



TOWN OF PARADISE

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Craig Baker, Community Development Director
Susan Hartman, Assistant Planner

Planning Commission Members:

Anita Towslee, Chair
Kim Morris, Vice Chair
James Clarkson, Commissioner
Ray Groom, Commissioner
Stephanie Neumann, Commissioner

PLANNING COMMISSION SPECIAL MEETING AGENDA 6:00 PM – September 13, 2018

In accordance with the Americans with Disabilities Act, if you need a special accommodation to participate, please contact Community Development Director Baker, at 872-6291 at least 48 hours in advance of the meeting. Hearing assistance devices for the hearing impaired are available from the Presiding Clerk. Members of the public may address the Planning Commission on any agenda item, including closed session. If you wish to address the Planning Commission on any matter on the Agenda, it is requested that you complete a "Request to Address Council/Commission" card and give it to the Presiding Clerk prior to the beginning of the Council Meeting. All writings or documents which are related to any item on an open session agenda and which are distributed to a majority of the Planning Commission within 72 hours of a Regular Meeting will be available for public inspection at the Town Hall in the Town Clerk or Community Development Services Department located at 5555 Skyway, at the time the subject writing or document is distributed to a majority of the subject body. Regular business hours are Monday through Thursday from 8:00 a.m. to 5:00 p.m.

CALL TO ORDER

PLEDGE OF ALLEGIANCE TO THE FLAG OF THE UNITED STATES OF AMERICA

ROLL CALL

1. PUBLIC HEARING

***** PUBLIC HEARING PROCEDURE *****

NOTE: Pursuant to Planning Commission Resolution No. 96-001, any person may speak before the Commission regarding the matter under consideration for **a maximum**

of five minutes unless granted additional time by the Chair. "In accordance with the Americans with Disabilities Act, if you need a special accommodation to participate, please contact the Community Development Dept., at 872-6291 at least 48 hours in advance of the meeting."

- 1a. Adoption of a proposed resolution No. 18-____, a resolution of the Paradise Planning Commission, making findings of fact, a Statement of Overriding Considerations and a Mitigation Monitoring and Reporting Program in accordance with the California Environmental Quality Act for the Black Olive Village project.

In addition, the proposed resolution would approve the Safeway, Inc. Use Permit (PL16-00263) and Tree Felling Permit (PL16-00264) applications: The project applicant is seeking Town of Paradise approval for Use Permit and Tree Felling Permit applications affecting a 7.63 acre land area comprised of five contiguous properties identified as Assessor Parcel Nos. 052-211-007, -21, -36 and -37 and 052-182-092, located on the west side of the Skyway/Black Olive Drive intersection. The purpose of the requested application approvals is to facilitate the establishment of 67,743 square feet of retail uses, including a Safeway supermarket (54,471 square feet), 7,800 square feet of additional retail space, a 4,200 square foot restaurant pad, an 18 pump fueling center and all supporting site improvements. The project applicant is also proposing the felling and removal of 180 trees larger than 10 inches in diameter in order to accommodate development of the project. (ROLL CALL VOTE)

2. ADJOURNMENT

| | |
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| STATE OF CALIFORNIA) COUNTY OF BUTTE) | SS. |
| I declare under penalty of perjury that I am employed by the Town of Paradise in the Town Clerk's Department and that I posted this Agenda on the bulletin Board both inside and outside of Town Hall on the following date: | |
| <hr/> | |
| TOWN/ASSISTANT TOWN CLERK SIGNATURE | |

**TOWN OF PARADISE PLANNING COMMISSION
PLANNING STAFF REPORT**

MEETING DATE: September 13, 2018

FROM: Craig Baker, Community Development Director **AGENDA NO. 5 (a)**
SUBJECT: Black Olive Village Use Permit (PL16-00263) and Tree Felling Permit (PL16-00264)
Applications
DATE September 6, 2018 **APNs** 052-211-007, -021, -036 and -037 and 052-182-092

GENERAL INFORMATION:

Applicant: Safeway, Inc.
5918 Stoneridge Mall Road
Pleasanton, CA 94588

Engineer Robertson Erickson
888 Manzanita Court, Ste 101
Chico, CA 95926

Location: 5795, 5825, 5833, 5851 and 5887 Skyway, Paradise, California

Requested Actions: Approval of Use Permit and Tree Felling Permit applications affecting a 7.63 acre land area comprised of five contiguous properties. The purpose of the requested application approvals is to facilitate the establishment of 67,473 square feet of retail uses, including a Safeway supermarket (54,471 square feet), 7,800 square feet of additional retail space, a 4,200 square foot restaurant pad, an 18 pump fueling center, 266 Parking Stalls, an on-site wastewater treatment system and related site improvements and the felling up to 180 qualifying trees.

Purpose: To establish a commercial retail shopping center.

Project Density: N/A

Present Zoning: Community Commercial (CC)

General Plan Designation: Town Commercial (TC)

Existing Land Use: Approximately 20 vacant structures

Surrounding Land Use: North: Office, convenience storage, three dwellings
East: Skyway
South: Mixed commercial & single-family residences
West: Medium density residential

Land Area: ±7.63 acres

CEQA Determination: Final Environmental Impact Report

Appeals: An appeal of the Planning Commission's decision can be made within seven days of the decision date.

SPECIAL INFORMATION:

The "**Black Olive Village**" project is a proposed commercial retail shopping center

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development consisting of approximately 67,473 square feet of building area on a 7.63 acre site located on the west side of the Skyway/Black Olive Drive intersection in Paradise. The project site is comprised of five contiguous parcels that are occupied by approximately 20 vacant structures of various ages and construction types. All existing structures are proposed to be demolished to accommodate development of the project. The site has approximately 620 lineal feet of public street frontage along Skyway, a five lane arterial public street that provides primary access to the project site via six existing paved driveway encroachments.

Most of the project site is generally level, with somewhat steepening grades closer to its western edge and is located at approximately 1,670 feet above sea level. Vegetation on the project site is mainly characterized by a mature stand of ponderosa pines and black oak trees. Other understory shrubs and a few introduced tree and shrub species are also found on the site. Soil found on the site is classified as Aiken Very Deep, generally exceeds five feet in depth and is considered to be excellent for on-site wastewater treatment and disposal, which is the proposed solution for wastewater volumes generated by the project.

Surrounding land use is mixed, generally characterized by commercial land uses along Skyway and by single-family residential uses beyond and behind the commercial uses. The project site and surrounding properties along Skyway are designated and zoned to permit a wide range of commercial land uses, while properties outside the relatively narrow Skyway commercial corridor are a mixture of medium to low density residential uses.

Safeway, Inc. has purchased four of the five parcels comprising the project site and has executed a long-term lease for a fifth parcel. All parcels are contiguous. Safeway has proposed to develop the site as follows:

- Safeway store (54,471 square feet)
- Safeway fuel kiosk (1,002 square feet)
- 18 fuel dispensing pumps under a canopy (7,125 square feet)
- Additional branded retail shops (7,800 square feet)
- Future restaurant pad (4,200 square feet)

Other site improvements would include a paved parking facility containing 266 parking stalls, an on-site wastewater treatment plant and dispersal field, two separate driveway encroachments connecting to Skyway, site landscaping and commercial monument signs. Off-site improvements would include full frontage improvements along Skyway to Town standards, including a Butte County Transit bus pullout and shelter. Development of the site as proposed would result in the felling and removal of up to 180 trees that are subject to the town's Tree Felling Regulations.

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The architectural design of the project can be characterized as Mountain Craftsman, emphasizing the use of heavy wooden accents and stonework and is consistent with the requirements of the town's Design Standards.

Vehicular access is proposed to be provided via two separate driveway access points on either end of the development, linked by a paved parking facility containing approximately 266 spaces.

The proposed method of sewage disposal for the Black Olive Village project would be the establishment of an on-site engineered wastewater treatment and disposal system to serve all elements of the project.

While efforts have been made to preserve existing native trees on the site wherever feasible, the proposed separate project application is accompanied by a tree felling permit application proposing to fell a total of approximately 180 qualifying trees in order to accommodate the project design.

Other project improvements associated with the proposed project include but are not limited to: a) the extension and installation (both on- and off-site) of water mains as part of the PID community system domestic water supply; b) the installation of properly spaced fire hydrants; c) the creation of storm drainage facilities to be offered for dedication; and d) the extension and installation of underground utilities (ex. cable TV, electric, gas, telephone, etc.).

ANALYSIS:

Pursuant to Chapter 17.26 (Neighborhood Commercial (NC), Central Business (CB) and Community Commercial (CC) Zones] of the Paradise Municipal Code, a large retail project with a gross floor area that equals or exceeds 50,000 square feet is identified as a land use that requires town approval of a conditional use permit to be established within the CC zoning district. Thus, Safeway filed a complete use permit application accompanied by a town tree felling and architectural design review applications.

A Draft Environmental Impact Report (EIR) was prepared by Michael Baker International, a team of professional environmental consultants for the proposed Black Olive Village project pursuant to the provisions of the California Environmental Quality Act (CEQA) and paid for by Safeway, Inc. The Draft EIR was released for public and agency review on February 12, 2018 and the review period ended on March 28, 2018. The Draft EIR contains a description of the project, description of the environmental setting, identification of project impacts and mitigation measures for impacts found to be significant, as well as an analysis of project alternatives.

Following the closing of the public review period, the town received three individual comment letters from two State agencies, one local agency and one from an owner of

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property abutting the project site regarding the Draft EIR. A subsequent Final EIR document contains responses to the written comments received as required by CEQA. The Final EIR also contains minor edits to the Draft EIR, which are included in Section 4.0 (Revisions to the Draft EIR).

If conditionally approved and mitigated by the Planning Commission as recommended, the proposed project would be consistent with the goals and land use policies of the Paradise General Plan, and should also be compatible with existing zoning as well as surrounding land uses. Town staff recommends project approval, however, the Final EIR concludes that the project, even with the incorporation of all feasible mitigation measures and consideration of alternatives will nonetheless cause direct significant and unavoidable project and cumulative air quality (ozone precursor), cumulative GHG emissions and cumulative 2040 traffic (intersection LOS) impacts.

Under CEQA, before a project which is determined to have a significant, unmitigated environmental effect can be approved, the approving public agency must consider and adopt a “statement of overriding considerations” pursuant to CEQA Guidelines Sections 15043 and 15093. As the primary purpose of CEQA is to fully inform the decision-makers and the public as to the environmental effects of a project and to include feasible mitigation measures and alternatives to reduce any such adverse effects below a level of significance, CEQA nonetheless recognizes and authorizes the approval of projects where not all adverse impacts can be fully lessened or avoided. However, that agency must explain and justify its conclusion to approve such project through the statement of overriding considerations, setting forth the substantial evidence that the project’s general social, economic, policy, or other public benefits that support the agency’s informed conclusion to approve the project, even though all the significant environmental impacts would not be mitigated.

Based on the attached Statement of Overriding Considerations, the Planning Commission is requested to find that the project would provide substantial social, economic, policy and other public benefits justifying its approval and implementation, notwithstanding the fact that an environmental impact was not reduced below a level of significance.

The overall purpose of the project is to bring a greater mix of neighborhood-serving goods and services that would be an additional source of local tax revenue and employment opportunities, which would further contribute to a healthy local economy in Paradise while retaining existing businesses.

To ensure a comprehensive understanding of the project design and its potential impacts, Planning Commissioners not familiar with the environmental documents associated with the project should thoroughly review these documents prior to the conduct of the scheduled public hearing. Those wishing to do so should contact staff to obtain copies of the documents for their review. In addition the environmental documents contain a much

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more detailed project description, a thorough analysis of all project-related impacts and a Mitigation Monitoring Program matrix.

REQUIRED FINDINGS FOR APPROVAL:

- a. Find that any potentially significant adverse environmental impacts associated with the Black Olive Village project have been addressed in the environmental document prepared for the project (Final Environmental Impact Report).
- b. Find that the proposed project, **as mitigated and conditioned**, together with its provisions for its design and proposed improvements, is consistent with the goals and policies of the 1994 Paradise General Plan and the Town's zoning ordinance.
- c. Find that the project, **as mitigated and conditioned**, is compatible with surrounding land uses and shall not be detrimental to the public's health, safety and general welfare because recommended conditions of approval and project-assigned mitigation measures were developed and designed to insure land use compatibility and adequate infrastructure would be in place to serve the project.
- d. Find that the private and public infrastructure improvements assigned to the proposed project are necessary to promote orderly and safe development of the area; and need to be completed prior to a final inspections and issuance of certificates of occupancy.
- e. Find that the project, **as mitigated and conditioned**, will not detrimentally affect existing plant and animal life in the project vicinity for the following reasons:
 1. No known outstanding wildlife habitat exists in the immediate project vicinity;
 2. The project site is located within an area that has been extensively altered by commercial and residential development, and
 3. A botanical survey of the project site performed by a professional botanist has revealed the following: No threatened, endangered or species of concern were identified as currently existing or inhabiting the project site.
- f. Find that the Black Olive Village tree felling permit application meets the criteria for conditional approval as outlined within PMC Section 8.12.090 because the proposed tree felling activity is necessary to accommodate the establishment of the project upon land that is planned to accommodate such land use.
- g. Find that the proposed tree felling activity, as conditioned, is consistent with applicable town zoning regulations regarding commercial timber harvesting.

RECOMMENDATION:

MOVE TO ADOPT the required findings as provided by staff, adopt Planning Commission Resolution No. 18-3, **"A Resolution of the Planning Commission of the Town of Paradise Adopting Findings of Fact, a Statement of Overriding Considerations, a Mitigation Monitoring and Reporting Program and Certifying the Environmental Impact Report for the Black Olive Village Project and Approving the Project (SCH Number: 2017072065),"** certifying the project Final Environmental Impact Report as adequate and in compliance with the California Environmental Quality Act and approve the proposed **"Black Olive Village"**, it's related use permit (PL16-00263) and the related tree felling permit application (PL16-00264) affecting property identified as Assessor Parcel Nos. 052-211-007, 052-211-021, 052-211-036, 052-211-037 and 052-182-092, subject to the following conditions:

GENERAL CONDITIONS OF PROJECT APPROVAL

1. If any land use for which a use permit has been granted and issued is not established within three years of the use permit's effective date, the use permit may become subject to revocation by the Town of Paradise.
2. It shall be the responsibility of the project proponent to comply with any mitigation measures assigned to the project in a timely fashion. It shall be the responsibility of the Town of Paradise to ensure that the applicant successfully complies with any proposed mitigation measures at the appropriate milestones in the overall project review and development process.
3. At the sole discretion of the Town of Paradise, the project developer may be required to bear the cost of a private, third party mitigation monitoring agent selected by the town to monitor and provide reporting regarding compliance with project-assigned mitigation measures.
4. If any conflicts arise between adopted conditions of approval and adopted mitigation measures, the requirements of the mitigation measures shall prevail and be implemented by the project developer.
5. All proposed property improvements and facilities shall be established in a manner that is consistent with Town of Paradise-approved project plans and application materials.
6. Minor changes to the interior and/or exterior design of the project may be approved administratively by the Town Planning Director upon submittal of a written request for such changes, if the requested changes are consistent with the overall intent of the project and its approval action. Any requested changes deemed by the Planning Director to be major or significant shall require a formal

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use permit modification review before the Planning Commission and the payment of the appropriate processing fees.

7. All work within the Skyway public right of way is subject to town issuance of an encroachment permit, which will require that the contractor be properly licensed and bonded with the Town of Paradise.
8. Required landscape plans for the proposed project shall be designed to provide for landscaping comprising a minimum of ten percent of the developed area of the site. Landscape Plans shall be designed in accordance with the requirements of the State of California Model Water Efficient Landscape Ordinance (MWELO).
9. Secure the approval and issuance of a town-approved administrative permit for any signs established within fifty feet of the center of Skyway.

CONDITIONS TO BE MET PRIOR TO ISSUANCE OF BUILDING PERMIT(S)

ROADS & ACCESS

10. Deed forty feet from the center of the Skyway right-of-way in a manner deemed satisfactory to the Town Engineer or provide a recorded document showing that this requirement has been met.

DRAINAGE & GRADING

11. Submit a Post-Construction Standards Plan, for a Regulated Project, for approval by the Town Engineer. The plan must address how the additional storm water drainage from new impervious surfaces will be detained, rerouted, or otherwise mitigated to prevent adverse impacts to any downstream neighboring properties. Pay applicable plan review fees per current fee schedule.
12. The project developer shall submit engineered grading plans in compliance with Paradise Municipal Code Appendix J standards and secure town issuance of a grading permit. Pay applicable grading permit fees per current fee schedule.
13. Provide evidence of submittal of a Notice of Intent (NOI) to the State Regional Water Quality Control Board (RWQCB) Provide the town with a copy of the approved project storm water pollution prevention plan (SWPPP) **PRIOR** to initiation of grading activities. Meet all other requirements of the RWQCB.
14. Submit a detailed soil erosion prevention plan, showing all erosion control devices and sedimentation basins, to the Town Public Works Department for approval by the Town Engineer **PRIOR** to the start of any earthwork. Pay applicable erosion control plan review fees per current fee schedule.

15. Submit a detailed dust emissions control plan meeting the requirements of the Town Public Works Department and the Butte County Air Quality Control District for approval **PRIOR** to the start of any earthwork.

FIRE PROTECTION

16. Establish and maintain compliance with all applicable requirements of the Town Building Official/Fire Marshal in accordance with the written comments dated June 20, 2018 for the Black Olive Village Project (copy on file with the Town Development Services Department).

SANITATION

17. Complete the requirements of the Onsite Sanitary Official concerning application, final system design, and issuance of permit approvals for installation of a sewage treatment and disposal system to serve all proposed facilities in accordance with the Land Use Review approval of July 21, 2016.
18. If all project site parcels are not merged, meet the requirements of the Town Onsite Division regarding the necessity for recordation of wastewater covenant(s) and/or wastewater easement(s) affecting the project site assuring adequate wastewater disposal in a manner deemed satisfactory to the Town Attorney.

SITE DEVELOPMENT

19. Either record a parcel merger or a lot line adjustment that eliminates conflicts with the proposed design of the project. Properly abandon any easements that conflict with the proposed design of the project.
20. Secure Design Review approval for the proposed architectural building designs and any proposed business signs.
21. Submit construction documents and meet the requirements of the Town Building Official/Fire Marshal regarding building permits and all applicable town-adopted construction code regulations including a separate accessibility site plan that is reviewed and approved by a State of California Certified Access Specialist **PRIOR TO** submission to the Town of Paradise.
22. Submit three (3) copies of a detailed engineered on-site development, grading, street frontage and improvement plan(s), with an Engineer's Estimate for civil improvements (excluding utilities), showing all project improvements and facilities as proposed and required. Plans shall be prepared by a registered civil engineer (including parking facility designed in accordance with Town of Paradise off street

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parking regulations and site drainage design) and submitted to the Public Works Department (engineering division) for review and approval. Pay required on-site civil plan checking fee. Required improvement plans must be approved **PRIOR TO CONSTRUCTION** or installation of the required facilities.

WATER

23. Meet all design requirements of the Paradise Irrigation District (PID) in accordance with written project review comments received from PID staff dated November 16, 2016 and any revisions thereto on file with the Town Development Services Department.

OTHERS

24. Prior to the issuance of building permits for the fueling station or any backup generator(s), provide material evidence to the Town of Paradise (Building Safety Division) of the issuance of an Authority to Construct Permit from Butte County Air Quality Management District.

CONDITIONS TO BE MET PRIOR TO ISSUANCE OF CERTIFICATE(S) OF OCCUPANCY

ROADS & ACCESS

25. Construct and install all proposed and required site improvements, intersection improvements, signal modifications and street frontage improvements to the satisfaction of the Town Engineer. Street frontage improvements shall include a Butte Regional Transit bus turnout meeting the requirements of the Butte County Association of Governments (BCAG). Deed additional right-of way to the Town of Paradise as necessary to accommodate the bus turnout.

SANITATION

26. Meet the requirements of the Town Onsite Sanitary Official regarding inspection and approval of the construction and final design of the onsite sewage disposal system.

SITE DEVELOPMENT

27. Construct all necessary site, drainage, access, frontage and other facilities improvements as required by the Town Engineer. All construction shall be in conformance with generally acceptable engineering and construction practices. Meet all other requirements of the Town Engineer as outlined in a memorandum from the Town Engineer regarding the Black Olive Village project dated

September 1, 2016 and on file in the Town Development Services Department.

28. Submit two copies of landscaping plans and application fee to the Development Services Department (planning division) designed in accordance with Paradise Municipal Code requirements and the California State Model Water Efficiency Landscape Ordinance (MWELO). **IMPORTANT NOTE:** No final building inspection or occupancy shall be permitted until the landscape plans for the project have been formally approved by the Town of Paradise and landscape materials have been installed (or bonded to guarantee installation).
29. The required landscape plan for the proposed Black Olive Village project shall include provisions for the planting of all required replacement trees on-site and within each landscape area, particularly in areas adjacent to residential land uses and in areas plainly visible from Skyway. Tree plantings shall be selected and ultimately approved by the Town for inclusion within the landscape plan primarily based upon their ability to provide summer shade and to mitigate the loss of native trees on the project site. Smaller ornamental tree species (i.e. dogwood, crepe myrtle) shall not be considered suitable for purposes of replacing native trees on site. Any replacement trees that cannot be accommodated on a 1 to 1 ratio in the landscape plan (as certified by either a licensed Landscape Architect or a certified Arborist) shall be subject to an in-lieu mitigation fee per tree (\$175/tree).
30. No heavy equipment shall be operated or stored within the drip line of any tree that is not planned for felling and removal.
31. Meet the requirements of the Paradise Irrigation District and all other utility providers regarding the extension or relocation of water mains, utility service lines and the establishment of any necessary on-site utility easements.
32. Meet the requirements of Northern Recycling and Waste Services (NRWS) regarding the design and function of the solid waste/recycling enclosures and provide evidence thereof to Town Development Services Department (building safety services division) staff.

Outside light fixtures associated with the project shall be designed to not exceed a height of twenty feet above finished grade and shall be shielded to prevent the direct projection of light onto adjoining and nearby properties.

FIRE PROTECTION

33. Complete all applicable project requirements of the Town Building Official/Fire Marshal review comments/conditions dated June 20, 2018 on file with the Town Development Services Department.

OTHERS

34. Provide material evidence to the Town of Paradise (Building Safety Division) of a finalized food facility inspection (Safeway supermarket and any other qualifying food service) and underground storage tank inspection (fueling station) from Butte County Environmental Health.
35. If any archaeological or historic cultural resources are uncovered during project construction activities, all work shall stop in the area of the find until a qualified archaeologist provides an appropriate evaluation of the discovery.

CONDITIONS TO BE MET PRIOR TO ISSUANCE OF TREE FELLING PERMIT

36. Secure the issuance of a Town approved tree-felling permit prior to felling any qualified trees and pay the adopted permit fee.
37. Secure official Town Engineer approval of detailed and engineered project civil improvement plans (including drainage plans), issuance of an onsite sewage disposal construction permit, and submit building construction plans for the Black Olive Village development project.
38. Submit an erosion and sediment control plan specific to the tree felling operation.
 - a. The plan shall detail a singular construction site entrance and exit;
 - b. The plan shall detail how best management practices will be implemented at specific locations to handle erosion and sedimentation risks;
 - c. The plan shall detail dust control measures;
 - d. The plan shall require access by logging trucks as “right-in and right-out” meaning that there shall be no left turns by logging trucks at the uncontrolled intersection.
39. Submit and secure Town Planning Director review and approval of a professionally produced “Tree Protection Plan” for the proposed project that provides for existing tree protection measures (protective fencing, etc.) prior to the commencement of ground disturbance site work (grading, etc.) for the project. Pay applicable review fees per current fee schedule.

GENERAL CONDITIONS OF TREE FELLING PERMIT

40. All qualifying trees proposed to be retained on the site as replacement trees shall be protected during construction activities in a manner consistent with the Town of Paradise Suggested Practices for Protection of Trees on Commercial, Quasi-Public, and Multi-Family Residential Construction Sites.

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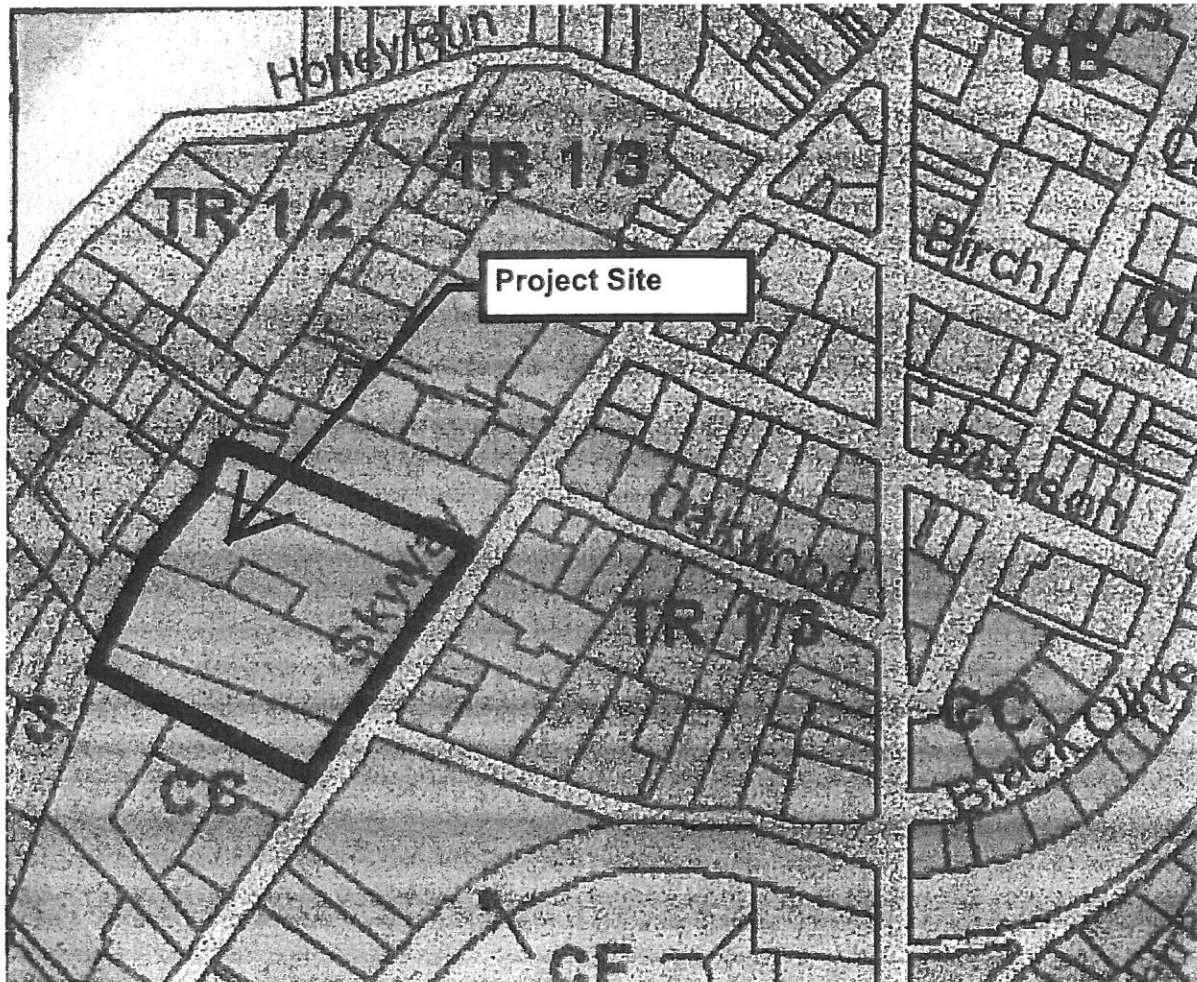
41. A certified arborist shall be engaged by the project applicant to oversee the employment of tree protection measures during all related project site improvements that have the potential to effect trees to be retained.
42. The approval action of this tree felling permit application shall only be valid and in effect for three (3) years past its conditional approval date.

**ATTACHMENTS FOR
BLACK OLIVE VILLAGE USE PERMIT STAFF REPORT**

1. Project vicinity map.
2. Notice sent to newspaper and neighboring properties for the September 13, 2018 public hearing regarding the Black Olive Village project.
3. List of property owners and agencies notified of the September 13, 2018 public hearing regarding the Black Olive Village project
4. Comments dated August 16, 2016 from Paradise Town Manager Lauren Gill
5. Comments dated August 25, 2018 from Paradise Police Chief Gabriela Tazzari
6. Comments dated August 30, 2016 from Butte County Air Quality Management District staff
7. Comments dated August 30, 2016 from Paradise Onsite Sanitary Official Doug Danz
8. Comments dated September 1, 2016 from Paradise Town Engineer Marc Mattox
9. Comments Dated November 10, 2018 from P.I.D. representative Neil Essila.
10. Email comments dated December 1, 2016 from Butte County Assn. of Governments staff member Jim Peplow
11. Comments dated September 11, 2017 from Regional Water Quality Control Board staff member Scott Zaitz
12. Email comments dated June 20, 2018 from Paradise Building Official Tony Lindsey
13. Letter dated June 22, 2018 from Safeway Real Estate Office Staff Todd Paradis outlining the benefits of the Black Olive Village project
14. Tree felling permit application received August 12, 2016 from Registered Professional Forester Pete Sundahl
15. Planning Commission Resolution No. 18-3 along with Exhibits "A" through "E", and including CEQA Findings of Fact and a Statement of Overriding Considerations

Black Olive Village Use Permit
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16. Final Environmental Impact Report prepared by Michael Baker International staff for the Black Olive Village Project
17. Project application materials (eleven 11"x 17" building elevations and site plans) submitted by the project applicant



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APPLICANT: SAFEWAY, INC.

ADDRESS: 5795, 5825, 5833, 5851
AND 5887 SKYWAY

OWNER: SAFEWAY, INC.

REQUEST: Use permit approval for the proposed development of a 7.63 acre site zoned including demolition of existing structures, the felling of +/-180 qualifying trees, grading and build-out of a 54,471 sq. ft. Safeway grocery store, 7,800 sq. ft. of other retail space, a Safeway Fuel Center, a 4,200 sq. ft. pad for a future tenant and all related site and frontage improvements.

Zoning: CC

GENERAL PLAN: TC

FILE: PL16-00263 , PL16-00264

ASSESSOR PAREL NOS.: 052-182- 092, 052-211-007, 021, 036 & 037

MEETING DATE: 9/13/18

**NOTICE OF PUBLIC HEARING
PARADISE PLANNING COMMISSION**

SPECIAL MEETING

NOTICE IS HEREBY GIVEN by the Paradise Planning Commission that a public hearing will be held on September 13, 2018 at 6:00 p.m. in the Paradise Town Hall Council Chambers, 5555 Skyway, Paradise, California regarding the proposed **BLACK OLIVE VILLAGE PROJECT** described below. The public hearing will be conducted to consider whether to approve the following matters:

1. Adoption of a proposed resolution making findings of fact, a Statement of Overriding Considerations and a Mitigation Monitoring and Reporting Program in accordance with the California Environmental Quality Act for the Black Olive Village project.
2. In addition, the proposed resolution would approve the **Safeway, Inc. Use Permit (PL16-00263) and Tree Felling Permit (PL16-00264) applications**: The project applicant is seeking Town of Paradise approval for Use Permit and Tree Felling Permit applications affecting a 7.63 acre land area comprised of five contiguous properties identified as Assessor Parcel Nos. 052-211-007, -21, -36 and -37 and 052-182-092, with mailing addresses as follows: 5795, 5825, 5833, 5851, and 5887 Skyway, located on the west side of the Skyway/Black Olive Drive intersection. The purpose of the requested application approvals is to facilitate the establishment of 67,743 square feet of retail uses, including a Safeway supermarket (54,471 square feet), 7,800 square feet of additional retail space, a 4,200 square foot restaurant pad, an 18 pump fueling center and all supporting site improvements. The project applicant is also proposing the felling and removal of 180 trees larger than 10 inches in diameter in order to accommodate development of the project.

The environmental document and project application files are available for public inspection at the Town of Paradise, Development Services Department, Paradise Town Hall. If you challenge this matter in court, you may be limited to raising only those issues you or someone else raised at the public hearing described in this notice, or in written correspondence delivered to the Paradise Planning Commission at, or prior to, the public hearing. For further information please contact the Development Services Department (planning division), Town Hall, 5555 Skyway, Paradise, CA, (530) 872-6291, extension 111.

