

SECTION 2: PROJECT DESCRIPTION

This Environmental Impact Report (EIR) analyzes the potential environmental effects of the proposed Chico Walmart Expansion Project in the City of Chico.

2.1 - Project Location and Setting

2.1.1 - Location

The project site is located at 2044 Forest Avenue in the City of Chico, Butte County, California (Exhibit 2-1). The 27.08-acre project site is bounded by Business Lane, two restaurants, and State Route 99 (SR-99) (west); Baney Lane, a gas station/sandwich shop, undeveloped land, and a hotel (north); Forest Avenue, a bank, and an office complex (east); and the Wittmeier Drive cul-de-sac and an auto dealership (south) (Exhibit 2-2). The project site is located on the Chico, California, United States Geological Survey 7.5-minute topographic quadrangle map, Township 22 North, Range 2 East, Section 12 (Latitude 39°43'20" North; Longitude 121°48'13" West). The project site is at an elevation of 223 to 231 feet above mean sea level.

2.1.2 - Existing Conditions

The project site consists of two parcels: a 16.46-acre parcel that contains Walmart Store No. 2044 and associated parking and landscaped areas (Assessor's Parcel Nos. 002-370-057 and -055), and a 10.62-acre parcel to the south that contains undeveloped land (Assessor's Parcel No. 002-170-004). The existing Walmart store opened in 1994 and is 131,302 square feet in total area (indoor and outdoor including garden center). The store retails general merchandise and a limited amount of food and beverage items, and operates between 6 a.m. and 12 a.m. (midnight), 7 days a week. The existing Walmart store currently employs a rooftop solar array. The parking lot is landscaped with mature ornamental trees including Chinese pistache, Chinese hackberry, London planetree, pin oak, cork oak, and crepe myrtle.

Vehicular access is taken from three driveways on Baney Lane (two of which allow full access and the third which allows only left-in, right-in, and right-out turning movements); a right-in, right-out driveway on Forest Avenue; and a service driveway from the Business Lane cul-de-sac. A Butte Regional Transit bus stop is located on Forest Avenue near the driveway entrance.

The undeveloped parcel contains two wooden freeway billboards that face SR-99, ornamental landscaping, weedy vegetation, and wetlands. Two utility boxes and an associated concrete pad are located near the Forest Avenue/Wittmeier Drive intersection. Approximately 0.02 acre of depressional seasonal wetland is located near the SR-99 frontage in the southwestern corner of the site.

A Class I bicycle/pedestrian path is located around the western, southern, and eastern perimeter of the Walmart store and parking lot. The path begins at the Business Lane cul-de-sac and continues around the perimeter of the Walmart parking area to the intersection of Forest Avenue/Baney Lane. A seating area with picnic tables is located adjacent to the path near the Walmart store. The path is

part of a larger trail network that is ultimately contemplated to extend along the east side of SR-99 from Big Chico Creek to the intersection of Skyway Road/Notre Dame Boulevard.

Two existing, overhead Pacific Gas and Electric Company (PG&E) electrical lines parallel the path. The lines are 115 kilovolt (kv) and 15 kv. Note that these two lines do not provide electrical service to the existing Walmart store.

Site photographs are provided in Exhibit 2-3.

2.1.3 - Surrounding Land Uses

West

Business Lane, a two-lane privately owned roadway, and SR-99, a four-lane freeway, form the western boundary of the project site. West of Business Lane are two quick-serve restaurants. West of SR-99 are regional commercial uses.

North

Baney Lane, a two-lane privately owned roadway, forms the northern boundary of the project site. North of Baney Lane are a multi-story hotel, undeveloped land, and a gas station/sandwich shop.

East

Forest Avenue, a four-lane divided arterial roadway, forms the eastern boundary of the project site. East of Forest Avenue is a bank and an office complex.

South

An auto dealership and Wittmeier Drive, a public cul-de-sac, form the southern boundary of the project site. The auto dealership continues south of Wittmeier Drive.

