the minimum dust control requirements for project construction. GCAPCD also noted that the District is considering adopting additional regulations, including but not limited to Architectural Coating VOC limitations, and that the project may be subject to such regulations if they are adopted in the future. With the incorporation of mitigation measures 4 through 8 and compliance with GCAPCD rules and regulations, construction of the project would not cause and significant impacts related to criteria air pollutants or air quality standards. (b, c, d)

The closest sensitive receptors to the project site are residences to the east of the project site. There are relatively few residences in the immediate vicinity, as most of the residences in the area are located north of State Route 162 and further east and south of the project. The proposed project would result in short-term impacts associated with construction activities, including grading activities. However, with the implementation of the mitigation measures as listed below, impacts 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 equivalent (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.

By far, the largest source of GHG emissions attributable to the project would be CO₂ emitted by vehicles driving to and from the proposed development. The proposed development would generate additional GHGs from construction equipment (short-term), electricity use, natural gas combustion, maintenance equipment, and indirectly from water delivery and wastewater transport.

California has passed several bills aimed at reducing (GHG) emissions and related climate change impacts. The most prominent of these is Assembly Bill 32 (Nunez, 2006) - "the California Global Warming Solutions Act of 2006" (AB 32), which seeks to reduce California’s GHG emissions to 1990 levels by 2020. To date, the GHG reduction strategies that have been adopted to implement AB 32 have been in the agriculture, energy, forestry, consumer/chemical products, industry and manufacturing, oil and gas, transportation, waste management, and water sectors. AB 32, itself, has not resulted in any specific land use controls or regulations.

Senate Bill 375, however, 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.

Given that the current AB 32 implementation strategies largely do not apply to land use decisions and that SB 375 implementation plans and measures have not been prepared to date, the proposed project would not conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of GHG.

As noted above, the largest source of GHG emissions attributable to the proposed project are vehicle trips. By this measure, project construction activities would increase emission on a short-term basis while vehicle emission on long-term basis would be negligible as project operations would remain similar to existing conditions. However, with the implementation of the mitigation measures as listed below, the project-related GHG emissions and their potential effect on global climate change is considered a less than significant impact on an individual level and not considerable on the cumulative level.

Mitigation Measures:

4. Construction activities shall be conducted with adequate dust suppression methods, including watering during grading and construction activities to limit the generation of fugitive dust or other methods.
5. The applicant shall submit a site-grading plan prepared by a Civil Engineer and secure a grading permit from the Building Division and shall adhere to all grading permit conditions, including Best Management Practices. All fill areas and other areas disturbed by grading shall be treated in a manner that will reduce dust, including landscaping or erosion control hydro seeding.
6. The applicant shall secure a grading permit from the Building Division and shall adhere to all Best Management Practices during construction activities, the contractor shall remove daily accumulation of mud and dirt on paved roads that serve the project site.
7. Glenn County Air Pollution Control District "Authorization to Construct" will be required for any boilers, generators (over 50HP), or other diesel, natural gas, or propane fired equipment that will be permanently kept at the community.
8. The applicant shall prepare a Spill Prevention Control and Countermeasure (SPCC) Plan for all facilities storing over 1320 gallons of cumulative petroleum (diesel, fuel oil, gasoline, etc.) in containers of 55 gallons or greater.

4. BIOLOGICAL RESOURCES	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:				
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

4. BIOLOGICAL RESOURCES	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:				
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Discussion:

The project site is located in an urban area and consists of surface parking and several small, permanent and temporary structures adjacent to the existing Glenn Medical Center facility. Based on observations during staff site visit, no candidate sensitive, or special status species exist on the site. Species likely to occur on site would be limited to small terrestrial and avian species typically found in urban settings. The project site and adjacent areas are predominantly developed with structures or paved with impervious surfaces. In addition, existing vegetation on-site consists of ornamental landscaping. Some areas to the north and west of the project remain vacant but show signs of ground disturbance that has been graded with minimal vegetation. The proposed project would involve build-out of the entire site that is already disturbed. As such, the likelihood of the presence of any endangered and/or threatened species is remote. Therefore, while the proposed project would include the removal and replacement of landscaping, as necessary, it would not adversely affect endangered and/or threatened species. As such, no impacts would occur and further analysis of this issue is not required.

The project site has several trees on-site and along the street frontages of Villa Avenue and Enright Avenue. Additional existing landscaping includes several turf/lawn areas along the street frontages and other areas of the parking lot and surrounding structures. A total of fifteen mature trees are located within the right-of-way along Villa Avenue and Enright Avenue. With project construction, it is anticipated that all on-site and parkway trees will be removed. The project, however, would incorporate a landscaping plan, which would include the planting of replacement trees as well as shrubs and groundcover.