Craig Baker
Planning Director



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SAFEWAY INC
11555 DUBLIN CANYON RD
PLEASANTON CA 94588

052-211-021-000
SAFEWAY INC
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SAFEWAY INC
11555 DUBLIN CANYON RD
PLEASANTON CA 94588

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OCCUPANT
5825 SKYWAY
PARADISE CA 95969

052-211-037-000
OCCUPANT
5809 SKYWAY
PARADISE CA 95969

052-211-037-000
OCCUPANT
5813 SKYWAY
PARADISE CA 95969

052-182-092-000
OCCUPANT
5795 SKYWAY
PARADISE CA 95969

052-182-092-000
OCCUPANT
5797 SKYWAY
PARADISE CA 95969

052-182-002-000
YOUNGBLOOD KEVIN & KIM
1022 BILLE RD
PARADISE CA 95969

052-182-003-000
YOUNGBLOOD KEVIN & KIM M
1022 BILLE
PARADISE CA 95969

052-182-012-000
SCHMIERER SUSAN E
501 FRIENDLY WAY
PARADISE CA 95969

052-182-013-000
ENDRE DANIEL P
508 FRIENDLY WAY
PARADISE CA 95969

052-182-014-000
SIERCKS BRUCE & VALERIE
1971 REED LN
DURHAM CA 95938

052-182-015-000
BURNS DEAN J & SUSAN J
26 PARKHURST ST
CHICO CA 95928

052-182-016-000
BAVIERE AXEL
478 FRIENDLY WAY
PARADISE CA 95969

052-182-024-000
SILER GEORGE M REV INT VIV TRUST
C/O SILER GEORGE M TRUSTEE
17 BUTTERCUP CT
CHICO CA 95926

052-182-025-000
RODRIGUEZ MICHAEL
544 HORSESHOE HILL DR
PARADISE CA 95969

052-182-026-000
6M LLC
PO BOX 782
PARADISE CA 95967

052-182-028-000
HARRISON ROBERT M & MOLLY M
2442 HONEY RUN RD
CHICO CA 95928

052-182-035-000
BASLOW BENJAMIN & OLIVIA
5723 JEWELL RD
PARADISE CA 95969

052-182-036-000
YOUNG PAMELA A TRUST
C/O YOUNG PAMELA TRUSTEE
5709 JEWELL RD
PARADISE CA 95969

052-182-037-000
MONACO JEFFREY
5737 JEWELL RD
PARADISE CA 95969

052-182-046-000
BLACK-GRESLIE JAN
5616 JEWELL RD
PARADISE CA 95967

052-182-072-000
FAKHOURI EDWARD & SHERYL
5674 JEWELL RD
PARADISE CA 95969



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052-182-081-000
SCHACHT WILLIAM & BARBARA
REVOCABLE TRUST ETAL
LANNGE EVELYN LE ESTATE
5719 JEWELL CT
PARADISE CA 95969

052-182-084-000
OLVERA ANTONIO RAY
520 HORSESHOE HILL DR
PARADISE CA 95969

052-182-091-000
WOODCOX EUGENE A & PAMELA J FAMILY
TRUST
WOODCOX EUGENE & PAMELA TRUSTEES
5078 WILDERNESS WAY
PARADISE CA 95969

052-211-006-000
SCHOTT DAVID C REVOCABLE INTER VIVOS
TRUST
C/O SCHOTT DAVID C TRUSTEE
5921 SKYWAY #A
PARADISE CA 95969

052-211-017-000
PERRY MICHAEL D & SHARON L
528 BARBARA WAY
PARADISE CA 95969

052-211-045-000
STADTMILLER RHONDA L REVOCABLE
TRUST
C/O STADTMILLER RHONDA L TRUSTEE
1788 MATSON ST
CHICO CA 95928

052-213-002-000
CRAWFORD REVOCABLE INTER VIVOS TRUST
C/O CRAWFORD ROBERT J & MARGARET P
TRUSTEE
510 SEQUOYAH AVE
CHICO CA 95926

052-213-019-000
GOODMAN GLEN
15 A GREENVIEW CIR
CHICO CA 95928

052-213-023-000
FLAHERTY BRIAN
6060 SKYWAY
PARADISE CA 95969

052-250-084-000
POLLAK LANA
5742 SKYWAY
PARADISE CA 95969

052-182-082-000
MUNRO DONALD J (CB DVA)
5717 JEWELL RD
PARADISE CA 95969

052-182-086-000
WHITE REVOCABLE INT VIV TRUST
C/O WHITE BLAINE D & JENNIFER
TRUSTEES
695 VAN FOSSEN RD
PARADISE CA 95969
052-182-094-000
OLSON GARY & STACEY
5295 S LIBBY RD
PARADISE CA 95969

052-211-010-000
BORDENAVE NEAL
2197 HONEY RUN RD
CHICO CA 95928

052-211-028-000
HALL MARTIN A
P O BOX 5193
CHICO CA 95927

052-211-046-000
STADTMILLER RHONDA L REVOCABLE
TRUST
C/O STADTMILLER RHONDA L TRUSTEE
1788 MATSON ST
CHICO CA 95928
052-213-003-000
SHIPMAN WAYLAN & CAROL
5768 PENTZ RD
PARADISE CA 95969

052-213-020-000
GOODMAN GLEN
15 A GREENVIEW CIR
CHICO CA 95928

052-213-024-000
STAHL CORDELL & NICHOLEE
PO BOX 1648
PARADISE CA 95967

052-250-098-000
BOTTON KEITH M
P O BOX 1626
PARADISE CA 95967

052-182-083-000
FRANCO RUBEN L & REGINA L
13321 OAK RANCH LN
CHICO CA 95973

052-182-087-000
WILLIAMS WILLIAM D LIVING TRUST
C/O WILLIAMS WILLIAM D TRUSTEE
12315 MACS RD
REDDING CA 96003
052-182-111-000
LOGAN JUDITH A
495 FRIENDLY WAY
PARADISE CA 95969

052-211-011-000
ENDRE DANIEL P
508 FRIENDLY WAY
PARADISE CA 95969

052-211-035-000
5933 SKYWAY LLC
4801 FEATHER RIVER #29
OROVILLE CA 95965

052-212-019-000
MUCHAMEL JEFF & HAYAT
C/O RAY'S LIQUOR
5944 SKYWAY
PARADISE CA 95969

052-213-016-000
PARSONS FAMILY TRUST
PO BOX 24
CHICO CA 95927

052-213-021-000
GOODMAN GLEN E
15 A GREENVIEW CIR
CHICO CA 95928

052-213-025-000
CHANCE AENEAS & VERA-CHANCE LITA
M
6089 BIG BEND DR
ROSEVILLE CA 95678

052-250-122-000
ESTEP ASHLEY E REVOCABLE TR
C/O ESTEP ASHLEY E TRUSTEE
P O BOX 1809



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10114 KESTER AVE
MISSION HILLS CA 91345

052-182-091-000
OCCUPANT
5757 SKYWAY
PARADISE CA 95969

052-213-021-000
OCCUPANT
5169 BLACK OLIVE DR
PARADISE CA 95969

052-213-020-000
OCCUPANT
5848 SKYWAY #6
PARADISE CA 95969

052-213-002-000
OCCUPANT
502 OAKWOOD LN
PARADISE CA 95969

052-182-028-000
OCCUPANT
510 HORSESHOE HILL DR #A
PARADISE CA 95969

052-211-006-000
OCCUPANT
5915 SKYWAY #A
PARADISE CA 95969

052-211-006-000
OCCUPANT
5915 SKYWAY
PARADISE CA 95969

052-211-045-000
OCCUPANT
578 BARBARA WAY
PARADISE CA 95969

052-211-006-000
OCCUPANT
5921 SKYWAY
PARADISE CA 95969

052-211-045-000
OCCUPANT
572 BARBARA WAY
PARADISE CA 95969

052-211-006-000
OCCUPANT
5921 SKYWAY #B
PARADISE CA 95969

052-211-028-000
OCCUPANT
560 BARBARA WAY
PARADISE CA 95969

052-211-046-000
OCCUPANT
562 BARBARA WAY
PARADISE CA 95969

052-250-098-000
OCCUPANT
5736 SKYWAY
PARADISE CA 95969

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OCCUPANT
5728 SKYWAY
PARADISE CA 95969

052-182-094-000
OCCUPANT
5691 SKYWAY
PARADISE CA 95969

052-250-123-000
OCCUPANT
5178 BLACK OLIVE DR
PARADISE CA 95969

052-182-086-000
OCCUPANT
5737 SKYWAY
PARADISE CA 95969

052-250-122-000
OCCUPANT
5778 SKYWAY
PARADISE CA 95969

052-250-122-000
OCCUPANT
5794 SKYWAY
PARADISE CA 95969

052-213-020-000
OCCUPANT
5848 SKYWAY #4
PARADISE CA 95969

052-213-020-000
OCCUPANT
5848 SKYWAY
PARADISE CA 95969

052-213-020-000
OCCUPANT
5848 SKYWAY #2
PARADISE CA 95969

052-213-024-000
OCCUPANT
5880 SKYWAY
PARADISE CA 95969

052-182-081-000
OCCUPANT
5720 JEWELL RD
PARADISE CA 95969

052-182-083-000
OCCUPANT
526 HORSESHOE HILL DR
PARADISE CA 95969

052-213-016-000
OCCUPANT
5924 SKYWAY
PARADISE CA 95969

052-182-028-000
OCCUPANT
510 HORSESHOE HILL DR
PARADISE CA 95969

052-182-025-000
OCCUPANT
534 HORSESHOE HILL DR
PARADISE CA 95969



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582 BARBARA WAY
PARADISE CA 95969

052-211-006-000
OCCUPANT
5915 SKYWAY #B
PARADISE CA 95969

052-182-014-000
OCCUPANT
500 FRIENDLY WAY
PARADISE CA 95969

052-211-011-000
OCCUPANT
506 FRIENDLY WAY
PARADISE CA 95969

052-211-046-000
OCCUPANT
568 BARBARA WAY
PARADISE CA 95969

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OCCUPANT
503 FRIENDLY WAY
PARADISE CA 95969

052-182-015-000
OCCUPANT
490 FRIENDLY WAY
PARADISE CA 95969

052-211-028-000
OCCUPANT
558 BARBARA WAY
PARADISE CA 95969

052-182-003-000
OCCUPANT
3800 HONEY RUN RD
PARADISE CA 95969

052-182-086-000
OCCUPANT
5711 SKYWAY
PARADISE CA 95969

052-182-087-000
OCCUPANT
5747 SKYWAY
PARADISE CA 95969

052-182-046-000
OCCUPANT
5616 JEWELL RD
PARADISE CA 95969

052-213-020-000
OCCUPANT
5848 SKYWAY #1
PARADISE CA 95969

052-213-020-000
OCCUPANT
5848 SKYWAY #5
PARADISE CA 95969

052-182-036-000
OCCUPANT
5729 JEWELL RD
PARADISE CA 95969

052-213-020-000
OCCUPANT
5848 SKYWAY #3
PARADISE CA 95969

052-213-003-000
OCCUPANT
510 OAKWOOD LN
PARADISE CA 95969

052-182-024-000
OCCUPANT
529 HORSESHOE HILL DR
PARADISE CA 95969

052-182-024-000
OCCUPANT
533 HORSESHOE HILL DR
PARADISE CA 95969

052-182-024-000
OCCUPANT
535 HORSESHOE HILL DR
PARADISE CA 95969

052-182-024-000
OCCUPANT
539 HORSESHOE HILL DR
PARADISE CA 95969

052-211-035-000
OCCUPANT
5933 SKYWAY
PARADISE CA 95969

052-182-024-000
OCCUPANT
543 HORSESHOE HILL DR
PARADISE CA 95969

052-211-045-000
OCCUPANT
574 BARBARA WAY
PARADISE CA 95969

052-211-010-000
OCCUPANT
507 FRIENDLY WAY
PARADISE CA 95969

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OCCUPANT
505 FRIENDLY WAY
PARADISE CA 95969

052-182-003-000
OCCUPANT
3794 HONEY RUN RD
PARADISE CA 95969

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OCCUPANT
5820 SKYWAY
PARADISE CA 95969

052-182-026-000
OCCUPANT
532 HORSESHOE HILL DR
PARADISE CA 95969

052-182-028-000
OCCUPANT
510 HORSESHOE HILL DR #B
PARADISE CA 95969

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Paradise Unified School District
6696 Clark Road
Paradise, CA 95969

Paradise Irrigation District
6332 Clark Road
Paradise, CA 95969

Paradise Recreation & Park Dist.
6626 Skyway
Paradise, CA 95969

Paradise Ridge Chamber of
Commerce
5550 Skyway
Paradise, CA 95969

Paradise Board of Realtors
6178 Center Street
Paradise, CA 95969

Paradise Downtown Business Ass.
c/o Fir Street Gallery/Pam Funk
6256 Skyway
Paradise, CA 95969

Butte County Planning
Courier

Paradise Cemetery District
980 Elliott Road
Paradise, CA 95969

Butte Co. Air Quality Mgmt. Dist.
629 Entler Ave., Suite 15
Chico, CA 95928

Butte Environmental Council
313 Walnut St., Ste. 140
Chico, CA 95928

Pacific Gas & Electric
Laird Oelrichs, Land Agent
350 Salem St.
Chico, CA 95928

PROJECT NAME: SAFEWAY, INC. CONDITIONAL USE PERMIT APPLICATION

TOWN OF PARADISE DEVELOPMENT SERVICES DEPARTMENT

DEVELOPMENT REVIEW REQUEST

TO: Engineering, Onsite, CSS, Police, PID, CSUC, PG&E, NRWS, BCAQMD,
Town Manager, BCAG, Butte County Health Dept., CALFIRE

FROM: Craig Baker, Community Development Director

REQUEST: Review and Comment

DESCRIPTION OF PROJECT: Use permit application proposing the development of a 7.63 acre site zoned Community Commercial (CC) including demolition of existing structures, the felling of +/-180 qualifying trees, grading and build-out of a 54,471 sq. ft. Safeway grocery store, 7,800 sq. ft. of other retail space, a Safeway Fuel Center, a 4,200 sq. ft. pad for a future tenant and all related site and frontage improvements.

LOCATION: 5795, 5825, 5833, 5851 and 5887 Skyway

AP NOS: 052-182- 092, 052-211-007, 021, 036 & 037

APPLICANT: Safeway, Inc. c/o Scott Gibson Architect, Inc.

CONTACT PHONE: (916) 343-7557

RETURN DATE REQUESTED: Thursday, September 1, 2016

DATE DISTRIBUTED: Tuesday, August 16, 2016

DOES YOUR AGENCY HAVE THE CAPACITY TO SERVE THIS PROJECT?

☐ YES ☐ YES, WITH CONDITIONS ☐ NO (EXPLAIN BELOW)

COMMENTS AND/OR RECOMMENDED CONDITIONS (attach additional sheets if necessary):

The proposed use permit application meets
design review - pending color samples + materials. Lg 8/16/16

NO RESPONSE FROM YOUR AGENCY MAY BE CONSTRUED THAT YOUR AGENCY HAS THE ABILITY TO SERVE THIS PROJECT.

PLEASE MAKE A COPY FOR YOUR RECORDS.

YOU MAY FAX (530-877-5059) OR EMAIL (cbaker@townofparadise.com) YOUR COMMENTS IF YOU WISH

PROJECT NAME: SAFEWAY, INC. CONDITIONAL USE PERMIT APPLICATION

**TOWN OF PARADISE
DEVELOPMENT SERVICES DEPARTMENT****DEVELOPMENT REVIEW REQUEST**

TO: Engineering, Onsite, CSS, Police, PID, CSUC, PG&E, NRWS, BCAQMD,
Town Manager, BCAG, Butte County Health Dept., CALFIRE

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APPLICANT: Safeway, Inc. c/o Scott Gibson Architect, Inc.

CONTACT PHONE: (916) 343-7557

RETURN DATE REQUESTED: Thursday, September 1, 2016

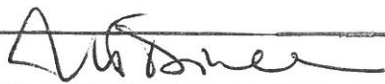
DATE DISTRIBUTED: Tuesday, August 16, 2016

RECEIVED
AUG 25 2016
TOWN OF PARADISE
COMMUNITY DEVELOPMENT DEPT.

DOES YOUR AGENCY HAVE THE CAPACITY TO SERVE THIS PROJECT?

☒ YES ☐ YES, WITH CONDITIONS ☐ NO (EXPLAIN BELOW)

COMMENTS AND/OR RECOMMENDED CONDITIONS (attach additional sheets if necessary):

NO CONCERNS AT THIS TIME.G. TAZARI-DINAN, ChiefNO RESPONSE FROM YOUR AGENCY MAY BE CONSTRUED THAT YOUR AGENCY HAS THE ABILITY TO SERVE
THIS PROJECT.

PLEASE MAKE A COPY FOR YOUR RECORDS.

YOU MAY FAX (530-877-5059) OR EMAIL (cbaker@townofparadise.com) YOUR COMMENTS IF YOU WISH.



August 30, 2016

Craig Baker, Community Development Director
Town of Paradise
5555 Skyway
Paradise, CA 95969

Re: Project Number PL16-00263 and PL16-00264: Safeway, Inc.

Dear Mr. Baker,

Thank you for providing the Butte County Air Quality Management District (District) the opportunity to be involved in the early review process for the projects noted above. Based on our review of the available project documents, the District submits the following comments:

1. Screening for criteria air pollutants: Based on the District's 2014 CEQA Air Quality Handbook (Handbook), Project PM16-00263 exceeds the size provided by the screening criteria table in Section 4.3 *Screening for Criteria Air Pollutants*. During the environmental review process, the District recommends using the latest version of CalEEMod to perform modeling and quantification of pollutants created by construction and operational activities to estimate impacts of criteria air pollutants as well as greenhouse gases.
2. The District requests that all projects incorporate best practices to minimize air quality and greenhouse gas impacts from diesel particulate matter exhaust from construction equipment, operational toxic air contaminant emissions from mobile and stationary sources, diesel idling during construction phases, and fugitive dust. Examples of best practice measures may be found in Appendix C-1 *Best Practices* of the Handbook. Some of the listed best practice measures are required by federal, state or local regulations.
3. The proposed retail gasoline dispensing facility will require an Authority to Construct Permit from the District prior to construction. If the proposed project anticipates operation of diesel generators or other processes as listed in Appendix A of the Handbook, an Authority to Construct Permit may be required prior to installation.
4. District Rule 300 *Open Burning Requirements, Prohibitions, and Exemptions* requires the issuance of a burn permit for the burning of vegetative waste from commercial land clearing. Additionally, District Rule 440 *Portable Equipment Registration* requires that portable wood chippers rated over 50 horsepower be registered with either the District or the State Air Resources Board (through the PERP program).
5. The 2014 CEQA Air Quality Handbook and a link to the latest version of CalEEMod are available on the District website at <http://bcaqmd.org/planning/>.

If you have any questions or comments, please contact the District at (530) 332-9400.

Sincerely,


Jason Mandly
Associate Air Quality Planner



TOWN OF PARADISE

5555 SKYWAY • PARADISE, CALIFORNIA 95969-4931

TELEPHONE (530) 872-6291 FAX (530) 877-5059

www.townofparadise.com

August 30, 2016

To Craig Baker, Community Development Director

From: Doug Danz, Onsite Sanitary Official

Re: Development Review of proposed Safeway Shopping center project, 5795 Skyway, et. al.
APN: 052-182-092, et. al.

The Onsite Division has reviewed the referenced development proposal and finds the submitted site maps and details to be in conformance with approved maps and design parameters previously submitted by NorthStar Engineering.

Design and construction of the onsite sewage disposal system for this project must be carried out in conformance with the submitted plans and subsequent review by this division as stipulated in the 07/21/16 land use approval.

This division approves the project development as submitted.



TOWN OF PARADISE
5555 Skyway
Paradise, CA 95969
(530) 872-6291

MEMO

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SEP 13 2016

SCOTT GIBSON ARCHITECT

Date: September 1, 2016
To: Craig Baker, Community Development Director
From: Marc Mattox, Public Works Director / Town Engineer
RE: Use Permit Application – Safeway (Skyway at Black Olive Drive)

Engineering has reviewed the Use Permit Application and has determined the project can be supported. The following are my comments relative to the proposed project.

1. Streets & Access

- a. Full civil plans for onsite and offsite improvements will be required, electronic CAD files needed immediately to coordinate driveway location and width at Black Olive Drive.
- b. Public sidewalk should remain in Public Right-of-Way. Applicant must dedicate additional right of way as needed.
- c. A bus stop pullout has been incorporated into the site plan for southbound traffic. This bus stop must be moved south of the proposed traffic signal (additional right of way would need to be dedicated to the Town of Paradise)
- d. Skyway at Black Olive Drive Signalization
 - i. Town of Paradise secured a Highway Safety Improvement Program grant (applied on July 27, 2015 and awarded November 12, 2015
 - ii. Earliest construction date likely summer 2017 through grant procedures and funding timelines
 - iii. Further coordination needed when/if proposed project is formally submitted to the Town
- e. Traffic Impact Analysis will be required during before or during environmental document preparation – some concerns are as follows:
 - i. Possibly restricting left turns out of the north fueling station due to the high vehicular volume on Skyway and lack of adequate breaks in this proximity to the Pearson signal.
 - ii. Determination of the traffic signal should be an unprotected left operation for Black Olive (Safeway) or split phases dedicated to WB and EB traffic.
 - iii. Increased traffic volumes for the intersection due to the development may warrant alternative lane configurations, dependent upon signal operation. This may require additional infrastructure along Black Olive Drive to accommodate a left turn lane, a through lane and a right turn only lane.

2. Storm Drainage

- a. New impervious area exceeds 5,000 square feet, a drainage analysis as a regulated project is required. Instructions and Worksheets are attached. More information on Town of Paradise Post-Construction Stormwater Standards can be found at www.townofparadise.com/stormwater
- b. Town has received a drainage analysis that is conceptually approved. This analysis will need to be updated upon completion of full design for civil improvements.
- c. Verify septic separation requirements from storm drainage and potable water systems are maintained.

3. Grading

- a. Engineered Grading Plans will be required subject to Paradise Municipal Code Appendix J standards. Copy attached.
- b. Erosion control will be required through preparation and implementation of an Erosion Control Plan and Storm Water Pollution Prevention Plan. A Notice of Intent will need to be filed with the California Regional Water Quality Control Board as the project area is disturbing more than 1 acre. Grading work cannot begin without a WDID number issued by the State.

4. Engineering Division Approvals Required:

- a. Engineer's Estimate (civil improvements for on-site and public right-of-way, separately)
- b. Encroachment Permit for work in the public right-of-way.
- c. Erosion Control Plan Review
- d. Grading Permit
- e. Drainage Analysis Review (submitted, conceptually approved)
- f. Engineered Site Plan
- g. Traffic Impact Analysis

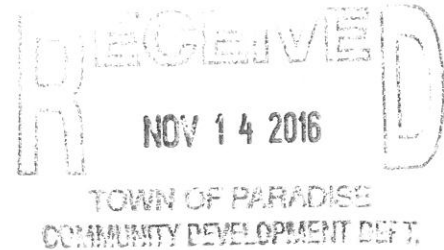


PARADISE IRRIGATION DISTRICT

6332 Clark Road, Paradise CA 95969 | Phone (530)877-4971 | Fax (530)876-0483

November 10, 2016

Town of Paradise
Attn: Craig Baker
5555 Skyway
Paradise, CA 95969



Subject: Safeway Use Permit Application, 052-182-092, 052-211-007, 021, 036 & 037, PL16-00263.

Dear Craig:

Thank you for the opportunity to review the above referenced use permit application. This comments letter was generated in response to the project submittal distributed November 10, 2016. The following additional comments and conditions apply to the project, as proposed.

1. Water service to the subject property will not include the extension of a District water main onto the project site. Therefore, any and all water service connections must be located at the east side of the project site, along the Skyway right of way.
2. The domestic meter service facilities identified by Keyed Notes numbered 16 must be located along the Skyway frontage.
3. The fire service connection backflow prevention assembly (Keyed Note number 17) must also be located as close as practicable to the Skyway right of way. A further design consideration is that it must be located near a fire hydrant served by the public water main. This suggests that a location south of the Black Olive Drive entrance may be appropriate.
4. The on-site fire hydrants identified by Keyed Notes numbered 15 will be served by the fire service connection associated with Note 17. Domestic service connections cannot be connected to the fire service connection.
5. The most southerly "existing" fire hydrant (Keyed Note 14) shown on the plan sheet does *not* exist.
6. An existing fire hydrant is located very near the project site's northerly property line, at the Skyway. This hydrant is approximately 40 feet north of the property corner.

Please contact me with any questions or comments on these matters. Thank you.

Sincerely,

Neil J. Essila
Assistant Engineer

cc: Scott Gibson Architect

Baker, Craig

From: Jim Peplow [JPeplow@bcag.org]
Sent: Thursday, December 01, 2016 11:29 AM
To: Baker, Craig
Subject: RE: Safeway Black Olive Village comments

Craig,

I saw the revised plans for this project and see that you moved the bus stop to the far corner of the intersection, as suggested. Thank you for your actions on my comments.

Jim Peplow
(530) 809-4616
jpeplow@bcag.org

From: Jim Peplow
Sent: Tuesday, August 23, 2016 10:32 AM
To: Baker, Craig (cbaker@townofparadise.com) <cbaker@townofparadise.com>
Subject: Safeway Black Olive Village comments

Craig,

Thank you for the opportunity to review the plans for the Black Olive Village. As the transit agency we would definitely be able to serve this project. However, in looking at the plans, I would request a modification if possible. The current location of the bus stop turnout (north of the Skyway/Black Olive intersection) could create some issues, with the bus getting trapped in the turnout from cars waiting at the signal and also from traffic passing by that location. If the turnout was moved to far (south) side of the intersection, that would eliminate that issue. In transit planning in general it is always preferable to locate bus stops on the far corner of an intersection rather than the near corner. I did not notice a shelter on these plans. Would the placement of a shelter be included?

Also, although not directly part of this project, it would be a good idea to place a companion bus stop in the uphill direction just north of the Black Olive intersection. A simple pole stop would suffice. If you are going to have a way for people to travel to a location by transit, it's always a good idea to give them way to return back home.

As a side note, these proposed stops would fill nicely into the routing of the transit system. When practical we try to place bus stops approximately a quarter-mile apart. Since there is not really much to serve in this area right now, there is currently a gap in this section. When these stops are built they will fit nicely into our pattern.

Please let me know if you have any comments or questions.

Please note new address and phone number

~~~~~  
**Jim Peplow**

Senior Planner  
Butte County Association of Governments  
Butte Regional Transit (B-Line)  
326 Huss Drive, Suite 150  
Chico, CA 95928  
(530) 809-4616 fax 879-2444  
[jpeplow@bcag.org](mailto:jpeplow@bcag.org) [www.bcag.org](http://www.bcag.org)  
~~~~~

Central Valley Regional Water Quality Control Board

11 September 2017

Mr. Craig Baker, Community Development Director
Town of Paradise
5555 Skyway
Paradise, CA 95969

RECEIVED
SEP 13 2017
TOWN OF PARADISE
COMMUNITY DEVELOPMENT DEPT.

**COMMENTS ON THE NOTICE OF PREPARATION OF A DRAFT ENVIRONMENTAL
IMPACT REPORT FOR THE BLACK OLIVE VILLAGE PROJECT, STATE CLEARINGHOUSE
NUMBER 2017072065, PARADISE, BUTTE COUNTY**

The Central Valley Regional Water Quality Control Board (Central Valley Water Board) is a responsible agency for this project, as defined by the California Environmental Quality Act (CEQA). On 10 August 2017, we received your request for comments on the Notice of Preparation for the Black Olive Village Project located on Black Olive Drive, Paradise, Butte County.

The proposed project would entail the construction and operation of 67,473 sq. ft. of retail uses, which would include a Safeway supermarket (54,471 sq. ft.) and 7,800 sq. ft. of additional retail adjoining the store; a 4,200 sq. ft. restaurant pad that could accommodate high turnover, sit down restaurant; a 9-station (18 pumps) fueling center with canopy; a 1,002 sq. ft. fueling center kiosk; and a landscaped parking lot with 278 parking spaces. Off-site frontage improvements would include a primary driveway entrance aligned opposite to Black Olive Drive; secondary access driveway for the fueling center; curb, gutter and sidewalk; and a public bus turnout and shelter. The proposed project would include an on-site wastewater secondary treatment system. Water service would be provided by Paradise Irrigation District. Site preparation requires demolition of structures and tree removal.

Based on our review of the information submitted for the proposed project, we have the following comments:

Isolated wetlands and other waters not covered by the Federal Clean Water Act

Some wetlands and other waters are considered "geographically isolated" from navigable waters and are not within the jurisdiction of the Clean Water Act. (e.g., isolated wetlands, vernal pools, or stream banks above the ordinary high water mark). Discharge of dredged or fill material to these waters may require either individual or general waste discharge requirements from the Central Valley Water Board. If the U.S. Army Corps of Engineers determine that isolated wetlands or other waters exist at the project site, and the project impacts or has potential to impact these non-jurisdictional waters, a Report of Waste Discharge and filing fee must be submitted to the Central Valley Water Board. The Central Valley Water Board will consider the information provided and either issue or waive Waste Discharge Requirements. Failure to obtain waste discharge requirements or a waiver may result in enforcement action.

Any person discharging dredge or fill materials to waters of the State must file a report of waste discharge pursuant to Sections 13376 and 13260 of the California Water Code. Both the requirements to submit a report of waste discharge and apply for a Water Quality Certification may be met using the same application form, found at:
http://www.waterboards.ca.gov/board_decisions/adopted_orders/water_quality/2004/wqo/wqo2004-0004.pdf

General Permit for Storm Water Discharges Associated with Construction and Land Disturbance Activities (CGP)

Construction activity, including demolition, resulting in a land disturbance of one acre or more must obtain coverage under the CGP. The Black Olive Village Project must be conditioned to implement storm water pollution controls during construction and post-construction as required by the CGP. To apply for coverage under the CGP the property owner must submit Permit Registration Documents electronically prior to construction. Detailed information on the CGP can be found on the State Water Board website:
http://www.waterboards.ca.gov/water_issues/programs/stormwater/constpermits.shtml

Post-Construction Storm Water Requirements

Studies have found the amount of impervious surface in a community is strongly correlated with the impacts on community's water quality. New development and redevelopment result in increased impervious surfaces in a community. Post-construction programs and design standards are most efficient when they involve (i) low impact design; (ii) source controls; and (iii) treatment controls. To comply with Phase II Municipal Storm Water Permit requirements the Town of Paradise must ensure that new developments comply with specific design strategies and standards to provide source and treatment controls to minimize the short and long-term impacts on receiving water quality. The design standards include minimum sizing criteria for treatment controls and established maintenance requirements. The proposed project must be conditioned to comply with post construction standards adopted by the Town of Paradise in compliance with their Phase II Municipal Storm Water Permit.

If you have any questions or comments regarding this matter please contact me at (530) 224-4784 or by email at Scott.Zaitz@waterboards.ca.gov.



Scott A. Zaitz, R.E.H.S.
Environmental Scientist
Storm Water & Water Quality Certification Unit

SAZ: db

cc w/o
enclosures: State Clearinghouse, Sacramento

M E M O R A N D U M

TO: Craig Baker, Community Development Director

FROM: Tony Lindsey Building Official/Fire Marshal

SUBJECT: 5797-5887 Skyway, 052-211-007, 021,036, 037 & 052-182-092

DATE: June 20, 2018

Use permit application plan review comments for a conceptual plan to construct a shopping center, to include a new Safeway Grocery Store and Gas Station with associated Shops on 7.9 acres (combined) zoned Community Commercial (CC) currently developed with residential land uses. The following additional information is requested.

1. This department has the ability to serve this project. Development of the site shall comply with the applicable California Building Standards.

**TOWN OF PARADISE
COMMUNITY DEVELOPMENT DEPARTMENT (PLANNING DIVISION)
5555 SKYWAY, PARADISE - (530) 872-6291
TREE FELLING APPLICATION/PERMIT**

| AP NO. | PERMIT NO. | DATE: |
|---|-------------|-------|
| 052-211-007 052-211-036 052-211-037 052-182-092 052-211-021 | PL 16-00264 | |

| PROPERTY ADDRESS: | |
|-------------------|-------------|
| 052-211-007 | 5887 Skyway |
| 052-211-036 | 5851 Skyway |
| 052-211-037 | 5825 Skyway |
| 052-182-092 | 5795 Skyway |
| 052-211-021 | 5833 Skyway |

PROJECT DESCRIPTION (attach additional sheet(s) if necessary)

NUMBER OF TREES: 180 **TYPE OF TREES:** Please see attached Tree Table

CIRCUMFERENCE OF TREES (at 54" above grade): Please see attached Tree Table

DATE FELLING SHALL START: Approval of Cal-Fire Timberland Conversion and Timber Harvesting Plan

CONSTRUCTION PERMIT NO: _____ **DATE ISSUED** _____

PURPOSE OF REMOVAL: Please see attached Table

TREE FELLING PERMIT HISTORY FOR PROPERTY: This is the first tree felling permit issued to the new owners.

R E C E I V E D

AUG 12 2016

TOWN OF PARADISE
COMMUNITY DEVELOPMENT DEPT.

OWNER INFORMATION:

1. Parcels 052-211-007,021,036,037

NAME: Safeway INC

TELEPHONE NUMBER (208)-395-4918

ADDRESS: STREET NUMBER/NAME: 5918 Stoneridge Mall Road

CITY/STATE/ZIP: Pleasanton CA 94588-3229

2. Parcel 052-182-092

NAME: Udovich Family Living Trust

TELEPHONE NUMBER (208)-395-4918

ADDRESS: STREET NUMBER/NAME: 1 Patrick CT

CITY/STATE/ZIP: Oroville CA 95965

CONTRACTOR INFORMATION:

NAME: To be determined

TELEPHONE NUMBER: _____

ADDRESS: STREET NUMBER/NAME: _____

CITY/STATE/ZIP: _____

PERMIT FEE \$

REPLACEMENT FEE \$

RECEIPT NO.

PLOT PLAN (Show Street, Structure and Tree(s) in space provided below.)

If this permit application is for five (5) or more qualifying trees, submit a separate plot map drawn to scale.

Please see separate plot map.

Please see attached conditions of tree felling permit approval.

(SEE BACK PAGE FOR ADDITIONAL INFORMATION)

CONTRACTOR LICENSE LAW

I declare under penalty of perjury (check one):

- ☐ I am licensed under provisions of the Business and Professions Code and my license is in full force and effect.
License No. _____ Classification _____
- ☐ The contracted service price is \$500.00 valuation or less and owner provided written disclosure as per Business & Professions Code Section 7048.
- ☐ I, as the owner, or my employees with wages as their sole compensation will do the work.
- ☒ I, as the owner, am exclusively contracting with licensed contractors.
- ☐ I am licensed under provisions of Public Resources Code 4570 et seq. and my license is in full force and effect.
License No. _____
- ☐ I, as the owner, am exclusively contracting with a licensed timber operator.

WORKER'S COMPENSATION INSURANCE:

I declare under penalty of perjury (check one):

- ☒ I have placed on file with the Town of Paradise Community Development Department a certificate of worker's compensation or a certificate of consent to self insure.
- ☐ I shall not employ any person in any manner so as to become subject to the workers compensation laws of California.
- ☐ The contracted service price is \$500.00 valuation or less.

NOTICE TO APPLICANT:

If after making this statement, should you become subject to the workers compensation provisions of the Labor Code, you must forthwith comply with such provisions or this permit shall be deemed revoked.

CERTIFICATION:

I certify that I have read this application and state that the above information is correct. I agree to comply to all town ordinances and state laws relating to tree cutting, and hereby authorize representatives of the Town of Paradise to enter upon the above-mentioned property for inspection purposes. I also agree to save, indemnify and keep harmless the town and its agents against all liabilities, judgments, costs and expenses that may in any way accrue against said agency in consequence of the granting of this permit.

I understand that for each tree felled, one tree (five gallon minimum size) shall be planted within twelve months thereafter or within one year of occupancy of new construction, whichever occurs first.

X-----
Signature of Applicant - Owner Contractor Agent ☒ LTO _____

Date: _____

APPROVAL:

- ☐ Approved
☐ Disapproved

By-----

(Town Manager or Designee)

Date: _____

It is recommended that you contact the California Department of Forestry, Redding Office, (530) 225-2418 for regulations that may apply to tree felling. This permit expires 90 days beyond date of issue.

POST THIS PERMIT AT A POINT PROVIDING PRIMARY ACCESS TO THE SITE OF THE TREE FELLING PRIOR TO FELLING ANY QUALIFYING TREES.

NO QUALIFYING TREE SHALL BE REMOVED WITHOUT POSSESSION OF AN APPROVED PERMIT.

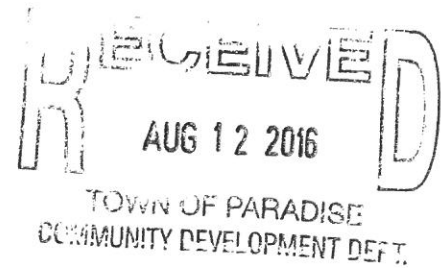
Project Description Continued:

The project is a commercial development comprised of a 54,588 square foot Safeway store, a Safeway fueling station, 7,800 square feet of other retail space and a drive-through restaurant is proposed on a 7.9 acre land area zoned Community Commercial (CC); APNs 052-211-007, 021, 036, 037 and 052-182-092.

Parcel 052-211-006 is included because five trees which straddle the property line and one tree adjacent to the property line which will need to be removed as the grading operations and the retaining wall footings will severely damage their root systems.

We are requesting relief from the 1:1 on-site tree replacement ratio. Due to the significant amount of the site which will be covered by buildings we will only be able to replant 80 trees on site. There will be 100 trees which must be mitigated for off site.

| Number of trees to be removed | Number of Leave Trees | Number of trees to be replanted. | Number of trees needing off site mitigation |
|-------------------------------|-----------------------|----------------------------------|---|
| 180 | 5 | 80 | 100 |





Sierra Timber Services

1600 Feather River Blvd Suite B. Oroville, CA 95965-4685

(530) 534 - 5229

July 8, 2016

Town of Paradise
Community Development Department
5555 Skyway
Paradise CA 95969
Attn: Craig Baker

RE: Tree Report for the Safeway Project
Butte County AP #'s 052-211-007,021,036,037 and 052-182-092

The site was visited and the qualifying trees were measured and evaluated to determine the necessity of their removal. A Total of 180 trees are proposed for removal ranging in size from 10" to 60+" DBH. Extensive grading and excavation will be required to build the site resulting in the need to remove all but five trees from the site. Along the northern boundary five trees which straddle the property line and one tree adjacent to the property line which will need to be removed as the grading operations and the retaining wall footings will severely damage their root systems.

Specific Reasons requiring the removal of the trees are listed below.

Parking Lot: This area will have cut and fills of 1-20 feet and underground detention areas to be excavated and installed necessitating the removal of trees within this area.

Sidewalk: Trees to be removed because they are directly within the footprint of the sidewalk itself.

Fuel Station: Trees to be removed because they are directly within the footprint of the fuel station.

Store: Trees to be removed because they are directly within the footprint of the store building itself.

Fill Slope: Trees will need to be removed to facilitate the footings and large concrete retaining wall for this area. Additionally an average of 20 feet of fill will be placed on this area. This destroys the fine root system of the tree's ability to respire by covering fine roots which were in the porous soil near the surface with compacted fill dirt. Tree mortality soon follows.

Freight Access: Trees to be removed because they are directly within the footprint of Freight Access road.

Wastewater Treatment: Trees to be removed because they are directly within the footprint of the waste water treatment plant.

Leach Field: Trees to be removed because they are directly within the area which will be excavated to install the leach field.

Maintenance Road: Trees to be removed because they are directly within the footprint of maintenance road

If you have any questions regarding this report please feel free to contact me.