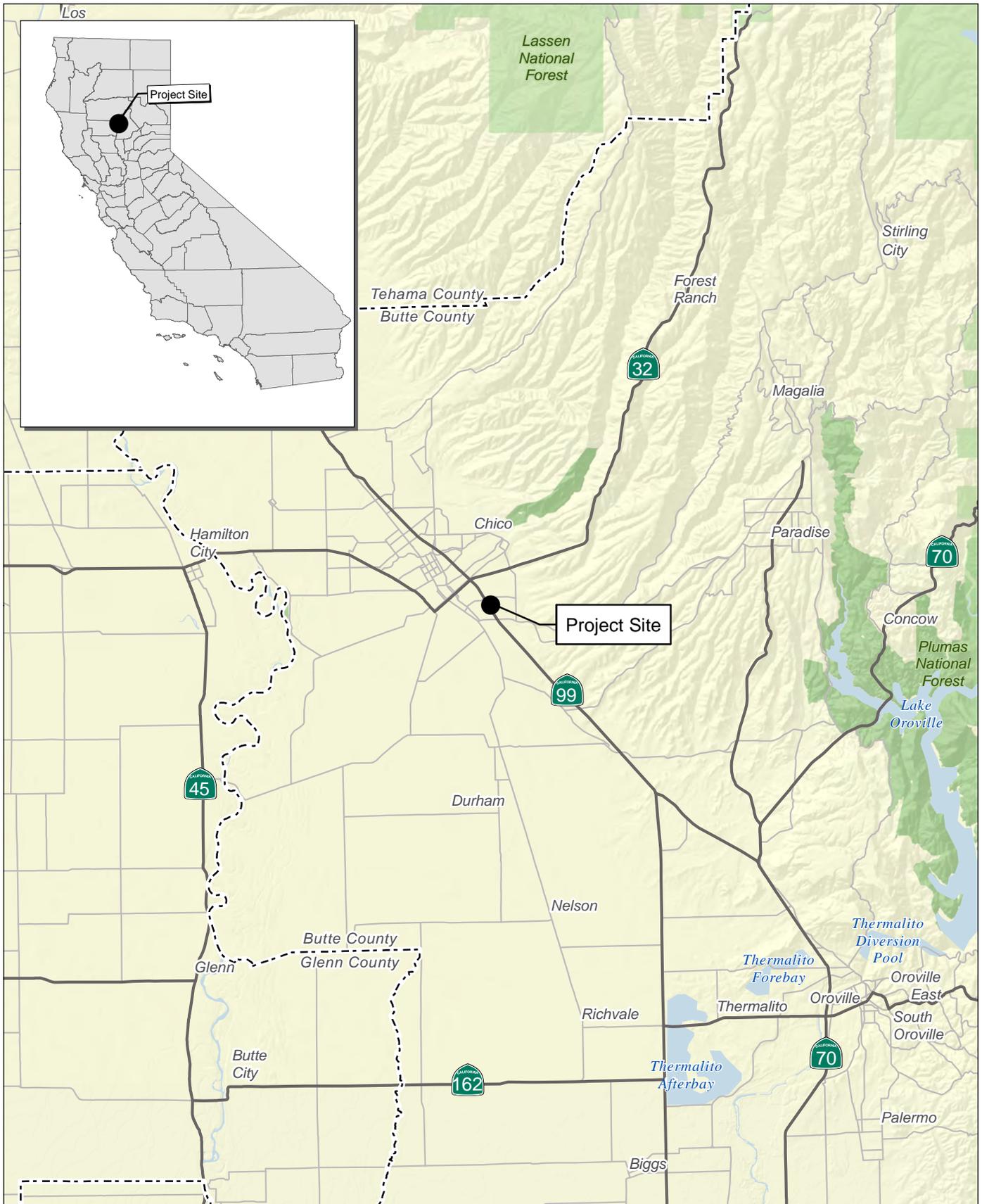
2.1.4 - Land Use Designations

The project site is designated “Regional Commercial” on the Chico 2030 General Plan Land Use Diagram and zoned “CR—Regional Commercial” on the Chico Zoning Map.

2.2 - Project Characteristics

2.2.1 - Project Summary

The project applicant is proposing to subdivide the project site to facilitate the following development and uses: (1) expand the existing Walmart store; (2) develop a fuel station with a kiosk on the Walmart store parcel; and (3) create two outlot parcels for future commercial use. Following the subdivision, the Walmart/fuel station parcel (Parcel 1) would total 21.88 acres, Parcel 2 would be 2.63 acres, and Parcel 3 would be 2.57 acres. Table 2-1 summarizes the proposed project. Exhibit 2-4 depicts the site plan.



Source: Census 2000 Data, The CaSIL, FCS GIS 2013.

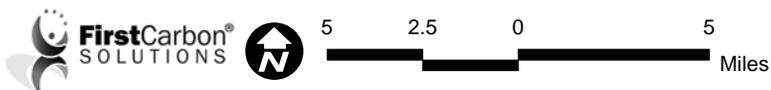
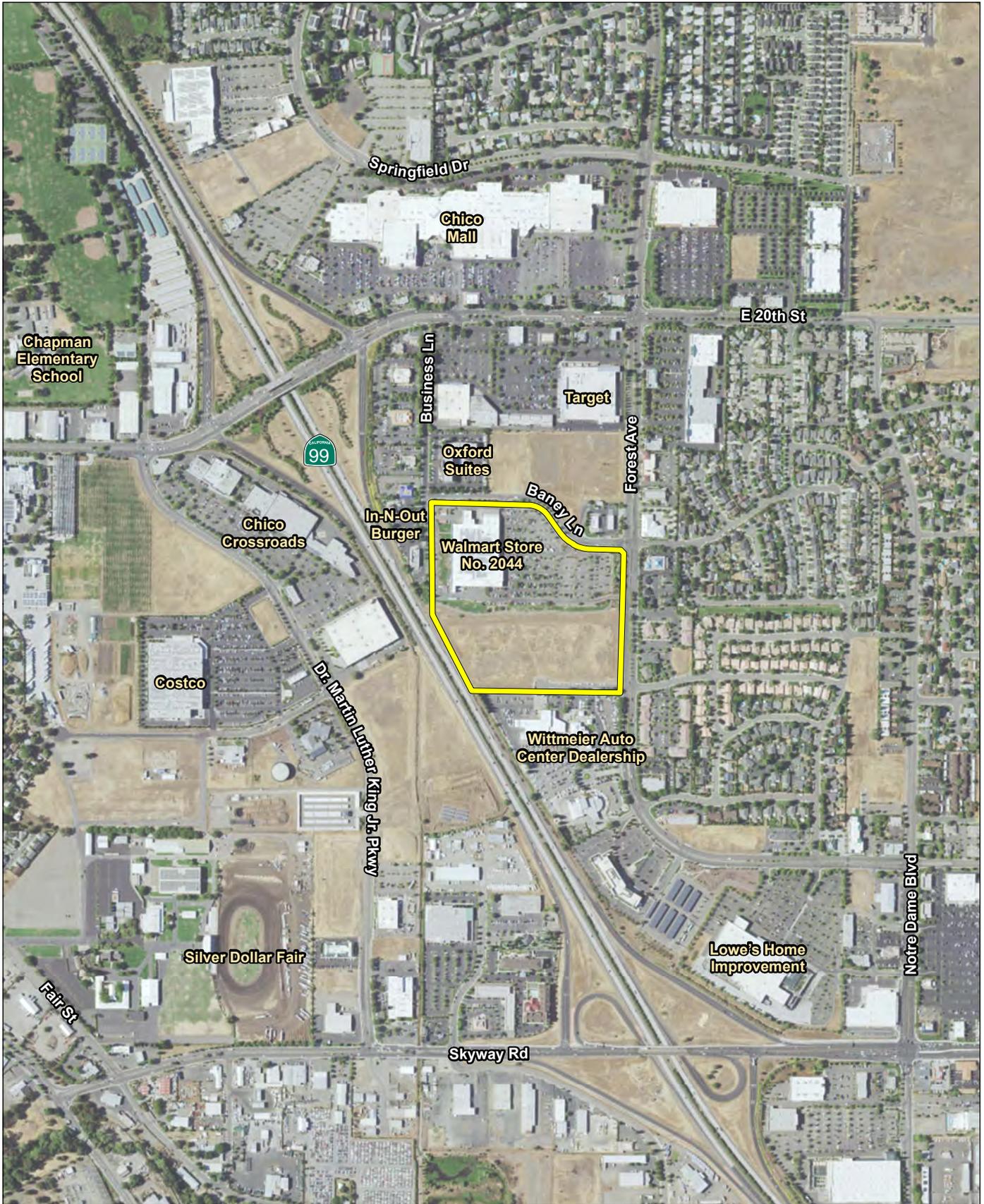