Since the project site has been developed with urban uses, there is no riparian habitat or other sensitive natural communities existing on the site, as identified in the City or County plans or in regulations by the CDFG or USFWS. In addition, no water bodies or federally protected wetlands exist on the site or on adjacent properties. As the surrounding land uses of the site include single-family residences, low-rise office buildings, and multi-family apartments, no wildlife corridors or native wildlife nursery sites are present on the site or in the vicinity. Thus, the project would not have a substantial adverse effect on any riparian habitat or other sensitive natural community, disturb any waterbodies or federally protected wetlands, nor interfere with the movement of native resident or migratory fish or wildlife species or use of wildlife nursery site. Additionally, there is no adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan in place for the project site.

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

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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to 15064.5?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Disturb any human remains, including those interred outside of formal cemeteries?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Discussion:

The project site is located within an urban environment where past and present uses have disturbed the project surface and soils to varying depths. It is noted that unknown resources could be uncovered during construction activities. A July 21, 2014 letter from the NE Information Center in Chico stated that, based on records search, there are no recorded prehistoric or historic sites on the subject property or in the project area. The project site contains no known 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, application of appropriate mitigation measures upon the discovery of buried remains or artifacts would result in a less than significant impact. (a, b, c, d)

Mitigation Measures:

9. 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.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
ii) Strong seismic ground shaking?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
iii) Seismic-related ground failure, including liquefaction?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
iv) Landslides?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Result in substantial soil erosion or the loss of topsoil?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Discussion:

The following information has been excerpted from the Holdrege and Kull Geotechnical Investigation dated December 5, 2013.

The site is generally flat consisting of a portion of the medical center building, equipment and maintenance building, asphalt concrete (AC) parking lot, concrete sidewalks, underground utilities, and landscaping. Construction of the new hospital site will require minor cuts and fills to meet the proposed building grades. Based on current (preliminary) grading plans, the generated fill for a cut-fill transition is not expected to be greater than 3 feet thick. Site improvements would include concrete slab-on-grade floors, continuous spread and isolated foundation footings, concrete sidewalk, asphalt concrete parking lot, new driveway entrances, and landscaped areas.

Additional shallow underground utility lines currently lie within the building footprints or immediately adjacent to the proposed building locations. Utilities include hospital data communication lines, storm drain, sewer, gas, and water line. Relocation of existing utilities will require excavation for underground utility trenches that will be two to four feet below the ground surface.

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. The closest known potentially active fault is the Willow fault zone, which is located approximately 6 miles to the east and to the north 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 40 miles to the west. Other potentially active faults in the project vicinity include the Dunnigan Hill Fault and Cleveland Hills Fault. Because there are no known active faults located on the project site, the potential for fault rupture on the site is low.

To investigate the subsurface soil, rock and groundwater conditions, exploratory soil borings were conducted at the project site. At the maximum depth of 51.5 feet below ground surface (bgs), a generalized soil profile across the site consists of 90 percent low plasticity silt and clay and 10 percent very fine sand. Groundwater was encountered at depths ranging from 19 to 22 feet bgs in the exploratory borings drilled at the site. A review of shallow groundwater data from monitoring wells west of the project along Wood Street and Humboldt Avenue show that the depth to groundwater seasonally fluctuates between 7 feet bgs to 20 feet bgs, generally highest at the end of the winter rainy season and lowest at the end of the summer dry season. For evaluation purposes, H&K assumed the depth to groundwater to be approximately 5 feet bgs. Based on this information, Holdrege and Kull believe that the site soil and groundwater conditions make the probability of liquefaction occurring during a nearby earthquake to be very low. Soil testing revealed that the fine soil material within the upper 5 feet to be characterized as low plasticity with low shrink/swell potential. Due to the pressure of this overlying soil exceeds the expansive pressure of the soil at depth, the potential for expansive soil hazards to affect the proposed buildings is considered to be very low.

The project site and surrounding area are relatively flat. There are no known landslides at the site, nor is the site in the path of any known or potential landslides. According to the CGS, 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. The Holdrege and Kull report indicates that a review of FEMA flood hazard maps indicate that the property is not located within the 100-year flood zone.

The principal geologic hazards associated with the planned development of this site are strong seismic ground shaking. However, the potential for fault surface rupture at the site is remote. Subsurface exploration, laboratory testing, and analysis conducted by Holdrege and Kull indicates that the soils at and beneath the site are not prone to liquefaction. Therefore, the risk of liquefaction at the site is

considered to be low and mitigation is not required with respect to this item. Severe erosion typically occurs on moderate slopes of sand and steep slopes of clay subjected to concentrated water runoff. These topographic conditions do not exist at the site. Thus, the site is not highly susceptible to erosion.

Overall, the project site does not exhibit characteristics that would result in the potential for significant geotechnical hazards. The primary geotechnical concerns relative to site development are over-excavation of foundations or deep trenching for utilities during demolition that may create a cut-fill transition beneath the proposed building footprint and potentially subject the new foundation to differential settlement. 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 CBC 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.

Mitigation Measures:

10. 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.
11. Site preparation and grading, structure seismic design, foundation design, slab on-grade design, pavement design, and wintertime construction considerations shall be adhered to as described in the Holdrege and Kull Geotechnical Investigation dated December 5, 2013, and as adopted as part of the approved subdivision improvement plans.