Sincerely,



Pete Sundahl

Registered Professional Forester # 2861

Sierra Timber Services

Safeway Project

| Number of Trees to be Removed by Species | | Number of Trees to be Removed by Reason | |
|---|--------------|--|--------------|
| Species | No. of Trees | Reason for Removal | No. of Trees |
| Big Leaf Maple | 1 | Fill slope | 15 |
| Black Oak | 47 | Freight Access | 12 |
| Black Walnut | 7 | Fuel Station | 10 |
| Costal Redwood | 2 | Leach Field | 6 |
| Cypress | 1 | Leach Field/ Parking lot | 7 |
| Deodar Cedar | 2 | Maintenance Road | 8 |
| Douglas Fir | 6 | Parking Lot | 89 |
| Grey Pine | 1 | Parking Lot/Retaining Wall | 1 |
| Incense Cedar | 10 | Sidewalk | 3 |
| Live Oak | 17 | Store | 22 |
| Non Native Maple | 1 | Store/ Sidewalk | 3 |
| Pondarosa Pine | 72 | Wastewater Treatment | 4 |
| Silk Tree | 2 | Total | 180 |
| Sycamore | 5 | | |
| Tree of Heaven | 2 | | |
| Tulip Poplar | 1 | | |
| White Fir | 3 | | |
| Total | 180 | | |

Safeway Project Tree Removal List

| Tally | Map # | Species | Diameter | Reason for Removal |
|-------|-------|------------------|----------|--------------------|
| 1 | 1122 | Pondarosa Pine | 20 | Parking Lot |
| 2 | 1123 | Pondarosa Pine | 24 | Parking Lot |
| 3 | 1125 | Black Oak | 16 | Parking Lot |
| 4 | 1126 | Pondarosa Pine | 14 | Parking Lot |
| 5 | 1127 | Pondarosa Pine | 23 | Parking Lot |
| 6 | 1128 | Black Oak | 10 | Sidewalk |
| 7 | 1129 | Pondarosa Pine | 16 | Fuel Station |
| 8 | 1130 | Pondarosa Pine | 25 | Fuel Station |
| 9 | 1131 | Pondarosa Pine | 18 | Parking Lot |
| 10 | 1132 | Pondarosa Pine | 21 | Parking Lot |
| 11 | 1133 | Pondarosa Pine | 22 | Parking Lot |
| 12 | 1134 | Pondarosa Pine | 12 | Parking Lot |
| 13 | 1135 | Pondarosa Pine | 15 | Parking Lot |
| 14 | 1137 | Pondarosa Pine | 23 | Parking Lot |
| 15 | 1138 | Pondarosa Pine | 22 | Fuel Station |
| 16 | 1139 | Pondarosa Pine | 13 | Fuel Station |
| 17 | 1140 | Pondarosa Pine | 24 | Fuel Station |
| 18 | 1141 | Pondarosa Pine | 15 | Fuel Station |
| 19 | 1142 | Black Oak | 14 | Parking Lot |
| 20 | 1143 | Pondarosa Pine | 42 | Parking Lot |
| 21 | 1144 | Pondarosa Pine | 20 | Fuel Station |
| 22 | 1165 | Black Oak | 12 | Parking Lot |
| 23 | 1166 | Douglas Fir | 10 | Parking Lot |
| 24 | 1167 | Pondarosa Pine | 26 | Parking Lot |
| 25 | 1168 | Pondarosa Pine | 31 | Parking Lot |
| 26 | 1171 | Douglas Fir | 13 | Parking Lot |
| 27 | 1275 | Pondarosa Pine | 29 | Parking Lot |
| 28 | 1276 | Pondarosa Pine | 27 | Parking Lot |
| 29 | 1278 | Pondarosa Pine | 30 | Parking Lot |
| 30 | 1279 | Pondarosa Pine | 28 | Parking Lot |
| 31 | 1293 | Pondarosa Pine | 34 | Parking Lot |
| 32 | 1304 | Pondarosa Pine | 15 | Parking Lot |
| 33 | 1305 | Pondarosa Pine | 23 | Parking Lot |
| 34 | 1306 | Pondarosa Pine | 25 | Parking Lot |
| 35 | 1307 | Pondarosa Pine | 23 | Parking Lot |
| 36 | 1312 | Pondarosa Pine | 27 | Parking Lot |
| 37 | 1313 | Pondarosa Pine | 32 | Parking Lot |
| 38 | 1324 | Incense Cedar | 27 | Fuel Station |
| 39 | 1353 | Big Leaf Maple | 10 | Store |
| 40 | 1354 | Live Oak | 14 | Store |
| 41 | 1358 | Non Native Maple | 21 | Store |

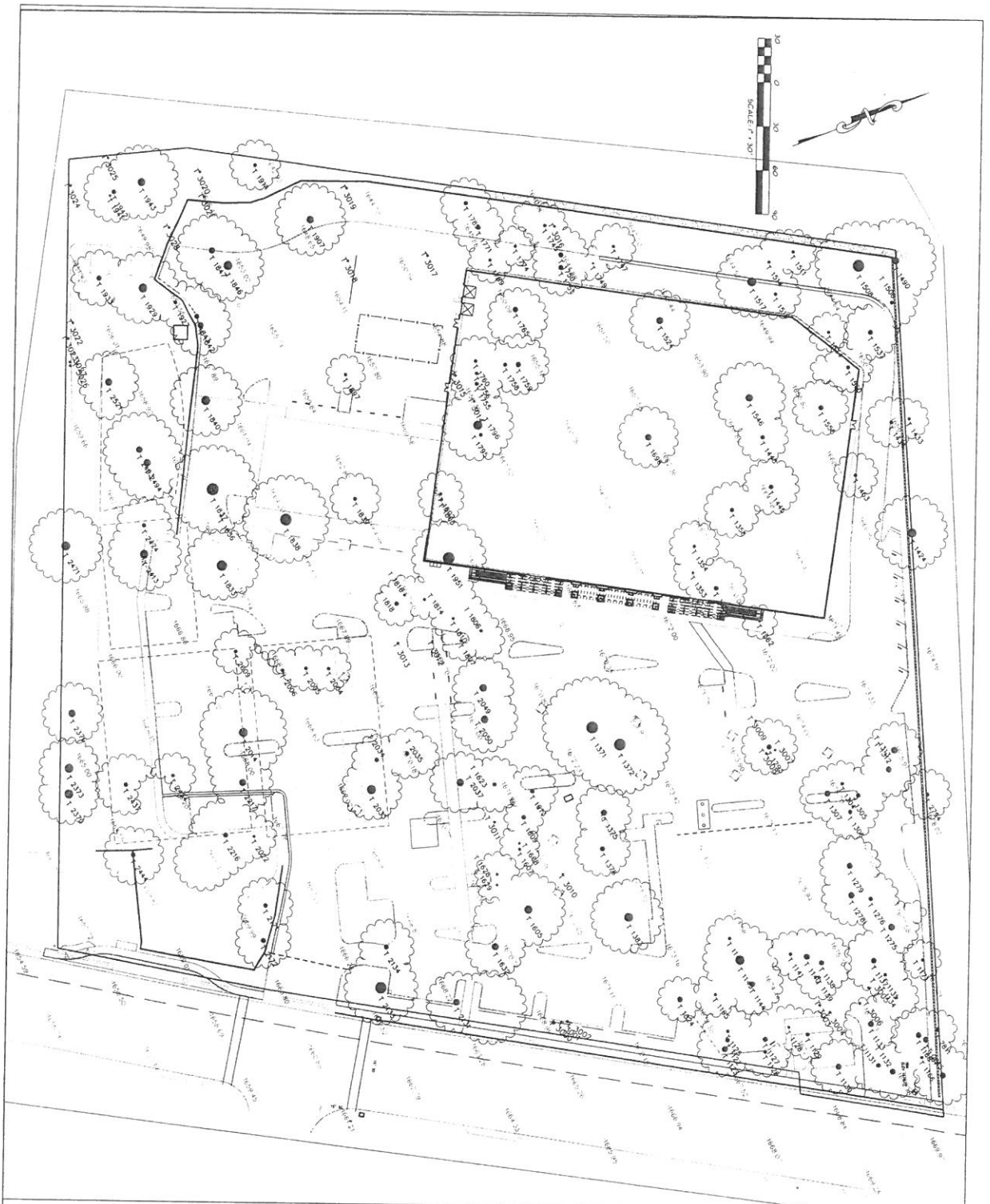
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|----|------|----------------|----------|----------------------------|
| 42 | 1360 | Live Oak | 18 | Store |
| 43 | 1362 | Black Walnut | 10 | Store/ Sidewalk |
| 44 | 1371 | Live Oak | 48 | Parking Lot |
| 45 | 1372 | Black Oak | 37 | Parking Lot |
| 46 | 1375 | Incense Cedar | 23 | Parking Lot |
| 47 | 1378 | Sycamore | 20 | Parking Lot |
| 48 | 1383 | Black Oak | 35 | Parking Lot |
| 49 | 1424 | Black Oak | 48 | Parking Lot |
| 50 | 1433 | Black Oak | 11 | Parking Lot/Retaining Wall |
| 51 | 1434 | Live Oak | 15 | Freight Access |
| 52 | 1445 | Tulip Poplar | 20 | Store |
| 53 | 1448 | Black Oak | 19 | Store |
| 54 | 1453 | Black Oak | 15 | Store/ Sidewalk |
| 55 | 1490 | Live Oak | 12,11,15 | Fill slope |
| 56 | 1506 | Black Oak | 15 | Fill slope |
| 57 | 1508 | Live Oak | 60+ | Fill slope |
| 58 | 1511 | Black Oak | 11 | Fill slope |
| 59 | 1514 | Live Oak | 10 | Fill slope |
| 60 | 1516 | Black Oak | 12 | Freight Access |
| 61 | 1517 | Pondarosa Pine | 35 | Freight Access |
| 62 | 1524 | Pondarosa Pine | 30 | Store |
| 63 | 1534 | Black Oak | 11 | Freight Access |
| 64 | 1537 | Pondarosa Pine | 25 | Freight Access |
| 65 | 1546 | Black Oak | 35 | Store |
| 66 | 1558 | Live Oak | 22 | Store |
| 67 | 1560 | Pondarosa Pine | 19 | Store |
| 68 | 1605 | Douglas Fir | 32 | Parking Lot |
| 69 | 1607 | Live Oak | 22 | Parking Lot |
| 70 | 1608 | Live Oak | 10 | Parking Lot |
| 71 | 1609 | Incense Cedar | 21 | Parking Lot |
| 72 | 1613 | Cypress | 24 | Parking Lot |
| 73 | 1623 | Sycamore | 16 | Parking Lot |
| 74 | 1628 | Live Oak | 13 | Parking Lot |
| 75 | 1629 | Black Oak | 10 | Parking Lot |
| 76 | 1632 | Douglas Fir | 30 | Parking Lot |
| 77 | 1696 | Pondarosa Pine | 32 | Store |
| 78 | 1745 | Pondarosa Pine | 32 | Fill slope |
| 79 | 1747 | Black Oak | 12 | Fill slope |
| 80 | 1749 | Pondarosa Pine | 10 | Freight Access |
| 81 | 1750 | Pondarosa Pine | 19 | Freight Access |
| 82 | 1751 | Pondarosa Pine | 22 | Freight Access |
| 83 | 1755 | Black Oak | 18 | Store |
| 84 | 1756 | Black Oak | 15 | Store |
| 85 | 1758 | Pondarosa Pine | 20 | Store |
| 86 | 1759 | Pondarosa Pine | 30 | Store |
| 87 | 1760 | Black Oak | 13 | Parking Lot |
| 88 | 1765 | Black Oak | 11 | Store |

| | | | | |
|-----|------|----------------|-------|--------------------------|
| 89 | 1769 | Black Oak | 11 | Freight Access |
| 90 | 1771 | Live Oak | 10,12 | Parking Lot |
| 91 | 1774 | Black Oak | 12 | Freight Access |
| 92 | 1789 | Black Oak | 18 | Parking Lot |
| 93 | 1795 | Black Oak | 17 | Parking Lot |
| 94 | 1796 | Pondarosa Pine | 35 | Store |
| 95 | 1802 | Live Oak | 12 | Store |
| 96 | 1803 | Black Oak | 11 | Store |
| 97 | 1806 | Black Oak | 12 | Parking Lot |
| 98 | 1807 | Black Oak | 10 | Parking Lot |
| 99 | 1810 | Black Oak | 10 | Parking Lot |
| 100 | 1814 | Black Oak | 12 | Parking Lot |
| 101 | 1816 | Black Oak | 11 | Parking Lot |
| 102 | 1818 | Live Oak | 12 | Parking Lot |
| 103 | 1832 | Live Oak | 26 | Parking Lot |
| 104 | 1833 | Pondarosa Pine | 42 | Parking Lot |
| 105 | 1836 | Black Walnut | 10 | Parking Lot |
| 106 | 1837 | Pondarosa Pine | 36 | Parking Lot |
| 107 | 1838 | Pondarosa Pine | 40 | Store/ Sidewalk |
| 108 | 1840 | Pondarosa Pine | 35 | Parking Lot |
| 109 | 1842 | Pondarosa Pine | 24 | Parking Lot |
| 110 | 1843 | Pondarosa Pine | 23 | Parking Lot |
| 111 | 1846 | Pondarosa Pine | 37 | Parking Lot |
| 112 | 1847 | Black Oak | 15,18 | Parking Lot |
| 113 | 1897 | Incense Cedar | 16 | Parking Lot |
| 114 | 1907 | Black Oak | 31 | Fill slope |
| 115 | 1927 | Black Oak | 16 | Wastewater Treatment |
| 116 | 1914 | Black Oak | 16 | Fill slope |
| 117 | 1929 | Pondarosa Pine | 34 | Wastewater Treatment |
| 118 | 1933 | Pondarosa Pine | 24 | Wastewater Treatment |
| 119 | 1951 | Pondarosa Pine | 44 | Store |
| 120 | 2004 | Black Walnut | 10,11 | Leach Field/ Parking lot |
| 121 | 2005 | Black Walnut | 12 | Parking Lot |
| 122 | 2006 | Black Walnut | 12 | Leach Field/ Parking lot |
| 123 | 2009 | Doug Fir | 16 | Parking Lot |
| 124 | 2014 | Black Oak | 48 | Leach Field/ Parking lot |
| 125 | 2022 | Black Oak | 11 | Sidewalk |
| 126 | 2033 | Costal Redwood | 41 | Leach Field/ Parking lot |
| 127 | 2034 | White Fir | 22 | Parking Lot |
| 128 | 2035 | White Fir | 26 | Parking Lot |
| 129 | 2037 | Incense Cedar | 30 | Parking Lot |
| 130 | 2049 | Costal Redwood | 35 | Parking Lot |
| 131 | 2050 | Pondarosa Pine | 32 | Parking Lot |
| 132 | 2131 | Deodar Cedar | 27 | Parking Lot |
| 133 | 2133 | Deodar Cedar | 42 | Parking Lot |
| 134 | 2134 | Sycamore | 22 | Parking Lot |
| 135 | 2171 | Silk Tree | 14 | Fill slope |

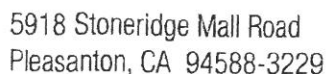
| | | | | |
|-----|------|----------------|----|--------------------------|
| 136 | 2172 | White Fir | 22 | Fill slope |
| 137 | 2216 | Silk Tree | 24 | Sidewalk |
| 138 | 2217 | Pondarosa Pine | 32 | Leach Field/ Parking lot |
| 139 | 2370 | Pondarosa Pine | 34 | Maintenance Road |
| 140 | 2373 | Incense Cedar | 37 | Maintenance Road |
| 141 | 2376 | Pondarosa Pine | 33 | Maintenance Road |
| 142 | 2413 | Pondarosa Pine | 39 | Leach Field |
| 143 | 2434 | Black Walnut | 15 | Leach Field/ Parking lot |
| 144 | 2437 | Sycamore | 19 | Leach Field |
| 145 | 2444 | Sycamore | 22 | Leach Field/ Parking lot |
| 146 | 2471 | Pondarosa Pine | 41 | Maintenance Road |
| 147 | 2474 | Incense Cedar | 19 | Leach Field |
| 148 | 2493 | Pondarosa Pine | 23 | Leach Field |
| 149 | 2494 | Pondarosa Pine | 36 | Leach Field |
| 150 | 2521 | Pondarosa Pine | 36 | Leach Field |
| 151 | 2794 | Tree of Heaven | 17 | Parking Lot |
| 152 | 2811 | Pondarosa Pine | 17 | Parking Lot |
| 153 | 2815 | Pondarosa Pine | 32 | Parking Lot |
| 154 | 3000 | Incense Cedar | 32 | Parking Lot |
| 155 | 3001 | Black Oak | 15 | Parking Lot |
| 156 | 3002 | Tree of Heaven | 11 | Parking Lot |
| 157 | 3003 | Pondarosa Pine | 19 | Fuel Station |
| 158 | 3004 | Pondarosa Pine | 17 | Fuel Station |
| 159 | 3005 | Pondarosa Pine | 21 | Parking Lot |
| 160 | 3006 | Pondarosa Pine | 18 | Parking Lot |
| 161 | 3007 | Pondarosa Pine | 26 | Parking Lot |
| 162 | 3008 | Pondarosa Pine | 28 | Parking Lot |
| 163 | 3009 | Douglas Fir | 24 | Parking Lot |
| 164 | 3010 | Live Oak | 25 | Parking Lot |
| 165 | 3011 | Incense Cedar | 34 | Parking Lot |
| 166 | 3012 | Incense Cedar | 30 | Parking Lot |
| 167 | 3013 | Black Oak | 12 | Parking Lot |
| 168 | 3014 | Black Oak | 16 | Store |
| 169 | 3015 | Black Walnut | 11 | Store |
| 170 | 3016 | Live Oak | 10 | Fill slope |
| 171 | 3017 | Black Oak | 37 | Freight Access |
| 172 | 3018 | Black Oak | 21 | Freight Access |
| 173 | 3019 | Pondarosa Pine | 36 | Fill slope |
| 174 | 3020 | Black Oak | 17 | Fill slope |
| 175 | 3021 | Black Oak | 15 | Fill slope |
| 176 | 3022 | Pondarosa Pine | 24 | Maintenance Road |
| 177 | 3023 | Grey Pine | 26 | Maintenance Road |
| 178 | 3026 | Black Oak | 10 | Maintenance Road |
| 179 | 3027 | Black oak | 10 | Maintenance Road |
| 180 | 3028 | Black Oak | 12 | Wastewater Treatment |

Leave Trees

| | | | | |
|---|------|--------------|-------|------------|
| 1 | 1941 | Black Oak | 12 | Leave tree |
| 2 | 1942 | Black Oak | 22 | Leave tree |
| 3 | 1943 | Black Oak | 18,21 | Leave tree |
| 4 | 3024 | Black Walnut | 10 | Leave tree |
| 5 | 3025 | Black Oak | 10 | Leave tree |



| Tree ID | Species | DBH (in) | Height (ft) | Health | Notes |
|---------|---------|----------|-------------|--------|-------|
| T-1001 | 1001 | 12.0 | 25.0 | Good | |
| T-1002 | 1002 | 10.0 | 20.0 | Good | |
| T-1003 | 1003 | 8.0 | 15.0 | Good | |
| T-1004 | 1004 | 6.0 | 12.0 | Good | |
| T-1005 | 1005 | 4.0 | 10.0 | Good | |
| T-1006 | 1006 | 3.0 | 8.0 | Good | |
| T-1007 | 1007 | 2.0 | 6.0 | Good | |
| T-1008 | 1008 | 1.0 | 4.0 | Good | |
| T-1009 | 1009 | 1.0 | 4.0 | Good | |
| T-1010 | 1010 | 1.0 | 4.0 | Good | |
| T-1011 | 1011 | 1.0 | 4.0 | Good | |
| T-1012 | 1012 | 1.0 | 4.0 | Good | |
| T-1013 | 1013 | 1.0 | 4.0 | Good | |
| T-1014 | 1014 | 1.0 | 4.0 | Good | |
| T-1015 | 1015 | 1.0 | 4.0 | Good | |
| T-1016 | 1016 | 1.0 | 4.0 | Good | |
| T-1017 | 1017 | 1.0 | 4.0 | Good | |
| T-1018 | 1018 | 1.0 | 4.0 | Good | |
| T-1019 | 1019 | 1.0 | 4.0 | Good | |
| T-1020 | 1020 | 1.0 | 4.0 | Good | |
| T-1021 | 1021 | 1.0 | 4.0 | Good | |
| T-1022 | 1022 | 1.0 | 4.0 | Good | |
| T-1023 | 1023 | 1.0 | 4.0 | Good | |
| T-1024 | 1024 | 1.0 | 4.0 | Good | |
| T-1025 | 1025 | 1.0 | 4.0 | Good | |
| T-1026 | 1026 | 1.0 | 4.0 | Good | |
| T-1027 | 1027 | 1.0 | 4.0 | Good | |
| T-1028 | 1028 | 1.0 | 4.0 | Good | |
| T-1029 | 1029 | 1.0 | 4.0 | Good | |
| T-1030 | 1030 | 1.0 | 4.0 | Good | |
| T-1031 | 1031 | 1.0 | 4.0 | Good | |
| T-1032 | 1032 | 1.0 | 4.0 | Good | |
| T-1033 | 1033 | 1.0 | 4.0 | Good | |
| T-1034 | 1034 | 1.0 | 4.0 | Good | |
| T-1035 | 1035 | 1.0 | 4.0 | Good | |
| T-1036 | 1036 | 1.0 | 4.0 | Good | |
| T-1037 | 1037 | 1.0 | 4.0 | Good | |
| T-1038 | 1038 | 1.0 | 4.0 | Good | |
| T-1039 | 1039 | 1.0 | 4.0 | Good | |
| T-1040 | 1040 | 1.0 | 4.0 | Good | |
| T-1041 | 1041 | 1.0 | 4.0 | Good | |
| T-1042 | 1042 | 1.0 | 4.0 | Good | |
| T-1043 | 1043 | 1.0 | 4.0 | Good | |
| T-1044 | 1044 | 1.0 | 4.0 | Good | |
| T-1045 | 1045 | 1.0 | 4.0 | Good | |
| T-1046 | 1046 | 1.0 | 4.0 | Good | |
| T-1047 | 1047 | 1.0 | 4.0 | Good | |
| T-1048 | 1048 | 1.0 | 4.0 | Good | |
| T-1049 | 1049 | 1.0 | 4.0 | Good | |
| T-1050 | 1050 | 1.0 | 4.0 | Good | |
| T-1051 | 1051 | 1.0 | 4.0 | Good | |
| T-1052 | 1052 | 1.0 | 4.0 | Good | |
| T-1053 | 1053 | 1.0 | 4.0 | Good | |
| T-1054 | 1054 | 1.0 | 4.0 | Good | |
| T-1055 | 1055 | 1.0 | 4.0 | Good | |
| T-1056 | 1056 | 1.0 | 4.0 | Good | |
| T-1057 | 1057 | 1.0 | 4.0 | Good | |
| T-1058 | 1058 | 1.0 | 4.0 | Good | |
| T-1059 | 1059 | 1.0 | 4.0 | Good | |
| T-1060 | 1060 | 1.0 | 4.0 | Good | |
| T-1061 | 1061 | 1.0 | 4.0 | Good | |
| T-1062 | 1062 | 1.0 | 4.0 | Good | |
| T-1063 | 1063 | 1.0 | 4.0 | Good | |
| T-1064 | 1064 | 1.0 | 4.0 | Good | |
| T-1065 | 1065 | 1.0 | 4.0 | Good | |
| T-1066 | 1066 | 1.0 | 4.0 | Good | |
| T-1067 | 1067 | 1.0 | 4.0 | Good | |
| T-1068 | 1068 | 1.0 | 4.0 | Good | |
| T-1069 | 1069 | 1.0 | 4.0 | Good | |
| T-1070 | 1070 | 1.0 | 4.0 | Good | |
| T-1071 | 1071 | 1.0 | 4.0 | Good | |
| T-1072 | 1072 | 1.0 | 4.0 | Good | |
| T-1073 | 1073 | 1.0 | 4.0 | Good | |
| T-1074 | 1074 | 1.0 | 4.0 | Good | |
| T-1075 | 1075 | 1.0 | 4.0 | Good | |
| T-1076 | 1076 | 1.0 | 4.0 | Good | |
| T-1077 | 1077 | 1.0 | 4.0 | Good | |
| T-1078 | 1078 | 1.0 | 4.0 | Good | |
| T-1079 | 1079 | 1.0 | 4.0 | Good | |
| T-1080 | 1080 | 1.0 | 4.0 | Good | |
| T-1081 | 1081 | 1.0 | 4.0 | Good | |
| T-1082 | 1082 | 1.0 | 4.0 | Good | |
| T-1083 | 1083 | 1.0 | 4.0 | Good | |
| T-1084 | 1084 | 1.0 | 4.0 | Good | |
| T-1085 | 1085 | 1.0 | 4.0 | Good | |
| T-1086 | 1086 | 1.0 | 4.0 | Good | |
| T-1087 | 1087 | 1.0 | 4.0 | Good | |
| T-1088 | 1088 | 1.0 | 4.0 | Good | |
| T-1089 | 1089 | 1.0 | 4.0 | Good | |
| T-1090 | 1090 | 1.0 | 4.0 | Good | |
| T-1091 | 1091 | 1.0 | 4.0 | Good | |
| T-1092 | 1092 | 1.0 | 4.0 | Good | |
| T-1093 | 1093 | 1.0 | 4.0 | Good | |
| T-1094 | 1094 | 1.0 | 4.0 | Good | |
| T-1095 | 1095 | 1.0 | 4.0 | Good | |
| T-1096 | 1096 | 1.0 | 4.0 | Good | |
| T-1097 | 1097 | 1.0 | 4.0 | Good | |
| T-1098 | 1098 | 1.0 | 4.0 | Good | |
| T-1099 | 1099 | 1.0 | 4.0 | Good | |
| T-1100 | 1100 | 1.0 | 4.0 | Good | |



June 22, 2018

Mr. Craig Baker
Community Development Director
Town of Paradise
5555 Skyway
Paradise, CA 95969

Re: Black Olive Village – Project Benefits

Dear Mr. Baker:

As you know, I am a real estate manager at Albertsons Safeway ("Safeway"), which has proposed to develop an approximately 54,471-square-foot Safeway, a 9-station (18-pump) fuel center with a 1,002-square-foot kiosk, 7,800 square feet of additional retail adjoining the new Safeway store, and a 4,200-square-foot restaurant pad (together, the "Project") on an underused parcel at the corner of Skyway and Black Olive Drive. Once this new Safeway is open for business, the existing, approximately 35,000-square-foot Safeway store in Old Town Plaza on Clark Road would be closed. This letter is intended to provide to the Town of Paradise a description of some of the financial and other benefits that we estimate the Project would provide to the Town.

Financial Benefits

Sales Taxes. We estimate that the Project, once fully tenanted, would result in a net increase of approximately **\$714,000** in annual sales tax income to the Town. The background for that figure is as follows:

- The Project would generate approximately \$43.5 million in annual retail sales in Paradise, of which approximately \$17.7 million is expected to be taxable.¹ The Project also would generate approximately \$19.8 million in annual (taxable) fuel sales. In aggregate, the Project is expected to generate \$37.5 million in annual taxable sales.
- It is expected that the current Safeway store, which is estimated to generate approximately \$23.3 million in annual retail sales (of which \$5.8 million is taxable) would be re-tenanted by a user generating approximately \$17.7 million in annual retail sales (of which \$15.9 million would be taxable). The net amount of annual taxable sales that would be generated by the re-tenanted site is expected to be approximately \$10.1 million.

¹ Under California law, many of the food products sold at the Safeway would not be subject to sales tax. Please note that this figure conservatively does not include any retail sales generated from the fuel center kiosk.

- After subtracting the taxable sales generated by the existing Safeway from the net additional taxable sales that Paradise is expected to receive, the net annual taxable sales in Paradise are expected to total approximately \$47.6 million.²
- Assuming that the Town can expect to receive 1.5% in sales taxes on all taxable sales, as a result of the Project, the Town would experience an annual increase of approximately \$714,000 in sales tax income. This figure includes approximately \$562,559 in sales taxes directly attributable to the Project, together with approximately \$151,588 in net new sales taxes attributable to the re-tenanted site of the current Safeway.

Property Taxes. We estimate that the Project, would result in an increase of at least **\$150,000** in annual property taxes. This calculation is based on an assumed property tax rate of one percent, assessed on the value of the Project, which we estimate (based on current construction estimates) will have an assessed value of at least \$15 million.

Other Benefits

Retail Jobs. We expect that the Project will create approximately 155 net new full and part time retail jobs in the Town. These jobs include 60 net new jobs at the Safeway store (assuming 125 total new jobs and then subtracting 65 jobs at the existing Safeway), 15 new jobs at the fuel center, 50 new jobs at the shops, and 25 new jobs at the pad building. However, although we have subtracted from this figure the number of jobs at the existing Safeway store, we have not included any jobs that would be created once that store is re-tenanted. The overall number of new jobs that would be created in the Town as a result of the Project therefore would be more than 155.

Services and Products. The new Safeway will be able to provide a broader scope of products and services to the Town's customers than are currently provided by the existing Safeway store in Old Town Plaza. The proposed Safeway is approximately 15,000 square feet larger than the existing Safeway, which will allow it to include such additional amenities as a full "scratch" bakery; a bank; a Starbucks; and a substantially expanded produce section.

I trust that you will find this information useful as the Town considers whether to approve the Project. Please do not hesitate to contact me at any time with any questions or comments.

Very truly yours,



Todd Paradis

Cc: Shaun Kochivar
Scott Gibson
Deborah L. Kartiganer, Esq.

² This calculation rests on the current sales tax rate of 1.5%. Our understanding is that 0.5% of this rate may or may not be applicable beyond 2020/2021.

**TOWN OF PARADISE
RESOLUTION NO. 18-3**

**A RESOLUTION OF THE PLANNING COMMISSION OF THE TOWN OF PARADISE
ADOPTING FINDINGS OF FACT, A STATEMENT OF OVERRIDING
CONSIDERATIONS, A MITIGATION MONITORING AND REPORTING PROGRAM
AND CERTIFYING THE ENVIRONMENTAL IMPACT REPORT FOR THE BLACK
OLIVE VILLAGE PROJECT AND APPROVING THE PROJECT
(SCH NUMBER: 2017072065)**

WHEREAS, Safeway has proposed the Black Olive Village Project (the "Project"), which is described in Exhibit "A"; and

WHEREAS, a Notice of Preparation for the Project was submitted to the Butte County Clerk and issued to reviewing agencies and interested parties on July 28, 2017, and a notice of the proposed EIR was appropriately posted and published; and

WHEREAS, a Draft Environmental Impact Report ("Draft EIR") was prepared for the Project, and on February 14, 2018, a Notice of Availability for the Draft EIR was submitted to the Butte County Clerk; and

WHEREAS, the Draft EIR was circulated for public review from February 12, 2018 through March 28, 2018 in accordance with the requirements of the California Environmental Quality Act ("CEQA"); and

WHEREAS, interested organizations, community groups and members of the public have reviewed and commented upon the Draft EIR; and

WHEREAS, the Final Environmental Impact Report ("Final EIR") for the Project was prepared in accordance with the requirements of CEQA and published consistent with applicable CEQA requirements on September 1, 2018; and

WHEREAS, on September 13, 2018, the Planning Commission of the Town of Paradise held a hearing on the Environmental Impact Report ("EIR") for the Black Olive Village Project

("Project") at which hearing the Commission considered certifying the EIR as having been completed in compliance with the requirements of the California Environmental Quality Act of 1970 (CEQA"), as amended; and

WHEREAS, no new issues were raised at the hearing on the Final EIR.

WHEREAS, the Planning Commission of the Town of Paradise is the decision-making body for the FEIR and the Project; and

WHEREAS, CEQA requires that in connection with the approval of a project for which an EIR identifies one or more significant environmental effects, the decision-making agency must make certain findings regarding those effects.

NOW, THEREFORE, BE IT RESOLVED BY THE PLANNING COMMISSION OF THE TOWN OF PARADISE as follows:

Section 1. The Planning Commission does hereby find that it has independently reviewed and analyzed the EIR and other information in the record and has considered the information contained therein, including the written and oral comments received at the public hearings on the EIR and on the Project, prior to acting upon or approving the Project, and has found that the EIR represents the independent judgment and analysis of the Town as Lead Agency for the Project; and.

Section 2. After considering the environmental analysis, and the public testimony, including all comments, written and oral, the Planning Commission makes the following findings:

- a. The Final EIR for the Black Olive Village Project has been completed in compliance with CEQA; and
- b. The Planning Commission has thoroughly evaluated and carefully considered the Environmental Impact Report, including mitigation measures for the Project; and

- c. The Project will have a significant effect on the environment. An Environmental Impact Report has been prepared that sets forth a number of mitigation measures that will reduce many, but not all, of the effects on the environment below a level of significance; and
- d. Upon approval of the Project, the Town shall file a Notice of Determination with the Butte County Clerk; and
- e. The required California Department of Fish and Game fees shall be paid to the Butte County Clerk by Safeway at the time the Notice of Determination is filed.

Section 3. Having found that it is adequate and complete and in full compliance with the requirements of CEQA, the Planning Commission of the Town of Paradise certifies the Black Olive Village Project Environmental Impact Report (SCH Number: 2017072065).

Section 4. The Planning Commission does hereby adopt the Findings of Fact and Statement of Overriding Considerations, as set forth in attached Exhibit "B".

Section 5. The Planning Commission does hereby adopt the Mitigation Monitoring and Reporting Program as set forth in attached Exhibit "C".

Section 6. The Planning Commission does hereby approve the conditional Use Permit for the Black Olive Village Project as set forth in the attached Exhibit "D".

Section 7. The Planning Commission does hereby approve the Tree Felling Permit as set forth in the attached Exhibit "E".

PASSED AND ADOPTED by the Paradise Planning Commission of the Town of Paradise on this 13th day of September, 2018, by the following vote:

AYES:

NOES:

ABSENT:

NOT VOTING:

ANITA TOWSLEE, Planning Commission Chair

ATTEST:

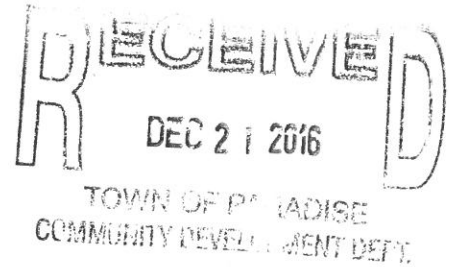
APPROVED AS TO FORM:

DINA VOLENSKI, Town Clerk

DWIGHT L. MOORE, Town Attorney

BLACK OLIVE VILLAGE
PARADISE, CALIFORNIA

Project Description



Introduction and Background

The "BLACK OLIVE VILLAGE" is a proposed retail development project consisting of approximately 67,473 square feet of building area on 7.63 acres.

Building Areas:

1. Safeway Store ~ 54,471 sq.ft.
2. Safeway Fuel Kiosk ~ 1,002 sq.ft.
3. Shops Building ~ 7,800 sq.ft.
4. Pad Bldg ~ 4,200 sq.ft.

The Safeway Corporation purchased five (5) separate parcels, and is assembling them to compose this project. Our intent is to pursue necessary entitlements to develop a commercial development located at the junction of the Skyway and Black Olive Drive.

The Applicant received approval on the following from the Town:

- Approval received July 21, 2016 from Onsite Wastewater Management

A. Description of Site, Zoning and Surrounding Land

1. Legal Description:

Please see Existing Topographic plan sheet (C1.0), and the Grant Deeds and Preliminary Title Reports as provided for the five (5) properties.

Assessor Parcel Numbers: 052-211-007, 021, 036, 037 & 052-182-092

2. On-Site Conditions:

The Project site is currently developed as residential and commercial. Species identified on the site include Ponderosa Pines, Black Oaks, Live Oaks, Incense Cedars Sycamores, and various fruit trees, shrubs and grasses.

Elevations on site range from 1640 feet above mean sea level along the west perimeter of the site to 1,681 feet above mean sea level along the eastern perimeter of the site.

3. Zoning:

The site currently has a Zoning designation, under the Town's General Plan of Community Commercial ("CC"). The Project is requesting a Town "Conditional Use Permit" (this project is considered a large commercial project with a gross building area of 50,000 sq.ft. or more, which requires a C.U.P.)

4. Surrounding Uses:

Land use adjacent to the Project site consist of:

- a) North - Mini Storage
- b) East – Skyway R.O.W.
- c) South – Commercial/Mini Storage
- d) West – Medium Density Residential

Existing on-site uses consist of Residential; surrounding area is transitional mixture of commercial, mini-storage and residential.

B. Overall Project Description

1. Proposed Uses:

The project proposes to develop approximately 67,473 square feet of retail, restaurant and a fuel station on a 7.63 acre site.

2. Environmental, Social and Economic Benefits:

The proposed development will assist in expanding the economic base including, but not limited to approximately \$9 - \$10 million dollars in new building and infrastructure construction, creation of wage and benefits for new employment, and sales tax revenue for the Town.

Further, it will provide new jobs, including approximately 40 – 50 jobs created from the future retail, restaurant and fuel development. The Project also will reduce leakage of retail service outside of the town; reduce traffic trips for residents of the Town for local retail, restaurant and fuel services.

3. Sign Program:

Project signage includes one (1) 8 ft. high shopping center monument - identification sign with multi-tenant designations on Skyway. Also proposed is a fuel price monument sign.

4. Parking:

- a) The Planning Director can provide up to a 20% reduction of parking required by the code.
- b) Town allows a parking ratio for Retail: 4/1,000 sq.ft. (1/250 sq.ft.)
 - I. Therefore: $54,471 + 7,800 + 1,002 = 63,273 \text{ sq.ft.} / 4/1000 = 253 \text{ stalls req'd.}$
- c) QSR & Sit Down Restaurant: 1 parking stall/4 seats + 1 parking stall/2 employees at peak times
 - I. (typ. QSR 85 seat + 10 employees)

- II. Therefore the parking required would be $85 \text{ seats} / 4 = 21.25$, and $10 \text{ employees} / 2 = 5$, so total parking required is $22 + 5 = 27$ parking stalls.

d) Total Parking required: $253 + 27 = 280$ stalls

e) $280 \text{ parking stalls} \times 20\% \text{ reduction} = 56 \text{ stalls}$ that can be reduced per item (a) above.

f) Therefore - $280 \text{ stalls} - 56 \text{ stalls} = 224 \text{ stalls}$, we have provided 264 stalls

5. Site Access/Circulation:

The Project provides two (2) access driveways. Bus turnouts are proposed off-site to the south of the Black Olive Drive, along the Skyway, in accordance with local transit authority requirements. No on-site transit stops are currently planned for this development.

6. Truck Circulation:

Delivery truck access to the project is proposed via the northern driveway cut along the Skyway. Trucks accessing the proposed project are anticipated to ingress via the northern driveway and egress the project via the southernmost driveway on Skyway, with a one-way truck route provided behind the Safeway store smaller trucks accessing other uses are anticipated to enter the site via either of the two driveway cuts along the Skyway.

7. Pedestrian Circulation:

A 6 foot bike and pedestrian pathway will be constructed along the frontage of the Skyway in conjunction with the bus turnout along the Skyway and dedicated to the Town. There will also be pedestrian/bike connectivity via a path of travel that bisects the center of the project to connect to the Safeway, shops and pad A buildings. The Fuel Kiosk will connect directly to the public right-of-way at the Skyway.

8. Landscaping:

Landscaping will be designed in accordance with code requirements and provide for drought tolerant species. Landscaped areas and the areas not devoted to development of buildings and parking would include native species of drought resistant vegetation so as to blend with the surrounding natural vegetation typical of the nearby foothill Sierra-Cascade ranges.

Perimeter landscaping will be designed to minimize sight line impacts to local residential development north, east and south of the site. Vegetation would be used to screen buildings in view from the Skyway. The vegetation screens would be in conformance with the scenic and safe highway design standards.

The Project requires removal of 180 existing trees larger than 10" in diameter, (31" circumference), as reflected on the site plan.

9. Grading:

The site will be graded east to west. Cut from the east will be used to raise and create pads in the west. Utilities will be accessed off of the Skyway as available. Storm water will be collected into mechanical structures and treated in storm water detention basins prior to discharge.

10. On-Site and Off-Site Improvements:

Two new driveway entrances, one at Black Olive Drive; and a second driveway at the northern edge of the site, near the Fuel Kiosk, miscellaneous connections to underground utilities.

11. Wastewater Treatment Facility:

The project anticipates providing a Wastewater Treatment Facility located just south of the Shops building; sized with a capacity to support 7,133 gpd of secondary treated wastewater. The treatment facility would be in accordance with the study prepared by NorthStar Engineering dated June 30, 2016 and approved by the Town of Paradise Onsite Sanitary Official on July 21, 2016.

12. Water and Irrigation:

The project proposes off-site water system improvements, including extensions and/or replacement as necessary, to provide on-site fire flows and meet domestic water demand.

Fire Flow was confirmed to be adequate by the Town of Paradise, Fire Department, inspected by B. Parrott – 06/29/16.

The private water main on site will include the configuration of water mains to provide for looping of the system where possible. This is necessary to serve the proposed project tenant demand. Each individual parcel will be metered independently, in accordance with PID requirements for service.

13. Lighting:

Exterior Lighting shall be shielded to prevent the direct projection of light upon and nearby properties. The project proposes to utilize 20' LED parking lot light fixtures with light shields.