Exhibit 2-1 Regional Location Map

THIS PAGE INTENTIONALLY LEFT BLANK



Source: ESRI Imagery, 2014

Exhibit 2-2
Local Vicinity Map
Aerial Base



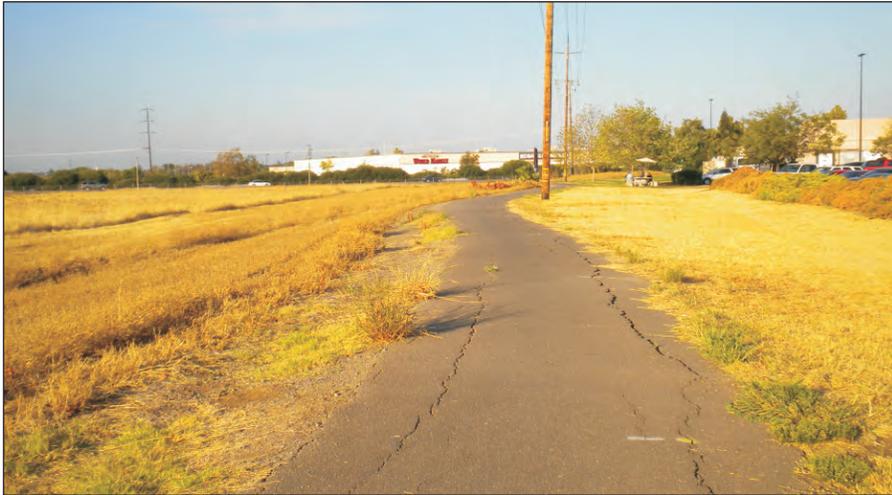
THIS PAGE INTENTIONALLY LEFT BLANK



View of Walmart store main entrance.



View of Walmart store expansion footprint.



View of bicycle/pedestrian path and seating area.

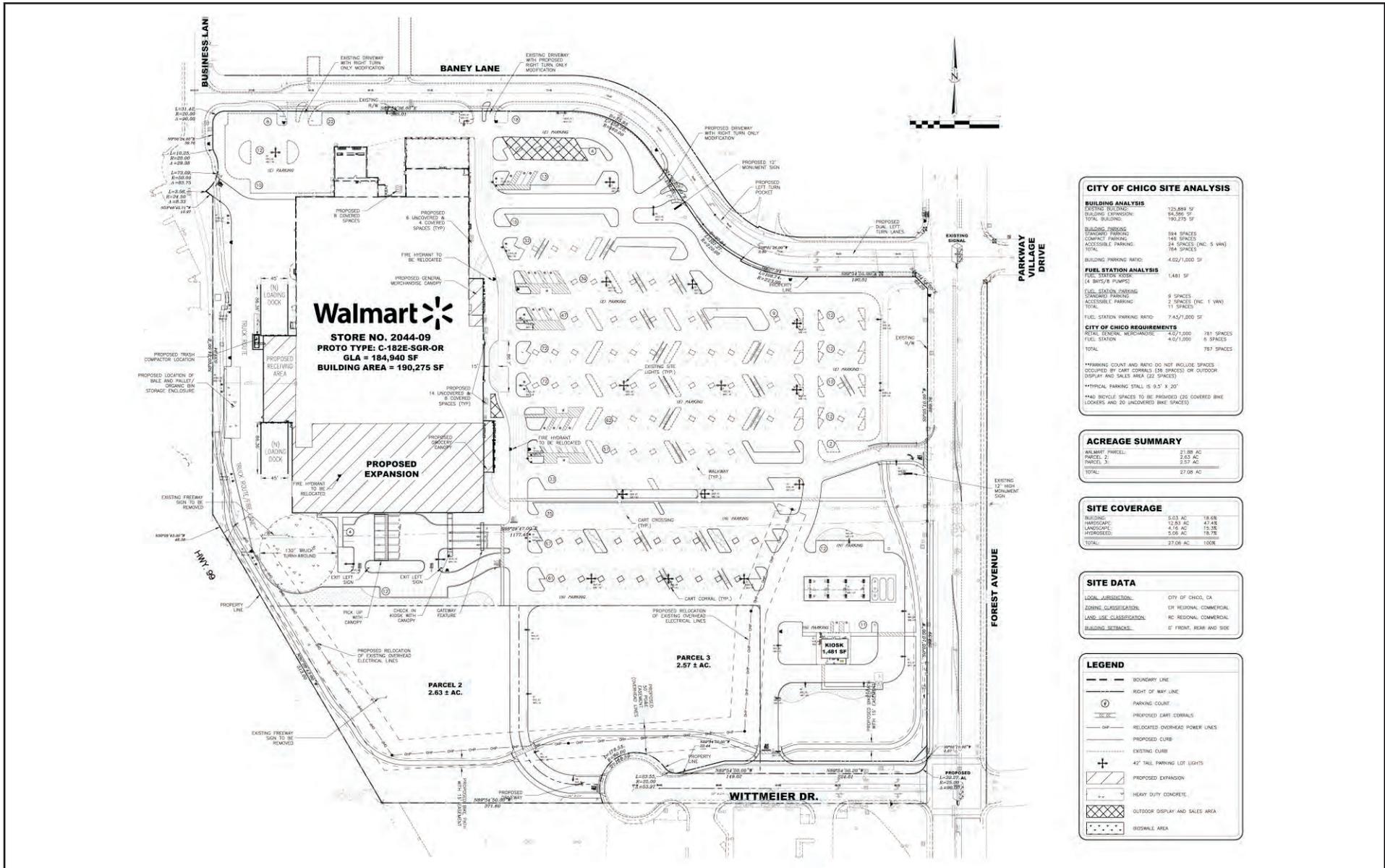


View of the undeveloped portion of site proposed for the fuel station.