7. HAZARDS AND HAZARDOUS MATERIALS	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:				
a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

7. HAZARDS AND HAZARDOUS MATERIALS

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
Would 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 result in a safety hazard for people residing or working in the project area?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
g) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Discussion:

As noted previously, the proposed project site is presently used as surface parking and siting for several temporary and permanent structures which include a maintenance shop, an old incinerator building, and a garden shed. In a Phase I Environmental Site Assessment (ESA) prepared by Hanover Environmental Services, Inc., a records survey and site reconnaissance revealed that two underground storage tanks (USTs) located south of the maintenance shop (one 532 gallon and one 202 gallon, regular unleaded) were removed from the project site in December 1992. Remedial actions to address any residual contaminants associated with the USTs have been undertaken since its removal. Remedial operations included excavation of contaminated soil and groundwater monitoring activities which concluded in December 2001. Final assessment of these remediation activities reported non-detect levels of gasoline hydrocarbons in the groundwater samples. Upon the UST removal and closure, A “No Further Action Letter” was issued by the California Regional Water Quality Control Board, Central Valley Region, in September 2002.

As an emergency and medical care facility, the proposed hospital use will generate and store potentially hazardous materials onsite. Specifically, operation of the proposed project would involve the generation of medical waste through its hospital/clinic/emergency care and the storage of chemicals and petroleum products as part of the overall hospital and building operations. The project will include an above ground storage tank (AST) as part of the new hospital building in addition to the existing AST (1000 gallon, double-wall above ground storage tank) located adjacent to the current medical center buildings. Construction of the proposed project would also involve the use of potentially hazardous materials, including vehicle fuels, oils, and transmission fluids. Furthermore, mitigations measures have been specified by the Glenn County Air Pollution Control District for proposed on-site generators, boilers and fuel storage facilities discussed in Section III (Air Quality). However, 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.

An initial asbestos inspection and survey was performed for the Glenn Medical Center buildings in August 1991. Subsequent surveys were performed in August 2000, May 2002, and August 2003. Because many of the existing buildings were built during 50's, 60's and 70's prior to the ban of asbestos use in building materials, the existing medical center buildings may be assumed to contain asbestos in varying amounts. The results of the survey and testing revealed that trace amounts of asbestos were detected in electrical system, wiring components, furnace gaskets, glazing compounds and mastics. Since the project will require 1965 square feet of the existing hospital building to be demolished, appropriate asbestos abatement will be required to reduce the risk of exposure to workers and building occupants. The application of Mitigation Measures 13 and 14 during the construction phase of the project will reduce the associated hazards regarding asbestos exposure to a less than significant level.

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. A Leaking Underground Storage Tank report maintained by the Regional Water Quality Control Board did not list any leaking tanks on the project site. (a, b, c, d)

The project site is located approximately 0.5 mile east of the Willows Glenn County Airport, public use airport. The site is not located in either the Clear Zone or the Approach Safety Zone of the airport. Therefore, the project would not result in an airport-related safety hazard for people residing or working in the project area.

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. During construction, whenever feasible, equipment fueling and service shall be conducted at a designated location other than the project site, including local gas stations or repair shops. Any spills resulting from fueling or hydraulic line breaks will be contained and cleaned up immediately. No refueling or servicing shall be done without absorbent materials (i.e. absorbent pads, mats, socks, pillows, and granules) or drip pans underneath to contain spilled materials.
13. An asbestos abatement contractor who is registered with Cal/OSHA to perform asbestos-related work shall perform disturbance and/or removal of asbestos-containing building materials (ACBM). Cal/OSHA requirements and other applicable regulations pertaining to ACBM shall be followed during demolition activities.
14. Notification shall be made to Cal/OSHA and the Glenn County Air Pollution Control District prior to asbestos-related removal and demolition activities.

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?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
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)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
f) Otherwise substantially degrade water quality?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
h) Place within a 100-year flood hazard area structures which would impede or redirect flood flows?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
j) Inundation by seiche, tsunami, or mudflow?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Discussion:

The project site is located in an urbanized area. The southern portion of the site is developed with the existing medical center building and the northern portion of the site is currently a parking lot with several small buildings and temporary structures. The project site is relatively flat with a gradual one percent slope from north to south. There are no streams or rivers within the project vicinity. The northern portion of the site is more permeable as a parking lot with several landscaped/planting areas on the site. However, the project would involve the replacement of the existing and prior urban uses and, as such, would not substantially change the amount of impervious surface area historically on the site.

Construction of the project would require earthwork activities, including demolition, excavation and grading of the site. During precipitation events in particular, construction activities associated with the project have the potential to result in soil erosion during grading and soil stockpiling, subsequent siltation, and conveyance of other pollutants into municipal storm drains. However, project construction would comply with the requirements of the EPA General Permit for Stormwater Release from Construction Sites 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. The project would not cause erosion or siltation either on-site or off-site after its completion.