14. Project Objectives:

The Project objectives are as follows:

- a) To provide a retail development that meets the current and unmet demand of consumers residing within the market area of the Town of Paradise and outlying areas and future needs of the community.
- b) To provide a commercial project that attracts customers and new retailers to Town.

- c) To provide large scale retail activities that will complement existing smaller scale retail activities in Town.
- d) To expand and provide new retail opportunities in a safe and secure environment.
- e) To provide a commercial center on a large, underdeveloped site in close proximity to an existing highway to minimize travel lengths and utilize existing infrastructure to the extent possible.
- f) To provide a commercial development that can be adequately served by public services and utilities.
- g) To minimize impacts to the surrounding neighborhoods by providing sufficient off-street parking for the store customers and employees.
- h) To provide landscaping to soften building design and create pleasant, attractive appearance that complements the surrounding area and foliage.
- i) To provide a commercial development that results in a net fiscal benefit to the Town by providing new sales tax revenue and increasing property tax revenues.
- j) To provide commercial development that creates diverse new employment opportunities for the Town residents.
- k) To provide a high quality architecturally themed project that enhances the Town.
- l)

C. Safeway Description:

1. Proposed Uses:

The Safeway store may include the following components:

- General merchandise sales
- Grocery sales
- Alcohol sales (for off-site consumption)
- Pharmacy
- Outdoor storage (Sidewalk displays)
- Loading docks
- HVAC equipment and condensing units on the roof
- Signage
- Lighting (parking lot and on building)
- Signature Coffee
- Branded retail tenant

2. Floor Plan:

See Floor plan on Site Plan (Sheet A0.1)

3. Building Design:

The façade has a contemporary mountain theme. The building is accented with a mixture of gable roofs over the two main entries, varying roofline parapet offsets, architectural pop outs, mixture of wall finishes, including split-face and smooth face block, cement plaster and Hardi-board wood style siding, outdoor trellis, patio areas and articulated entry vestibules.

A mixture of metal awnings and trellis work is used throughout the facade and along the pedestrian pathway to provide shade and interesting play of light and shadow. The main building material will be masonry block with various architectural treatments on all four sides.

The building will also include "Way Finding" iconic elements for the visitor/shopper, such as planters with seating benches under a well-lit trellis/canopy, shade trees and other various pedestrian amenities that will provide relief, security and interest at the pedestrian level.

The color palette features contemporary earth tones, and multi-color accent walls will be used to create visual interest to the building. To further enhance the building design, the project screens outdoor storage areas, cart storage areas and truck loading docks by using screen walls.

The building has been designed to incorporate an internal stock room and storage area in order to minimize the amount of external storage area.

Rooftop equipment will be screened from off-site view by the building's parapet walls and architectural screening.

There will be a small delivery staging area at the rear of the building will be enclosed on three sides with a 6'-0" high chain-link fence with earth toned slates. The front side will have two concrete masonry trash enclosures with decorative gates.

The proposed development will be in compliance with the underlying Community Commercial zoning and meet the maximum 35 foot height restriction.

4. Building Signage:

A specific Sign Program will be submitted separately.

5. Building Green Features:

All Buildings will meet or exceed the energy efficiency standards of Title 24. This will be accomplished by designing the project to a building efficiency rating that is greater than the Title 24 requirement. To achieve this reduction in energy consumption, the Safeway store will incorporate. At a minimum, the following sustainability features or other features that are equally efficient:

Lighting:

- a) The entire store will include occupancy sensors in most non-sales areas, including restrooms, break rooms, and offices. The sensors automatically turn the lights off when the space is unoccupied.
- b) Interior Lighting: All lighting in the store will be LED lamps and electronic ballasts, resulting in up to a 52 percent reduction in energy load.
- c) All exterior building signage and many refrigerated food cases will be illuminated with light emitting diodes (LEDs). In refrigerated food cases, LEDs perform well in the cold and produce less heat than fluorescent bulbs -heat which must be compensated for by the refrigeration equipment. LEDs also contain no mercury or lead.

Central Energy Management System:

Safeway employs a centralized energy management system (EMS) to monitor and control the heating, air conditioning, refrigeration and lighting systems for all stores from Safeway's corporate headquarters. The EMS enables Safeway 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.

HVAC:

The store will employ one of the industry's most efficient heating, ventilating and air conditioning (HVAC) units available.

White Roofs:

The store will feature a white membrane roof instead of the typical darker colored roof materials employed in commercial construction. The white membrane roofs' higher reflectivity helps reduce building energy consumption and reduces the heat island effect, as compared to buildings utilizing darker roofing colors.

Refrigeration:

- a) Safeway uses non ozone-depleting refrigerants. It uses R404a for the refrigeration equipment. For air conditioning, Safeway has converted to R410a refrigerant.
- b) Refrigeration equipment will be roof-mounted close to the refrigerated cases. This reduces the amount of copper refrigerant piping, insulation, potential for leaks and refrigerant charge needed.

Water Conservation:

- a) Safeway will install high-efficiency urinals that use only 1/8 gallon (one pint) of water per flush.
- b) This fixture reduces water use by 87 percent compared to the conventional one gallon per flush urinal.
- c) The 1/8 gallon urinal also requires less maintenance than waterless urinals.

- d) All restroom sinks will use sensor-activated ½ gallon per minute high efficiency faucets. These faucets reduce water usage by approximately 75 %. During water use, water flows through turbines built into the faucets to generate the electricity needed to operate the motion sensors.
- e) All toilets will be highly efficient to reduce water use; the fixture uses 20% less water. 1.6 gallons per flush. The toilets have similar water turbines to operate the sensors.

Materials and Finishes:

- a) Cement Mixes: The newly-constructed store will be built using cement mixes that include 15-20 percent fly ash, a waste product of coal-fired electrical generation, or 25-30 percent slag, a by-product of the steel manufacturing process. By incorporating these waste product materials into its cement mixes, Safeway offsets the greenhouse gases emitted in the cement manufacturing process.
- b) The store will use Non-Reinforced Thermoplastic Panel (NRP) in lieu of Fiber Reinforced Plastic (FRP) sheets on the walls in areas where plastic sheeting is appropriate, including food preparation areas, utility and janitorial areas, and associate break rooms. NRP can be recycled, has better impact resistance and, like FRP, is easy to keep clean.
- c) The store will use 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). This release agent is non-petroleum based non-toxic and a biodegradable agent.
- d) For the store's exterior and interior field paint coatings, will use low volatile organic compound (VOC) paint.
- e) Paint products required for the project will be primarily purchased in 55 gallon drums and 275 gallon totes, reducing the number of one gallon and five gallon buckets needed. These plastic buckets are filled from the drums and totes and then returned to the paint supplier for cleaning and reuse.
- f) Exposed concrete floors are used "to reduce surface applied flooring materials", eliminating the need for most chemical cleaners, wax strippers and propane-powered buffing.

Recycled Building Materials:

- a) Construction of the new store will use steel containing approximately 85-90 % percent recycled structural steel, which utilizes less energy in the mining and manufacturing process than does new steel.
- b) All of the plastic baseboards and much of the plastic shelving included in the new store will be composed of recycled plastic.

Construction and Demolition (C&D) Recycling:

Safeway will employ a Construction and Demolition (C&D) program at this location in order to capture and recycle as much of the metals, woods, floor and ceiling tiles, concretes, asphalts and other materials generated as part of Safeway's demolition and construction process as possible. Safeway will work with a waste management company

to fully research all available C&D recycling facilities in the area, and its C&D program will seek to include the widest possible range of materials recovery options

Loading:

The Safeway store includes two (2) truck loading docks below grade, with a local, at grade delivery area accessed through a roll-up and man-door. Recessed Truck Dock bay doors are equipped with sealed gaskets to mitigate the impact of noise from off-loading trailers since all loading/unloading activities occur within the building area.

Cart Storage:

Cart storage areas would be interspersed throughout the Safeway parking area, with a total of four (4) double cart corrals occupying four (4) parking spaces.

Safeway Store Operations:

Hours of Operation: The proposed Safeway store and fuel station will operate seven (7) days a week and will be open (24) hours per day

Deliveries: Delivery trucks approach the proposed Safeway from the west utilizing the northern access from Skyway, travel to the rear of the store using the truck route and maneuvering area on the south end of the store, and then back into one of the two loading bays. Truck egress follows the route for eastbound travel or to the southernmost entrance at Black Olive Drive at the eastern drive along Skyway to Chico for trucks returning to the interstates via Chico.

The proposed Safeway store will employ approximately 125 associates full and part time.

The following security measures will be undertaken at the proposed Safeway:

- a) Install closed-circuit camera systems (surveillance cameras) inside and outside the store.
- b) Establish a Risk Control Team, which is a team of associates responsible and trained to identify and correct safety and security issues inside the store.
- c) Provide lighting in the parking areas that will ensure public safety.
- d) Prohibit consumption of alcohol in the parking lots by having associates regularly "patrol" the parking areas while collecting shopping carts, and report any inappropriate activity to the store managers. (FYI: per state law, alcohol sales will be limited to the hours of 6 a.m. to 2 a.m. of the following day.)

Exhibit "B"

CEQA FINDINGS OF FACT
OF THE TOWN OF PARADISE
for
BLACK OLIVE VILLAGE

September, 2018

I.

INTRODUCTION

The Town of Paradise (“Town”), as lead agency, prepared an Environmental Impact Report (“EIR”) for the Black Olive Village (“project”). The document consists of the February 2018 Draft EIR (“Draft EIR”) and the April 2018 Final EIR (“Final EIR”) (State Clearinghouse No. 2017072065) (collectively referred to as the “EIR”). The EIR for the project presents an assessment of the reasonably foreseeable and potentially significant adverse environmental effects that may occur from implementation of the Black Olive Village proposal. These Findings of Fact have been prepared in accordance with the California Environmental Quality Act (“CEQA”) (Public Resources Code Section 21000 et seq.) and its implementing guidelines (“CEQA Guidelines”) (California Code of Regulations, Title 14, Section 15000 et seq.). The Town of Paradise Planning Commission (“Commission”) is the local decision-making authority for the project. The Commission adopts these findings in that capacity.

II.

PROJECT DESCRIPTION

A. LOCATION

The proposed Black Olive Village is in the Town of Paradise, Butte County, between Chico and Magalia in the lower Sierra Nevada foothills. The project site, which consists of five parcels comprising approximately 7.6 acres, is directly west of the intersection of Skyway and Black Olive Drive in an existing commercial area. The General Plan designates the project site as Town Commercial (TC). The site is zoned Community Commercial (CC).

B. OVERVIEW

The proposed project would result in the creation of 67,473 square feet of retail uses on 7.63 acres, which would consist of a 54,471-square-foot Safeway-branded grocery store, a 9-station (18 pumps) fueling center with illuminated canopy, a 1,002-square-foot fueling center kiosk, 7,800 square feet of additional retail adjoining the store, a 4,200-square-foot restaurant pad, and a 276-space parking lot. The grocery store would operate 7 days per week, 24 hours per day. The existing approximately 35,000-square-foot Safeway store in Old Town Plaza on Clark Road would be closed. A new use or tenant for the vacated store has not been identified, and there are no plans to demolish the space.

Off-site frontage improvements to Skyway to accommodate the proposed project would include a primary driveway entrance aligned opposite to Black Olive Drive (which would be a signalized intersection following improvements by the Town in 2017–18, unrelated to the proposed project); a secondary access driveway (northern driveway) for the fueling center; curb, gutter, and sidewalk; and a public bus turnout and shelter on Skyway south of the primary driveway entrance. A 6-foot-wide bicycle and pedestrian pathway would be constructed along the Skyway frontage and dedicated to the Town. Landscaping, consisting of trees, shrubs, and plants, would be installed throughout the parking lot, along Skyway, and along the north, west, and south boundaries of the site.

Delivery truck access to the project would be via the northern driveway. Delivery trucks accessing the site would enter via the northern driveway, proceed to the two loading docks via a one-way route at the rear of the Safeway store, and exit via the primary driveway at Black Olive Drive. Smaller delivery trucks would use either driveway to access the site.

Water service for the project would be provided by the Paradise Irrigation District (PID). The proposed project would include an on-site wastewater secondary treatment system. Stormwater from the proposed project would be collected into mechanical structures and treated in on-site stormwater detention basins prior to discharge into the Town's stormwater drainage system in Skyway.

The 19 existing structures on-site would be demolished, and 180 trees greater than 10 inches in diameter would be removed. The Town has not identified any tree on-site as a heritage tree. The project applicant will be required to obtain a Tree Felling Permit from the Town, and the California Department of Forestry and Fire Protection (Cal Fire) will require the preparation of a Timber Harvest Plan.

Grading of the site to create a level pad for the buildings and parking lot would require cut-and-fill operations and the import of 20,900 cubic yards of fill material. A retaining wall would be installed on the west side of the site, along the property line, at the bottom of a slope created by fill placement. The retaining wall would range in height from 14 to 16 feet along most of the western property line, decreasing to 5 feet near the southwest corner. A retaining wall would also be placed on the north side of the site ranging from 16 feet below the grade of the pad at the northwest corner to 10 feet above the pad grade near the center of the northern property line.

The boundaries of the five existing parcels would be modified to provide for individual parcels for future retail tenants and the restaurant pad.

C. DISCRETIONARY APPROVALS

Project approval requires the Commission, as well as certain responsible agencies, to take discrete planning and regulatory actions to approve the overall project. In addition to adopting these findings and the associated Mitigation Monitoring and Reporting Program (CEQA requirements), the Commission will consider the following actions:

- Certification of the EIR
- Approval of architectural designs and landscape plans
- Issuance of grading, tree felling, and building permits
- Approval of Site Plan for the proposed fueling center
- Approval of Conditional Use Permit for the Safeway store and adjacent retail space in accordance with Community Commercial zoning district requirements for a large retail project
- Approval of lot line modifications

D. PROJECT OBJECTIVES

As set forth in the Draft EIR (pp. 2.0-1 and 2.0-2), the project objectives are as follows:

- 1) Optimize the infill use of underutilized land for commercial activity where current zoning and existing infrastructure allow for such uses, and where traffic volumes and customer patronage would support profitable retail businesses that would provide new sales tax revenue and additional employment opportunities for local residents.
- 2) Facilitate development of a new commercial project that contributes to a positive physical image and visual identity, complements and enhances the town's traditional design characteristics, and helps preserve the sense of small-town community in a natural environment.
- 3) Provide a new retail center in a single location that is readily accessible for local retail, restaurant, and fuel services to reduce traffic trips generated by town residents and commuters, to minimize travel distances (vehicle miles traveled), and to encourage pedestrian activity.
- 4) Develop a new retail project in a location where customer and delivery access and off-street parking can be safely provided.
- 5) Expand the town's pedestrian and bicycle network in the commercial core by providing additional connectivity and bus turnouts on Skyway.
- 6) Site and design a new retail center in a manner that avoids significantly important natural habitat areas having high value for wildlife, significantly important permanent and intermittent stream courses and drainage areas, areas sensitive for cultural resources, and the town's designated scenic corridors and gateways.

Based on its own review of the EIR and other information and testimony received in connection with the project, the Commission finds these objectives to be acceptable and persuasive from a public policy standpoint. In choosing to approve the project, the Commission thus embraces these objectives, and accords them weight in considering the feasibility of alternatives set forth in the EIR and in invoking overriding considerations in approving the project. (See *Sierra Club v. County of Napa* (2004) 121 Cal.App.4th 1490, 1507–1508; *Sequoiah Hills Homeowners Association v. City of Oakland* (1993) 23 Cal. App. 4th 704, 715 (“*Sequoiah Hills*”).)

III. PROCEDURAL HISTORY

In accordance with Section 15082 of the CEQA Guidelines, the Town published a Notice of Preparation (“NOP”) of an EIR on July 28, 2017. The Town circulated the NOP to responsible and trustee agencies, organizations, and interested individuals to solicit comments on the proposed project. The Town followed required procedures with regard to distribution of the appropriate notices and environmental documents to the State Clearinghouse. The NOP was received by the State Clearinghouse, and a 30-day public review period ended on August 30, 2017. A scoping meeting was held on August 22, 2017. Concerns raised in response to the NOP

were considered during preparation of the Draft EIR. The NOP and all comments received on the NOP are presented in Appendix A of the Draft EIR.

Following the Town’s preliminary review of the proposed project, the Town determined the proposed project may have a significant effect on the environment and concluded that an EIR would be required. An initial study checklist was prepared, although it was not required pursuant to CEQA Guidelines Section 15063(a). The Initial Study is included in Appendix B to the Draft EIR. The Town determined the scope for the EIR based on the Initial Study and comments in response to the NOP.

In the Initial Study, several impacts were determined to be less than significant with mitigation incorporated for the following topics: biological resources, cultural resources/tribal cultural resources, geology/soils, hazardous materials, and fire hazard. Mitigation measures identified for these impacts are identified in the Initial Study.

The EIR includes a detailed analysis of the following issue areas:

- Aesthetics
- Air Quality
- Greenhouse Gas Emissions
- Noise
- Transportation and Circulation

The Town published the Draft EIR for public and agency review on February 12, 2018. A 45-day public review period was provided, ending on March 28, 2018.

During the public review period, the Town received two letters from state agencies, one letter from a local agency, and one letter from an individual member of the general public.

Those comments relevant to CEQA were addressed in compliance with CEQA Guidelines Section 15088.5, subdivision (f).

The Final EIR includes comments received on the Draft EIR, responses to these comments, and revisions to the Draft EIR, as necessary, in response to these comments or to amplify or clarify material in the Draft EIR. As discussed in Section X, below, none of the changes to the Draft EIR, or information added to the Draft EIR, constitute “significant new information” requiring recirculation of the Draft EIR pursuant to Public Resources Code Section 21092.1 and CEQA Guidelines Section 15088.5. The Final EIR was circulated for a 10-day public agency review period from **September 1, 2018 to September 13, 2018**.

The Town gave due notice of the public hearing to be held by the Planning Commission to consider and act upon the Final EIR for the project, and a public hearing was held before the Planning Commission.

After closing the hearing to public comment, the Planning Commission, having considered the Final EIR as prepared for the project (which includes the Draft EIR dated February 2018 and the

Final EIR dated April 2018), the comments of the public, both oral and written, and all written materials in the record connected with the Draft EIR and Final EIR, and the project, makes the following findings:

1. The Final EIR has been prepared in accordance with all requirements of the State CEQA Guidelines.
2. The Final EIR was presented to and reviewed by the Planning Commission. The Final EIR was prepared under the supervision of the Town and reflects the independent judgment of the Town. The Planning Commission has reviewed the Final EIR and bases the findings stated below on such review and other substantial evidence in the record.
3. The Commission finds that the Draft EIR considers a reasonable range of potentially feasible alternatives, sufficient to foster informed decision-making, public participation, and a reasoned choice. Thus, the alternatives analysis in the Draft EIR is sufficient to carry out the purposes of such analysis under the State CEQA Guidelines.
4. The Planning Commission hereby certifies the Final EIR as complete, adequate, and in full compliance with CEQA and as providing an adequate basis for considering and acting upon the project approval and makes the following specific findings with respect thereto.
5. The Planning Commission agrees with the characterization of the Draft EIR and Final EIR with respect to those impacts identified as “less than significant” and finds that those impacts have been described accurately and are less than significant as so described in the Draft EIR and Final EIR. This finding does not apply to impacts identified as significant or potentially significant that are reduced by mitigation measures to a level characterized in the Draft EIR and Final EIR as less than significant or impacts characterized in the Draft EIR and Final EIR as significant and unavoidable. Each of those impacts, and the mitigation measures adopted to reduce them, is dealt with specifically in the findings below.
6. The Planning Commission agrees with the characterization of the Draft EIR and Final EIR with respect to the following impacts. These impacts are identified as significant and unavoidable because feasible mitigation does not exist to fully reduce the cumulative air quality, greenhouse gas, and traffic operations impacts to a less than significant level.
7. All mitigation measures proposed in the Draft EIR and Final EIR are adopted and incorporated into the project.
8. The Mitigation Monitoring and Reporting Program (MMRP) will apply to all mitigation measures adopted with respect to the project pursuant to all of the project approvals and will be implemented.
9. The mitigation measures and the MMRP have been incorporated into the Conditions of Approval for the project and have thus become part of and a limitation upon the entitlement conferred by the approval of the project.

10. The descriptions of the impacts in these findings are summary statements. Reference should be made to the Draft EIR and Final EIR for a more complete description.
11. The Town of Paradise is directed to file a Notice of Determination with the County Clerk within five (5) working days.

IV. RECORD OF PROCEEDINGS

In accordance with Public Resources Code Section 21167.6, subdivision (e), the record of proceedings for the Commission's decision on the project includes the following documents:

- The NOP and all other public notices issued by the Town in conjunction with the project;
- All comments submitted by agencies or members of the public during the comment period on the NOP;
- The Draft EIR for the project and all appendices;
- All comments submitted by agencies or members of the public during the comment period on the Draft EIR;
- The Final EIR for the project, including comments received on the Draft EIR, and responses to those comments and appendices, as well as comments received on the Final EIR;
- Documents cited or referenced in the Draft EIR and Final EIR;
- The Mitigation Monitoring and Reporting Program for the project;
- All findings and resolutions adopted by the Planning Commission in connection with the project and all documents cited or referred to therein;
- All reports, studies, memoranda, maps, staff reports, or other planning documents relating to the project prepared by the Town, consultants to the Town, or responsible or trustee agencies with respect to the Town's compliance with the requirements of CEQA and with respect to the Commission's action on the project;
- All documents submitted to the Town by other public agencies or members of the public in connection with the project, up through the close of the final public hearing on the project on **September 13 2018**;
- Any minutes and/or verbatim transcripts of all information sessions, public meetings, and public hearings held by the Town in connection with the project;
- Any documentary or other evidence submitted to the Town at such information sessions, public meetings, and public hearings;
- Any and all resolutions adopted by the Planning Commission regarding the project, and all staff reports, analyses, and summaries related to the adoption of those resolutions;
- Matters of common knowledge to the Town, including but not limited to federal, state, and local laws and regulations;

- Any documents expressly cited in these findings, in addition to those cited above; and
- Any other materials required for the record of proceedings by Public Resources Code Section 21167.6, subdivision (e).

The documents constituting the record of proceedings are available for review by responsible agencies and interested members of the public during normal business hours at the Town of Paradise Community Development Department, 5555 Skyway, Paradise, CA 95969.

V.

CONSISTENCY WITH APPLICABLE PLANS

The General Plan designates the project site as Town Commercial (TC). The project site is zoned Community Commercial (CC). These designations provide for a full range of locally and regionally oriented commercial uses, including retail, retail centers, restaurants, service stations, and other uses.

The Commission finds that the project is consistent with the Town of Paradise General Plan (“General Plan”) and the Town’s zoning and development policies, as well as other applicable plans, including as amended in relation to consideration of approval of the project. In making these findings, the Commission ratifies, adopts, and incorporates into this discussion the reasoning and determinations of the Draft EIR, Final EIR, and Commission staff report relating to consistency with applicable plans and the goals and policies within those plans. The Commission has reviewed the project and proposed amendments in relation to the General Plan and finds that the project, as proposed for approval, will be consistent with and in furtherance of said plans and policies.

VI.

FINDINGS REQUIRED UNDER CEQA

Public Resources Code Section 21002 provides that “public agencies should not approve projects as proposed if there are feasible alternatives or feasible mitigation measures available which would substantially lessen the significant environmental effects of such projects.” The same statute provides that the procedures required by CEQA “are intended to assist public agencies in systematically identifying both the significant effects of projects and the feasible alternatives or feasible mitigation measures which will avoid or substantially lessen such significant effects.” Section 21002 goes on to state that “in the event specific economic, social, or other conditions make infeasible such project alternatives or such mitigation measures, individual projects may be approved in spite of one or more significant effects thereof.”

The mandate and principles announced in Public Resources Code Section 21002 are implemented, in part, through the requirement that agencies must adopt findings before approving projects for which EIRs are required. For each significant environmental effect identified in an EIR for a project, the approving agency must issue a written finding reaching one or more of three permissible conclusions, per CEQA Guidelines Section 15091. The first such finding is that “changes or alterations have been required in, or incorporated into, the project which avoid or substantially lessen the significant environmental effect as identified in the final

EIR.” The second permissible finding is that “such changes or alterations are within the responsibility and jurisdiction of another public agency and not the agency making the finding, and such changes have been adopted by such other agency or can and should be adopted by such other agency.” The third potential conclusion is that “specific economic, legal, social, technological, or other considerations, including provision of employment opportunities for highly trained workers, make infeasible the mitigation measures or project alternatives identified in the final EIR.” Public Resources Code Section 21061.1 defines “feasible” to mean “capable of being accomplished in a successful manner within a reasonable period of time, taking into account economic, environmental, social, legal, and technological factors.” CEQA Guidelines Section 15364 adds another factor: “legal” considerations. (See *Citizens of Goleta Valley v. Bd. of Supervisors* (1990) 52 Cal.3d 553, 565 (“Goleta II”).)

The concept of feasibility also encompasses the question of whether a particular alternative or mitigation measure promotes the underlying goals and objectives of a project (*City of Del Mar v. City of San Diego* (1982) 133 Cal.App.3d 410, 417). Moreover, feasibility under CEQA encompasses “desirability” to the extent that desirability is based on a reasonable balancing of the relevant economic, environmental, social, legal, and technological factors (*ibid.*; see also *Sequoyah Hills Homeowners Assn. v. City of Oakland* (1993) 23 Cal.App.4th 704, 715; *California Native Plant Society v. City of Santa Cruz* (2009) 177 Cal.App.4th 957, 1001 (“CNPS”).)

For purposes of these findings, the term “avoid” refers to the effectiveness of one or more mitigation measures to reduce an otherwise significant effect to a less than significant level. In contrast, the term “substantially lessen” refers to the effectiveness of such measure or measures to substantially reduce the severity of a significant effect, but not to reduce that effect to a less than significant level. These interpretations appear to be verified by the holding in *Laurel Hills Homeowners Association v. City Council* (1978) 83 Cal.App.3d 515, 519-521 (“Laurel Hills”), in which the Court of Appeal held that an agency had satisfied its obligation to substantially lessen or avoid significant effects by adopting numerous mitigation measures, not all of which rendered the significant impacts in question less than significant.

Although CEQA Guidelines Section 15091 requires only that approving agencies specify that a particular significant effect is “avoid[ed] or substantially lessen[ed],” these findings, for purposes of clarity, in each case will specify whether the effect in question has been reduced to a less than significant level or has simply been substantially lessened but remains significant. Moreover, although Section 15091, read literally, does not require findings to address environmental effects that an EIR identifies as merely “potentially significant,” these findings will nevertheless fully account for all such effects identified in the Final EIR.

CEQA requires that the lead agency adopt mitigation measures or alternatives, where feasible, to substantially lessen or avoid significant environmental impacts that would otherwise occur. Project modification or alternatives are not required, however, where such changes are infeasible or where the responsibility for modifying the project lies with some other agency (CEQA Guidelines Section 15091, subd. (a), (b)).

With respect to a project for which significant impacts are not avoided or substantially lessened, a public agency, after adopting proper findings, may nevertheless approve the project if the agency first adopts a statement of overriding considerations setting forth the specific reasons why the agency found that the project's "benefits" rendered "acceptable" its "unavoidable adverse environmental effects" (CEQA Guidelines Sections 15093, 15043, subd. (b); see also Public Resources Code Section 21081, subd. (b)). The California Supreme Court has stated, "[t]he wisdom of approving . . . any development project, a delicate task which requires a balancing of interests, is necessarily left to the sound discretion of the local officials and their constituents who are responsible for such decisions. The law as we interpret and apply it simply requires that those decisions be informed, and therefore balanced." (*Goleta II, supra*, 52 Cal.3d at p. 576.)

VII.

LEGAL EFFECT OF FINDINGS

These findings constitute the Planning Commission members' best efforts to set forth the evidentiary and policy basis for its decision to approve the project in a manner consistent with the requirements of CEQA. To the extent that these findings conclude that proposed mitigation measures outlined in the EIR are feasible and have not been modified, superseded, or withdrawn, the Town hereby binds the Project Applicant and any other responsible parties to implement those measures. These findings, in other words, are not merely informational or advisory, but constitute a binding set of obligations that will come into effect when the Commission adopts the resolution(s) approving the site plan and related architectural and landscape plans for the project, conditional use permit, and lot line modifications. In addition, the adopted mitigated measures are conditions of approval.

VIII.

MITIGATION MONITORING AND REPORTING PROGRAM

Subdivision (a)(1) of Public Resources Code Section 21081.6 requires lead agencies to "adopt a reporting and mitigation monitoring program for the changes to the project which it has adopted or made a condition of project approval in order to mitigate or avoid significant effects on the environment." A Mitigation Monitoring and Reporting Program (MMRP) has been prepared for the project and is being approved by the Commission. The Town will use the MMRP to track compliance with project mitigation measures. The MMRP lists all adopted project mitigation measures, identifies the parties responsible for implementing such measures, and identifies the timing for implementing each measure. The MMRP will remain available for public review during the compliance period. The final MMRP is attached to and incorporated into the environmental document approval and is approved in conjunction with certification of the EIR and adoption of these Findings of Fact.

IX.

SIGNIFICANT EFFECTS AND MITIGATION MEASURES

The potential environmental impacts that would result from implementation of the project are summarized in Table ES-1 in the Executive Summary of the Draft EIR, as updated by the

revisions to the Draft EIR set forth in the Final EIR (see Final EIR, Section 4.0, Revisions to the Draft EIR). Incorporation of the mitigation measures proposed in the Draft EIR and Final EIR would reduce the impacts to levels that are less than significant.

Mitigation measures appear in the Final EIR, in the MMRP, and in Attachment A of these findings. The Commission has attempted to ensure that the measures set forth in each of these documents are consistent with one another. In the event of an inconsistency, the Commission finds that any such inconsistency is inadvertent, and the language of a measure in one document shall be applied in a manner that harmonizes the measure with the corresponding measure in other documents, such that the most stringent version of the measure shall apply.

The Commission's findings with respect to the project's significant and potentially significant effects and mitigation measures are set forth in Section XII, below. The findings set forth in these sections are hereby incorporated by reference. This section does not attempt to describe the full analysis of each environmental impact contained in the Draft EIR and Final EIR. Instead, Attachment A provides a summary description of each impact, describes the applicable mitigation measures identified in the Draft EIR or Final EIR and adopted by the Commission, and states the Commission's findings on the significance of each impact after imposition of the adopted mitigation measures. A full explanation of these environmental findings and conclusions can be found in the Draft EIR or Final EIR. These findings hereby incorporate by reference the discussion and analysis in those documents supporting the Final EIR's determinations regarding mitigation measures and the project's impacts and mitigation measures designed to address those impacts. In making these findings, the Commission ratifies, adopts, and incorporates into these findings the analysis and explanation in the Draft EIR or Final EIR, and ratifies, adopts, and incorporates in these findings the determinations and conclusions of the Draft EIR or Final EIR relating to environmental impacts and mitigation measures, except to the extent any such determinations and conclusions are specifically and expressly modified by these findings.

The Commission has adopted all of the mitigation measures identified in these sections, which are contained in the Mitigation Monitoring and Reporting Program. To the extent any of the mitigation measures are within the jurisdiction of other agencies, the Commission finds those agencies can and should implement those measures within their jurisdiction and control.

X.

FINDINGS REGARDING RECIRCULATION OF THE DRAFT EIR

CEQA Guidelines Section 15088.5 requires a lead agency to recirculate an EIR for further review and comment when significant new information is added to the EIR after public notice is given of the availability of a Draft EIR, but before certification. Such new information includes: (i) significant changes to the project; (ii) significant changes in the environmental setting; or (iii) significant additional data or other information. Section 15088.5 further provides that "[n]ew information added to an EIR is not 'significant' unless the EIR is changed in a way that deprives the public of meaningful opportunity to comment upon a substantial adverse environmental effect of the project or a feasible way to mitigate or avoid such an effect (including a feasible project alternative) that the project's proponents have declined to implement." Recirculation is not required where the new information added to the EIR merely clarifies or amplifies or makes

insignificant modifications in an adequate EIR. The above standard is “not intend[ed] to promote endless rounds of revision and recirculation of EIRs” (*Laurel Heights Improvement Assn. v. Regents of the University of California* (1993) 6 Cal. 4th 1112, 1132). “Recirculation was intended to be an exception, rather than the general rule” (*ibid.*).

New or substantial changes to the Draft EIR, including mitigation measures identified therein, were not proposed as a result of the public comment process. The Final EIR responds to comments and makes only minor technical changes, clarifications, or additions to the Draft EIR. The minor changes, clarifications, or additions to the Draft EIR do not identify any new significant impacts or substantial increase in the severity of any environmental impacts, and do not include any new mitigation measures that would have a potentially significant impact. Therefore, recirculation of the EIR is not required, because none of the changes involve “significant new information,” and were either environmentally benign or environmental neutral, and thus represent the kinds of changes that commonly occur as the environmental review process works toward its conclusion.

The Commission finds that recirculation of the Draft EIR is not required: (1) because recirculation is not required where the new information added to the EIR merely clarifies, amplifies, or makes insignificant modifications in an adequate EIR (CEQA Guidelines Section 15088.5, subd. (b)); and (2) because no “substantial adverse” impact would result from any of the revisions to the portions of the Draft EIR that were not recirculated (CEQA Guidelines Section 15088.5, subd. (e)).

XI. PROJECT ALTERNATIVES

A. BASIS FOR ALTERNATIVES

CEQA mandates that every EIR evaluate a no project alternative, plus a range of potentially feasible alternatives to the project or its location that would avoid or substantially lessen the significant impacts of the project. (See CEQA Guidelines Section 15126.6, subds. (a) and (b).) The Commission finds that the range of alternatives studied in the EIR reflects a reasonable range of alternatives.

These findings consider the feasibility of each alternative analyzed in the EIR. Under CEQA, “‘(f)feasible’ means capable of being accomplished in a successful manner within a reasonable period of time, taking into account economic, environmental, legal, social, and technological factors” (CEQA Guidelines Section 15364). As described above, the concept of feasibility permits agency decision-makers to consider the extent to which an alternative is able to meet some or all of a project’s objectives. In addition, the definition of feasibility encompasses desirability to the extent that an agency’s determination of infeasibility represents a reasonable balancing of competing economic, environmental, social, and technological factors. (See *CNPS, supra*, 177 Cal.App.4th 957, 1001.) An “alternative that ‘is impractical or undesirable from a policy standpoint’ may be rejected as infeasible” (*ibid.*). Additionally, an alternative “‘may be found infeasible on the ground it is inconsistent with the project objectives as long as the finding is supported by substantial evidence in the record’” (*ibid.*).

B. DESCRIPTION OF ALTERNATIVES

The EIR identified and compared the significant environmental impacts of the project alternatives listed below. In accordance with the provisions of CEQA Guidelines Section 15126.6, the following project alternatives were evaluated:

- **No Project Alternative:** Assumes no new development occurs on the project site.
- **Reduced Project Alternative:** The project would be limited to the supermarket and adjoining retail and the same driveway access as the proposed project. The fueling center and restaurant pad would not be constructed.

No Project Alternative

1. Description

Under the No Project Alternative, the site would remain in its existing condition, and no development would occur.

2. No Project Alternative's Impacts Compared to Proposed Project's Impacts

Because there would be no change to the project site under this alternative, there would be no aesthetics, air quality, greenhouse gas emissions, noise, or transportation impacts. (Draft EIR p. 6.0-2)

3. Finding

Although the No Project Alternative would have no environmental impacts, implementation of the No Project Alternative would fail to achieve any of the project objectives. The Commission is not required to find that the No Project Alternative is infeasible, as development would not occur under the No Project Alternative. Nevertheless, the Commission has now determined that specific economic, social, and environmental considerations render the No Project (No Build) Alternative infeasible.

To the extent that the project has greater environmental impacts than the No Project (No Build) Alternative, the Commission believes they are acceptable, given the efforts taken to mitigate all environmental impacts to the extent feasible. In sum, the Commission believes that the benefits of the project as proposed outweigh its environmental costs. (See *Laurel Hills*, *supra*, 83 Cal.App.3d at p. 521 (“a public agency may approve a project once its significant adverse effects have been reduced to an acceptable level—that is, all avoidable damage has been eliminated and that which remains is otherwise acceptable”).)

Reduced Project Alternative

1. Description

Under the Reduced Project Alternative, the fueling center and restaurant pad would not be constructed. The project would be limited to the store and adjoining retail; these components would be identical to the proposed project. The adjoining retail is retained in this alternative because it helps delineate the truck delivery area and serves as a visual buffer of the delivery area from the parking lot and Skyway, and it generates minimal trips as compared to the fueling center and restaurant uses. This alternative would include the same driveway and frontage improvements as the proposed project, landscaping, and utilities. The amount of earthwork (cut and fill, soil import, and grading) would be the same as for the proposed project.

2. Reduced Project Alternative's Impacts Compared to Proposed Project's Impacts

a. Aesthetics

The aesthetics impacts of this alternative would be similar to the proposed project because it would site a new retail development on Skyway and would require the removal of trees and vegetation, existing structures, and grading, which would change the visual characteristics of the site. The architectural features and landscaping, which have been designed to blend with and thus minimize the potential for visual contrast relative to other commercial properties along Skyway, would be the same as the proposed project. The Reduced Project Alternative would have fewer features (fueling center and restaurant pad) along the Skyway frontage, which may be subjectively perceived as less visually intrusive to motorists along Skyway.

This alternative would require retaining walls on the west and north sides, identical to the proposed project, because of the site's topography and required grading to create a building pad and parking lot. Grading and tree removal and construction of the building would still result in direct views of the rear and side of the store and retaining walls. Identical to the proposed project, mitigation measure MM 4.1.2b would be needed to improve the appearance of the retaining walls proposed along the residential property line immediately adjoining the project site on the west and north. If the store were moved closer to Skyway, this relocation could provide greater visual separation between the western and northern property lines and the store, but the store would still be visible.

It would not be possible to move the store close enough to Skyway to eliminate the need for a noise barrier along the north side of the store building. The noise barrier along the north side that is mitigation for truck delivery noise would still be required, as would mitigation identified for the proposed project (MM 4.2.1b) to improve the appearance of the barrier as viewed from residences.