Source: FirstCarbon Solutions, 2015.



THIS PAGE INTENTIONALLY LEFT BLANK



CITY OF CHICO SITE ANALYSIS	
BUILDING ANALYSIS	
EXISTING BUILDING	175,888 SF
BUILDING EXPANSION	14,388 SF
TOTAL BUILDING	190,276 SF
BUILDING PARKING	
STANDARD PARKING	894 SPACES
COMPACT PARKING	148 SPACES
ACCESSIBLE PARKING	34 SPACES (INC. 5 VANS)
TOTAL	1,076 SPACES
BUILDING PARKING RATIO	4,622/1,000 SF
FUEL STATION ANALYSIS	
FUEL STATION COVER	1,481 SF
(4 BARS/2 PUMPS)	
FUEL STATION PARKING	
STANDARD PARKING	8 SPACES
ACCESSIBLE PARKING	2 SPACES (INC. 1 VAN)
TOTAL	11 SPACES
FUEL STATION PARKING RATIO	7.45/1,000 SF
CITY OF CHICO REQUIREMENTS	
FUEL STATION, MINIMUM	4.02/1,000
FUEL STATION	4.05/1,000
TOTAL	787 SPACES
**PARKING COUNT AND RATIO DO NOT INCLUDE SPACES OCCUPIED BY CART CORRIALS (106 SPACES) OR OUTDOOR DISPLAY AND SALES AREA (22 SPACES)	
**TYPICAL PARKING STALL IS 9.5' X 20'	
*HMO BICYCLE SPACES TO BE PROVIDED (35 COVERED BIKE LOCKERS AND 30 UNCOVERED BIKE SPACES)	

ACREAGE SUMMARY	
WALMART FRIEL	27.88 AC
PARCEL 2	2.63 AC
PARCEL 3	2.57 AC
TOTAL	27.08 AC

SITE COVERAGE	
BUILDING	5.03 AC 18.5%
HAZARD	1.28 AC 47.4%
LANDSCAPE	4.76 AC 15.3%
HYDROSEDS	5.05 AC 18.7%
TOTAL	27.08 AC 100%

SITE DATA	
LOCAL JURISDICTION	CITY OF CHICO, CA
ZONING CLASSIFICATION	OR REGIONAL COMMERCIAL
LAND USE CLASSIFICATION	RC REGIONAL COMMERCIAL
BUILDING SETBACKS	0' FRONT, REAR AND SIDE

LEGEND	
---	BOUNDARY LINE
---	RIGHT OF WAY LINE
⊙	PARKING COUNT
---	PROPOSED CART CORRIALS
---	RELOCATED OVERHEAD POWER LINES
---	PROPOSED CURB
---	EXISTING CURB
+	42' TALL PARKING LOT LIGHTS
---	PROPOSED EXPANSION
---	HEAVY DUTY CONCRETE
---	OUTDOOR DISPLAY AND SALES AREA
---	BROWNALE AREA

Source: RSC Engineering, 2015



17230001 • 02/2016 | 2-4_siteplan.cdr

Exhibit 2-4 Site Plan

THIS PAGE INTENTIONALLY LEFT BLANK

Table 2-1: Chico Walmart Expansion Project Summary

Parcel	Acres	Characteristics	Development Potential to be Evaluated in EIR
1	21.88	Walmart: General merchandise and grocery sales; pharmacy/merchandise drive-through; grocery or general merchandise pickup service area; 6 a.m. to 12 a.m. daily operations	131,302 square feet (existing building) up to 66,500 square feet (new) up to 197,802 square feet (total)
		Fuel Station: Canopy with 24-hour fueling operations; kiosk with 5 a.m. to 11 p.m. daily operations	8 pumps (16 fueling positions) 1,500 square feet
2	2.63	Retail or restaurant	26,300 square feet
3	2.57	Retail or restaurant	25,700 square feet
Total	27.08	—	251,302 square feet
<i>Net New</i>	<i>27.08</i>	—	<i>120,000 square feet 8 pumps (16 fueling positions)</i>

Source: RSC Engineering, 2015.

2.2.2 - Walmart Expansion

The existing Walmart store would be expanded by approximately 64,386 square feet for a total size of approximately 195,688 square feet. All new square footage would be for indoor uses; no changes to outdoor garden center square footage or outdoor display/sales areas are proposed. The expanded store would provide 55,729 square feet for grocery sales and grocery stockroom area. The remaining square footage would be used for general merchandise sales and storage. In order to ensure a conservative analysis, the Walmart store expansion will be evaluated in the EIR at 66,500 square feet, which is approximately 3 percent larger than 64,386 square feet. (Total store square footage would be 197,802 using the larger-than-actual expansion square footage). Table 2-2 summarizes the existing and expanded Walmart square store footage.

Table 2-2: Walmart Square Footage Summary

Use	Square Feet		
	Existing	Proposed	Change
General Merchandise Sales Area	91,529	101,996	10,467
Food Sales Area	6,314	36,197	29,883
Food Sales Support Area	450	19,532	19,082
Stockroom/Receiving Area	11,321	14,300	2,979
Ancillary Area	9,600	11,000	1,400

Table 2-2 (cont.): Walmart Square Footage Summary

Use	Square Feet		
	Existing	Proposed	Change
Tire and Lube Express	5,170	5,170	0
Food Tenant Area	1,505	2,080	575
<i>Building Total</i>	<i>125,889</i>	<i>190,275</i>	<i>64,386</i>
Outdoor Garden Center	5,413	5,413	0
Total Area	131,302	195,688	64,386
<i>Square Footage to be Evaluated in EIR</i>	<i>131,302</i>	<i>197,802</i>	<i>66,500</i>
<p>Note: The approximately 5,100-square-foot outdoor display/sales area is omitted from square footage values shown in table, as this area is located outside the building and are used temporarily throughout the year. No facilities would be constructed to support these activities, and, thus, it does not represent new development. Source: RSC Engineering, 2015.</p>			

The expanded store would include a pharmacy/merchandise drive-through and a grocery/merchandise pickup area. This drive-through use would involve minor exterior improvements such as a drive-through window, designated parking area, parking canopy, or a designated location within the interior of the existing store for distribution of the ordered products. Parking areas and drive aisles would be reconfigured as part of the store expansion. The store would continue to operate between 6 a.m. and 12 a.m. midnight, 7 days a week.