Runoff from commercial and industrial areas 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 would be greatly reduced. Furthermore, BMPs would be designed or installed for the operational phase of the project to comply with the NPDES General Permit to reduce the discharge of polluted runoff from the site. Specifically, operational BMPs to be implemented may include screened or walled trash container areas, stenciling of on-site storm drain inlets, covered and properly drained loading dock areas, and infiltration and treatment systems in parking areas to prevent pollutant runoff.

For the proposed project, site-generated surface water runoff would continue to flow into the City’s storm drain system. The project would be comparable to existing conditions and would not result in a significant increase in runoff. Project construction would comply with applicable NPDES and City requirements including those regarding preparation of a SWPPP. As such, less than significant impacts associated with alterations to existing drainage patterns would occur with project implementation.

A current groundwater well at the north end of the site, constructed in the 1940s, provides cooling for the existing hospital mechanical systems during the warm weather months. Excess water from this operation is later discharged into the City’s storm drain system. However, these discharges are considered to be low volume and limited to non-potable uses for the existing medical center facilities as groundwater will not be required as part of the new hospital building operations. The City has, nevertheless, required testing be performed and if it is determined that the discharges are in violation of State water quality regulations, a connection to the City’s sewer system may be required. Additionally, 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 16 and 17. (a, b, c, d, e, f)

The site is designated within Flood Zone X by the Federal Emergency Management Agency (FEMA). FEMA notes that sites within Flood Zone X are areas of minimal flooding, and are outside of the 100-year flood boundary. Therefore, the proposal would not 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. Further, the absence of dams in the project area would preclude inundation as a result a dam failure. Additionally, the proposal would not be subject to inundation by seiche, tsunami, or mudflow given the project's location. (g, h, i, j)

Mitigation Measures:

15. The project applicant shall secure a NPDES General Stormwater Permit for construction activities prior to the start of any land disturbance. As part of the NPDES permit process, the project applicant shall prepare a SWPPP that outlines the Best Management Practices (BMPs) to be employed during construction activities to minimize storm water pollution. The SWPPP also shall include Best Construction Practices to be employed in the clearing and grading of the project site and for other scheduled construction activities.
16. During construction, the applicant and the contractor of record shall exercise BMPs, such as daily street sweeping and the placement of erosion control measures on-site, to minimize storm water pollution. The BMPs shall be listed in the required SWPPP for the project. The contractor shall designate a primary contact person who shall be available to the City of Willows in the event of noted storm damage or storm event. Said person shall be responsible for inspection of all erosion control facilities.
17. Prior to approval of the water and sanitary sewer improvement plans, testing shall be performed for any discharge from groundwater well(s) on the site and into the City's storm drains. If it is determined that the makeup or temperature of the water being discharged into the City's storm drains is in violation of State regulations, connection of this system may have to be made to the City's sewer system.
18. Unless otherwise explicitly permitted, all existing wells, septic tanks and/or underground fuel storage tanks shall be abandoned under permit and inspection of Glenn County Department of Health Services or other designated agency. If there are none, the project engineer shall provide a letter describing the scope of the search done to make this determination.

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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Conflict with any applicable habitat conservation plan or natural community conservation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Discussion:

The project site is located within an urban area in a predominantly residential community. A mix of office and highway commercial uses are also located nearby due to its proximity to Interstate Highway 5 and State Highway 162. Surrounding uses include residential and professional office use to the south, east and west of the site. Immediately to the north of the site are the Glenn County Mental Health Center and the Bureau of Reclamation and Juvenile Hall along State Highway 162, which extends as a major east-west commercial corridor through the City. In addition, directly east of the project, five single-family residential uses are located opposite Enright Avenue.

The proposed project is part of the Glenn Medical Center campus with the southern portion developed over the years as a hospital, clinic and administrative facility and the northern portion provided as mostly surface parking and siting for several supporting permanent and temporary structures. The project would result in the development of a replacement hospital building within the current surface parking lot that would accommodate facilities for lobby/administration, emergency care, pharmacy, lab, surgery suite and dining/kitchen. The project would also consolidate functions by relocating two off-site clinics into the existing medical center buildings upon completion of the new hospital. Therefore, the project to provide a new hospital facility within the existing Glenn Medical Center campus 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 and zoning. Therefore, it would not require any amendments to the City's General Plan or rezoning. The site is currently comprised of two parcels. For both parcels, the General Plan designation is Public Facilities and Services. Similarly, both parcels are zoned PF, Public Facilities and Services.