This alternative would not have lighting associated with the fueling center canopy, which would eliminate one source of nighttime lighting compared to the proposed project. However, identical to the proposed project, the store would have exterior lighting, there would be an illuminated parking lot and vehicle headlights, and truck deliveries along the north and west sides, all of which would be sources of light and glare.

This alternative would not avoid or substantially lessen the potentially significant aesthetic impacts of the proposed project for which mitigation would be required to reduce impacts to less than significant. (Draft EIR p. 6.0-3)

b. Air Quality

The Reduced Project Alternative would result in construction-related air pollutant emissions. Emissions associated with site preparation and grading would be the same as the proposed project, but emissions associated with building construction and finish work (e.g., painting) would be slightly reduced because the fuel center and kiosk and the restaurant pad would not be constructed. As with the proposed project, construction impacts would be less than significant with implementation of measures recommended by the Butte County Air Quality Management District (BCAQMD) that would be included as conditions of approval for the project. Under this alternative, building demolition and removal of existing driveways would occur. Impacts related to the potential for airborne asbestos emissions would be the same as the proposed project. Construction and operational odor impacts would be similar to the proposed project.

The fueling center toxic air contaminants (TACs) impact resulting from fuel dispensing would be eliminated with this alternative. However, this was determined to be a less than significant impact for the proposed project. Operational diesel particulate matter (PM) impacts were also determined to be less than significant for the proposed project. Under this alternative, the operational TACs and diesel PM impacts would be slightly reduced because there would be no fuel truck deliveries to the gas station, which would eliminate those emissions.

The Reduced Project Alternative would result in fewer vehicle trips and lower vehicle miles traveled (VMT) because it would not include the fueling center and restaurant trips, which comprise a substantial portion of the trips. As with the proposed project, the emissions are conservative because emissions associated with reuse of the existing store that would be vacated are not deducted. As shown, even with fewer trips, operational nitrogen oxide (NOx) emissions would still be above BCAQMD thresholds. The Reduced Project Alternative would not avoid or substantially lessen the significant and unavoidable operational ozone precursor (NOx) impacts of the proposed project. For NOx emissions to be reduced to levels that would not be cumulatively considerable, the size of the project would have to be reduced so substantially that it would be not likely be economically feasible for the applicant, and it would not meet most of the project objectives. (Draft EIR pp. 6.0-3 and 6.0-4)

c. Greenhouse Gas Emissions

The Reduced Project Alternative would generate GHG emissions, but emissions would be reduced compared to the proposed project because there would be fewer trips and the energy demand associated with the fueling center and potential future restaurant would not occur. Table 6.0-2 compares the Reduced Project Alternative's estimated mitigated GHG emissions with the proposed project. As shown, the Reduced Project Alternative would still exceed the threshold, and the GHG emissions and consistency with Assembly Bill (AB) 32 and Senate Bill (SB) 32 goals impacts would be cumulatively considerable. As with the analysis for NOx, to avoid or substantially lessen GHG impacts, the project would have to be substantially smaller, which may

be infeasible and would not meet most of the project objectives. As such, the Reduced Project Alternative would not avoid or substantially lessen the GHG impacts of the proposed project. (Draft EIR p. 6.0-5)

d. Noise

Construction of the Reduced Project Alternative would result in noise, similar to the proposed project, and the potentially significant impact would require mitigation as identified for the proposed project (mitigation measure MM 4.4.1). Parking lot noise would still occur, with the sources in the same locations as the proposed project, but the impact would be less than significant, as identified for the proposed project. Building mechanical equipment noise would be the same as the proposed project because the store size and location on the site would be the same, and mitigation measure MM 4.4.2c would be required.

Under this alternative, deliveries would still be made to the store via the truck delivery access route that follows the north and west sides of the building and loading operations on the southwest corner, identical to the proposed project. Sound barriers would be required on the north and southwest, per mitigation measure MM 4.4.2a. Removal of the fueling center and restaurant pad under this alternative could allow a reconfiguration of the parking lot and the possibility of moving the store building farther from the residences and closer to Skyway to reduce truck delivery noise effects at the closest residences. To eliminate the need for sound barriers altogether, the store and adjoining retail would have to be moved approximately 220 feet toward Skyway, which would encroach on the project frontage and Skyway itself. Moving the building toward Skyway could also interfere with safe and efficient use of the signalized Black Olive Drive/Skyway intersection as the primary driveway to the site. As such, this alternative would not provide a feasible means to avoid or lessen the truck delivery noise impact of the proposed project.

Project traffic-generated noise under this alternative would be slightly reduced compared to the proposed project, which was determined to be less than significant under both the existing plus project and cumulative scenarios. (Draft EIR p. 6.0-5)

5. Transportation and Circulation

The Reduced Project Alternative would generate fewer total trips than the proposed project because it would not include fueling center and restaurant trips. Unlike the proposed project, the Reduced Project Alternative would not generate linked trips associated with the fueling center, which typically accounts for most of the linked trips where there is a fueling center and store.

The delay would decrease at intersections under Existing plus Reduced Project conditions, and the level of service (LOS) for each study intersection would be the same as the proposed project. All intersections would operate acceptably, and the impact would be less than significant, identical to the proposed project. Under cumulative conditions, however, even though this alternative would have fewer trips, the Skyway/Elliott Road intersection would operate at LOS E during PM peak-hour conditions under this alternative, which would be a significant impact. As explained in Impact 4.5.6 for the proposed project, there is no feasible mitigation that would

improve traffic operations to LOS D or better under cumulative conditions. Unlike the proposed project, this alternative would not result in a significant cumulative impact at the Skyway/Black Olive Drive intersection. However, because the cumulative impact at the Skyway/Elliott Road intersection would not be mitigable, there would still be a significant and unavoidable impact under this alternative.

This alternative would also include two driveways in the same locations as the proposed project, which have the potential to create traffic hazards. Mitigation measure MM 4.5.3 identified for the proposed project would therefore be required for this alternative, which would reduce impacts to less than significant, identical to the proposed project.

As with the proposed project, this alternative would result in construction activities that could affect traffic operations on Skyway, and mitigation measure MM 4.5.2 would be required to reduce impacts to less than significant. (Draft EIR pp. 6.0-6 through 6.0-8)

3. Finding

The Commission has determined that specific economic, social, and environmental considerations render the Reduced Project Alternative infeasible. (See CEQA Guidelines, Section 15091, subd. (a)(3).). While the Reduced Project Alternative would lessen construction-related impacts such as air and GHG emissions and noise levels, it would not avoid or substantially reduce any of the long-term significant and unavoidable operational project-level and cumulative air quality, cumulative GHG emissions, or cumulative traffic impacts of the proposed project.

The Reduced Project Alternative assumes the parking lot could be reconfigured slightly. This could allow for shifting the store's location farther from adjacent residences, which could reduce aesthetics and noise impacts. However, the distance it could be moved would still be constrained by parking space requirements, the size of the site, and the proximity of Skyway. It would not be possible to move the store close enough to Skyway to eliminate the need for a noise barrier along the north side of the store building. To eliminate the need for sound barriers altogether, the store and adjoining retail would have to be moved approximately 220 feet toward Skyway, which would encroach on the project frontage and Skyway itself. Moving the building toward Skyway and reconfiguring the parking lot could also interfere with safe and efficient use of the signalized Black Olive Drive/Skyway intersection as the primary driveway to the site.

The Reduced Project Alternative would achieve project objectives 2, 4, 5, and 6. However, by limiting development to the store and adjoining retail, this alternative would not optimize the infill use of the underutilized site (objective 1), and it would not achieve objective 3 because the alternative would not incorporate all the services that would be provided by the proposed project.

To the extent that the proposed project has greater environmental impacts than the Reduced Project Alternative, the Commission believes they are acceptable, given the efforts taken to mitigate all environmental impacts to the extent feasible. In sum, the Commission believes that the benefits of the project as proposed compared to the Reduced Project Alternative outweigh its environmental costs. (See *Laurel Hills*, *supra*, 83 Cal.App.3d at p. 521 (“a public agency may

approve a project once its significant adverse effects have been reduced to an acceptable level—that is, all avoidable damage has been eliminated and that which remains is otherwise acceptable”).

XII. FINDINGS REGARDING SIGNIFICANT IMPACTS THAT CAN BE MITIGATED BELOW A LEVEL OF SIGNIFICANCE

The Draft EIR identified a number of potentially significant environmental effects (or impacts) that the project will cause or contribute to. These significant effects can be avoided or substantially lessened through the adoption of feasible mitigation measures. The Commission’s findings with respect to the project’s significant effects and mitigation measures are set forth in the table appearing in Attachment A to these findings. The findings set forth in the table are adopted and incorporated by reference.

XIII. FINDINGS REGARDING SIGNIFICANT IMPACTS THAT CANNOT BE MITIGATED BELOW A LEVEL OF SIGNIFICANCE

The Draft EIR identified five significant environmental effects (or impacts) that the project will cause or contribute to, as follows:

- Project-level and cumulative operational ozone precursor (NO_x) emissions from project-generated vehicle trips (Impact 4.2.3 and Impact 4.2.9)
- Cumulatively considerable operational greenhouse gas (GHG) emissions, with nearly all the emissions attributable to project-generated vehicle trips, which would conflict with GHG reduction targets established in the Assembly Bill (AB) 32 Scoping Plan and Senate Bill (SB) 32 (Impact 4.3.1 and Impact 4.3.2)
- Cumulative (2040) intersection level of service impacts at Skyway and Elliott Road and Skyway and Black Olive Drive due to increased vehicle trips (Impact 4.5.6)

These significant effects cannot be avoided or substantially lessened through the adoption of feasible mitigation measures identified in the Draft EIR. The Commission’s findings with respect to the project’s significant effects and mitigation measures are set forth in the table appearing in Attachment A to these findings. The findings set forth in the table are adopted and incorporated by reference.

XIV. STATEMENT OF OVERRIDING CONSIDERATIONS

As discussed in Section XIII, above, of these CEQA Findings, the Draft EIR concludes that the project, even with the incorporation of all feasible mitigation measures and consideration of alternatives, will nonetheless cause direct significant and unavoidable project and cumulative air quality (ozone precursor), cumulative GHG emissions, and cumulative traffic (intersection LOS) impacts.

Under CEQA, before a project which is determined to have a significant, unmitigated environmental effect can be approved, the public agency must consider and adopt a “statement of overriding considerations” pursuant to CEQA Guidelines Sections 15043 and 15093. As the primary purpose of CEQA is to fully inform the decision-makers and the public as to the environmental effects of a project and to include feasible mitigation measures and alternatives to reduce any such adverse effects below a level of significance, CEQA nonetheless recognizes and authorizes the approval of projects where not all adverse impacts can be fully lessened or avoided. However, that agency must explain and justify its conclusion to approve such project through the statement of overriding considerations, setting forth the project’s general social, economic, policy, or other public benefits that support the agency’s informed conclusion to approve the project.

The Commission finds that the project meets the project objectives—which have substantial social, economic, policy and other public benefits—justifying its approval and implementation, notwithstanding the fact that an environmental impact was not reduced below a level of significance.

The overall purpose of the project is to bring a greater mix of neighborhood-serving goods and services that would be an additional source of local tax revenue and employment opportunities, which would further contribute to a healthy local economy in Paradise while retaining existing businesses.

The Planning Commission finds that the Black Olive Village Project would have the following economic, social, and environmental benefits:

Furtherance of General Plan Goals. The project will develop a high-quality commercial/retail project which implements many of the Town’s General Plan goals, objectives, and policies including, among others: Goals LUG-3, LUG-10, LUG-12, LUG-18, LUG-20, and LUG-22; Objectives LUO-2 and LUO-19; and Policies LUP-31, LUP-33, and LUP-34.

Additional Services and Products. The project will allow for a grocery store and other shops that offer a more comprehensive range of retail services and products to nearby residents and other Safeway customers. For example, the new Safeway store will include: a full “scratch” bakery; a bank; a Starbucks; and a substantially expanded produce section.

Economic Benefits. The most significant fiscal consequence of the project will be to increase sales tax revenues for the Town budget. Safeway has estimated that the project will generate approximately \$43.5 million in retail sales in Paradise. (Letter from Todd Paradis of Safeway, June 22, 2018.) After accounting for the existing store (which would be closed but then re-tenanted by other retail uses), the net additional retail sales in Paradise is expected to be approximately \$38 million. Annual taxable sales (including fuel sales) are expected to total over \$37.5 million, as a portion of specialty food sales would not be taxable. (*Id.*) Again, after accounting for the existing store (which would be closed but then re-tenanted by other retail uses), the net additional taxable sales would be approximately \$47.6 million. Assuming that the Town can expect to receive one and one-half percent through March 31, 2021 (which voters may

extend to March 31, 2031) of this amount in sales taxes, there will be a net annual total of over \$714,000. (*Id.*)

The project also will generate property taxes. Based on reasonable assumptions, the project will have an assessed value of at least \$15 million. (Letter from Todd Paradis of Safeway, June 22, 2018.) Assuming a property tax rate of 1 percent, the Town's portion of property taxes generated by the project is estimated at \$34,500 per year.

The project is thus conservatively estimated to generate \$748,000 per year in sales and property taxes at full build out.

Net Fiscal Benefits. The estimated Town costs for providing services to the project is \$0 per year. The \$748,500 of project tax revenues not needed to provide services to the project can help support Town services, such as police and fire, for other parts of the Town.

These revenues are greater than the expected service costs for the project. The primary municipal service departments affected by the project are expected to be the fire and police departments. Total expenditures for the Town are expected to be \$0 per year. Thus, as noted earlier, the Town expects a net fiscal benefit of \$748,500 per year. The fiscal benefit of the project to the Town is thus equal to approximately 5.6 percent of the present annual budget, a significant increase in revenue.

Retail and Construction Jobs. As noted in the Town's General Plan EIR, the policies of the Paradise General Plan "have been designed to create more shopping and employment opportunities in Paradise." (1994 General Plan EIR, p. 6-3.) Based on Safeway's estimates, the project will further this goal because it will add approximately 155 net new full and part time retail jobs, including 65 net new jobs at the Safeway store, 15 new jobs at the fuel center, 50 new jobs at the shops, and 25 new jobs at the pad building. (Letter from Todd Paradis of Safeway, June 22, 2018.) This figure is conservative because it does not include jobs created once the existing Safeway store is re-tenanted. In addition, the project will create many temporary jobs during the construction phases of the project.

Aesthetics. The project will greatly improve the aesthetics of the site, which is currently occupied by a mix of residential and commercial structures and outbuildings, most of which are vacant and many of which are in a deteriorated condition. The project will provide well-designed buildings that complement and enhance the town's traditional design characteristics.

Site Activation. The project will optimize the infill use of underutilized land for commercial activity where current zoning and existing infrastructure allow for such uses, and where traffic volumes and customer patronage would support profitable retail businesses. It will provide a new retail center in a single location that is readily accessible for local retail, restaurant, and fuel services to reduce traffic trips generated by town residents and commuters, to minimize travel distances (vehicle miles traveled), and to encourage pedestrian activity.

Green Features. The project will incorporate many features that promote energy conservation, including a white membrane roof, refrigeration using non-ozone-depleting

refrigerants, and a commitment to recycle 90 percent of after-market packaging at the Safeway store.

Any one of these reasons is sufficient to justify approval of the project. Thus, even if a court were to conclude that not every reason is supported by substantial evidence, the Commission would stand by its determination that each individual reason is sufficient. The substantial evidence supporting the various benefits can be found in the preceding findings, which are incorporated by reference into this section, and in the documents found in Section IV, Record of Proceedings, above.

XV. CONCLUSION

Based on the foregoing findings and the information contained in the record, the Commission has made one or more of the following findings with respect to each of the potentially significant impacts of the project:

1. Changes or alterations have been required in, or incorporated into, the project which mitigate or avoid the significant effects on the environment.

Based on the foregoing findings and the information contained in the record, the Commission has made one or more of the following findings with respect to the significant and unavoidable impacts of the project:

1. Specific economic, legal, social, technological, or other considerations, including considerations for the provision of employment opportunities for highly trained workers, make infeasible the mitigation measures or alternatives identified in the environmental impact report.
2. The project's benefits outweigh the significant and unavoidable impact of the project, as set forth in the Statement of Overriding Considerations.

Based on the foregoing findings and the information contained in the record, it is determined that:

1. All significant effects on the environment due to the project will be eliminated or substantially lessened; and
2. The significant and unavoidable effects on the environment due to the project are outweighed by specific economic, legal, social, technological, or other considerations; and
3. No mitigation measures have been deemed infeasible.

Taken together, the Final EIR, the mitigation measures, and the MMRP provide an adequate basis for approval of the Black Olive Village Project.

CEQA Findings of Fact – Black Olive Village

Attachments

Attachment A: Table of Significant Impacts, Mitigation Measures, and CEQA Findings

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ATTACHMENT A

**BLACK OLIVE VILLAGE CEQA FINDINGS
TABLE OF IMPACTS, MITIGATION MEASURES, AND FINDING OF FACTS**

| Impact (Level of Significance Before Mitigation) | Mitigation Measure | Level of Significance After Mitigation | Findings of Fact |
|---|---|--|--|
| <i>Aesthetics</i> | | | |
| <p>4.1.2 The proposed project would change the visual characteristics of the project site, which would be readily visible to motorists on Skyway and from some locations in nearby residential and commercial development. (Potentially Significant)</p> | <p>MM 4.1.2a The applicant shall modify the conceptual landscape plan to indicate the locations of proposed retaining walls. Segmental retaining walls should be used where possible. The proposed landscape plan shall be modified to incorporate shrubs (e.g., ceanothus, coffeeberry, toyon, and western redbud) with moderate to fast growth rates on the slope above the western retaining wall to provide greater coverage and screening beyond that provided by the proposed tree plantings and fescue. An alternative to fescue (a high-water-use grass) shall be considered for ground cover. Native and/or low-water-use plants shall be used as feasible. The conceptual landscape plan shall be modified to reflect these modifications, subject to Town review and approval.</p> <p>MM 4.1.2b The final landscape plan shall include self-clinging and/or cascading vine species along all retaining walls. If feasible, vine pockets on the project site shall be used to encourage growth on the opposite side of the walls. Self-clinging and/or cascading vines shall also be incorporated into the landscape plan where sound barriers are recommended (shown in Figure 4.4-3).</p> <p>MM 4.1.2c Prior to approval of the proposed tree removal plan, the boundaries of the project site shall be certified by a California-licensed surveyor and reconciled with the proposed tree removal plan (Figure 2.0-5 in the Draft EIR) to determine which trees are proposed for removal. Trees that are not on the applicant's property may not be removed without express permission from the property owner.</p> <p>MM 4.1.2d Large-diameter trees along the project's</p> | Less than significant | <p>Explanation/Facts in Support of Finding: The proposed project would result in a substantial visual change on the site as a result of construction of retaining walls needed to create a level building pad, noise barriers (which are required as noise mitigation), and removal of approximately 185 trees. These features would be readily visible to public views from adjacent residential areas on the north, west, and south. The project proposes planting 140 replacement trees on-site, which would not be a 1-for-1 replacement as required by Town ordinance. The impact on visual quality is considered potentially significant. (Draft EIR pp. 4.1-13 and 4.1-14)</p> <p>Finding: Compliance with mitigation measures MM 4.1.2a through MM 4.1.2f will reduce this impact to a less than significant level by: ensuring that the final landscape plan, which must be approved by the Town, is modified to include additional vegetative screening on the north and west sides of the site; the locations of trees proposed for removal are verified through a formal survey of site boundaries; large-diameter trees are protected to the extent feasible and that no trees on property owned by others are removed or modified without property owner consent; parking lot trees are appropriate; and applicant payment of in-lieu fee for trees not replaced on-site. The Planning Commission hereby directs that mitigation measures MM 4.1.2a through 4.1.2f be adopted.</p> <p>Finding after Mitigation: The Planning Commission finds that changes or alterations have been required in, or incorporated into, the project that avoid or substantially lessen the potentially significant environmental effect identified in the EIR related to changes in visual quality of the site and its surroundings.</p> |

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|---|---|--|---|
| | <p>north, west, and southern boundaries shall be incorporated into the grading and landscape plan, where practicable and to the extent feasible, before the Town approves the tree removal and landscape plans. Specific efforts should be made to retain tree number T-1424 (48-inch black oak) shown on the applicant's tree removal plan (Figure 2.0-5). Trees to remain in place along the project site boundaries (regardless of property ownership) shall be protected during site grading and construction activities to protect the root systems. Pruning of trees not on the applicant's property shall only be performed with permission of the property owner, and pruning may only be implemented based on recommendations of a California-certified arborist.</p> <p>MM 4.1.2e If California sycamore trees are retained in the landscape plan for the parking lot, the landscape plan shall require root barriers be installed to minimize the potential for pavement and sidewalk damage.</p> <p>MM 4.1.2f In accordance with the Town's Municipal Code Section 8.12.120, the project applicant shall pay the applicable in-lieu fee identified in the Town Resolution No. 08-31 for each qualified tree to be felled that is not replaced on-site (approximately 40 trees).</p> | | |
| <p>Air Quality</p> <p>4.2.3 Project-generated operational emissions would exceed applicable significance thresholds for NO_x, an ozone precursor. (Significant)</p> | <p>MM 4.2.3a The project applicant shall modify, to the extent feasible, the conceptual landscape plan to use low-ROG-emitting, low-water-use shade trees (e.g., zelkova) in the parking lot instead of the proposed California sycamores and that will achieve a minimum 50 percent shade coverage within 10 years of construction. Other trees listed in the Town's Greater</p> | Significant and unavoidable | <p>Explanation/Facts in Support of Finding: The project would result in long-term operational emissions of criteria air pollutants and ozone precursors. Operational daily emissions (unmitigated) would exceed the BCAQMD significance threshold for NO_x. Nearly all of the NO_x emissions are the result of mobile sources and are a function of new vehicle trips generated by the proposed project. This is a significant impact.</p> |

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|---|--|--|---|
| | <p>Redevelopment Project Area and Upper Skyway Design Standards should also be considered as an alternative to the proposed sycamore trees if they have the potential to emit less biogenic ROG and use less water than California sycamores. The applicant shall provide a list of the species to be used on a landscaping plan prior to final project approval.</p> <p>MM 4.2.3b The applicant shall provide and maintain a kiosk displaying transportation information in a prominent area accessible to employees and patrons.</p> <p>MM 4.2.3c The applicant shall provide improvements to the proposed bus stop adjacent to the project site on Skyway to include a covered bench, lighting, and route information. Details shall be included in final site plans and project design documentation.</p> <p>MM 4.2.3d The applicant shall implement a “no idling” program for heavy-duty diesel vehicles in the loading dock area, including the installation of electrical connections at loading docks for the connection of trucks equipped with electrical hookups to eliminate the need to operate engines to power transport refrigeration units at the loading docks. Signage advising vehicle drivers of the idling restrictions and electrical hookup shall be placed at the loading dock and near truck entrances to the loading area.</p> | | <p>(Draft EIR pp. 4.2-20 and 4.2-21)</p> <p>Finding: Compliance with mitigation measures MM 4.2.3a through MM 4.2.3d would result reduce NOx emissions through the use of landscape trees that generate fewer biogenic emissions than the proposed trees; modification to the site plan to further promote use of alternative transportation modes; and provisions for electrical hookups and limits on delivery truck idling. The Planning Commission hereby directs that mitigation measures MM 4.2.3a through MM 4.2.3d be adopted. However, emissions reduction associated with these measures are not quantifiable. Because the primary source of emissions would be from project-generated customer trips and there is no feasible mitigation to reduce emissions from those trips, this impact would remain significant and unavoidable.</p> <p>Finding After Mitigation: The Planning Commission finds that specific economic, legal, social, technological, or other considerations, including considerations for the provision of employment opportunities for highly trained workers, make infeasible the mitigation measures or alternatives identified in the EIR, as set forth in Section XIV (Statement of Overriding Considerations).</p> |
| 4.2.7 Construction of the proposed project could result in airborne emissions of asbestos or lead-based paint. (Potentially Significant) | <p>MM 4.2.7 The project applicant shall complete an investigation of the potential for-asbestos-containing materials (ACM) and lead-based paint (LBP) to be present in buildings to be demolished and soils throughout the project site. The investigation report, which shall be prepared by a professional qualified to</p> | Less than significant | <p>Explanation/Facts in Support of Finding: Construction of the proposed project would involve demolition of existing buildings on the site, which may contain asbestos-containing materials (ACM) and/or lead-based paint (LBP) due to their age. The project site is underlain by weathered volcanic bedrock and not ultramafic rock that is typically associated</p> |

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|--|--|--|--|
| | <p>perform such investigations, shall be submitted to the Town of Paradise. All abatement recommendations in the report shall be implemented prior to demolition and any activity that would involve soil disturbance associated with demolition and/or grading. The applicant's contractor(s) shall be certified by the State to perform abatement and must comply with all applicable abatement and disposal requirements. The contractor(s) shall be required to provide proper notification to CARB and BCAQMD, as appropriate, in accordance with its requirements. The Town shall not issue a grading and/or demolition permit until the applicant has submitted the results of abatement and testing indicating that naturally occurring asbestos (NOA), ACM, and/or LBP have been remediated and disposed of in accordance with federal NESHAP regulations, federal and state hazardous waste regulations, and federal and state OSHA regulations, as appropriate. The contractor shall consult with BCAQMD staff to determine whether a permit is required for LBP abatement and shall obtain permits as necessary.</p> | | <p>with naturally occurring asbestos (NOA), and the project vicinity is not indicated on any published mapping as located in an area where NOA is known to be present. It is conservatively assumed there is the potential for NOA, ACM, and/or LBP to be released during site preparation (demolition and grading), which could pose a human health and/or environmental risk if measures are not in place to control emissions and remove contaminated materials in accordance with applicable disposal requirements. This is a potentially significant impact. (Draft EIR p.4.2-28)</p> <p>Finding: Compliance with mitigation measure MM 4.2.7, which requires investigation, remediation, and disposal of sources of NOA, ACM, and LBP in accordance with applicable regulatory requirements and appropriate notification(s), will reduce this impact to less than significant. These regulations have been promulgated to protect human health and the environment from potential airborne hazards associated with asbestos and lead. The Planning Commission hereby directs that mitigation measure MM 4.2.7 be adopted.</p> <p>Finding after Mitigation: The Planning Commission finds that changes or alterations have been required in, or incorporated into, the project that avoid or substantially lessen the potentially significant environmental effect identified in the EIR related to the potential for NOA, ACM, and/or LBP releases during demolition and construction.</p> |
| <p>4.2.9 Operation of the proposed project, in combination with cumulative development in the NSVAB, would result in a cumulatively considerable net increase in NOx emissions, an ozone precursor for which the region is nonattainment. (Significant)</p> | <p>Implement mitigation measures MM 4.2.3a through MM 4.2.3d.</p> | <p>Significant and unavoidable</p> | <p>Explanation/Facts in Support of Finding: The project would result in long-term operational emissions of criteria air pollutants and ozone precursors. Operational daily emissions (unmitigated) would exceed the BCAQMD significance threshold for NOx, which is an ozone precursor. Because Butte County is designated non-attainment for ozone, and the project would exceed thresholds, the project's contribution would be cumulatively considerable. This is a significant</p> |

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|---|--|--|---|
| | | | <p>impact. (Draft EIR pp. 4.2-30 and 4.2-31)</p> <p>Finding: Compliance with mitigation measures MM 4.2.3a through MM 4.2.3d would result reduce NOx emissions, as explained under Impact 4.2.3, above. The Planning Commission hereby directs that mitigation measures MM 4.2.3a through MM 4.2.3d be adopted.</p> <p>However, because the primary source of emissions would be from project-generated customer trips and there is no feasible mitigation to reduce emissions from those trips, the project's contribution would remain cumulatively considerable, and the cumulative ozone precursor impact would be significant and unavoidable.</p> <p>Finding After Mitigation: The Planning Commission finds that specific economic, legal, social, technological, or other considerations, including considerations for the provision of employment opportunities for highly trained workers, make infeasible the mitigation measures or alternatives identified in the EIR, as set forth in Section XIV (Statement of Overriding Considerations).</p> |
| Greenhouse Gas Emissions | | | |
| 4.3.1 The proposed project would result in greenhouse gas emissions that would further contribute to significant impacts on the environment. (Significant) | Implement mitigation measures MM 4.2.3a through MM 4.2.3d. | Significant and unavoidable | <p>Explanation/Facts in Support of Finding: The project would result in long-term operational emissions of GHGs that would exceed the significance threshold. Project-generated emissions would be predominantly associated with customer vehicle trips. To a lesser extent, indirect source emissions, such as electricity usage and energy usage in water distribution, sewage treatment, and solid waste disposal, would also contribute to overall GHG emissions. Although the project would incorporate energy-conserving design and operational features to reduce emissions, this would not reduce emissions to below the threshold. The project's contribution would be cumulatively considerable. (Draft EIR pp.4.3-12 – 4.3-14)</p> |

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| 4.3.2 The proposed project would generate GHG emissions that would be cumulatively considerable. The project would therefore conflict with the reduction targets established in AB 32 and SB 32. (Significant) | None feasible beyond mitigation measures MM 4.2.3a through MM 4.2.3d. | Significant and unavoidable | <p>Finding: Compliance with mitigation measures MM 4.2.3a through MM 4.2.3d would reduce GHG emissions through the use of landscape trees that generate fewer biogenic emissions than the proposed trees; modification to the site plan to further promote use of alternative transportation modes; and provisions for electrical hookups and limits on delivery truck idling. The Planning Commission hereby directs that mitigation measures MM 4.2.3a through MM 4.2.3d be adopted. However, emissions reduction associated with these measures are not quantifiable. Because the primary source of GHG emissions would be from project-generated customer trips and there is no feasible mitigation to reduce emissions from those trips, this impact would remain significant and unavoidable.</p> <p>Finding After Mitigation: The Planning Commission finds that specific economic, legal, social, technological, or other considerations, including considerations for the provision of employment opportunities for highly trained workers, make infeasible the mitigation measures or alternatives identified in the EIR, as set forth in Section XIV (Statement of Overriding Considerations).</p> <p>Explanation/Facts in Support of Finding: The project would conflict with the emissions reduction goals of the Assembly Bill 32 Scoping Plan, as updated in 2017, and Senate Bill 32 because it would exceed the significance threshold. The project's contribution would be cumulatively considerable. (Draft EIR p. 4.3-15).</p> <p>Finding: Compliance with mitigation measures MM 4.2.3a through MM 4.2.3d would reduce GHG emissions, as described for Impact 4.3.2. The Planning Commission hereby directs that mitigation measures MM 4.2.3a through MM 4.2.3d be adopted. However, emissions reduction associated with these measures are not quantifiable. Because the primary</p> |

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| | | | <p>source of GHG emissions would be from project-generated customer trips and there is no feasible mitigation to reduce emissions from those trips, this impact would remain significant and unavoidable.</p> <p>Finding After Mitigation: The Planning Commission finds that specific economic, legal, social, technological, or other considerations, including considerations for the provision of employment opportunities for highly trained workers, make infeasible the mitigation measures or alternatives identified in the EIR, as set forth in Section XIV (Statement of Overriding Considerations).</p> |
| Noise | | | |
| 4.4.1 Construction of the proposed project could generate or expose persons to excessive noise, groundborne vibration, and groundborne noise. (Potentially Significant) | <p>MM 4.4.1 The project applicant shall ensure through contract specifications and grading notes that construction best management practices (BMPs) are implemented by contractors to reduce construction noise levels. The construction BMPs shall include the following:</p> <ul style="list-style-type: none"> In conformance with Section 9.18.160 of the Town's Municipal Code, construction activities that would create noise clearly audible across a residential zoned or a commercial zoned property shall be prohibited between 7:00 p.m. and 7:00 a.m. on weekdays and Saturdays or at any time on Sundays or holidays. Construction equipment shall be properly muffled according to industry standards and in good working condition. Noise-generating construction equipment and construction staging areas shall be located away from sensitive uses, where feasible. Noise attenuation measures shall be implemented | Less than significant | <p>Explanation/Facts in Support of Findings: Use of construction equipment would generate noise and could be a source of groundborne vibration that could affect adjacent residential uses. However, construction noise and vibration would be intermittent and temporary. This is a potentially significant impact. (Draft EIR pp. 4.4-16 –4.4-17)</p> <p>Finding: Compliance with mitigation measure MM 4.4.1 would reduce construction-related noise and groundborne vibration by requiring the applicant's construction contractor(s) to implement construction BMPs and to comply with the Town's limits on the time of day for construction activities, which would reduce construction impacts to less than significant. The Planning Commission hereby directs that mitigation measure MM 4.4.1 be adopted.</p> <p>Finding after Mitigation: The Planning Commission finds that changes or alterations have been required in, or incorporated into, the project that avoid or substantially lessen the potentially significant environmental effect identified in the EIR related to temporary construction noise and vibration.</p> |

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| <p>4.4.2 Operation of the proposed project would generate noise from customer parking lots, delivery trucks, and building mechanical equipment (Significant).</p> | <p>to the extent feasible, which may include, but are not limited to, temporary noise barriers or noise blankets around stationary construction noise sources.</p> <ul style="list-style-type: none"> • Electric air compressors and similar power tools shall be used rather than diesel equipment, where feasible. • Construction-related equipment, including heavy-duty equipment, motor vehicles, and portable equipment, shall be turned off when not in use for more than 5 minutes. • The use of high impact equipment such as hoe rams and jackhammers shall be limited within 15 feet of nearby structures. • Construction hours, allowable workdays, and the phone number of the job superintendent shall be clearly posted at all construction entrances to allow building owners and residents in the surrounding area to contact the job superintendent. If the Town or the job superintendent receives a complaint, the superintendent shall investigate, take appropriate corrective action, and report the action taken to the reporting party. | | |
| <p>4.4.2a Operation of the proposed project would generate noise from customer parking lots, delivery trucks, and building mechanical equipment (Significant).</p> | <p>MM 4.4.2a The project applicant shall install a minimum 6-foot-high solid noise barrier on the northern property line adjacent to the Safeway store truck entry lane and a minimum 6-foot-high solid noise barrier around the loading dock area, as shown in Figure 4.4-3 in the Draft EIR. Prior to approval of grading/improvement plans, the Town shall ensure the noise barriers are shown on the site plan.</p> <p>MM 4.4.2b To ensure noise from delivery trucks</p> | Less than significant | <p>Explanation/Facts in Support of Finding: Delivery truck travel along the delivery truck access driveway would generate noise in excess of the Town's nighttime standard along the northern property line, where there is a residence. Loading dock operations would exceed the Town's daytime standards at the property line near the truck reversing area in the southwest part of the site. Roof-mounted mechanical equipment on the Safeway store would generate noise that may exceed the Town's nighttime noise limit at the nearest residential property line. This is a significant impact. (Draft</p> |

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| | <p>traveling along the truck entry lane or unloading does not exceed the Town of Paradise's nighttime limit, the speed limit on the truck entry lane shall be limited to 5 miles per hour. This requirement shall be included as a condition of approval. The applicant shall post signage that specifies the maximum speed limit (5 mph) restriction; the signage shall be posted at the northern driveway entrance to the truck delivery lane and along the lane on the west side leading to the delivery area. The Town shall establish a mechanism for adjacent residents to report concerns with truck delivery and loading dock noise and/or violations of the speed limit restrictions, and to require the applicant to remedy the situation, as necessary. Mitigation measure MM 4.2.3e shall also be implemented, which requires electrical hookups at the loading dock for truck refrigeration units.</p> <p>MM 4.4.2c To ensure noise from the supermarket building's mechanical equipment does not exceed the Town's nighttime L_{eq} 45 dB limit, the project applicant shall install a solid noise barrier (parapet wall) of at least the height of the mechanical systems around the perimeter of the store or provide a sound enclosure for each mechanical system. The mechanical system, location, and parapet wall height and/or sound enclosures shall be designed to reduce noise levels to a maximum hourly L_{eq} of 45 dB at the adjacent property lines on the north and west sides of the proposed Safeway building. Prior to issuance of a building permit for the store, the Town shall ensure the project's mechanical plan shows the location of the HVAC system and related sound attenuation features and that the applicant has provided documentation demonstrating the features will reduce noise levels to a</p> | | <p>EIR pp. 4.4-19 and 4.4-20)</p> <p>Finding: Compliance with mitigation measures MM 4.4.2a, which requires installation of a solid noise barrier along the northern property line and the loading dock area, as shown in Figure 4.4.3, and MM 4.4.2b, which limits truck speed to 5 miles per hour, would reduce noise levels so that operations comply with Town requirements. Compliance with mitigation measure MM 4.4.2c, which requires installation of a solid noise barrier (parapet wall on the building), would reduce noise at the property to levels that would meet Town requirements for nighttime noise. Mitigation measures MM 4.4.2b and MM 4.4.2c also require the Town provide a mechanism for adjacent residents to report concerns about noise from truck delivery operations and mechanical equipment. These measures would reduce the impact to less than significant. The Planning Commission hereby directs that mitigation measures MM 4.4.2a through MM 4.4.2c be adopted.</p> <p>Finding after Mitigation: The Planning Commission finds that changes or alterations have been required in, or incorporated into, the project that avoid or substantially lessen the potentially significant environmental effect identified in the EIR related to noise from project operations.</p> |