Additional Uses

In addition to the store expansion, the following uses are anticipated as part of the proposed project:

- Expanded grocery sales;
- Pharmacy/merchandise drive-through (described below);
- Fueling station;
- Other retail and service tenants; and
- Permanent outdoor display and sales area

Pharmacy/Merchandise Drive-Through

The expanded store will provide a pharmacy/merchandise drive-through at the south side of the building. The drive-through provides three lanes, where check-in kiosks are located under a canopy. There is adequate space for three vehicles to be located under the canopy and one vehicle to be stacked outside the canopy in each of the three lanes. After checking in, customers proceed to one of six designated parking spaces located under a canopy, or one of the additional four spaces located in the drive-through area. Located immediately behind each space is a waiting space, not under canopy. Once they have their merchandise, customers exit the drive-through area via one of two “left turn only” driveways, then proceed down a drive aisle that connects to the main drive aisle

along the front of the store. Exhibit 2-5 depicts the stacking and circulation pattern proposed for the new drive-through use.

Temporary Outdoor Display and Sales Area

The expanded store will provide a total of 5,100 square feet of outdoor display and sales of merchandise in designated areas on the sidewalk and within the parking lot that would be used on a temporary/occasional basis. Items on display and for sale may include home and garden supplies, seasonal merchandise, and propane tanks. The propane tanks will be securely stored outside the building. The location of the sidewalk display areas will not impede pedestrian traffic. The parking lot sales area will occupy 22 parking stalls within the parking lot in front of the garden center. The overall parking count minus the 22 stalls will be 775 stalls, which still exceeds the City's required parking of 767 stalls. Exhibit 2-4 shows the location of the outdoor display and sales areas.

Store Operations

Hours of Operation

The existing Walmart store operates 6 a.m. to midnight, 7 days a week. The expanded store would also be open 6 a.m. to midnight, 7 days a week.

Delivery Truck Access

The primary truck route for deliveries to the store is from Business Lane. Trucks exiting SR-99 at the E. 20th Street off-ramp turn south on Business Lane and proceed to the Walmart access at the end of Business Lane behind the Walmart to the truck well bays to unload merchandise. The truck route/fire lane behind the existing store would remain, but it would be extended southward into the area of proposed expansion. A truck turnaround approximately 130 feet in diameter would be designated at the end of the truck route extension, in the southwestern portion of the project site. Trucks would exit the site via Business Lane, right onto Baney Lane or Wittmeier Drive to return to SR-99 via Forest Avenue to E. 20th Street or Notre Dame Boulevard or other stops in the area. For delivery of smaller merchandise, an at grade service door has been provided adjacent to the truck bay loading area. Smaller trucks access the site from Business Lane and park adjacent to these loading areas. Products will be carried in to the store through the service delivery door.

Loading Dock Operations

Truck deliveries would be made to six below-grade loading docks and one at-grade door. Total post-project weekly deliveries are anticipated to include 29 4+-axle heavy-duty trucks (over 7 days) and 12 2-axle vendor trucks (over 5 days). Of 29 heavy-duty truck deliveries, it is anticipated that refrigerated trucks account for 10 deliveries per week. Meat and produce would be delivered between 6 a.m. and 6 p.m., and freezer, dairy, and deli items would be delivered between 9 a.m. and 12 a.m. (midnight). It is estimated that unrefrigerated heavy-duty trucks would make nine deliveries of grocery items and 10 deliveries of general merchandise items per week. General merchandise deliveries currently occur between 4 p.m. and 10 p.m. and would continue between these hours after the store expansion. Smaller vendor trucks would make deliveries 10 to 12 times per week, depending on sales volumes.

Walmart proposes to build a sound wall along the edge of the loading dock to reduce noise from loading operations. The loading docks are all located at the west side of the site behind the store,

and noise from loading operations will be directed toward SR-99, which is not considered sensitive to noise.

Design and Appearance

The proposed addition to the existing building will be similar in design and massing to the existing building. The roofline would range from 16 feet to 34 feet, 8 inches above finished grade. Additions to the west and east side provide articulation to the sides of the building, thereby avoiding long, straight walls to minimize the “big box” look. The stated intent of the design is to provide a pleasant and distinctive setting that strengthens the site plan, enhances building elevations, softens parking areas by providing additional landscaping, buffers service areas, and maintains continuity with the public right-of-way. Elevations of the expanded Walmart store are provided in Exhibit 2-6a and Exhibit 2-6b.

Sustainability Features

The proposed project will incorporate sustainability features in building and site design with the goal of reaching a building efficiency rating that is greater than the Title 24 requirement. To achieve this reduction in energy consumption, the project will incorporate the following sustainability features or other features available at the time of construction that provide equal or greater energy efficiency:

Lighting

1. Lighting occupancy sensors in non-sales areas, including restrooms, break rooms and offices.
2. Interior LED lighting technology for restrooms, freezer and cooler boxes, food prep areas and many refrigerated food cases. LED technology is a solid-state lighting technology that saves energy, reduces maintenance, and provides superior optics, improved illumination, and better lighting distribution while complying with Illuminating Engineering Society of North America recommended minimum lighting levels. LED technology contains no mercury or lead and produces light by passing electricity through a chemical compound that creates light without the need to heat filaments as in other light sources. LED lights are projected to last at least six years beyond conventional lighting, reducing maintenance cost. In refrigerated food cases, LED performs well in the cold and produces less heat than fluorescent bulbs—heat which must be compensated for by the refrigeration equipment.
3. Exterior LED lighting technology for exterior building signage and exterior building security lighting.
4. LED site lighting for the parking lot. LED fixtures provide noticeable reduction in both on- and off-site glare, improvements in trespass control (off-site spill light), light uniformity and vertical illuminance. In addition to these benefits, because the LED systems can use less light and aim it more efficiently, energy consumption is projected to be reduced by a minimum of 50% when compared to the metal halide conventional light fixtures.
5. All sales area lighting in the store, including the expansion area, will utilize T-8 Fluorescent lamps and electronic ballasts.