Because the project proposes new building construction, design review approval is required as a discretionary action per the Willows Municipal Code Section 2.45.060 (1)(2). As discussed in the Aesthetics Section I. on Page 6, the project will alter the existing visual character of the community with the construction of the new single-story, 25,580 square foot building on an existing parking lot. Despite the increase in the intensity of development on the site compared to existing conditions, the new building reflects the character of the existing medical center buildings in both form and scale as both are single-story with a flat-roof style architecture. Although the new hospital incorporates modern building materials and construction methods, the overall building design and color scheme is consistent with the other existing medical buildings, including the surrounding character of development in the vicinity. Thus, no impacts would occur regarding any land use plan, policy or regulation that would be applicable to the site. (b)

The project site is located within an urbanized community of Willows. 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

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:				
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

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

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project result in:				
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Discussion:

Project construction activities would likely lead to increased noise levels for the surrounding area. The Noise Assessment Study, prepared by Eco-Analysts, states that the majority of the noise will be generated by construction equipment and will exceed normal daylight levels. Noise impacts associated with the project would involve two phases of construction that include the demolition of the existing hospital and parking lot and during construction of the new facility. 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. Potential sensitive receptors are the existing residential units along Enright Avenue, of which there are few (3-4 units) in the immediate vicinity. Construction noise generally is treated differently from permanent noise generators as it is a temporary source. Unless the construction noise occurs during period of normal sleep, it is generally considered less than significant. However, in order to avoid potential conflicts, a mitigation measure limiting the hours of operation/construction will address potential impacts associated with construction noise. Mitigation measures below would also ensure that potential noise impacts are maintained at an insignificant level.

Noise after project construction generally would be limited to traffic, including service vehicles and emergency vehicles accessing the site. The additional traffic that the project would generate is estimated at 601 trips per day (Omni-Means, March 2014) after consolidating functions between the new hospital and the existing medical center buildings. Emergency responses are expected to remain the same (approximately two to three per week). Due to the new patient access along Villa Avenue, traffic will generally increase and may shift some traffic away from the more noise sensitive residential areas along Enright Avenue and Sycamore Avenue. However, as noted in the noise assessment (Eco-Analysts, June 2012), the proximity of the project to Interstate 5 will determine ambient noise levels due to heavy duty truck traffic on the highway. Given the project's location and proximity to Interstate 5 and State Highway 162, increased noise level associated with traffic is not anticipated to significantly increase ambient noise levels in the area. Additionally, the lack of sensitive noise receptors in this vicinity is low, and therefore, impacts associated with this issue are not expected to be significant. (a, b, c, d)

As noted in Section 7 (Hazards and Hazardous Materials), there is a public use airport in the vicinity. 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)

Mitigation Measures:

19. All exterior construction activities shall be limited to 7:00 am to 6:00 pm, Monday through Friday, and 8:00 am to 4:00 pm on Saturdays. Construction shall be prohibited on Sundays and Holidays recognized by the City of Willows. There will be no startup of any equipment or machinery prior to 7:00 am, or delivery of materials after 6:00 pm.
20. The property owner/contractor's telephone number shall be made available on a sign posted on the site to enable local residents to register noise complaints.

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)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Discussion:

The project proposes construction of a new replacement hospital as part of the Glenn Medical Center campus. As such, additional employment opportunities can lead to an 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 subject 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.

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. (a, 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?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Police protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Schools?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

13. PUBLIC SERVICES

Would the project result in:		Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
d)	Parks?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e)	Other public facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Discussion:

The subject project lies within the service area of the City of Willows Fire Department. The fire service line to the new hospital is connected to the six inch main along Villa Avenue. A new fire hydrant has been installed in the City right-of-way for Villa Avenue per Cal-Water Service requirements. A fire flow test was conducted on May 2, 2014, by Cal-Water Service and determined that the hydrant exceeded the flow requirements of 1500 gpm at 20 psi based upon a 43 p.s.i. static pressure and available flows at 2122 gpm at 20 psi. The California Water Company has provided written comments to the City that they can provide adequate water service to the subject project, both in terms of water supply and fire protection. The Willows Fire Department will review the project plans for conformity with State Law regarding fire hydrants, vehicular access, fire alarm annunciation, and fire sprinkler prior to approval. (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.

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 proposal. As discussed in Section 12 (Population and Housing), the project may attract some 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.

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

Mitigation Measures:

- 21. A knox box shall be provided at a location agreed upon between the Fire Chief and the Project Architect.

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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

14. RECREATION

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:				
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Discussion:

As noted in Section 13 (Public Services), the project could indirectly generate an 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

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:				
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)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Exceed, either individually or cumulatively, a level of service standard established by the county congestion management agency for designated roads or highways?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Result in inadequate emergency access?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) Result in inadequate parking capacity?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
g) Conflict with adopted policies, plans, or programs supporting alternative transportation (e.g., bus turnouts, bicycle racks)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Discussion:

Since the City's only adopted Circulation Element (Land Use, Open Space, Conservation and Circulation Elements of the City of Willows General Plan dated March 10, 1981) does not establish level of service standards for its roadway system, including standards of significance criteria, the Caltrans planning document, "State Route 162 – Transportation Concept Report," has indicated a concept level of service (LOS) "D" as the minimum level of service that is considered to be appropriate along the 2.3 mile section of State Route 162 within the city limits of Willows. For the purposes of the traffic study, the "Glenn Medical Center Traffic Impact Analysis," prepared by Omni-Means, LTD dated March 2014, the concept LOS "D" was used in its analysis due to the proximity and expected volume of traffic from State Route 162.