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| Transportation and Circulation | | | |
| 4.5.2 Construction-phase traffic associated with the proposed project could result in temporary traffic congestion. (Potentially Significant) | MM 4.5.2 Prior to the issuance of grading permits, a Construction Traffic Control Plan (CTCP) shall be submitted by the project applicant or its construction contractor for review and approval by the Town of Paradise Public Works/Engineering Department and implemented throughout project construction. The CTCP shall include a schedule of construction and anticipated methods of handling traffic to ensure the safe flow of traffic and adequate emergency access, including maintaining an open lane for vehicle travel at all times, particularly during the PM peak hour. The CTCP shall identify methods for coordinating with and notifying the Paradise Police Department and Fire Department and Butte Regional Transit at least 14 days in advance if construction vehicle or equipment traffic activity on Skyway has the potential to cause disruption of traffic flow or transit services. | Less than significant | Explanation/Facts in Support of Finding: During construction, heavy equipment transport to and from the site, soil import trips, demolition and vegetation debris removal, and materials deliveries could impede traffic along Skyway, which could contribute to additional congestion and queuing, particularly during the AM and/or PM peak hours. These activities could also affect response times for emergency response vehicles traveling on Skyway. This is a potentially significant impact. (Draft EIR pp. 4.5-18 – 4.5-19) Finding: Compliance with mitigation measure MM 4.5.2, which requires the applicant to implement a Town-approved Construction Traffic Control Plan, would ensure construction activities do not substantially interfere with vehicle operations on Skyway. This would reduce the impact to less than significant. The Planning Commission hereby directs that mitigation measure MM 4.5.2 be adopted. Finding after Mitigation: The Planning Commission finds that changes or alterations have been required in, or incorporated into, the project that avoid or substantially lessen the potentially significant environmental effect identified in the EIR related to potential construction-period impacts on Skyway. |
| 4.5.3 The proposed project would result in the addition of two driveways providing | MM 4.5.3a The project applicant shall install striped channel island and a right-turn-only sign at the | Less than significant | Explanation/Facts in Support of Finding: The proposed project would result in the addition of two driveways to access |

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| <p>access from Skyway, which could create traffic hazards. (Potentially Significant)</p> <p>MM 4.5.3b The project applicant shall improve the Skyway/Black Olive Drive intersection by constructing exclusive left turn pockets on both the Black Olive Drive approaches (project driveway approach and westbound approach).</p> <p>MM 4.5.3c The project applicant shall change the signal phasing for side street left turns at the Skyway/Black Olive Drive intersection from “permissive” to “protected.” This may be implemented by the applicant, with the signal phasing design subject to Town review and approval, or the applicant shall provide sufficient funding to the Town so that it may contract the work to a qualified vendor.</p> <p>MM 4.5.3d The Town shall re-optimize the signal timings for the Skyway corridor between Neal Road and Elliott Road. This may be implemented by the applicant, with the signal timing design subject to Town review and approval, or the applicant shall provide sufficient funding to the Town so that it may contract the work to a qualified vendor.</p> | <p>northern access driveway to prohibit left turn movements from the driveway onto Skyway.</p> | <p>the project site, which, if not designed or constructed properly, could potentially create traffic safety conflicts between vehicles traveling on Skyway and vehicles turning left either out of the project driveway or from Black Olive Drive. This is a potentially significant impact. (Draft EIR p. 4.5-19)</p> <p>Finding: Compliance with the existing Town of Paradise and Butte County design standards would minimize the potential for the creation of new traffic hazards resulting from project implementation. Compliance with mitigation measures MM 4.5.3a through MM 4.5.3d, which require installation of a striped channelizing island and signage to prevent left-turn movements onto Skyway, Black Olive Drive/Skyway intersection improvements and changes in traffic signal phasing, and reoptimizing signal timing on Skyway between Neal Road and Elliott Road, would reduce the impact to less than significant. The Planning Commission hereby directs that mitigation measures MM 4.5.3a through MM 4.5.3d be adopted.</p> <p>Finding after Mitigation: The Planning Commission finds that changes or alterations have been required in, or incorporated into, the project that avoid or substantially lessen the potentially significant environmental effect identified in the EIR related to the addition of two new driveways providing access to the site from Skyway and potential for traffic hazards.</p> | <p>the project site, which, if not designed or constructed properly, could potentially create traffic safety conflicts between vehicles traveling on Skyway and vehicles turning left either out of the project driveway or from Black Olive Drive. This is a potentially significant impact. (Draft EIR p. 4.5-19)</p> <p>Finding: Compliance with the existing Town of Paradise and Butte County design standards would minimize the potential for the creation of new traffic hazards resulting from project implementation. Compliance with mitigation measures MM 4.5.3a through MM 4.5.3d, which require installation of a striped channelizing island and signage to prevent left-turn movements onto Skyway, Black Olive Drive/Skyway intersection improvements and changes in traffic signal phasing, and reoptimizing signal timing on Skyway between Neal Road and Elliott Road, would reduce the impact to less than significant. The Planning Commission hereby directs that mitigation measures MM 4.5.3a through MM 4.5.3d be adopted.</p> <p>Finding after Mitigation: The Planning Commission finds that changes or alterations have been required in, or incorporated into, the project that avoid or substantially lessen the potentially significant environmental effect identified in the EIR related to the addition of two new driveways providing access to the site from Skyway and potential for traffic hazards.</p> |
| <p>4.5.5 The addition of project traffic to cumulative conditions could result in a decline in level of service at two study intersections (Skyway/Black Olive Drive and Skyway/Elliott Road) and would increase queuing at those intersections. (Significant)</p> | <p>MM 4.5.5 Pay applicable Town of Paradise transportation impact fees.</p> | <p>Significant and unavoidable</p> | <p>Explanation/Facts in Support of Finding: Under cumulative plus project (2040) conditions, intersection operations at the Skyway/Black Olive Drive and Skyway/Elliott Road intersections would be LOS E during PM peak hour. The Town’s LOS standard is LOS D or better. Traffic operations in 2040 will be a function of (1) existing traffic and the present level of queuing and congestion; (2) background growth due to other future development, which may or may not materialize</p> |

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| | | | <p>to the degree projected; and (3) trips added by the proposed project. The project's contribution would be cumulatively considerable. (Draft EIR pp. 4.5-25 – 4.5-27)</p> <p>Finding: The applicant will be required to pay the applicable Town of Paradise Transportation Impact Fee, as required under mitigation measure MM 4.5.4. TIM fees are used for managing Skyway corridor signals and other improvements. The Planning Commission hereby directs that mitigation measure MM 4.5.4 be adopted.</p> <p>With future traffic at capacity levels, additional travel lanes on Skyway, an alternate/downtown bypass route that removes traffic from Skyway in the downtown area, or a notable travel demand management/reduction program are the only realistic options for achieving LOS D or better operations with the project in 2040. However, widening of Skyway would be inconsistent with the Town's objectives of creating a safe, inviting, and walkable downtown business environment. An alternate/bypass route would be a significant regional project well beyond the scope of the proposed project. Inadequate consideration of such a concept by the Town and regional authorities renders this mitigation concept infeasible and inappropriate at this time. Travel demand management strategies have been considered as a mitigation option but are not particularly appropriate or effective for grocery stores, fueling centers/gas stations, and restaurants because these trips are not conducive to car/vanpooling, telecommuting, work-shift management, and similar strategies. Beyond payment of the TIM fee, and for the reasons outlined above, there is no feasible mitigation involving physical improvements that would improve traffic operations to LOS D or better under cumulative plus project (2040) conditions, and the impact would remain significant and unavoidable.</p> |

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| | | | Finding After Mitigation: The Planning Commission finds that specific economic, legal, social, technological, or other considerations, including considerations for the provision of employment opportunities for highly trained workers, make infeasible the mitigation measures or alternatives identified in the EIR, as set forth in Section XIV (Statement of Overriding Considerations). |
| Impacts Identified in Initial Study (Draft EIR Appendix B) | | | |
| Initial Study Section 2.4 Biological Resources | | | |
| Potential disturbance of nesting/breeding birds during construction. (Potentially Significant) | <p>MM 2.4.1 If clearing and/or construction activities would occur during the bird breeding season (typically January through July for raptors and February 15 through August 15 for other birds), preconstruction surveys to identify active nests shall be conducted within 3 days of construction initiation, particularly vegetation clearing and ground-disturbing activities. Surveys must be performed by a qualified biologist for the purposes of determining presence/absence of active nest sites within the proposed impact area, including construction access routes and a 500-foot buffer (if feasible). If no active nests are found, no further mitigation is required. Surveys shall be repeated if relevant construction activities are delayed or postponed.</p> <p>MM 2.4.2 If an active nest is located during preconstruction surveys, construction activities shall be restricted as necessary to avoid disturbance of the nest until it is deemed inactive by a qualified biologist. Restrictions shall include establishment of exclusion zones (no ingress of personnel or equipment) at a minimum radius of 300 feet around an active raptor nest and 100 feet around other active bird nest(s). Activities</p> | Less than significant | <p>Explanation/Facts in Support of Finding: Various migratory and resident raptors and other birds have the potential to inhabit the project site and adjacent properties because suitable habitat and trees are present. The nests of all raptor and nearly all avian species are protected under federal and state laws, which makes it illegal to destroy active bird nests, including eggs or chicks. Construction activities involving tree removal, demolition, grading, and vegetation clearing may cause direct mortality or damage to nests. In addition, construction activities near active nests may result in nest abandonment. This is a potentially significant impact. (Draft EIR Appendix B, Environmental Checklist, p. 2.0-12)</p> <p>Finding: Compliance with mitigation measures MM 2.4.1 through MM 2.4.3, which would require preconstruction surveys for nesting birds, buffers for active nests, and seasonal restrictions on the clearing of vegetation with identified nests, and avoidance measures if nesting birds are found during preconstruction surveys, would ensure compliance with applicable laws and regulations. This would reduce impacts to less than significant. The Planning Commission hereby directs that mitigation measures MM 2.4.1 through MM 2.4.3 be adopted.</p> <p>Finding after Mitigation: The Planning Commission finds</p> |

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| | <p>permitted within exclusion zones and the size may be adjusted through consultation with the CDFW.</p> <p>MM 2.4.3 Vegetation containing active nests that must be removed as part of the project shall be removed during the non-breeding season (August 16 through December 31), but only provided that the nest(s) are confirmed no longer active.</p> | | <p>that changes or alterations have been required in, or incorporated into, the project that avoid or substantially lessen the potentially significant environmental effect related to the potential for disturbance of nesting/breeding birds during project construction.</p> |
| <p>Potential disturbance of roosting bats during demolition and site preparation activities (Potentially Significant)</p> | <p>MM 2.4.4 Construction-related activities shall occur only during daylight hours.</p> <p>MM 2.4.5 Prior to the removal of any trees or buildings, a bat survey shall be performed by a qualified biologist between March 1 and July 31. If bat roosts are identified, the Town shall require that the bats be safely flushed from the sites where roosting habitat is planned to be removed prior to roosting season (typically May to August) and prior to the onset of construction activities. If maternity roosts are identified during the maternity roosting season (typically May to September), they must remain undisturbed until a qualified biologist has determined the young bats are no longer roosting. If roosting is found to occur on-site, replacement roost habitat (e.g., bat boxes) shall be provided to offset roosting sites removed. If no bat roosts are detected, no further action is required if the trees are removed or the vacant building are demolished prior to the next breeding season. If removal/demolition is delayed, an additional survey shall be conducted 30 days prior to removal/demolition to ensure that a new colony has not established itself.</p> <p>MM 2.4.6 If a female or maternity colony of bats are found in trees on the project site, and the project can be constructed without the elimination or disturbance of the roosting colony (e.g., if the colony roosts in a large</p> | <p>Less than significant</p> | <p>Explanation/Facts in Support of Finding: Based on a database query, there are three special-status bat species in the project vicinity. Habitat for bat species on the project site consists of foraging habitat, night-roosting cover, maternity roost sites, and winter hibernacula. Construction activities involving tree removal, demolition, grading, and vegetation clearing may cause direct mortality or damage to roosting bats. This is a potentially significant impact. (Draft EIR Appendix B, Environmental Checklist, p. 2.0-13)</p> <p>Finding: Compliance with mitigation measures MM 2.4.4 through MM 2.4.7, which require preconstruction surveys for roosting bats, avoidance of roosts, or flushing bats from the site in coordination with the CDFW, and avoidance measures if roosts or bats are found, would ensure compliance with applicable laws and regulations. This would reduce impacts to a less than significant level. The Planning Commission hereby directs that mitigation measures MM 2.4.4 through MM 2.4.7 be adopted.</p> <p>Finding after Mitigation: The Planning Commission finds that changes or alterations have been required in, or incorporated into, the project that avoid or substantially lessen the potentially significant environmental effect related to potential disturbance of roosting bats during demolition/and or construction.</p> |

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| | <p>tree not planned for removal), a qualified biologist shall determine what buffer zones will be employed to ensure the continued success of the colony. Such buffer zones may include a construction-free barrier of 200 feet from the roost and/or the timing of the construction activities outside of the maternity roosting season (after July 31 and before March 1).</p> <p>MM 2.4.7 If an active nursery roost is documented on-site and demolition and/or tree removal cannot be performed outside of the maternity roosting season, bats shall be excluded from the site after July 31 and before March 1 to prevent the formation of maternity colonies. Nonbreeding bats shall be safely evicted, under the direction of a bat specialist in coordination with the CDFW.</p> | | |
| Initial Study Section 2.5 Cultural Resources | | | |
| Potential discovery of previously unidentified cultural resources, and/or human remains (Potentially Significant) | <p>MM 2.5.1 Treatment of previously unidentified archaeological and paleontological deposits. Construction personnel involved in excavation and grading activities shall be informed of the possibility of discovering archaeological or paleontological resources at any location and the protocol to be followed if resources are found. The Town shall ensure the grading plan notes include specific reference to the potential discovery of such resources. If prehistoric or historical archaeological deposits are discovered during construction, the project applicant and/or contractor shall stop all work within 25 feet of the discovery and an archaeologist shall assess the situation, consult with agencies as appropriate, and make recommendations regarding the treatment of the discovery. The project applicant and/or contractor shall avoid impacts to archaeological deposits to the extent feasible, but if such</p> | Less than significant | <p>Explanation/Facts in Support of Finding: No archaeological or paleontological resources or human remains are known to exist on the project site. However, the project includes ground-disturbing activities that could result in the unanticipated or accidental discovery of archaeological deposits, paleontological resources, or human remains. This is a potentially significant impact. (Draft EIR Appendix B, Environmental Checklist, p. 2.0-20)</p> <p>Finding: Compliance with mitigation measure MM 2.5.1, which would ensure that provisions are in place to protect paleontological and prehistoric or historical archaeological deposits if any are encountered during construction, would reduce impacts to less than significant. The mitigation measure requires impacts on such resources to be avoided or further investigation to be conducted to offset the loss of scientifically consequential information that would occur if avoidance is not possible. Compliance with mitigation measure MM 2.5.2</p> |

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| | <p>impacts cannot be avoided, the deposits shall be evaluated for their California Register eligibility. If the deposit is not eligible for the California Register, no further protection of the finds is necessary. If the deposits are California Register eligible, they shall be protected from project-related impacts, or such impacts shall be mitigated. Mitigation may consist of but is not necessarily limited to systematic recovery and analysis of archaeological deposits, recording the resource, preparation of a report of findings, and accessioning recovered archaeological materials at an appropriate curation facility. Public educational outreach may also be appropriate.</p> <p>If potentially unique paleontological resources (fossils) are discovered during project construction, work shall be halted immediately within 25 feet of the discovery, the Town shall be notified, and a professional paleontologist shall be retained to determine the significance of the discovery. The paleontologist shall establish procedures for paleontological resource surveillance throughout project construction and for temporarily halting or redirecting work to permit sampling, identification, and evaluation of fossils. These procedures shall be implemented throughout project construction. Excavated finds shall be offered to a State-designated repository such as the Museum of Paleontology at the University of California, Berkeley or the California Academy of Sciences, or to California State University, Chico.</p> <p>MM 2.5.2 Treatment of previously unidentified human remains. The project applicant and/or contractor shall treat any human remains encountered during ground-disturbing activities in accordance with California Health and Safety Code Section 7050.5.</p> | | <p>would ensure that human remains encountered during project activities would be treated in a manner consistent with state law. This would occur through coordination with descendant communities to ensure that the traditional and cultural values of said communities are incorporated in the decision-making process concerning the disposition of human remains that cannot be avoided, which would reduce the impact to less than significant. The Planning Commission hereby directs that mitigation measures MM 2.5.1 and MM 2.5.2 be adopted.</p> <p>Finding after Mitigation: The Planning Commission finds that changes or alterations have been required in, or incorporated into, the project that avoid or substantially lessen the potentially significant environmental effect related to the potential for inadvertent discovery of cultural resources during construction.</p> |

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| Impact (Level of Significance Before Mitigation) | Mitigation Measure | Level of Significance After Mitigation | Findings of Fact |
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| | There shall be no further excavation or disturbance of the site or any nearby area reasonably suspected to overlie adjacent remains until the Butte County coroner has determined the manner and cause of any death, and the recommendations concerning the treatment and disposition of the human remains have been made to the person responsible for the excavation or to his or her authorized representative. At the same time, an archaeologist shall be contacted to assess the situation and consult with agencies as appropriate. Project personnel/construction workers shall not collect or move any human remains and associated materials. If the human remains are of Native American origin, the coroner must notify the Native American Heritage Commission within 24 hours of this identification. The Native American Heritage Commission will identify a Native American most likely descendant to inspect the site and provide recommendations for the proper treatment of the remains and associated grave goods. | | |
| Initial Study Section 2.6 Geology and Soils | | | |
| Seismic hazards (Potentially Significant) | MM 2.6.1 The project applicant shall prepare and submit a final, design-level geotechnical report to the Town of Paradise. The project's grading and building plans shall demonstrate that they incorporate all applicable recommendations of the design-level geotechnical study and comply with all applicable requirements of the latest adopted version of the California Building Standards Code. A licensed professional engineer shall prepare the plans, including those that pertain to seismic safety, soil engineering, cut/fill, structural foundations, pipeline excavation, and installation. All on-site soil engineer activities shall be conducted under the supervision of a licensed | Less than significant | Explanation/Facts in Support of Finding: The project site is located in an area that could be subject to strong ground shaking caused by an earthquake on the Cleveland Hill fault as well as by activity on other regional faults. Strong ground shaking could pose a safety risk to structures and people on the site. This is a potentially significant impact. (Draft EIR, Appendix B, Environmental Checklist, p. 2.0-33) Finding: Compliance with California Building Standards Code seismic design standards, as well as with the recommendations in final geotechnical study report prepared for the proposed project as required under mitigation measure MM 2.6.1, would ensure that the structures and associated improvements are designed and constructed to withstand |

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BLACK OLIVE VILLAGE CEQA FINDINGS
TABLE OF IMPACTS, MITIGATION MEASURES, AND FINDING OF FACTS

| Impact (Level of Significance Before Mitigation) | Mitigation Measure | Level of Significance After Mitigation | Findings of Fact |
|---|--|--|--|
| | geotechnical engineer or certified engineering geologist. | | <p>expected seismic activity and associated potential hazards, thereby minimizing risk to the public and property. This would reduce the impacts to less than significant. The Planning Commission hereby directs that mitigation measure MM 2.6.1 be adopted.</p> <p>Finding after Mitigation: The Planning Commission finds that changes or alterations have been required in, or incorporated into, the project that avoid or substantially lessen the potentially significant environmental effect related to seismic hazards.</p> |
| Initial Study Section 2.8 Hazards and Hazardous Materials | | | |
| Potential to encounter contaminated soils (Potentially Significant) | <p>MM 2.8.1 In accordance with the recommendations of the Phase I ESA prepared for the project site, the project applicant shall have a qualified environmental professional perform a limited subsurface investigation of all RECs and significant data gaps identified in the Phase I ESA. The limited subsurface investigation shall include, at a minimum, soil sampling and laboratory testing to determine the presence of contaminants, a determination of whether contaminant levels exceed any applicable public standards, and recommendations to address contaminants of concern. Should the limited subsurface investigation identify contamination or contamination be discovered during site development, a Risk Management Plan shall be prepared and implemented that (1) identifies the contaminants of concern and the potential risk each contaminant would pose to human health and the environment during construction and post-development and (2) describes measures to be taken to protect workers and the public from exposure to potential site hazards. Measures could include</p> | Less than significant | <p>Explanation/Facts in Support of Finding: A Phase I Environmental Site Assessment (ESA) identified several recognized environmental conditions (RECs) on the project site associated with past uses. These RECs include potential soil contamination and debris that may contain hazardous materials. During site preparation, construction workers and the public could be exposed to potential hazards if the contamination and debris is not properly managed. This is a potentially significant impact. (Draft EIR, Appendix B, pp. 2.0-29 – 2.0-30)</p> <p>Finding: Compliance with mitigation measure MM 2.8.1, which requires a limited subsurface investigation be performed prior to determine if there is contamination that requires remediation and that remediation be implemented, if necessary, to protect public health and the environment, would reduce the impact to less than significant. The Planning Commission hereby directs that mitigation measure MM 2.8.1 be adopted.</p> <p>Finding after Mitigation: The Planning Commission finds that changes or alterations have been required in, or</p> |

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**BLACK OLIVE VILLAGE CEQA FINDINGS
TABLE OF IMPACTS, MITIGATION MEASURES, AND FINDING OF FACTS**

| Impact (Level of Significance Before Mitigation) | Mitigation Measure | Level of Significance After Mitigation | Findings of Fact |
|--|---|--|--|
| | options such as physical site controls during construction, remediation, long-term monitoring, post-development maintenance or access limitations, or some combination thereof. Depending on the nature of contamination, if any, appropriate agencies shall be notified (e.g., Town of Paradise Fire Department). If needed, a Site Health and Safety Plan that meets Occupational Safety and Health Administration (OSHA) requirements shall be prepared and in place prior to commencement of work in any contaminated area. | | incorporated into, the project that avoid or substantially lessen the potentially significant environmental effect related to potential for encountering soil contamination at the site. |

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TABLE OF IMPACTS, MITIGATION MEASURES, AND FINDING OF FACTS

| Impact (Level of Significance Before Mitigation) | Mitigation Measure | Level of Significance After Mitigation | Findings of Fact |
|---|---|--|---|
| Wildland fire hazards/fire flow (Potentially Significant) | <p>MM 2.8.2 Prior to issuance of a building permit, the project applicant shall submit documentation from the Paradise Irrigation District verifying that the project's water system is capable of meeting the minimum fire flows required by the Town of Paradise Fire Marshal. If the system is not capable of meeting the required fire flows, the project applicant shall submit documentation showing the approved water system improvement plans to upgrade the existing system and detailing the financial arrangements to fund the necessary improvements.</p> | Less than significant | <p>Explanation/Facts in Support of Finding: The proposed project site is in an urbanized portion of Paradise and surrounded by residential and commercial development, and as with all of Paradise, the site is in a very high fire hazard severity zone. The final design of the water system has not been submitted to the Town, so the ability of the project to meet required fire flows has not been verified. Given the site's location in a very high fire hazard severity zone, this impact is considered potentially significant. (Draft EIR, Appendix B, p. 2,0-32)</p> <p>Finding: Compliance with mitigation measure MM 2.8.2, which requires the applicant to submit documentation verifying the project's water system is capable of meeting required minimum fire flows, would reduce the impact to less than significant. The Planning Commission hereby directs that mitigation measure MM 2.8.2 be adopted.</p> <p>Finding after Mitigation: The Planning Commission finds that changes or alterations have been required in, or incorporated into, the project that avoid or substantially lessen the potentially significant environmental effect related to wildland fire hazard.</p> |
| <i>Initial Study Section 2.17 Tribal Cultural Resources</i> | | | |

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BLACK OLIVE VILLAGE CEQA FINDINGS
TABLE OF IMPACTS, MITIGATION MEASURES, AND FINDING OF FACTS

| Impact (Level of Significance Before Mitigation) | Mitigation Measure | Level of Significance After Mitigation | Findings of Fact |
|--|--|--|--|
| Potential discovery of previously unidentified tribal cultural resources (Potentially Significant) | Implement mitigation measures MM 2.5.1 and MM 2.5.2. | Less than significant | <p>Explanation/Facts in Support of Finding: No tribal cultural resources, as defined in Public Resources code Section 21074, have been reported on the project site. However, the project includes ground-disturbing activities that could result in the unanticipated or accidental discovery of archaeological deposits or human remains. This is a potentially significant impact. (Draft EIR Appendix B, Environmental Checklist, p. 2.0-45)</p> <p>Finding: Compliance with mitigation measure MM 2.5.1, which would ensure that provisions are in place to protect paleontological and prehistoric or historical archaeological deposits if any are encountered during construction, would reduce impacts to less than significant. The mitigation measure requires impacts on such resources to be avoided or further investigation to be conducted to offset the loss of scientifically consequential information that would occur if avoidance is not possible. Compliance with mitigation measure MM 2.5.2 would ensure that human remains encountered during project activities would be treated in a manner consistent with state law. This would occur through coordination with descendant communities to ensure that the traditional and cultural values of said communities are incorporated in the decision-making process concerning the disposition of human remains that cannot be avoided, which would reduce the impact to less than significant. The Planning Commission hereby directs that mitigation measures MM 2.5.1 and MM 2.5.2 be adopted.</p> <p>Finding after Mitigation: The Planning Commission finds that changes or alterations have been required in, or incorporated into, the project that avoid or substantially lessen the potentially significant environmental effect related to the potential for inadvertent discovery of cultural resources during construction.</p> |

STATEMENT OF OVERRIDING CONSIDERATIONS

The Planning Commission finds that the Black Olive Village Project would have the following economic, social, and environmental benefits:

Furtherance of General Plan Goals. The Project will develop a high-quality commercial/retail project which implements many of the Town's General Plan goals, objectives, and policies including, among others: Goals LUG-3, LUG-10, LUG-12, LUG-18, LUG-20, and LUG-22; Objectives LUO-2 and LUO-19; and Policies LUP-31, LUP-33, and LUP-34.

Additional Services and Products. The Project will allow for a grocery store and other shops that offer a more comprehensive range of retail services and products to nearby residents and other Safeway customers. For example, the new Safeway store will include: a full "scratch" bakery; a bank; a Starbucks; and a substantially expanded produce section.

Economic Benefits. The most significant fiscal consequence of the Project will be to increase sales tax revenues for the Town budget. Safeway has estimated that the Project will generate approximately \$43.5 million in retail sales in Paradise. (Letter from Todd Paradis of Safeway, June 22, 2018.) After accounting for the existing store (which would be closed but then re-tenanted by other retail uses), the net additional retail sales in Paradise is expected to be approximately \$38 million. Annual taxable sales (including fuel sales) are expected to total over \$37.5 million, as a portion of specialty food sales would not be taxable. (*Id.*) Again, after accounting for the existing store (which would be closed but then re-tenanted by other retail uses), the net additional taxable sales would be approximately \$47.6 million. Assuming that the Town can expect to receive one and one half percent through March 31, 2021 (which voters may extend to March 31, 2031) of this amount in sales taxes, there will be a net annual total of over \$714,000. (*Id.*)

The Project also will generate property taxes. Based on reasonable assumptions, the Project will have an assessed value of at least \$15 million. (Letter from Todd Paradis of Safeway, June 22, 2018.) Assuming a property tax rate of 1 percent, the Town's portion of property taxes generated by the Project is estimated at \$34,500 per year.

The Project is thus conservatively estimated to generate \$748,000 per year in sales and property taxes at full build out.

Net Fiscal Benefits. The estimated Town costs for providing services to the Project is \$0 per year. The \$748,500 of Project tax revenues not needed to provide services to the Project can help support Town services, such as police and fire, for other parts of the Town.

These revenues are greater than the expected service costs for the Project. The primary municipal service departments affected by the Project are expected to be the fire and police

departments. Total expenditures for the Town are expected to be \$0 per year. Thus, as noted earlier, the Town expects a net fiscal benefit of \$748,500 per year. The fiscal benefit of the Project to the Town is thus equal to approximately 5.6 percent of the present annual budget, a significant increase in revenue.

Retail and Construction Jobs. As noted in the Town's General Plan EIR, the policies of the Paradise General Plan "have been designed to create more shopping and employment opportunities in Paradise." (1992 General Plan EIR, p. 6-3.) Based on Safeway's estimates, the Project will further this goal because it will add approximately 155 net new full and part time retail jobs, including 65 net new jobs at the Safeway store, 15 new jobs at the fuel center, 50 new jobs at the shops, and 25 new jobs at the pad building. (Letter from Todd Paradis of Safeway, June 22, 2018.) This figure is conservative because it does not include jobs created once the existing Safeway store is re-tenanted. In addition, the Project will create many temporary jobs during the construction phases of the Project.

Aesthetics. The Project will greatly improve the aesthetics of the site, which is currently occupied by a mix of residential and commercial structures and outbuildings, most of which are vacant and many of which are in a deteriorated condition. The Project will provide well-designed buildings that complement and enhance the town's traditional design characteristics.

Site Activation. The Project will optimize the infill use of underutilized land for commercial activity where current zoning and existing infrastructure allow for such uses, and where traffic volumes and customer patronage would support profitable retail businesses. It will provide a new retail center in a single location that is readily accessible for local retail, restaurant, and fuel services to reduce traffic trips generated by town residents and commuters, to minimize travel distances (vehicle miles traveled), and to encourage pedestrian activity.

Green Features. The Project will incorporate many features that promote energy conservation, including a white membrane roof, refrigeration using non-ozone-depleting refrigerants, and a commitment to recycle 90 percent of after-market packaging at the Safeway store.



5918 Stoneridge Mall Road
Pleasanton, CA 94588-3229

June 22, 2018

Mr. Craig Baker
Community Development Director
Town of Paradise
5555 Skyway
Paradise, CA 95969

Re: Black Olive Village – Project Benefits

Dear Mr. Baker:

As you know, I am a real estate manager at Albertsons Safeway ("Safeway"), which has proposed to develop an approximately 54,471-square-foot Safeway, a 9-station (18-pump) fuel center with a 1,002-square-foot kiosk, 7,800 square feet of additional retail adjoining the new Safeway store, and a 4,200-square-foot restaurant pad (together, the "Project") on an underused parcel at the corner of Skyway and Black Olive Drive. Once this new Safeway is open for business, the existing, approximately 35,000-square-foot Safeway store in Old Town Plaza on Clark Road would be closed. This letter is intended to provide to the Town of Paradise a description of some of the financial and other benefits that we estimate the Project would provide to the Town.

Financial Benefits

Sales Taxes. We estimate that the Project, once fully tenanted, would result in a net increase of approximately \$714,000 in annual sales tax income to the Town. The background for that figure is as follows:

- The Project would generate approximately \$43.5 million in annual retail sales in Paradise, of which approximately \$17.7 million is expected to be taxable.¹ The Project also would generate approximately \$19.8 million in annual (taxable) fuel sales. In aggregate, the Project is expected to generate \$37.5 million in annual taxable sales.
- It is expected that the current Safeway store, which is estimated to generate approximately \$23.3 million in annual retail sales (of which \$5.8 million is taxable) would be re-tenanted by a user generating approximately \$17.7 million in annual retail sales (of which \$15.9 million would be taxable). The net amount of annual taxable sales that would be generated by the re-tenanted site is expected to be approximately \$10.1 million.

¹ Under California law, many of the food products sold at the Safeway would not be subject to sales tax. Please note that this figure conservatively does not include any retail sales generated from the fuel center kiosk.

- After subtracting the taxable sales generated by the existing Safeway from the net additional taxable sales that Paradise is expected to receive, the net annual taxable sales in Paradise are expected to total approximately \$47.6 million.²
- Assuming that the Town can expect to receive 1.5% in sales taxes on all taxable sales, as a result of the Project, the Town would experience an annual increase of approximately \$714,000 in sales tax income. This figure includes approximately \$562,559 in sales taxes directly attributable to the Project, together with approximately \$151,588 in net new sales taxes attributable to the re-tenanted site of the current Safeway.

Property Taxes. We estimate that the Project, would result in an increase of at least **\$150,000** in annual property taxes. This calculation is based on an assumed property tax rate of one percent, assessed on the value of the Project, which we estimate (based on current construction estimates) will have an assessed value of at least \$15 million.

Other Benefits

Retail Jobs. We expect that the Project will create approximately 155 net new full and part time retail jobs in the Town. These jobs include 60 net new jobs at the Safeway store (assuming 125 total new jobs and then subtracting 65 jobs at the existing Safeway), 15 new jobs at the fuel center, 50 new jobs at the shops, and 25 new jobs at the pad building. However, although we have subtracted from this figure the number of jobs at the existing Safeway store, we have not included any jobs that would be created once that store is re-tenanted. The overall number of new jobs that would be created in the Town as a result of the Project therefore would be more than 155.

Services and Products. The new Safeway will be able to provide a broader scope of products and services to the Town's customers than are currently provided by the existing Safeway store in Old Town Plaza. The proposed Safeway is approximately 15,000 square feet larger than the existing Safeway, which will allow it to include such additional amenities as a full "scratch" bakery; a bank; a Starbucks; and a substantially expanded produce section.

I trust that you will find this information useful as the Town considers whether to approve the Project. Please do not hesitate to contact me at any time with any questions or comments.

Very truly yours,



Todd Paradis

Cc: Shaun Kochivar
Scott Gibson
Deborah L. Kartiganer, Esq.

² This calculation rests on the current sales tax rate of 1.5%. Our understanding is that 0.5% of this rate may or may not be applicable beyond 2020/2021.

Exhibit "C"

BLACK OLIVE VILLAGE

MITIGATION MONITORING AND REPORTING PROGRAM

State Clearinghouse No. 2017072065

AUGUST 2018

**BLACK OLIVE VILLAGE
MITIGATION MONITORING AND REPORTING PROGRAM**

1. INTRODUCTION

This document is the Mitigation Monitoring and Reporting Program (MMRP) for the Black Olive Village project. An MMRP is required for the proposed project because the EIR has identified significant adverse impacts, and measures have been identified to mitigate those impacts. This MMRP has been prepared pursuant to Section 21081.6 of the California Public Resources Code, which requires public agencies to "adopt a reporting and monitoring program for the changes made to the project or conditions of project approval, adopted in order to mitigate or avoid significant effects on the environment."

2. MITIGATION MONITORING AND REPORTING PROGRAM

As the lead agency, the Town of Paradise will be responsible for monitoring compliance with all mitigation measures. Different Town departments are responsible for various aspects of the project. The MMRP identifies the department with the responsibility for ensuring the measure is completed; however, it is expected that one or more departments will coordinate efforts to ensure compliance.

The MMRP is presented in tabular form on the following pages. The components of the MMRP are described briefly below.

- **Mitigation Measure:** The mitigation measures are taken from the Environmental Impact Report (EIR) and the Initial Study (Appendix B in the Draft EIR), in the same order they appear in the EIR and Initial Study.
- **Mitigation Responsibility:** Identifies which entity is responsible for implementing the activities in the mitigation measure.
- **Mitigation Action/Timing:** Identifies at which stage of the project the mitigation must be implemented and/or completed.
- **Compliance Monitoring Responsibility:** Identifies the department and/or division within the Town with responsibility for ensuring the mitigation measure is implemented.
- **Verification Action/Timing:** Identifies when compliance with the mitigation measure must be verified by the Town.
- **Verification (Date and Initials):** Indicates the person who reviewed the mitigation measure and the date the measure was determined complete.