THIS PAGE INTENTIONALLY LEFT BLANK

THIS PAGE INTENTIONALLY LEFT BLANK

THIS PAGE INTENTIONALLY LEFT BLANK

Energy Consumption

6. Centralized Energy Management System (EMS) to monitor and control the heating, air conditioning, refrigeration and lighting systems from corporate headquarters. The EMS enables Walmart to constantly monitor and control the expanded store's energy usage, analyze refrigeration temperatures, observe HVAC and lighting performance, and adjust system levels from a central location 24-hours per day, seven days per week. Energy usage for the entire store will be monitored and controlled in this manner.
7. High efficiency heating, ventilating and air-conditioning (HVAC) units.
8. Actively dehumidify facilities to increase efficiency of refrigeration system and reduce condensation on refrigerated glass doors.
9. White membrane roof for the building expansion to reduce building energy consumption and provide a lower heat island effect than a darker roofing color. Recognizing environmental concerns with the manufacture and disposal of PVC, Walmart has eliminated all PVC roofing and now uses a thermoplastic polyolefin (TPO)-type membrane, which is more environmentally friendly.
10. Use non-ozone-depleting refrigerant in expansion facilities.
11. Reclaim waste heat from new on-site refrigeration equipment (expansion area) to supply approximately 70% of the hot water needed for the store.

Water Conservation

12. Install high-efficiency urinals that use 1/8 gallon (one pint) of water per flush, compared to the conventional one gallon per flush urinal.
13. Use sensor-activated 1/2 gallon per minute high-efficiency faucets in new restroom sinks.
14. Use high-efficiency, lower water use toilets in all new restrooms.
15. Replace the traditional overhead irrigation system in the Garden Center with an automated irrigation controlled distribution system. This system uses time-controlled irrigation mats that are placed under the plants.
16. The landscape and irrigation design for new planting areas will follow the design guidelines outlined in California AB 1881, to provide a low water use landscape for the proposed site. The most up to date irrigation technologies available will be utilized to provide a water-efficient irrigation system in new planting areas. Drought-tolerant native plant species will be used in new planting areas to aid in achieving efficient water use goals.

Materials

17. Replace 15-20 percent of existing cement with fly ash, or a 25-30 percent replacement with slag, in concrete mixes, to offset greenhouse gases emitted in the cement manufacturing process.

18. Use Non-Reinforced Thermoplastic Panel (NRP) in lieu of Fiber Reinforced Plastic (FRP) sheets in areas where plastic sheeting is appropriate, including food preparation areas, utility and janitorial areas, and associate break rooms.
19. Use a plant based oil extracted from a renewable resource as a concrete form release agent (a product sprayed on concrete forms to allow ease of removal after the concrete has set) in the expansion area.
20. Use better performing standard paint products with lower volatile organic compound (VOC) content limits to reduce the VOCs of exterior and interior field paint coatings.
21. Use 55-gallon drums and 275-gallon totes for paint to reduce the number of one gallon and five gallon buckets needed.
22. Incorporate a Construction and Demolition (C&D) program to capture and recycle as much of the metal, wood, floor and ceiling tile, concrete, asphalt and other materials generated as part of Walmart’s demolition and construction process as possible.
23. Construction of the expansion area will use steel containing approximately 85-90 percent recycled structural steel.
24. All of the plastic baseboards and much of the plastic shelving included in the expansion area will be composed of recycled plastic.
25. The project will use a film on all freezer doors that combats condensation and requires no additional energy consumption.

2.2.3 - Fuel Station

The fuel station would be located at the corner of Forest Avenue/Wittmeier Drive. The station would provide eight pumps with a total of 16 fueling positions¹ under a canopy, and a 1,500-square-foot “kiosk,” that would function like a convenience store. The fuel pumps would operate 24 hours a day, 7 days a week, and the kiosk would be open from 5 a.m. to 11 p.m., 7 days a week. (The fuel pumps would only permit card options during the hours that the kiosk is closed.) The kiosk would retail food, beverage, and sundry items.

The fuel station would utilize underground storage tanks (USTs) for the storage of petroleum products. For the purposes of the EIR’s analysis, the fuel station will be assumed to employ up to four USTs with up to 10,000 gallons of capacity each.

2.2.4 - Parcels 2 and 3

Two parcels (2 and 3) would be created in the southern portion of the site. Parcel 2 would be 2.63 acres and occupy the southwest corner of the project site, adjacent to the SR-99 frontage. Parcel 3 would occupy 2.57 acres and would be located between the fuel station and the new driveway connection to Wittmeier Drive. End uses for Parcels 2 and 3 have not been identified at the time of this writing. Based on the allowable uses of the “CR—Regional Commercial” zoning district, it will be

¹ Each pump would have two fueling positions

assumed for the purposes of the EIR that they can support retail or restaurant uses at approximately 10,000 square feet per acre. This would yield a building of approximately 26,300 square feet on Parcel 2 and a building of approximately 25,700 square feet on Parcel 3. Future development proposals on these parcels may require additional environmental review.

2.2.5 - Signage

The following is a summary of the proposed signage. The proposed Planned Development Permit discretionary approval would allow up to 1,950 square feet of signage to be developed on the project site. The Planned Development Permit covers all proposed signage, including wall, canopy, and monument.

Walmart Wall Signs

All existing wall signs on the Walmart store would be removed and replaced with new wall signs. Table 2-3 summarizes the Walmart wall signs. The “Walmart” signs would be illuminated; all others would be non-illuminated. The wall signage is shown in Exhibit 2-6a and Exhibit 2-6b.

Table 2-3: Walmart Wall Signage Summary

Elevation	Wording	Square Footage
Front (Facing Forest Avenue)	“Walmart” (logo)	400.00
	“Home & Pharmacy”	66.83
	“Market”	25.44
	“Outdoor Living”	58.77
	“Auto Center” (arrow)	32.62
	“Auto Center”	29.59
	“Pharmacy Drive-Thru” (arrow)	58.44
	<i>Subtotal</i>	<i>671.69</i>
Rear (Facing Business Lane)	“Walmart” (logo)	400.00
	“Auto Center”	29.59
	<i>Subtotal</i>	<i>429.59</i>
Left (Facing Baney Lane)	“Walmart” (logo)	400.00
Total		1,501.28
Source: P + R Architects, 2015.		