The proposed project would include the development of a new 25,580 square foot free-standing hospital building, including the reuse of the existing hospital facility for administration, x-ray, medical records and three clinics. One of the clinics is currently located within the existing hospital building while the other two clinics will be relocated from former residences on Enright Avenue and Sycamore Avenue when the new hospital is completed. In all, the three clinics will occupy approximately 20,000 square feet of the former hospital building.

According to the Omni-Means' traffic analysis, the project would marginally increase traffic volumes on surrounding streets and at three identified critical intersection locations. In consultation with the City, the study intersections include the two-way stop intersections along State Route 162 at both Villa Avenue and Enright Avenue and the all-way stop intersection at Sycamore Street and Villa Avenue. The project's contribution of vehicle trips at these critical intersections would result in an incremental increase but are anticipated to operate at or below acceptable peak hour level of service at all intersections based on existing as well as future traffic conditions. Under existing conditions with project, all intersections would continue operate at current LOS "C" or better with the exception of State Route 162 and Villa Avenue intersection where the AM peak hour LOS will increase from a LOS "C" to a LOS "D." Under future conditions (based on future year 2035) with project, both intersections along State Route 162 at Villa Avenue and Enright Avenue would operate at an acceptable LOS "D" in both the AM and PM peak hour and the intersection of Villa Avenue and Sycamore Street will operate at LOS "B" or better during both peak hour conditions. Thus, operation of the proposed project would not adversely impact the existing and future capacity of the street system nor exceed an established LOS standard. (a,b)

The nearest airport to the project site is the Willows Glenn County Airport located approximately 0.5 miles west 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 will replace existing driveways on Villa Avenue and Enright Avenue to accommodate the new hospital building and parking lot configuration. Despite the hospital relocation from the existing medical building to the new site, emergency ambulance access will remain at the south driveway on Villa Avenue. With a new service driveway along Enright Avenue, conflicts with ambulance and patient vehicular access will be avoided during service deliveries and/or hospital mechanical operations. In addition, the new hospital will include a drop-off and pick-up area at the new building entry to improve pedestrian access. As a result of the new project construction, the removal of several rows of mature trees along the parkways of Villa Avenue and Enright Avenue will increase sight distance at these new driveway locations to improve vehicular safety and circulation. Therefore, no impacts would occur from a hazard due to a design feature or an incompatible use. (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. Access to new hospital would include replacement of existing driveways along both Villa Avenue and Enright Avenue. During operation, primary vehicular access to the site would be from Villa Avenue as the main entry and emergency care services are located along the west side of the new hospital. The north parking lot and a new service driveway would be accessed from Enright Avenue to accommodate larger vehicles or trucks as necessary. As a result, the proposed site improvements would maintain vehicular access while improving on-site circulation and ingress/egress at driveway locations. Therefore, the project would result in no impacts with regard to emergency access. (e)

Parking for the project would be shared among three surface parking lots as part of the Glenn Medical Center campus. With the combination of existing and proposed surface parking lots, the project would propose a total of 141 spaces which includes 8 handicapped accessible spaces. An existing visitor lot on Sycamore Street accommodates 29 spaces and 2 handicapped accessible spaces. After construction, the project would propose two new lots, the West Parking Lot and the North Parking Lot, both located adjacent to the new hospital building that will include 33 spaces with 4 accessible spaces and 71 spaces with 2 accessible spaces, respectively. Thus, the existing and proposed parking spaces will provide 133 spaces and 8 accessible spaces for a total of 141 parking spaces.

According to the City's parking calculation based on the number of permanent beds and employees, the new hospital will require 53 spaces while the reuse of the existing hospital facility as clinics, administration and ancillary services will require an additional 92 spaces for a total of 145 parking spaces with 8 spaces designated as handicapped accessible. Although the project will be deficient of 4 off-street parking spaces per City requirements (Willows Municipal Code Chapter 18.120), there are available on-street parking along the project's frontage of Enright Avenue and Villa Avenue. Approximately 22 unmarked parallel parking spaces are provided along the frontage of Villa Avenue and an additional 29 designated angled parking spaces along the frontage of Enright Avenue for a total of approximately 51 on-street parking that may be available for medical center employee and visitor parking. Surrounding uses are zoned primarily single-family residential (R-1) or residential/professional (RP) where shared parking use of these on-street spaces may occur due to different peak demand for parking between residential use which generally would be highest during non-business hours and the medical center which typically would be highest during business hours. Despite the project's parking shortage of 4 spaces, the available on-street parking spaces directly adjacent to the medical center will more than satisfy the parking demand for both the Glenn Medical Center campus and the surrounding residential and professional uses. Therefore, the project will have sufficient parking to address its parking demands and will not result in inadequate parking capacity. (f)

For local transit services, the project site is served by Glenn Ride, a local bus service provided by Glenn Transit Service for the communities of Willows, Artois, Orland, Hamilton City and Chico. There are two existing bus stop locations adjacent to the Glenn Medical Center. One bus stop is located mid-block on Villa Avenue between State Route 162 and Sycamore Street while the other bus stop is located near the existing hospital entrance on Enright Avenue. Due to project construction, one or two bus stop locations along Villa Avenue may be required to be temporarily relocated as a result of proximity to construction activities. With the proper noticing to the transit agency regarding construction activities near existing bus stop locations, appropriate actions to relocate the bus stop during project construction would result in less than significant impacts to local transit services. (g)

Mitigation Measures:

22. The Applicant shall contact Glenn Transit Service two weeks prior to the start of construction to notice transit agency regarding proposed construction activities and determine, if necessary, to relocate existing bus stop locations on Villa Avenue and Enright Avenue to temporary stop locations.)