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MITIGATION MONITORING AND REPORTING PROGRAM

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**BLACK OLIVE VILLAGE
MITIGATION MONITORING AND REPORTING PROGRAM**

| Mitigation Measure | Mitigation Responsibility | Mitigation Action/Timing | Compliance Monitoring Responsibility | Verification Action/Timing | Verification (Date and Initials) |
|---|---------------------------|---|--------------------------------------|---|----------------------------------|
| 4.1 Aesthetics | | | | | |
| MM 4.1.2a The applicant shall modify the conceptual landscape plan to indicate the locations of proposed retaining walls. Segmental retaining walls should be used where possible. The proposed landscape plan shall be modified to incorporate shrubs (e.g., ceanothus, coffeeberry, toyon, and western redbud) with moderate to fast growth rates on the slope above the western retaining wall to provide greater coverage and screening beyond that provided by the proposed tree plantings and fescue. An alternative to fescue (a high-water-use grass) shall be considered for ground cover. Native and/or low-water-use plants shall be used as feasible. The conceptual landscape plan shall be modified to reflect these modifications, subject to Town review and approval. | Project applicant | Modify landscape plan and submit to Town for review approval and implement during construction | Town of Paradise Planning Division | Confirm changes to landscape plan prior to approving final landscape plan | |
| MM 4.1.2b The final landscape plan shall include self-clinging and/or cascading vine species along all retaining walls. If feasible, vine pockets on the project site shall be used to encourage growth on the opposite side of the walls. Self-clinging and/or cascading vines shall also be incorporated into the landscape plan where sound barriers are recommended (shown in Figure 4.4-3). | Project applicant | Modify landscape plan and submit to Town for review approval and implement during construction | Town of Paradise Planning Division | Confirm changes to landscape plan prior to approving final landscape plan | |
| MM 4.1.2c Prior to approval of the proposed tree removal plan, the boundaries of the project site shall be certified by a California-licensed surveyor and reconciled with the proposed tree removal plan (Figure | Project applicant | Complete formal boundary survey, adjust tree removal plan as necessary prior to submittal of final tree | Town of Paradise Planning Division | Confirm survey completed and tree removal plan modified prior to approving tree | |

BLACK OLIVE VILLAGE
MITIGATION MONITORING AND REPORTING PROGRAM

| Mitigation Measure | Mitigation Responsibility | Mitigation Action/Timing | Compliance Monitoring Responsibility | Verification Action/Timing | Verification (Date and Initials) |
|---|---------------------------|--|--------------------------------------|---|----------------------------------|
| 2.0-5 in the Draft EIR) to determine which trees are proposed for removal. Trees that are not on the applicant's property may not be removed without express permission from the property owner. | | removal plan for Town approval | | removal plan and final landscape plan | |
| MM 4.1.2d Large-diameter trees along the project's north, west, and southern boundaries shall be incorporated into the grading and landscape plan, where practicable and to the extent feasible, before the Town approves the tree removal and landscape plans. Specific efforts should be made to retain tree number T-1424 (48-inch black oak) shown on the applicant's tree removal plan (Figure 2.0-5). Trees to remain in place along the project site boundaries (regardless of property ownership) shall be protected during site grading and construction activities to protect the root systems. Pruning of trees not on the applicant's property shall only be performed with permission of the property owner, and pruning may only be implemented based on recommendations of a California-certified arborist. | Project applicant | Modify tree removal, grading, and landscape plans to protect trees, specifically T-1424 (48-inch black oak) and others where feasible prior to submittal of final plan for Town approval and implement during construction | Town of Paradise Planning Division | Confirm large-diameter trees incorporated into plans, specifically T-1424, prior to approving final grading, landscape, and tree removal plan | |
| MM 4.1.2e If California sycamore trees are retained in the landscape plan for the parking lot, the landscape plan shall require root barriers be installed to minimize the potential for pavement and sidewalk damage. | Project applicant | Include in grading plan for Town approval and implement during construction | Town of Paradise Planning Division | Confirm shown in grading plan prior to approving final grading and landscape plans | |
| MM 4.1.2f In accordance with the Town's Municipal Code Section 8.12.120, the project applicant shall pay the applicable in-lieu fee identified in the Town Resolution No. 08-31 for each qualified tree | Project applicant | Pay in-lieu fee in conjunction with grading/building permit plan application (site plan submittal) | Town of Paradise Planning Division | Confirm fee paid prior to approving tree removal plan and issuing permits | |

**BLACK OLIVE VILLAGE
MITIGATION MONITORING AND REPORTING PROGRAM**

| Mitigation Measure | Mitigation Responsibility | Mitigation Action/Timing | Compliance Monitoring Responsibility | Verification Action/Timing | Verification (Date and Initials) |
|--|---------------------------|---|--|---|----------------------------------|
| to be felled that is not replaced on-site (approximately 40 trees). | | | | | |
| 3.2 Air Quality | | | | | |
| <u>Regulatory Compliance Measures (RCMs)</u> RCMA The following measures shall be noted on grading plans and in construction specifications, and implemented during project construction to reduce exhaust emissions. <ul style="list-style-type: none"> During all construction activities, all diesel-fueled construction equipment, including but not limited to rubber-tired dozers, graders, scrapers, excavators, asphalt paving equipment, cranes, and tractors, shall be California Air Resources Board (CARB) Tier 3 Certified or better as set forth in Section 2423 of Title 13 of the California Code of Regulations and Part 89 of Title 40 of the Code of Federal Regulations. All construction equipment shall be maintained and properly tuned in accordance with manufacturers' specifications. Equipment maintenance records shall be kept on-site and made available upon request by the Town. On-road diesel equipment shall comply with the 5-minute idling restriction identified in Section 2485 of Title 13 California Code of Regulations. Signs shall be posted in the designated queuing areas and/or job sites to remind drivers and operators of the 5-minute idling limit. Off-road diesel equipment shall | Project applicant | Include notes on grading plan and implement during construction | Town of Paradise Public Works Department and Planning Division | Confirm notes included prior to approving final grading plan; inspect during construction | |

**BLACK OLIVE VILLAGE
MITIGATION MONITORING AND REPORTING PROGRAM**

| Mitigation Measure | Mitigation Responsibility | Mitigation Action/Timing | Compliance Monitoring Responsibility | Verification Action/Timing | Verification (Date and Initials) |
|---|---------------------------|---|--|---|----------------------------------|
| <p>comply with the 5-minute idling restriction identified in Section 2449(d)(3) of the California Air Resources Board's In-Use Off-Road Diesel regulation. Signs shall be posted in the designated queuing areas and/or job sites to remind drivers and operators of the 5-minute idling limit.</p> <ul style="list-style-type: none"> • Electrify equipment when feasible. • Substitute gasoline-powered in place of diesel-powered equipment, where feasible. • Use alternatively fueled construction equipment on site where feasible, such as compressed natural gas (CNG), liquefied natural gas (LNG), propane or biodiesel. • Schedule activities to minimize the amount of large construction equipment operating simultaneously during any given time period. • Schedule on-road construction truck trips during non-peak hours to reduce peak hour emissions. • Proposed truck routes shall be evaluated to define routing patterns with the least impact to residential communities and sensitive receptors and identify these receptors in the truck route map. | | | | | |
| RCM B The following measures shall be noted on grading plans and in construction specifications, and implemented during project construction to reduce fugitive dust emissions. | Project applicant | Include notes on grading plan and implement during construction | Town of Paradise Public Works Department and Planning Division | Confirm notes included prior to approving final grading plan; inspect during construction | |

**BLACK OLIVE VILLAGE
MITIGATION MONITORING AND REPORTING PROGRAM**

| Mitigation Measure | Mitigation Responsibility | Mitigation Action/Timing | Compliance Monitoring Responsibility | Verification Action/Timing | Verification (Date and Initials) |
|--|---------------------------|--------------------------|--------------------------------------|----------------------------|----------------------------------|
| <ul style="list-style-type: none"> Reduce the amount of the disturbed area where possible. Use of water trucks or sprinkler systems in sufficient quantities to prevent airborne dust from leaving the site. An adequate water supply source must be identified. Increased watering frequency would be required whenever wind speeds exceed 15 mph. Reclaimed (non-potable) water should be used whenever possible. All dirt stockpile areas should be sprayed daily as needed, covered, or a BCAQMD-approved alternative method will be used. Permanent dust control measures identified in the approved project revegetation and landscape plans should be implemented as soon as possible following completion of any soil-disturbing activities. Exposed ground areas that will be reworked at dates greater than one month after initial grading should be sown with a fast-germinating noninvasive grass seed and watered until vegetation is established. All disturbed soil areas not subject to revegetation should be stabilized using approved chemical soil binders, jute netting, or other methods approved in advance by the District. All roadways, driveways, sidewalks, etc., to be paved should be completed as soon as possible. In addition, building pads should be laid as soon as possible after grading unless seeding or | | | | | |

**BLACK OLIVE VILLAGE
MITIGATION MONITORING AND REPORTING PROGRAM**

| Mitigation Measure | Mitigation Responsibility | Mitigation Action/Timing | Compliance Monitoring Responsibility | Verification Action/Timing | Verification (Date and Initials) |
|--|---------------------------|--------------------------|--------------------------------------|----------------------------|----------------------------------|
| <p>soil binders are used.</p> <ul style="list-style-type: none"> Vehicle speed for all construction vehicles shall not exceed 15 mph on any unpaved surface at the construction site. All trucks hauling dirt, sand, soil, or other loose materials are to be covered or should maintain at least two feet of freeboard (minimum vertical distance between top of load and top of trailer) in accordance with local regulations. Install wheel washers where vehicles enter and exit unpaved roads onto streets, or wash off trucks and equipment leaving the site. Dust, dirt, or other material track-out shall not extend 25 feet or more in cumulative length from the point of origin from an active operation. All track-out from an active operation shall be removed at the conclusion of each workday or evening shift. The contractor or builder shall designate a person or persons to monitor the dust control program and to order increased watering, as necessary, to prevent transport of dust off-site. Their duties shall encompass holidays and weekend periods when work may not be in progress. The name and telephone number of such persons shall be provided to the Town and the BCAQMD prior to commencement of clearing, demolition, or earthmoving activities. | | | | | |

BLACK OLIVE VILLAGE
MITIGATION MONITORING AND REPORTING PROGRAM

| Mitigation Measure | Mitigation Responsibility | Mitigation Action/Timing | Compliance Monitoring Responsibility | Verification Action/Timing | Verification (Date and Initials) |
|--|---------------------------|--|--------------------------------------|---|----------------------------------|
| MM 4.2.3a The project applicant shall modify, to the extent feasible, the conceptual landscape plan to use low-ROG-emitting, low-water-use shade trees (e.g., zelkova) in the parking lot instead of the proposed California sycamores and that will achieve a minimum 50 percent shade coverage within 10 years of construction. Other trees listed in the Town's Greater Redevelopment Project Area and Upper Skyway Design Standards should also be considered as an alternative to the proposed sycamore trees if they have the potential to emit less biogenic ROG and use less water than California sycamores. The applicant shall provide a list of the species to be used on a landscaping plan prior to final project approval. | Project applicant | Modify landscape plan prior to submittal of final landscape plan for Town approval and implement during construction | Town of Paradise Planning Division | Confirm changes shown on landscape plan prior to approving final landscape plan | |
| MM 4.2.3b The applicant shall provide and maintain a kiosk displaying transportation information in a prominent area accessible to employees and patrons. | Project applicant | Include on site plan and implement during occupancy | Town of Paradise Planning Division | Confirm kiosk in place prior to issuing occupancy permit | |
| MM 4.2.3c The applicant shall provide improvements to the proposed bus stop adjacent to the project site on Skyway to include a covered bench, lighting, and route information. Details shall be included in final site plans and project design documentation. | Project applicant | Include on site plan and implement during occupancy | Town of Paradise Planning Division | Confirm shown on site plan prior to approving site plan (bus stop improvements) and issuing occupancy permit | |
| MM 4.2.3d The applicant shall implement a "no idling" program for heavy-duty diesel vehicles in the loading dock area, including the installation of electrical connections at loading docks for the connection of trucks equipped with electrical hookups to eliminate the need to | Project applicant | Include on site plan and implement during occupancy | Town of Paradise Planning Division | Confirm features on plan prior to approving site plan (electrical hookups) and issuing occupancy permit (signage) | |

BLACK OLIVE VILLAGE
MITIGATION MONITORING AND REPORTING PROGRAM

| Mitigation Measure | Mitigation Responsibility | Mitigation Action/Timing | Compliance Monitoring Responsibility | Verification Action/Timing | Verification (Date and Initials) |
|---|---------------------------|---|--|--|----------------------------------|
| operate engines to power transport refrigeration units at the loading docks. Signage advising vehicle drivers of the idling restrictions and electrical hookup shall be placed at the loading dock and near truck entrances to the loading area. | | | | | |
| MM 4.2.7 The project applicant shall complete an investigation of the potential for-asbestos-containing materials (ACM) and lead-based paint (LBP) to be present in buildings to be demolished and soils throughout the project site. The investigation report, which shall be prepared by a professional qualified to perform such investigations, shall be submitted to the Town of Paradise. All abatement recommendations in the report shall be implemented prior to demolition and any activity that would involve soil disturbance associated with demolition and/or grading. The applicant's contractor(s) shall be certified by the State to perform abatement and must comply with all applicable abatement and disposal requirements. The contractor(s) shall be required to provide proper notification to CARB and BCAQMD, as appropriate, in accordance with its requirements. The Town shall not issue a grading and/or demolition permit until the applicant has submitted the results of abatement and testing indicating that naturally occurring asbestos (NOA), ACM, and/or LBP have been remediated and disposed of in accordance with federal NESHAP regulations, federal and state hazardous waste regulations, and federal and state OSHA regulations, as appropriate. The | Project applicant | Complete investigations, perform necessary abatement, and submit documentation to Town prior to any demolition and ground disturbance | Town of Paradise Public Works Department and Planning Division | Confirm investigations completed and any necessary abatement performed prior to approving demolition and grading permits | |

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| contractor shall consult with BCAQMD staff to determine whether a permit is required for LBP abatement and shall obtain permits as necessary. | | | | | |
| 4.4 Noise | | | | | |
| MM 4.4.1 The project applicant shall ensure through contract specifications and grading notes that construction best management practices (BMPs) are implemented by contractors to reduce construction noise levels. The construction BMPs shall include the following: <ul style="list-style-type: none"> • In conformance with Section 9.18.160 of the Town's Municipal Code, construction activities that would create noise clearly audible across a residential zoned or a commercial zoned property shall be prohibited between 7:00 p.m. and 7:00 a.m. on weekdays and Saturdays or at any time on Sundays or holidays. • Construction equipment shall be properly muffled according to industry standards and in good working condition. • Noise-generating construction equipment and construction staging areas shall be located away from sensitive uses, where feasible. • Noise attenuation measures shall be implemented to the extent feasible, which may include, but are not limited to, temporary noise barriers or noise blankets around stationary construction noise sources. • Electric air compressors and similar | Project applicant | Include noise BMPs on grading plan and implement during construction | Town of Paradise Planning Division | Confirm noise BMPs on grading plan prior to approving final grading plans; inspect during construction | |

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| <p>power tools shall be used rather than diesel equipment, where feasible.</p> <ul style="list-style-type: none"> Construction-related equipment, including heavy-duty equipment, motor vehicles, and portable equipment, shall be turned off when not in use for more than 5 minutes. The use of high impact equipment such as hoe rams and jackhammers shall be limited within 15 feet of nearby structures. Construction hours, allowable workdays, and the phone number of the job superintendent shall be clearly posted at all construction entrances to allow building owners and residents in the surrounding area to contact the job superintendent. If the Town or the job superintendent receives a complaint, the superintendent shall investigate, take appropriate corrective action, and report the action taken to the reporting party. | | | | | |
| <p>MM 4.4.2a The project applicant shall install a minimum 6-foot-high solid noise barrier on the northern property line adjacent to the Safeway store truck entry lane and a minimum 6-foot-high solid noise barrier around the loading dock area, as shown in Figure 4.4-3 in the Draft EIR. Prior to approval of grading/improvement plans, the Town shall ensure the noise barriers are shown on the site plan.</p> | Project applicant | Include on site plan and implement during construction | Town of Paradise Planning Division | Confirm noise barrier shown on site plan prior to approving final site and grading plans | |
| <p>MM 4.4.2b To ensure noise from delivery trucks traveling along the truck entry lane or unloading does not exceed the Town of</p> | Project applicant | Include on site plan | Town of Paradise Planning Division | Confirm signage installed prior to issuing occupancy | |

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| Paradise's nighttime limit, the speed limit on the truck entry lane shall be limited to 5 miles per hour. This requirement shall be included as a condition of approval. The applicant shall post signage that specifies the maximum speed limit (5 mph) restriction; the signage shall be posted at the northern driveway entrance to the truck delivery lane and along the lane on the west side leading to the delivery area. The Town shall establish a mechanism for adjacent residents to report concerns with truck delivery and loading dock noise and/or violations of the speed limit restrictions, and to require the applicant to remedy the situation, as necessary. Mitigation measure MM 4.2.3d shall also be implemented, which requires electrical hookups at the loading dock for truck refrigeration units. | | | | permit; develop and implement noise reporting program during occupancy for adjacent residents | |
| MM 4.4.2c To ensure noise from the supermarket building's mechanical equipment does not exceed the Town's nighttime L_{eq} 45 dB limit, the project applicant shall install a solid noise barrier (parapet wall) of at least the height of the mechanical systems around the perimeter of the store or provide a sound enclosure for each mechanical system. The mechanical system, location, and parapet wall height and/or sound enclosures shall be designed to reduce noise levels to a maximum hourly L_{eq} of 45 dB at the adjacent property lines on the north and west sides of the proposed Safeway building. Prior to issuance of a building permit for the store, the Town shall ensure the project's mechanical plan shows the location of the HVAC system and related sound attenuation features and that | Project applicant | Include on building plan and provide documentation confirming feature will reduce noise levels per the mitigation measure | Town of Paradise Planning Division | Confirm parapet shown on building plan and receipt of documentation prior to issuing building permit; implement noise reporting program during occupancy for adjacent residents | |

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MITIGATION MONITORING AND REPORTING PROGRAM

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| the applicant has provided documentation demonstrating the features will reduce noise levels to a maximum hourly L_{eq} of 45 dB at the adjacent property lines on the north and west sides of the proposed Safeway building. The Town shall establish a mechanism for adjacent residents to report problems with mechanical system noise and to remedy the situation if mechanical system noise is determined to be a nuisance. | | | | | |
| 4.5 Transportation and Circulation | | | | | |
| MM 4.5.2 Prior to the issuance of grading permits, a Construction Traffic Control Plan (CTCP) shall be submitted by the project applicant or its construction contractor for review and approval by the Town of Paradise Public Works/Engineering Department and implemented throughout project construction. The CTCP shall include a schedule of construction and anticipated methods of handling traffic to ensure the safe flow of traffic and adequate emergency access, including maintaining an open lane for vehicle travel at all times, particularly during the PM peak hour. The CTCP shall identify methods for coordinating with and notifying the Paradise Police Department and Fire Department and Butte Regional Transit at least 14 days in advance if construction vehicle or equipment traffic activity on Skyway has the potential to cause disruption of traffic flow or transit services. | Project applicant | Submit CTCP to Town for approval and implement during construction | Town of Paradise Public Works/ Engineering Department | Review and approve CTCP prior to issuing grading permit; inspect during construction | |

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| MM 4.5.3a The project applicant shall install striped channel island and a right-turn-only sign at the northern access driveway to prohibit left turn movements from the driveway onto Skyway. | Project applicant | Include on site plan and implement during construction | Town of Paradise Public Works/ Engineering Department | Confirm island and signage shown on site plan prior to approving site plan and issuing grading permit; confirm installation prior to issuing occupancy permit | |
| MM 4.5.3b The project applicant shall improve the Skyway/Black Olive Drive intersection by constructing exclusive left turn pockets on both the Black Olive Drive approaches (project driveway approach and westbound approach). | Project applicant | Include on site plan and implement during construction | Town of Paradise Public Works/ Engineering Department | Confirm on site plan prior to approving site plan and issuing grading permit; confirm installation prior to issuing occupancy permit | |
| MM 4.5.3d The Town shall re-optimize the signal timings for the Skyway corridor between Neal Road and Elliott Road. This may be implemented by the applicant, with the signal timing design subject to Town review and approval, or the applicant shall provide sufficient funding to the Town so that it may contract the work to a qualified vendor. | Project applicant | Coordinate with Town to ensure change prior to occupancy | Town of Paradise Public Works/ Engineering Department | Implement signal optimization prior to issuing occupancy permit | |
| MM 4.5.5 Pay applicable Town of Paradise transportation impact fees. | Project applicant | Pay fee in conjunction with grading/building permit application (site plan submittal) | Town of Paradise Public Works/ Engineering Department | Confirm fee paid prior to issuing permits | |

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| Mitigation Measures Included in Initial Study | | | | | |
| Biological Resources (Nesting/Breeding Birds) | | | | | |
| MM 2.4.1 If clearing and/or construction activities would occur during the bird breeding season (typically January through July for raptors and February 15 through August 15 for other birds), preconstruction surveys to identify active nests shall be conducted within 3 days of construction initiation, particularly vegetation clearing and ground-disturbing activities. Surveys must be performed by a qualified biologist for the purposes of determining presence/absence of active nest sites within the proposed impact area, including construction access routes and a 500-foot buffer (if feasible). If no active nests are found, no further mitigation is required. Surveys shall be repeated if relevant construction activities are delayed or postponed. | Project applicant | Perform preconstruction survey prior to site clearing and/or grading; provide results to Town | Town of Paradise Planning Division | Confirm survey completed prior to construction | |
| MM 2.4.2 If an active nest is located during preconstruction surveys, construction activities shall be restricted as necessary to avoid disturbance of the nest until it is deemed inactive by a qualified biologist. Restrictions shall include establishment of exclusion zones (no ingress of personnel or equipment) at a minimum radius of 300 feet around an active raptor nest and 100 feet around other active bird nest(s). Activities permitted within exclusion zones and the size may be adjusted through consultation with the CDFW. | Project applicant | Prior to and during tree removal and/or grading | Town of Paradise Planning Division | During construction, confirm exclusion zone in place | |

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| MM 2.4.3 Vegetation containing active nests that must be removed as part of the project shall be removed during the non-breeding season (August 16 through December 31), but only provided that the nest(s) are confirmed no longer active. | Project applicant | During grading; provide documentation to Town date(s) when nests removed | Town of Paradise Planning Division | During construction, confirm nest removal dates comply with mitigation measure | |
| Biological Resources (Roosting Bats) | | | | | |
| MM 2.4.4 Construction-related activities shall occur only during daylight hours. | Project applicant | During construction | Town of Paradise Planning Division | During construction, confirm activities comply with mitigation measure | |
| MM 2.4.5 Prior to the removal of any trees or buildings, a bat survey shall be performed by a qualified biologist between March 1 and July 31. If bat roosts are identified, the Town shall require that the bats be safely flushed from the sites where roosting habitat is planned to be removed prior to roosting season (typically May to August) and prior to the onset of construction activities. If maternity roosts are identified during the maternity roosting season (typically May to September), they must remain undisturbed until a qualified biologist has determined the young bats are no longer roosting. If roosting is found to occur on-site, replacement roost habitat (e.g., bat boxes) shall be provided to offset roosting sites removed. If no bat roosts are detected, no further action is required if the trees are removed or the vacant building are demolished prior to the next breeding season. If removal/demolition is delayed, an additional survey shall be conducted 30 days prior to removal/demolition to ensure that a new colony has not established itself. | Project applicant | Prior to demolition of structures and/or prior to tree removal; provide results to Town | Town of Paradise Planning Division | Confirm survey completed, confirm removals (if any) comply with mitigation measure | |

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| MM 2.4.6 If a female or maternity colony of bats are found in trees on the project site, and the project can be constructed without the elimination or disturbance of the roosting colony (e.g., if the colony roosts in a large tree not planned for removal), a qualified biologist shall determine what buffer zones will be employed to ensure the continued success of the colony. Such buffer zones may include a construction-free barrier of 200 feet from the roost and/or the timing of the construction activities outside of the maternity roosting season (after July 31 and before March 1). | Project applicant | Prior to and during tree removal | Town of Paradise Planning Division | During construction, confirm compliance with buffer zone requirement | |
| MM 2.4.7 If an active nursery roost is documented on-site and demolition and/or tree removal cannot be performed outside of the maternity roosting season, bats shall be excluded from the site after July 31 and before March 1 to prevent the formation of maternity colonies. Nonbreeding bats shall be safely evicted, under the direction of a bat specialist in coordination with the CDFW. | Project applicant | Prior to demolition and/or tree removal | Town of Paradise Planning Division | During construction, confirm compliance with mitigation measure | |
| Cultural Resources | | | | | |
| MM 2.5.1 Treatment of previously unidentified archaeological and paleontological deposits. Construction personnel involved in excavation and grading activities shall be informed of the possibility of discovering archaeological or paleontological resources at any location and the protocol to be followed if resources are found. The Town shall ensure the grading plan notes include specific | Project applicant and Town of Paradise | Include in grading notes and implement during construction | Town of Paradise Planning Division | Prior to approving grading plan and during construction | |

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| <p>reference to the potential discovery of such resources. If prehistoric or historical archaeological deposits are discovered during construction, the project applicant and/or contractor shall stop all work within 25 feet of the discovery and an archaeologist shall assess the situation, consult with agencies as appropriate, and make recommendations regarding the treatment of the discovery. The project applicant and/or contractor shall avoid impacts to archaeological deposits to the extent feasible, but if such impacts cannot be avoided, the deposits shall be evaluated for their California Register eligibility. If the deposit is not eligible for the California Register, no further protection of the finds is necessary. If the deposits are California Register eligible, they shall be protected from project-related impacts, or such impacts shall be mitigated. Mitigation may consist of but is not necessarily limited to systematic recovery and analysis of archaeological deposits, recording the resource, preparation of a report of findings, and accessioning recovered archaeological materials at an appropriate curation facility. Public educational outreach may also be appropriate.</p> <p>If potentially unique paleontological resources (fossils) are discovered during project construction, work shall be halted immediately within 25 feet of the discovery, the Town shall be notified, and a professional paleontologist shall be retained to determine the significance of the discovery. The paleontologist shall establish procedures for paleontological resource</p> | | | | | |

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| surveillance throughout project construction and for temporarily halting or redirecting work to permit sampling, identification, and evaluation of fossils. These procedures shall be implemented throughout project construction. Excavated finds shall be offered to a State-designated repository such as the Museum of Paleontology at the University of California, Berkeley or the California Academy of Sciences, or to California State University, Chico. | | | | | |
| MM 2.5.2 Treatment of previously unidentified human remains. The project applicant and/or contractor shall treat any human remains encountered during ground-disturbing activities in accordance with California Health and Safety Code Section 7050.5. There shall be no further excavation or disturbance of the site or any nearby area reasonably suspected to overlie adjacent remains until the Butte County coroner has determined the manner and cause of any death, and the recommendations concerning the treatment and disposition of the human remains have been made to the person responsible for the excavation or to his or her authorized representative. At the same time, an archaeologist shall be contacted to assess the situation and consult with agencies as appropriate. Project personnel/construction workers shall not collect or move any human remains and associated materials. If the human remains are of Native American origin, the coroner must notify the Native American Heritage Commission within 24 hours of this identification. The Native | Project applicant and Town of Paradise | Include in grading notes and implement during construction | Town of Paradise Planning Division | Prior to approving grading plan and during construction | |

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| American Heritage Commission will identify a Native American most likely descendant to inspect the site and provide recommendations for the proper treatment of the remains and associated grave goods. | | | | | |
| Geologic Hazards | | | | | |
| MM 2.6.1 The project applicant shall prepare and submit a final, design-level geotechnical report to the Town of Paradise. The project's grading and building plans shall demonstrate that they incorporate all applicable recommendations of the design-level geotechnical study and comply with all applicable requirements of the latest adopted version of the California Building Standards Code. A licensed professional engineer shall prepare the plans, including those that pertain to seismic safety, soil engineering, cut/fill, structural foundations, pipeline excavation, and installation. All on-site soil engineer activities shall be conducted under the supervision of a licensed geotechnical engineer or certified engineering geologist. | Project applicant | Submit final geotechnical report; include recommendations in grading plan, site plan, and building design package | Town of Paradise Public Works/ Engineering Department | Prior to approving final site plan and issuing grading and building permits | |
| Hazardous Materials | | | | | |
| MM 2.8.1 In accordance with the recommendations of the Phase I ESA prepared for the project site, the project applicant shall have a qualified environmental professional perform a limited subsurface investigation of all RECs and significant data gaps identified in the Phase I ESA. The limited subsurface investigation shall include, at a minimum, soil sampling and laboratory testing to determine the presence of contaminants, a | Project applicant | Provide Phase II report to Town for review; implement remediation (if needed) prior to site disturbance; document remediation results and provide to Town and Butte County Environmental Health | Town of Paradise Planning Division; Butte County Environmental Health | Prior to issuing grading permit | |

Town of Paradise
August 2018

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Black Olive Village
Mitigation Monitoring and Reporting Program

**BLACK OLIVE VILLAGE
MITIGATION MONITORING AND REPORTING PROGRAM**

| Mitigation Measure | Mitigation Responsibility | Mitigation Action/Timing | Compliance Monitoring Responsibility | Verification Action/Timing | Verification (Date and Initials) |
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| determination of whether contaminant levels exceed any applicable public standards, and recommendations to address contaminants of concern. Should the limited subsurface investigation identify contamination or contamination be discovered during site development, a Risk Management Plan shall be prepared and implemented that (1) identifies the contaminants of concern and the potential risk each contaminant would pose to human health and the environment during construction and post-development and (2) describes measures to be taken to protect workers and the public from exposure to potential site hazards. Measures could include options such as physical site controls during construction, remediation, long-term monitoring, post-development maintenance or access limitations, or some combination thereof. Depending on the nature of contamination, if any, appropriate agencies shall be notified (e.g., Town of Paradise Fire Department). If needed, a Site Health and Safety Plan that meets Occupational Safety and Health Administration (OSHA) requirements shall be prepared and in place prior to commencement of work in any contaminated area. | | | | | |
| MM 2.8.2 Prior to issuance of a building permit, the project applicant shall submit documentation from the Paradise Irrigation District verifying that the project's water system is capable of meeting the minimum fire flows required by the Town of Paradise Fire Marshal. If the system is not capable of meeting the required fire flows, the project | Project applicant | Submit documentation to Town | Town of Paradise Fire Department; Town of Paradise Public Works/Engineering Division | Prior to issuing grading and building permits | |

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| applicant shall submit documentation showing the approved water system improvement plans to upgrade the existing system and detailing the financial arrangements to fund the necessary improvements. | | | | | |

**BLACK OLIVE VILLAGE
MITIGATION MONITORING AND REPORTING PROGRAM**

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Exhibit "D"

**TOWN OF PARADISE
CONDITIONAL USE PERMIT**

DATE: _____

CONDITIONAL USE PERMIT NO. PL16-00263

ASSESSOR'S PARCEL NOS. 052-211-007, -021, -036, -037 and 052-182-092

Pursuant to the provisions of the Zoning Ordinance regulations of the Paradise Municipal Code and the conditions set forth below:

Safeway, Inc. is hereby granted a conditional use permit in accordance with a written request filed on August 12, 2016, authorizing the establishment of 67,473 square feet of retail uses, including a Safeway supermarket (54,471 square feet), 7,800 square feet of additional retail space, a 4,200 square foot restaurant pad, an 18 pump fueling center, 266 Parking Stalls, an on-site wastewater treatment system and related site improvements on properties located at 5795, 5825, 5833, 5851 and 5887 Skyway, Paradise, California, AP Nos. 052-211-007, -021, -036, -037 and 052-182-092 subject to the following conditions:

GENERAL CONDITIONS OF PROJECT APPROVAL

1. If any land use for which a use permit has been granted and issued is not established within three years of the use permit's effective date, the use permit may become subject to revocation by the Town of Paradise.
2. It shall be the responsibility of the project proponent to comply with any mitigation measures assigned to the project in a timely fashion. It shall be the responsibility of the Town of Paradise to ensure that the applicant successfully complies with any proposed mitigation measures at the appropriate milestones in the overall project review and development process.
3. At the sole discretion of the Town of Paradise, the project developer may be required to bear the cost of a private, third party mitigation monitoring agent selected by the town to monitor and provide reporting regarding compliance with project-assigned mitigation measures.
4. If any conflicts arise between adopted conditions of approval and adopted mitigation measures, the requirements of the mitigation measures shall prevail and be implemented by the project developer.
5. All proposed property improvements and facilities shall be established in a manner that is consistent with Town of Paradise-approved project plans and application materials.
6. Minor changes to the interior and/or exterior design of the project may be

approved administratively by the Town Planning Director upon submittal of a written request for such changes, if the requested changes are consistent with the overall intent of the project and its approval action. Any requested changes deemed by the Planning Director to be major or significant shall require a formal use permit modification review before the Planning Commission and the payment of the appropriate processing fees.

7. All work within the Skyway public right of way is subject to town issuance of an encroachment permit, which will require that the contractor be properly licensed and bonded with the Town of Paradise.
8. Required landscape plans for the proposed project shall be designed to provide for landscaping comprising a minimum of ten percent of the developed area of the site. Landscape Plans shall be designed in accordance with the requirements of the State of California Model Water Efficient Landscape Ordinance (MWELO).
9. Secure the approval and issuance of a town-approved administrative permit for any signs established within fifty feet of the center of Skyway.

CONDITIONS TO BE MET PRIOR TO ISSUANCE OF BUILDING PERMIT(S)

ROADS & ACCESS

10. Deed forty feet from the center of the Skyway right-of-way in a manner deemed satisfactory to the Town Engineer or provide a recorded document showing that this requirement has been met.

DRAINAGE & GRADING

11. Submit a Post-Construction Standards Plan, for a Regulated Project, for approval by the Town Engineer. The plan must address how the additional storm water drainage from new impervious surfaces will be detained, rerouted, or otherwise mitigated to prevent adverse impacts to any downstream neighboring properties. Pay applicable plan review fees per current fee schedule.
12. The project developer shall submit engineered grading plans in compliance with Paradise Municipal Code Appendix J standards and secure town issuance of a grading permit. Pay applicable grading permit fees per current fee schedule.
13. Provide evidence of submittal of a Notice of Intent (NOI) to the State Regional Water Quality Control Board (RWQCB) Provide the town with a copy of the approved project storm water pollution prevention plan (SWPPP) **PRIOR** to initiation of grading activities. Meet all other requirements of the RWQCB.

14. Submit a detailed soil erosion prevention plan, showing all erosion control devices and sedimentation basins, to the Town Public Works Department for approval by the Town Engineer **PRIOR** to the start of any earthwork. Pay applicable erosion control plan review fees per current fee schedule.
15. Submit a detailed dust emissions control plan meeting the requirements of the Town Public Works Department and the Butte County Air Quality Control District for approval **PRIOR** to the start of any earthwork.

FIRE PROTECTION

16. Establish and maintain compliance with all applicable requirements of the Town Building Official/Fire Marshal in accordance with the written comments dated June 20, 2018 for the Black Olive Village Project (copy on file with the Town Development Services Department).

SANITATION

17. Complete the requirements of the Onsite Sanitary Official concerning application, final system design, and issuance of permit approvals for installation of a sewage treatment and disposal system to serve all proposed facilities in accordance with the Land Use Review approval of July 21, 2016.
18. If all project site parcels are not merged, meet the requirements of the Town Onsite Division regarding the necessity for recordation of wastewater covenant(s) and/or wastewater easement(s) affecting the project site assuring adequate wastewater disposal in a manner deemed satisfactory to the Town Attorney.

SITE DEVELOPMENT

19. Either record a parcel merger or a lot line adjustment that eliminates conflicts with the proposed design of the project. Properly abandon any easements that conflict with the proposed design of the project.
20. Secure Design Review approval for the proposed architectural building designs and any proposed business signs.
21. Submit construction documents and meet the requirements of the Town Building Official/Fire Marshal regarding building permits and all applicable town-adopted construction code regulations including a separate accessibility site plan that is reviewed and approved by a State of California Certified Access Specialist **PRIOR TO** submission to the Town of Paradise.
22. Submit three (3) copies of a detailed engineered on-site development, grading, street frontage and improvement plan(s), with an Engineer's Estimate for civil

improvements (excluding utilities), showing all project improvements and facilities as proposed and required. Plans shall be prepared by a registered civil engineer (including parking facility designed in accordance with Town of Paradise off street parking regulations and site drainage design) and submitted to the Public Works Department (engineering division) for review and approval. Pay required on-site civil plan checking fee. Required improvement plans must be approved **PRIOR TO CONSTRUCTION** or installation of the required facilities.

WATER

23. Meet all design requirements of the Paradise Irrigation District (PID) in accordance with written project review comments received from PID staff dated November 16, 2016 and any revisions thereto on file with the Town Development Services Department.

OTHERS

24. Prior to the issuance of building permits for the fueling station or any backup generator(s), provide material evidence to the Town of Paradise (Building Safety Division) of the issuance of an Authority to Construct Permit from Butte County Air Quality Management District.

CONDITIONS TO BE MET PRIOR TO ISSUANCE OF CERTIFICATE(S) OF OCCUPANCY

ROADS & ACCESS

25. Construct and install all proposed and required site improvements, intersection improvements, signal modifications and street frontage improvements to the satisfaction of the Town Engineer. Street frontage improvements shall include a Butte Regional Transit bus turnout meeting the requirements of the Butte County Association of Governments (BCAG). Deed additional right-of way to the Town of Paradise as necessary to accommodate the bus turnout.

SANITATION

26. Meet the requirements of the Town Onsite Sanitary Official regarding inspection and approval of the construction and final design of the onsite sewage disposal system.

SITE DEVELOPMENT

27. Construct all necessary site, drainage, access, frontage and other facilities improvements as required by the Town Engineer. All construction shall be in conformance with generally acceptable engineering and construction practices.

Meet all other requirements of the Town Engineer as outlined in a memorandum from the Town Engineer regarding the Black Olive Village project dated September 1, 2016 and on file in the Town Development Services Department.

28. Submit two copies of landscaping plans and application fee to the Development Services Department (planning division) designed in accordance with Paradise Municipal Code requirements and the California State Model Water Efficiency Landscape Ordinance (MWELO). **IMPORTANT NOTE:** No final building inspection or occupancy shall be permitted until the landscape plans for the project have been formally approved by the Town of Paradise and landscape materials have been installed (or bonded to guarantee installation).
29. The required landscape plan for the proposed Black Olive Village project shall include provisions for the planting of all required replacement trees on-site and within each landscape area, particularly in areas adjacent to residential land uses and in areas plainly visible from Skyway. Tree plantings shall be selected and ultimately approved by the Town for inclusion within the landscape plan primarily based upon their ability to provide summer shade and to mitigate the loss of native trees on the project site. Smaller ornamental tree species (i.e. dogwood, crepe myrtle) shall not be considered suitable for purposes of replacing native trees on site. Any replacement trees that cannot be accommodated on a 1 to 1 ratio in the landscape plan (as certified by either a licensed Landscape Architect or a certified Arborist) shall be subject to an in-lieu mitigation fee per tree (\$175/tree).
30. No heavy equipment shall be operated or stored within the drip line of any tree that is not planned for felling and removal.
31. Meet the requirements of the Paradise Irrigation District and all other utility providers regarding the extension or relocation of water mains, utility service lines and the establishment of any necessary on-site utility easements.
32. Meet the requirements of Northern Recycling and Waste Services (NRWS) regarding the design and function of the solid waste/recycling enclosures and provide evidence thereof to Town Development Services Department (building safety services division) staff.

Outside light fixtures associated with the project shall be designed to not exceed a height of twenty feet above finished grade and shall be shielded to prevent the direct projection of light onto adjoining and nearby properties.

FIRE PROTECTION

33. Complete all applicable project requirements of the Town Building Official/Fire Marshal review comments/conditions dated June 20, 2018 on file with the Town

Development Services Department.

OTHERS

34. Provide material evidence to the Town of Paradise (Building Safety Division) of a finalized food facility inspection (Safeway supermarket and any other qualifying food service) and underground storage tank inspection (fueling station) from Butte County Environmental Health.
35. If any archaeological or historic cultural resources are uncovered during project construction activities, all work shall stop in the area of the find until a qualified archaeologist provides an appropriate evaluation of the discovery.

DATE APPROVED BY THE PLANNING COMMISSION: _____

NOTE: Issuance of this conditional use permit does not waive requirements of obtaining building and sanitation division permits before starting construction or operation, nor does it waive any other Paradise Municipal Code requirements.