Pharmacy/Merchandise Drive-Through Canopy Signs

The pharmacy/merchandise drive-through canopy would feature signs on the east and south sides for the drive-through and a Walmart “spark” logo on the kiosk. Total signage on the canopy and kiosk would be 91.06 square feet.

Fuel Station Wall Signs

The fuel station canopy would feature the brand name of the operator and a digital price sign. Total signage on the canopy would be 119.64 square feet. Both signs would be illuminated.

Monument Signs

The existing 12-foot-high monument sign that faces Forest Avenue would be repainted and the sign panel would be replaced. The existing amount of signage would remain unchanged (64 square feet per side).

A new 12-foot-high monument sign would be installed along the Baney Avenue frontage. The sign would have 74 square feet of signage on each face, including a 45-square-foot sign panel and digital price signs for the fuel station.

Exhibit 2-7 depicts the monument signs.

Existing Billboard Removal

The two existing wooden freeway billboards that face SR-99 would be removed. No replacement billboards are proposed.

2.2.6 - Circulation

Vehicular Access Points

The proposed project would be served with seven access points, described as follows:

- Forest Avenue: This existing right-in, right-out point would remain as is.
- Baney Lane (East): This existing full access point nearest Forest Avenue would be relocated approximately 200 feet west of the current location and would be modified to prohibit left-out movements.
- Baney Lane (Middle): This existing full access point would be modified to prohibit left-out movements.
- Baney Lane (West): This existing access point, which allows left-in, right-in, and right-out movements, would remain as is.
- Business Lane (Service): This existing full access point that primarily serves delivery vehicles would remain as is.
- Wittmeier Drive (East): This new point would provide a mid-block full access point.
- Wittmeier Drive (West): This new point at the end of the Wittmeier Drive cul-de-sac would provide full access.

The proposed left-out restrictions on the Baney Lane access points are intended to direct outbound traffic to Forest Avenue in order to minimize traffic on Business Lane.



Existing



Proposed

EXISTING GROUND MOUNTED SIGN
(APPROXIMATELY 64.00 SF PER SIDE)



PROPOSED GROUND MOUNTED SIGN
(APPROXIMATELY 74.00 SF PER SIDE)

Source: RSC Engineering, 2015



THIS PAGE INTENTIONALLY LEFT BLANK

A full-access traffic signal would also be installed at the intersection of Forest Avenue and Wittmeier Drive.

Bicycle/Pedestrian Path Relocation

The existing Class I bicycle/pedestrian path (and easement) would be removed and relocated to be aligned along the western, southern, and eastern perimeters of the site.

2.2.7 - Utilities

Potable Water

The existing Walmart store is currently served with potable water service provided by California Water Service Company. Service is provided by a looped connection that extends from Business Lane.

The Walmart expansion would require abandonment of the existing looped connection and the development of a new looped connection. The fuel station and Parcels 2 and 3 would be served via looped connections that extend from Forest Avenue or Wittmeier Drive.

Wastewater

The existing Walmart store is currently served with wastewater collection and treatment service provided by the City of Chico. Service is provided by laterals that extend from Baney Lane.

The Walmart expansion would require abandonment of the existing service laterals and the development of new service laterals. The fuel station and Parcels 2 and 3 would be served via service laterals that extend from an existing sewer line in Wittmeier Drive.

Storm Drainage

The existing Walmart store is currently served with municipal stormwater drainage service provided by the City of Chico. The existing storm drainage collection system consist of a network of inlets and underground piping that discharge runoff to the City's municipal storm drainage line in Wittmeier Drive.

The existing storm drain south of the existing store would be abandoned, and a new storm drain would be installed that would be rerouted farther south around the expanded area of the store, then proceed east to Forest Avenue.

Potential Low Impact Development (LID) improvements for the new parking lot, new and remodeled service area and new roof area include stormwater planters, Filterra units or equivalent, and other LID measures. The existing parking lot that will remain is not proposed to have new LID facilities or water quality adjustments to the existing drainage system. The actual size and location of LID measures may change, based on calculations prepared during the improvement plan process.

Electricity and Natural Gas

The existing Walmart store is currently served with electricity and natural gas service provided by PG&E. Service is provided by laterals that extend from Business Lane.

The two existing overhead PG&E electrical lines that cross the project are proposed to be relocated around the perimeter of the development area as part of the proposed project. Note that these two lines do not provide electrical service to the existing Walmart store and would not serve the proposed project.

2.2.8 - Parking, Landscaping, and Lighting

The existing 630-space parking lot would be expanded to the south on Parcel 1. The addition of 134 parking spaces would bring the total number of parking spaces for the Walmart store to 764. The fuel station proposes an additional 11 parking spaces. The total parking on Parcel 1 would be 775 stalls, which would exceed the 767 spaces required by the Chico Municipal Code. The parking and service areas would be developed with paving and striping, landscaping, lighting, and signage so that the entire development is coherently integrated.

Landscaping will be based on the landscaping plan. Existing site landscaping and automatic irrigation systems are intended to be preserved. Any vegetation damaged during construction is to be replaced with similar species. Planting of screening landscaping comprising conifer trees and large shrubbery in accordance with Caltrans specifications would be continued further south, along the western site boundary adjacent to SR-99. Within the parking area, 15-inch box trees, shrubbery and groundcover of a variety of species is proposed in the parking lot island and peninsula planters. Automatic irrigation would be timed to provide optimal water conservation.

Lighting will be based on a lighting plan. Exterior lighting will be designed to create a nighttime environment that promotes safe movement of vehicular and pedestrian traffic through the parking area and into the store. Lighting is proposed to consist of energy efficient, LED fixtures. As required by city ordinance, light fixtures located along property boundaries will include cut off shielding that directs lighting downward in order to prevent both glare impacts to drivers on SR-99 and light trespass onto neighboring properties.