16. UTILITIES AND SERVICE SYSTEMS	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:				
a) Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d) Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
f) Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
g) Comply with federal, state, and local statutes and regulations related to solid waste?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Discussion:

The City of Willows provides wastewater services for the project site. Wastewater flows generated on-site are conveyed via 8-inch sewer line in Villa Avenue and a six inch water main in Villa Avenue will provide water service to the new hospital site. The California Water Company would provide water to the project site and has commented that they can provide service for the subject property. Since the project would not result in a significant expansion of facilities due to relocation of existing uses, the proposed project would result in a negligible increase in water demand and wastewater generation compared with existing conditions. Therefore, existing water and wastewater facilities are 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)

Under existing conditions, a surface parking lot occupies nearly the entire north parcel where stormwater is mostly directed to three on-site catchbasins on a generally flat site. Remaining landscaped areas include groundcover and ornamental shrubs along the street frontage of Enright Avenue and Villa Avenue. Drainage patterns under the proposed project would be similar to the existing condition as the site is developed as a parking lot and provided minimal pervious surfaces. Therefore, the proposed project would not require or result in the construction of new stormwater drainage facilities or expansion of existing facilities, and impacts would be less than significant. (c)

Solid waste disposal is provided at the Glenn County Landfill. Although landfill fees are increasing, the County has not indicated that the landfill is nearing capacity. At this date, waste disposal is not anticipated to be a significant issue as the project will relocate its existing hospital and clinic operations that would not result in significant expansion of either uses. The proposed project design guidelines make provision 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?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
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)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Discussion:

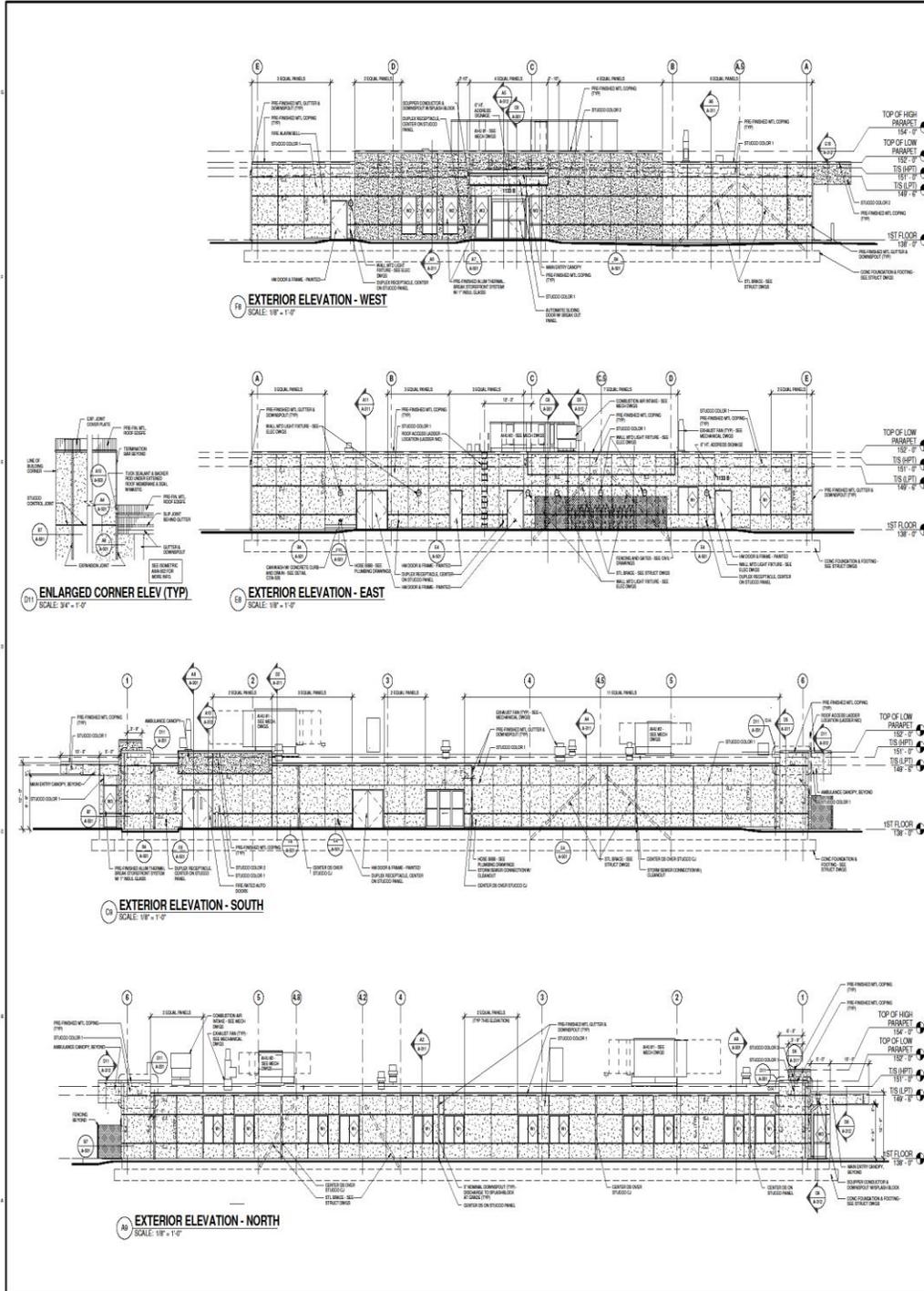
Section 1 (Aesthetics) provides an analysis of issues surrounding visual considerations related to the proposal. Given recommended mitigation measures as provided in this Initial Study, no significant impacts are anticipated. The project could have adverse impacts on humans due to dust emissions, as discussed in Section 3 (Air Quality). However, mitigation measures described in Section 3 would reduce potential impacts to a less than significant level. As discussed in Section 4 (Biological Resources), the project would have no significant impacts on plant and animal species and communities given adherence to recommend mitigation measures as described in this Initial Study. 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 add to traffic in the City of Willows vicinity, with related impacts to air quality and noise. However, the impacts of the project associated with these issues are less than significant, 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. Furthermore, there are no environmental effects resulting from the project that pose a substantial adverse impact on humans, either directly or indirectly. (b, c)