2.2.9 - Truck Deliveries

Table 2-4 summarizes the net increase in daily truck deliveries associated with the expanded Walmart, fuel station, and Parcels 2 and 3. These numbers represent the single, “worst-case” daily deliveries that could occur, based on the weekly numbers previously described for Walmart. As shown in the table, the proposed project would result in a net increase of seven daily truck deliveries.

Table 2-4: Net Increase in Daily Truck Deliveries

Use	Axle Count		
	2	4+ (Non-TRU)	4+ TRU
Walmart (Post Expansion Net Increase)	3	—	1
Fuel Station	—	1	—
Parcels 2 and 3	2	—	—
Total—Net Increase	5	1	1
Notes: TRU = Transportation Refrigeration Unit 2-axle delivery trucks = Light duty food/beverage delivery trucks 4+-axle delivery trucks = Heavy duty tractor trailer units Source: FCS, 2016.			

Truck Routing

The Walmart store is currently served by the Red Bluff and the McCarran, Nevada (Tahoe-Reno Industrial Center) distribution centers and the expanded store would continue to be served by these centers. Trucks serving the existing Walmart store travel on SR-99 to Chico and exit at E. 20th Street. From there, trucks turn right on Business Lane and enter the site through the service entrance behind the Walmart store. Trucks exit the site on Baney Lane and turn right on Forest Avenue, turn right again on Notre Dame Boulevard, and turn right on Skyway Road to reach SR-99.

As an alternate route—particularly for the fuel station and Parcel 2 and Parcel 3—trucks may exit SR-99 at Skyway Road. From Skyway Road, trucks would turn left at Notre Dame Boulevard and then turn left again at Forest Avenue, before turning left at Wittmeier Drive and entering the site at one of the driveways on this street.

2.2.10 - Employment

The existing Walmart store currently employs 290 workers. Using a standard commercial employment rate of 1 employee/500 square feet, the proposed project’s 120,000 square feet of new commercial uses are estimated to create as many as 240 new jobs. New employment opportunities would include full-time and part-time positions.

2.2.11 - Construction Activities

The initial phase of construction activities would include demolition of paved areas, vegetation removal, and grading. Construction of the buildings and improvements would occur next, followed by paving, landscaping, and final site improvements.

2.2.12 - Project Implementation

Project construction could begin as early as January 2017. For the purposes of this analysis, it will be assumed that construction of all uses occurs concurrently over a 12-month schedule, with completion occurring by January 2018. The first full year of operations would be 2018.

2.3 - Project Objectives

The objectives of the proposed project are to:

1. Positively contribute to the local economy through new capital investment, creation of new employment opportunities, expansion of the tax base, and increased retail offerings.
2. Reinforce Chico’s status as a regional retail node by increasing commercial retail and service offerings within an established regional and highway-oriented commercial area.
3. Expand an existing regional-serving retail use close to SR-99 in order to better serve the retail demands of the Market Area, while also minimizing the need for infrastructure improvements.
4. Promote economic growth in accordance with the goals and policies set forth in the Chico 2030 General Plan.
5. Facilitate the development of undeveloped and underutilized land on an infill site zoned for commercial use in the Chico city limits.
6. Develop complementary fuel station, retail, and restaurant uses that are compatible with surrounding land uses and that provide consumers with additional convenient and competitive options.
7. Design a site plan to minimize overall access and circulation conflicts, such as facilitation of the circulation among the store, service station, and future development on the adjacent parcel.
8. Enhance bicycle and pedestrian circulation by relocating the existing Class I bicycle/pedestrian path around the perimeter of the site in order to minimize conflicts with motor vehicles.
9. Improve the overall visual appearance of the area by removing two outdated and unsightly billboards and developing new commercial uses that employ high-quality contemporary architecture and landscaping.

2.4 - Intended Uses of this Draft EIR

This Draft EIR is being prepared by the City of Chico to assess the potential environmental impacts that may arise in connection with actions related to implementation of the proposed project. Pursuant to CEQA Guidelines Section 15367, the City of Chico is the lead agency for the proposed project and has discretionary authority over the proposed project and project approvals. The Draft EIR is intended to address all public infrastructure improvements and all future development that are within the parameters of the proposed project.

2.4.1 - Discretionary and Ministerial Actions

Discretionary approvals and permits are required by the City of Chico for implementation of the proposed project. The project application would require the following discretionary approvals and actions, including:

- Tentative Parcel Map
- Use Permits (two total)
- Planned Development Permit
- Site Design and Architectural Review

Subsequent ministerial actions would be required for the implementation of the proposed project including issuance of grading and building permits.

2.4.2 - Responsible and Trustee Agencies

A number of other agencies in addition to the City of Chico will serve as Responsible and Trustee Agencies, pursuant to CEQA Guidelines Section 15381 and Section 15386, respectively. This Draft EIR will provide environmental information to these agencies and other public agencies, which may be required to grant approvals or coordinate with other agencies, as part of project implementation. These agencies may include but are not limited to the following:

- United States Army Corps of Engineers
- United States Fish and Wildlife Service
- California Department of Transportation
- California Department of Fish and Wildlife
- Central Valley Regional Water Quality Control Board
- Butte County Air Quality Management District
- County of Butte

Authorizations from Responsible and Trustee Agencies that are necessary to implement the project may include but are not limited to the following:

- Section 7 or 10 Consultation—United States Fish and Wildlife Service
- Section 106 Compliance—United States Fish and Wildlife Service or United States Army Corps of Engineers
- Section 404 Nationwide Permit—United States Army Corps of Engineers
- Section 401 Water Quality Certification—Central Valley Regional Water Quality Control Board
- Waste Discharge Requirements—Central Valley Regional Water Quality Control Board
- Obtain coverage under the General Construction Permit—State Water Quality Control Board
- Encroachment Permit for Work Within a State Highway—California Department of Transportation
- Authority to Construct and Permit to Operate Gasoline Storage Tank: Phase I and Phase II Vapor Recovery—Butte County Air Quality Management District
- Encroachment Permit for Work Within a County Roadway—County of Butte Department of Public Works
- Underground Storage Tank Permit to Operate—County of Butte Environmental Health Division
- Other Permits and Approvals as necessary