REFERENCES

1. City of Willows General Plan. July 1996
2. City of Willows Municipal Code - Zoning Regulations. Title 18, 1991
3. Glenn County General Plan. June 1993
4. Applicant's written statement and application submittal, April 14, 2014
5. California Department of Toxic Substances Control. Hazardous Waste and Substances Sites List. www.dtsc.ca.gov/database/Calsites/Cortese_List.cfm.
6. Central Valley Regional Water Quality Control Board, Web site - GeoTracker for Regulated Facilities.
7. California Integrated Waste Management Board. Solid Waste Information System (SWIS) database. www.ciwmb.ca.gov/SWIS/.
8. Glenn Medical Center Traffic Impact Analysis – Omni-Means, LTD., March 2014.
9. Geotechnical Engineering Investigation and Engineering Geology Report for the New Facility at Glenn Medical Center –Holdrege & Kull, December 2013.
10. California Water Service Company Fire Flow Test (175 N. Villa Ave./W. Sycamore St.) –California Water Service, May 2014.
11. Glenn General Hospital - Building Asbestos Inspection and Survey - Peter J. Boice, July 2003.
12. Noise Assessment for a New Medical Center in Willows, Glenn County, California, Eco-Analysts, June 2012.
13. DR-14-03/Glenn Medical Center Building/APNs: 001-141-001 and 001-151-001 /t19N, R3w, Section 9, USGS Willows 7.5' and 15' quads, Letter from Northeast Center of the California Historical Resources Information System, July 2014.
14. Phase I Environmental Site Assessment Report – Hanover Environmental Services, Inc., September 2012.

EXTERIOR BUILDING ELEVATIONS



EXTERIOR FINISHES LEGEND

STUCCO COLOR 1	STUCCO
STUCCO COLOR 2	STUCCO
STUCCO COLOR 3	STUCCO
METAL PANEL (PRECAST CONCRETE)	METAL PANEL (PRECAST CONCRETE)
MASONRY (CONCRETE BLOCK)	MASONRY (CONCRETE BLOCK)
GLASS	GLASS
WOOD	WOOD
PAINT	PAINT
CONCRETE	CONCRETE

ELEVATION GENERAL NOTES

1. ALL FINISHES SHALL BE AS SHOWN UNLESS NOTED OTHERWISE.
2. ALL FINISHES SHALL BE APPLIED TO THE EXTERIOR SURFACE UNLESS NOTED OTHERWISE.
3. ALL FINISHES SHALL BE APPLIED TO THE EXTERIOR SURFACE UNLESS NOTED OTHERWISE.
4. ALL FINISHES SHALL BE APPLIED TO THE EXTERIOR SURFACE UNLESS NOTED OTHERWISE.
5. ALL FINISHES SHALL BE APPLIED TO THE EXTERIOR SURFACE UNLESS NOTED OTHERWISE.

Replacement Hospital for
Glenn Medical Center
Willows, CA
OSHPD NO H132804-11-00
Construction By
Hospital Building & Equipment Company

Hospital Designers, Inc.

1/4" PLAN SHEET AREAS

AREA 1 A-111	AREA 2 A-112
AREA 3 A-113	AREA 4 A-114

A-201

Building Elevations

DATE: 06/23/2014