CONDITIONAL USE PERMIT EFFECTIVE DATE: _____

Craig Baker
Planning Director

TOWN OF PARADISE
COMMUNITY DEVELOPMENT DEPARTMENT (PLANNING DIVISION)
5555 SKYWAY, PARADISE - (530)872-6291
TREE FELLING APPLICATION/PERMIT

| AP NO. | PERMIT NO. | DATE: |
|---|------------|-------|
| 052-211-007 052-211-036 052-211-037 052-182-092 052-211-021 | PL16-00264 | |

PROPERTY ADDRESS:

| | |
|-------------|-------------|
| 052-211-007 | 5887 Skyway |
| 052-211-036 | 5851 Skyway |
| 052-211-037 | 5825 Skyway |
| 052-182-092 | 5795 Skyway |
| 052-211-021 | 5833 Skyway |

PROJECT DESCRIPTION (attach additional sheet(s) if necessary)

NUMBER OF TREES: **180** TYPE OF TREES: Please see attached Tree Table

CIRCUMFERENCE OF TREES (at 54" above grade): Please see attached Tree Table

DATE FELLING SHALL START: Approval of Cal-Fire Timberland Conversion and Timber Harvesting Plan

CONSTRUCTION PERMIT NO: _____ DATE ISSUED _____

PURPOSE OF REMOVAL: **Please see attached Table**

TREE FELLING PERMIT HISTORY FOR PROPERTY: This is the first tree felling permit issued to the new owners.

RECEIVED
AUG 12 2016
TOWN OF PARADISE
COMMUNITY DEVELOPMENT DEPT.

OWNER INFORMATION:

1. Parcels 052-211-007,021,036,037

NAME: Safeway INC

TELEPHONE NUMBER (208)-395-4918

ADDRESS: STREET NUMBER/NAME: 5918 Stoneridge Mall Road

CITY/STATE/ZIP: Pleasanton CA 94588-3229

2. Parcel 052-182-092

NAME: Udovich Family Living Trust

TELEPHONE NUMBER (208)-395-4918

ADDRESS: STREET NUMBER/NAME: 1 Patrick CT

CITY/STATE/ZIP: Oroville CA 95965

CONTRACTOR INFORMATION:

NAME: To be determined

TELEPHONE NUMBER:

ADDRESS: STREET NUMBER/NAME:

CITY/STATE/ZIP:

PERMIT FEE \$

REPLACEMENT FEE \$

RECEIPT NO.

PLOT PLAN (Show Street, Structure and Tree(s) in space provided below.)

If this permit application is for five (5) or more qualifying trees, submit a separate plot map drawn to scale.

Please see separate plot map.

Please see attached conditions of tree felling permit approval.

(SEE BACK PAGE FOR ADDITIONAL INFORMATION)

CONTRACTOR LICENSE LAW

I declare under penalty of perjury (check one):

- ☐ I am licensed under provisions of the Business and Professions Code and my license is in full force and effect.
License No. _____ Classification _____
- ☐ The contracted service price is \$500.00 valuation or less and owner provided written disclosure as per Business & Professions Code Section 7048.
- ☐ I, as the owner, or my employees with wages as their sole compensation will do the work.
- ☒ I, as the owner, am exclusively contracting with licensed contractors.
- ☐ I am licensed under provisions of Public Resources Code 4570 et seq. and my license is in full force and effect.
License No. _____
- ☐ I, as the owner, am exclusively contracting with a licensed timber operator.

WORKER'S COMPENSATION INSURANCE:

I declare under penalty of perjury (check one):

- ☒ I have placed on file with the Town of Paradise Community Development Department a certificate of worker's compensation or a certificate of consent to self insure.
- ☐ I shall not employ any person in any manner so as to become subject to the workers compensation laws of California.
- ☐ The contracted service price is \$500.00 valuation or less.

NOTICE TO APPLICANT:

If after making this statement, should you become subject to the workers compensation provisions of the Labor Code, you must forthwith comply with such provisions or this permit shall be deemed revoked.

CERTIFICATION:

I certify that I have read this application and state that the above information is correct. I agree to comply to all town ordinances and state laws relating to tree cutting, and hereby authorize representatives of the Town of Paradise to enter upon the above-mentioned property for inspection purposes. I also agree to save, indemnify and keep harmless the town and its agents against all liabilities, judgments, costs and expenses that may in any way accrue against said agency in consequence of the granting of this permit.

I understand that for each tree felled, one tree (five gallon minimum size) shall be planted within twelve months thereafter or within one year of occupancy of new construction, whichever occurs first.

X-----
Signature of Applicant - Owner Contractor Agent ☒ LTO

Date: _____

APPROVAL:

- ☐ Approved
☐ Disapproved

By-----

(Town Manager or Designee)

Date: _____

It is recommended that you contact the California Department of Forestry, Redding Office, (530) 225-2418 for regulations that may apply to tree felling. This permit expires 90 days beyond date of issue.

POST THIS PERMIT AT A POINT PROVIDING PRIMARY ACCESS TO THE SITE OF THE TREE FELLING PRIOR TO FELLING ANY QUALIFYING TREES.

NO QUALIFYING TREE SHALL BE REMOVED WITHOUT POSSESSION OF AN APPROVED PERMIT.

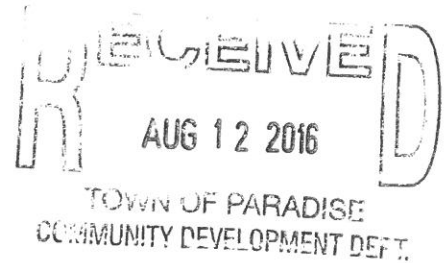
Project Description Continued:

The project is a commercial development comprised of a 54,588 square foot Safeway store, a Safeway fueling station, 7,800 square feet of other retail space and a drive-through restaurant is proposed on a 7.9 acre land area zoned Community Commercial (CC); APNs 052-211-007, 021, 036, 037 and 052-182-092.

Parcel 052-211-006 is included because five trees which straddle the property line and one tree adjacent to the property line which will need to be removed as the grading operations and the retaining wall footings will severely damage their root systems.

We are requesting relief from the 1:1 on- site tree replacement ratio. Due to the significant amount of the site which will be covered by buildings we will only be able to replant 80 trees on site. There will be 100 trees which must be mitigated for off site.

| Number of trees to be removed | Number of Leave Trees | Number of trees to be replanted. | Number of trees needing off site mitigation |
|-------------------------------|-----------------------|----------------------------------|---|
| 180 | 5 | 80 | 100 |





Sierra Timber Services

1600 Feather River Blvd Suite B. Oroville, CA 95965-4685

(530) 534 - 5229

July 8, 2016

Town of Paradise
Community Development Department
5555 Skyway
Paradise CA 95969
Attn: Craig Baker

RE: Tree Report for the Safeway Project
Butte County AP #'s 052-211-007,021,036,037 and 052-182-092

The site was visited and the qualifying trees were measured and evaluated to determine the necessity of their removal. A Total of 180 trees are proposed for removal ranging in size from 10" to 60+" DBH. Extensive grading and excavation will be required to build the site resulting in the need to remove all but five trees from the site. Along the northern boundary five trees which straddle the property line and one tree adjacent to the property line which will need to be removed as the grading operations and the retaining wall footings will severely damage their root systems.

Specific Reasons requiring the removal of the trees are listed below.

Parking Lot: This area will have cut and fills of 1-20 feet and underground detention areas to be excavated and installed necessitating the removal of trees within this area.

Sidewalk: Trees to be removed because they are directly within the footprint of the sidewalk itself.

Fuel Station: Trees to be removed because they are directly within the footprint of the fuel station.

Store: Trees to be removed because they are directly within the footprint of the store building itself.

Fill Slope: Trees will need to be removed to facilitate the footings and large concrete retaining wall for this area. Additionally an average of 20 feet of fill will be placed on this area. This destroys the fine root system of the tree's ability to respire by covering fine roots which were in the porous soil near the surface with compacted fill dirt. Tree mortality soon follows.

Freight Access: Trees to be removed because they are directly within the footprint of Freight Access road.

Wastewater Treatment: Trees to be removed because they are directly within the footprint of the waste water treatment plant.

Leach Field: Trees to be removed because they are directly within the area which will be excavated to install the leach field.

Maintenance Road: Trees to be removed because they are directly within the footprint of maintenance road

If you have any questions regarding this report please feel free to contact me.

Sincerely,

A handwritten signature in black ink, appearing to read "Pete Sundahl", with a stylized, cursive script.

Pete Sundahl

Registered Professional Forester # 2861

Sierra Timber Services

Safeway Project

| Number of Trees to be Removed by Species | | Number of Trees to be Removed by Reason | |
|---|--------------|--|--------------|
| Species | No. of Trees | Reason for Removal | No. of Trees |
| Big Leaf Maple | 1 | Fill slope | 15 |
| Black Oak | 47 | Freight Access | 12 |
| Black Walnut | 7 | Fuel Station | 10 |
| Costal Redwood | 2 | Leach Field | 6 |
| Cypress | 1 | Leach Field/ Parking lot | 7 |
| Deodar Cedar | 2 | Maintenance Road | 8 |
| Douglas Fir | 6 | Parking Lot | 89 |
| Grey Pine | 1 | Parking Lot/Retaining Wall | 1 |
| Incense Cedar | 10 | Sidewalk | 3 |
| Live Oak | 17 | Store | 22 |
| Non Native Maple | 1 | Store/ Sidewalk | 3 |
| Pondarosa Pine | 72 | Wastewater Treatment | 4 |
| Silk Tree | 2 | Total | 180 |
| Sycamore | 5 | | |
| Tree of Heaven | 2 | | |
| Tulip Poplar | 1 | | |
| White Fir | 3 | | |
| Total | 180 | | |

Safeway Project Tree Removal List

| Tally | Map # | Species | Diameter | Reason for Removal |
|-------|-------|------------------|----------|--------------------|
| 1 | 1122 | Pondarosa Pine | 20 | Parking Lot |
| 2 | 1123 | Pondarosa Pine | 24 | Parking Lot |
| 3 | 1125 | Black Oak | 16 | Parking Lot |
| 4 | 1126 | Pondarosa Pine | 14 | Parking Lot |
| 5 | 1127 | Pondarosa Pine | 23 | Parking Lot |
| 6 | 1128 | Black Oak | 10 | Sidewalk |
| 7 | 1129 | Pondarosa Pine | 16 | Fuel Station |
| 8 | 1130 | Pondarosa Pine | 25 | Fuel Station |
| 9 | 1131 | Pondarosa Pine | 18 | Parking Lot |
| 10 | 1132 | Pondarosa Pine | 21 | Parking Lot |
| 11 | 1133 | Pondarosa Pine | 22 | Parking Lot |
| 12 | 1134 | Pondarosa Pine | 12 | Parking Lot |
| 13 | 1135 | Pondarosa Pine | 15 | Parking Lot |
| 14 | 1137 | Pondarosa Pine | 23 | Parking Lot |
| 15 | 1138 | Pondarosa Pine | 22 | Fuel Station |
| 16 | 1139 | Pondarosa Pine | 13 | Fuel Station |
| 17 | 1140 | Pondarosa Pine | 24 | Fuel Station |
| 18 | 1141 | Pondarosa Pine | 15 | Fuel Station |
| 19 | 1142 | Black Oak | 14 | Parking Lot |
| 20 | 1143 | Pondarosa Pine | 42 | Parking Lot |
| 21 | 1144 | Pondarosa Pine | 20 | Fuel Station |
| 22 | 1165 | Black Oak | 12 | Parking Lot |
| 23 | 1166 | Douglas Fir | 10 | Parking Lot |
| 24 | 1167 | Pondarosa Pine | 26 | Parking Lot |
| 25 | 1168 | Pondarosa Pine | 31 | Parking Lot |
| 26 | 1171 | Douglas Fir | 13 | Parking Lot |
| 27 | 1275 | Pondarosa Pine | 29 | Parking Lot |
| 28 | 1276 | Pondarosa Pine | 27 | Parking Lot |
| 29 | 1278 | Pondarosa Pine | 30 | Parking Lot |
| 30 | 1279 | Pondarosa Pine | 28 | Parking Lot |
| 31 | 1293 | Pondarosa Pine | 34 | Parking Lot |
| 32 | 1304 | Pondarosa Pine | 15 | Parking Lot |
| 33 | 1305 | Pondarosa Pine | 23 | Parking Lot |
| 34 | 1306 | Pondarosa Pine | 25 | Parking Lot |
| 35 | 1307 | Pondarosa Pine | 23 | Parking Lot |
| 36 | 1312 | Pondarosa Pine | 27 | Parking Lot |
| 37 | 1313 | Pondarosa Pine | 32 | Parking Lot |
| 38 | 1324 | Incense Cedar | 27 | Fuel Station |
| 39 | 1353 | Big Leaf Maple | 10 | Store |
| 40 | 1354 | Live Oak | 14 | Store |
| 41 | 1358 | Non Native Maple | 21 | Store |

| | | | | |
|----|------|----------------|----------|----------------------------|
| 42 | 1360 | Live Oak | 18 | Store |
| 43 | 1362 | Black Walnut | 10 | Store/ Sidewalk |
| 44 | 1371 | Live Oak | 48 | Parking Lot |
| 45 | 1372 | Black Oak | 37 | Parking Lot |
| 46 | 1375 | Incense Cedar | 23 | Parking Lot |
| 47 | 1378 | Sycamore | 20 | Parking Lot |
| 48 | 1383 | Black Oak | 35 | Parking Lot |
| 49 | 1424 | Black Oak | 48 | Parking Lot |
| 50 | 1433 | Black Oak | 11 | Parking Lot/Retaining Wall |
| 51 | 1434 | Live Oak | 15 | Freight Access |
| 52 | 1445 | Tulip Poplar | 20 | Store |
| 53 | 1448 | Black Oak | 19 | Store |
| 54 | 1453 | Black Oak | 15 | Store/ Sidewalk |
| 55 | 1490 | Live Oak | 12,11,15 | Fill slope |
| 56 | 1506 | Black Oak | 15 | Fill slope |
| 57 | 1508 | Live Oak | 60+ | Fill slope |
| 58 | 1511 | Black Oak | 11 | Fill slope |
| 59 | 1514 | Live Oak | 10 | Fill slope |
| 60 | 1516 | Black Oak | 12 | Freight Access |
| 61 | 1517 | Pondarosa Pine | 35 | Freight Access |
| 62 | 1524 | Pondarosa Pine | 30 | Store |
| 63 | 1534 | Black Oak | 11 | Freight Access |
| 64 | 1537 | Pondarosa Pine | 25 | Freight Access |
| 65 | 1546 | Black Oak | 35 | Store |
| 66 | 1558 | Live Oak | 22 | Store |
| 67 | 1560 | Pondarosa Pine | 19 | Store |
| 68 | 1605 | Douglas Fir | 32 | Parking Lot |
| 69 | 1607 | Live Oak | 22 | Parking Lot |
| 70 | 1608 | Live Oak | 10 | Parking Lot |
| 71 | 1609 | Incense Cedar | 21 | Parking Lot |
| 72 | 1613 | Cypress | 24 | Parking Lot |
| 73 | 1623 | Sycamore | 16 | Parking Lot |
| 74 | 1628 | Live Oak | 13 | Parking Lot |
| 75 | 1629 | Black Oak | 10 | Parking Lot |
| 76 | 1632 | Douglas Fir | 30 | Parking Lot |
| 77 | 1696 | Pondarosa Pine | 32 | Store |
| 78 | 1745 | Pondarosa Pine | 32 | Fill slope |
| 79 | 1747 | Black Oak | 12 | Fill slope |
| 80 | 1749 | Pondarosa Pine | 10 | Freight Access |
| 81 | 1750 | Pondarosa Pine | 19 | Freight Access |
| 82 | 1751 | Pondarosa Pine | 22 | Freight Access |
| 83 | 1755 | Black Oak | 18 | Store |
| 84 | 1756 | Black Oak | 15 | Store |
| 85 | 1758 | Pondarosa Pine | 20 | Store |
| 86 | 1759 | Pondarosa Pine | 30 | Store |
| 87 | 1760 | Black Oak | 13 | Parking Lot |
| 88 | 1765 | Black Oak | 11 | Store |

| | | | | |
|-----|------|----------------|-------|--------------------------|
| 89 | 1769 | Black Oak | 11 | Freight Access |
| 90 | 1771 | Live Oak | 10,12 | Parking Lot |
| 91 | 1774 | Black Oak | 12 | Freight Access |
| 92 | 1789 | Black Oak | 18 | Parking Lot |
| 93 | 1795 | Black Oak | 17 | Parking Lot |
| 94 | 1796 | Pondarosa Pine | 35 | Store |
| 95 | 1802 | Live Oak | 12 | Store |
| 96 | 1803 | Black Oak | 11 | Store |
| 97 | 1806 | Black Oak | 12 | Parking Lot |
| 98 | 1807 | Black Oak | 10 | Parking Lot |
| 99 | 1810 | Black Oak | 10 | Parking Lot |
| 100 | 1814 | Black Oak | 12 | Parking Lot |
| 101 | 1816 | Black Oak | 11 | Parking Lot |
| 102 | 1818 | Live Oak | 12 | Parking Lot |
| 103 | 1832 | Live Oak | 26 | Parking Lot |
| 104 | 1833 | Pondarosa Pine | 42 | Parking Lot |
| 105 | 1836 | Black Walnut | 10 | Parking Lot |
| 106 | 1837 | Pondarosa Pine | 36 | Parking Lot |
| 107 | 1838 | Pondarosa Pine | 40 | Store/ Sidewalk |
| 108 | 1840 | Pondarosa Pine | 35 | Parking Lot |
| 109 | 1842 | Pondarosa Pine | 24 | Parking Lot |
| 110 | 1843 | Pondarosa Pine | 23 | Parking Lot |
| 111 | 1846 | Pondarosa Pine | 37 | Parking Lot |
| 112 | 1847 | Black Oak | 15,18 | Parking Lot |
| 113 | 1897 | Incense Cedar | 16 | Parking Lot |
| 114 | 1907 | Black Oak | 31 | Fill slope |
| 115 | 1927 | Black Oak | 16 | Wastewater Treatment |
| 116 | 1914 | Black Oak | 16 | Fill slope |
| 117 | 1929 | Pondarosa Pine | 34 | Wastewater Treatment |
| 118 | 1933 | Pondarosa Pine | 24 | Wastewater Treatment |
| 119 | 1951 | Pondarosa Pine | 44 | Store |
| 120 | 2004 | Black Walnut | 10,11 | Leach Field/ Parking lot |
| 121 | 2005 | Black Walnut | 12 | Parking Lot |
| 122 | 2006 | Black Walnut | 12 | Leach Field/ Parking lot |
| 123 | 2009 | Doug Fir | 16 | Parking Lot |
| 124 | 2014 | Black Oak | 48 | Leach Field/ Parking lot |
| 125 | 2022 | Black Oak | 11 | Sidewalk |
| 126 | 2033 | Costal Redwood | 41 | Leach Field/ Parking lot |
| 127 | 2034 | White Fir | 22 | Parking Lot |
| 128 | 2035 | White Fir | 26 | Parking Lot |
| 129 | 2037 | Incense Cedar | 30 | Parking Lot |
| 130 | 2049 | Costal Redwood | 35 | Parking Lot |
| 131 | 2050 | Pondarosa Pine | 32 | Parking Lot |
| 132 | 2131 | Deodar Cedar | 27 | Parking Lot |
| 133 | 2133 | Deodar Cedar | 42 | Parking Lot |
| 134 | 2134 | Sycamore | 22 | Parking Lot |
| 135 | 2171 | Silk Tree | 14 | Fill slope |

| | | | | |
|-----|------|----------------|----|--------------------------|
| 136 | 2172 | White Fir | 22 | Fill slope |
| 137 | 2216 | Silk Tree | 24 | Sidewalk |
| 138 | 2217 | Pondarosa Pine | 32 | Leach Field/ Parking lot |
| 139 | 2370 | Pondarosa Pine | 34 | Maintenance Road |
| 140 | 2373 | Incense Cedar | 37 | Maintenance Road |
| 141 | 2376 | Pondarosa Pine | 33 | Maintenance Road |
| 142 | 2413 | Pondarosa Pine | 39 | Leach Field |
| 143 | 2434 | Black Walnut | 15 | Leach Field/ Parking lot |
| 144 | 2437 | Sycamore | 19 | Leach Field |
| 145 | 2444 | Sycamore | 22 | Leach Field/ Parking lot |
| 146 | 2471 | Pondarosa Pine | 41 | Maintenance Road |
| 147 | 2474 | Incense Cedar | 19 | Leach Field |
| 148 | 2493 | Pondarosa Pine | 23 | Leach Field |
| 149 | 2494 | Pondarosa Pine | 36 | Leach Field |
| 150 | 2521 | Pondarosa Pine | 36 | Leach Field |
| 151 | 2794 | Tree of Heaven | 17 | Parking Lot |
| 152 | 2811 | Pondarosa Pine | 17 | Parking Lot |
| 153 | 2815 | Pondarosa Pine | 32 | Parking Lot |
| 154 | 3000 | Incense Cedar | 32 | Parking Lot |
| 155 | 3001 | Black Oak | 15 | Parking Lot |
| 156 | 3002 | Tree of Heaven | 11 | Parking Lot |
| 157 | 3003 | Pondarosa Pine | 19 | Fuel Station |
| 158 | 3004 | Pondarosa Pine | 17 | Fuel Station |
| 159 | 3005 | Pondarosa Pine | 21 | Parking Lot |
| 160 | 3006 | Pondarosa Pine | 18 | Parking Lot |
| 161 | 3007 | Pondarosa Pine | 26 | Parking Lot |
| 162 | 3008 | Pondarosa Pine | 28 | Parking Lot |
| 163 | 3009 | Douglas Fir | 24 | Parking Lot |
| 164 | 3010 | Live Oak | 25 | Parking Lot |
| 165 | 3011 | Incense Cedar | 34 | Parking Lot |
| 166 | 3012 | Incense Cedar | 30 | Parking Lot |
| 167 | 3013 | Black Oak | 12 | Parking Lot |
| 168 | 3014 | Black Oak | 16 | Store |
| 169 | 3015 | Black Walnut | 11 | Store |
| 170 | 3016 | Live Oak | 10 | Fill slope |
| 171 | 3017 | Black Oak | 37 | Freight Access |
| 172 | 3018 | Black Oak | 21 | Freight Access |
| 173 | 3019 | Pondarosa Pine | 36 | Fill slope |
| 174 | 3020 | Black Oak | 17 | Fill slope |
| 175 | 3021 | Black Oak | 15 | Fill slope |
| 176 | 3022 | Pondarosa Pine | 24 | Maintenance Road |
| 177 | 3023 | Grey Pine | 26 | Maintenance Road |
| 178 | 3026 | Black Oak | 10 | Maintenance Road |
| 179 | 3027 | Black oak | 10 | Maintenance Road |
| 180 | 3028 | Black Oak | 12 | Wastewater Treatment |

Leave Trees

| | | | | |
|---|------|--------------|-------|------------|
| 1 | 1941 | Black Oak | 12 | Leave tree |
| 2 | 1942 | Black Oak | 22 | Leave tree |
| 3 | 1943 | Black Oak | 18,21 | Leave tree |
| 4 | 3024 | Black Walnut | 10 | Leave tree |
| 5 | 3025 | Black Oak | 10 | Leave tree |

CONDITIONS TO BE MET PRIOR TO ISSUANCE OF TREE FELLING PERMIT

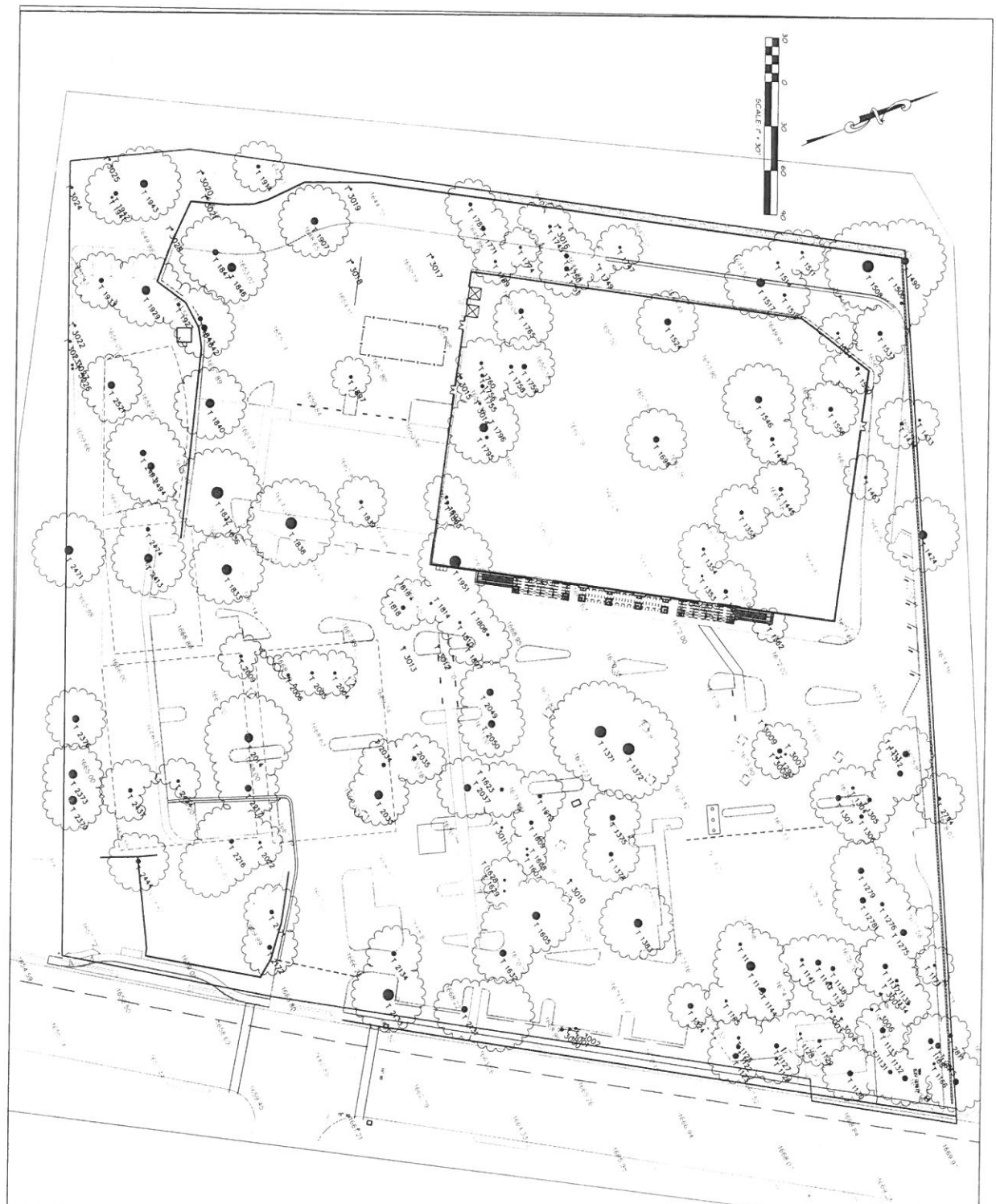
Per Planning Commission conditional approval of Permit No. PL16-00264

Approval date: _____

36. Secure the issuance of a Town approved tree-felling permit prior to felling any qualified trees and pay the adopted permit fee.
37. Secure official Town Engineer approval of detailed and engineered project civil improvement plans (including drainage plans), issuance of an onsite sewage disposal construction permit, and submit building construction plans for the Black Olive Village development project.
38. Submit an erosion and sediment control plan specific to the tree felling operation.
 - a. The plan shall detail a singular construction site entrance and exit;
 - b. The plan shall detail how best management practices will be implemented at specific locations to handle erosion and sedimentation risks;
 - c. The plan shall detail dust control measures;
 - d. The plan shall require access by logging trucks as "right-in and right-out" meaning that there shall be no left turns by logging trucks at the uncontrolled intersection.
39. Submit and secure Town Planning Director review and approval of a professionally produced "Tree Protection Plan" for the proposed project that provides for existing tree protection measures (protective fencing, etc.) prior to the commencement of ground disturbance site work (grading, etc.) for the project. Pay applicable review fees per current fee schedule.

GENERAL CONDITIONS OF TREE FELLING PERMIT

40. All qualifying trees proposed to be retained on the site as replacement trees shall be protected during construction activities in a manner consistent with the Town of Paradise Suggested Practices for Protection of Trees on Commercial, Quasi-Public, and Multi-Family Residential Construction Sites.
41. A certified arborist shall be engaged by the project applicant to oversee the employment of tree protection measures during all related project site improvements that have the potential to effect trees to be retained.
42. The approval action of this tree felling permit application shall only be valid and in effect for three (3) years past its conditional approval date.

[illegible]

9-30-2016
16-533 JT

TREE MAP
SAFEWAY BLACK OLIVE VILLAGE
SKYWAY, PARADISE, CA



Robertson Erickson
CIVIL ENGINEERS & SURVEYORS
888 Manzanita Court
Suite 101
Chico, California 95926
530-894-3500 Fax 530-894-8
robertsonerickson.com

**TOWN OF PARADISE
COMMUNITY DEVELOPMENT DEPARTMENT (PLANNING DIVISION)
5555 SKYWAY, PARADISE - (530) 872-6291
TREE FELLING APPLICATION/PERMIT**

| AP NO. | PERMIT NO. | DATE: |
|---|-------------|-------|
| 052-211-007 052-211-036 052-211-037 052-182-092 052-211-021 | PL 16-00264 | |

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DATE FELLING SHALL START: Approval of Cal-Fire Timberland Conversion and Timber Harvesting Plan

CONSTRUCTION PERMIT NO: _____ DATE ISSUED _____

PURPOSE OF REMOVAL: Please see attached Table

TREE FELLING PERMIT HISTORY FOR PROPERTY: This is the first tree felling permit issued to the new owners.

RECEIVED

AUG 12 2016

TOWN OF PARADISE
COMMUNITY DEVELOPMENT DEPT.

OWNER INFORMATION:

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NAME: Safeway INC

TELEPHONE NUMBER (208)-395-4918

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CITY/STATE/ZIP: Pleasanton CA 94588-3229

2. Parcel 052-182-092

NAME: Udovich Family Living Trust

TELEPHONE NUMBER (208)-395-4918

ADDRESS: STREET NUMBER/NAME: 1 Patrick CT

CITY/STATE/ZIP: Oroville CA 95965

CONTRACTOR INFORMATION:

NAME: To be determined

TELEPHONE NUMBER:

ADDRESS: STREET NUMBER/NAME:

CITY/STATE/ZIP:

PERMIT FEE \$

REPLACEMENT FEE \$

RECEIPT NO.

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If this permit application is for five (5) or more qualifying trees, submit a separate plot map drawn to scale.

Please see separate plot map.

Please see attached conditions of tree felling permit approval.

(SEE BACK PAGE FOR ADDITIONAL INFORMATION)

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I declare under penalty of perjury (check one):

- ☐ I am licensed under provisions of the Business and Professions Code and my license is in full force and effect.
License No. _____ Classification _____
- ☐ The contracted service price is \$500.00 valuation or less and owner provided written disclosure as per Business & Professions Code Section 7048.
- ☐ I, as the owner, or my employees with wages as their sole compensation will do the work.
- ☒ I, as the owner, am exclusively contracting with licensed contractors.
- ☐ I am licensed under provisions of Public Resources Code 4570 et seq. and my license is in full force and effect.
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WORKER'S COMPENSATION INSURANCE:

I declare under penalty of perjury (check one):

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NOTICE TO APPLICANT:

If after making this statement, should you become subject to the workers compensation provisions of the Labor Code, you must forthwith comply with such provisions or this permit shall be deemed revoked.

CERTIFICATION:

I certify that I have read this application and state that the above information is correct. I agree to comply to all town ordinances and state laws relating to tree cutting, and hereby authorize representatives of the Town of Paradise to enter upon the above-mentioned property for inspection purposes. I also agree to save, indemnify and keep harmless the town and its agents against all liabilities, judgments, costs and expenses that may in any way accrue against said agency in consequence of the granting of this permit.

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X-----
Signature of Applicant - Owner Contractor Agent ☒ LTO _____

Date: _____

APPROVAL:

- ☐ Approved
☐ Disapproved

By----- (Town Manager or Designee)

Date: _____

It is recommended that you contact the California Department of Forestry, Redding Office, (530)225-2418 for regulations that may apply to tree felling. This permit expires 90 days beyond date of issue.

POST THIS PERMIT AT A POINT PROVIDING PRIMARY ACCESS TO THE SITE OF THE TREE FELLING PRIOR TO FELLING ANY QUALIFYING TREES.

NO QUALIFYING TREE SHALL BE REMOVED WITHOUT POSSESSION OF AN APPROVED PERMIT.

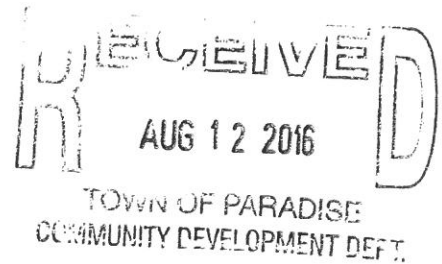
Project Description Continued:

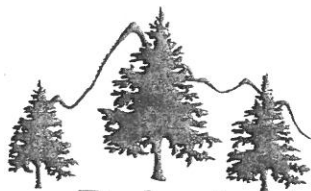
The project is a commercial development comprised of a 54,588 square foot Safeway store, a Safeway fueling station, 7,800 square feet of other retail space and a drive-through restaurant is proposed on a 7.9 acre land area zoned Community Commercial (CC); APNs 052-211-007, 021, 036, 037 and 052-182-092.

Parcel 052-211-006 is included because five trees which straddle the property line and one tree adjacent to the property line which will need to be removed as the grading operations and the retaining wall footings will severely damage their root systems.

We are requesting relief from the 1:1 on-site tree replacement ratio. Due to the significant amount of the site which will be covered by buildings we will only be able to replant 80 trees on site. There will be 100 trees which must be mitigated for off site.

| Number of trees to be removed | Number of Leave Trees | Number of trees to be replanted. | Number of trees needing off site mitigation |
|-------------------------------|-----------------------|----------------------------------|---|
| 180 | 5 | 80 | 100 |





Sierra Timber Services

1600 Feather River Blvd Suite B. Oroville, CA 95965-4685

(530) 534 - 5229

July 8, 2016

Town of Paradise
Community Development Department
5555 Skyway
Paradise CA 95969
Attn: Craig Baker

RE: Tree Report for the Safeway Project
Butte County AP #'s 052-211-007,021,036,037 and 052-182-092

The site was visited and the qualifying trees were measured and evaluated to determine the necessity of their removal. A total of 180 trees are proposed for removal ranging in size from 10" to 60+" DBH. Extensive grading and excavation will be required to build the site resulting in the need to remove all but five trees from the site. Along the northern boundary five trees which straddle the property line and one tree adjacent to the property line which will need to be removed as the grading operations and the retaining wall footings will severely damage their root systems.

Specific Reasons requiring the removal of the trees are listed below.

Parking Lot: This area will have cut and fills of 1-20 feet and underground detention areas to be excavated and installed necessitating the removal of trees within this area.

Sidewalk: Trees to be removed because they are directly within the footprint of the sidewalk itself.

Fuel Station: Trees to be removed because they are directly within the footprint of the fuel station.

Store: Trees to be removed because they are directly within the footprint of the store building itself.

Fill Slope: Trees will need to be removed to facilitate the footings and large concrete retaining wall for this area. Additionally an average of 20 feet of fill will be placed on this area. This destroys the fine root system of the tree's ability to respire by covering fine roots which were in the porous soil near the surface with compacted fill dirt. Tree mortality soon follows.

Freight Access: Trees to be removed because they are directly within the footprint of Freight Access road.

Wastewater Treatment: Trees to be removed because they are directly within the footprint of the waste water treatment plant.

Leach Field: Trees to be removed because they are directly within the area which will be excavated to install the leach field.

Maintenance Road: Trees to be removed because they are directly within the footprint of maintenance road

If you have any questions regarding this report please feel free to contact me.

Sincerely,



Pete Sundahl

Registered Professional Forester # 2861

Sierra Timber Services

Safeway Project

| Number of Trees to be Removed by Species | | Number of Trees to be Removed by Reason | |
|---|--------------|--|--------------|
| Species | No. of Trees | Reason for Removal | No. of Trees |
| Big Leaf Maple | 1 | Fill slope | 15 |
| Black Oak | 47 | Freight Access | 12 |
| Black Walnut | 7 | Fuel Station | 10 |
| Costal Redwood | 2 | Leach Field | 6 |
| Cypress | 1 | Leach Field/ Parking lot | 7 |
| Deodar Cedar | 2 | Maintenance Road | 8 |
| Douglas Fir | 6 | Parking Lot | 89 |
| Grey Pine | 1 | Parking Lot/Retaining Wall | 1 |
| Incense Cedar | 10 | Sidewalk | 3 |
| Live Oak | 17 | Store | 22 |
| Non Native Maple | 1 | Store/ Sidewalk | 3 |
| Pondarosa Pine | 72 | Wastewater Treatment | 4 |
| Silk Tree | 2 | Total | 180 |
| Sycamore | 5 | | |
| Tree of Heaven | 2 | | |
| Tulip Poplar | 1 | | |
| White Fir | 3 | | |
| Total | 180 | | |

Safeway Project Tree Removal List

| Tally | Map # | Species | Diameter | Reason for Removal |
|-------|-------|------------------|----------|--------------------|
| 1 | 1122 | Pondarosa Pine | 20 | Parking Lot |
| 2 | 1123 | Pondarosa Pine | 24 | Parking Lot |
| 3 | 1125 | Black Oak | 16 | Parking Lot |
| 4 | 1126 | Pondarosa Pine | 14 | Parking Lot |
| 5 | 1127 | Pondarosa Pine | 23 | Parking Lot |
| 6 | 1128 | Black Oak | 10 | Sidewalk |
| 7 | 1129 | Pondarosa Pine | 16 | Fuel Station |
| 8 | 1130 | Pondarosa Pine | 25 | Fuel Station |
| 9 | 1131 | Pondarosa Pine | 18 | Parking Lot |
| 10 | 1132 | Pondarosa Pine | 21 | Parking Lot |
| 11 | 1133 | Pondarosa Pine | 22 | Parking Lot |
| 12 | 1134 | Pondarosa Pine | 12 | Parking Lot |
| 13 | 1135 | Pondarosa Pine | 15 | Parking Lot |
| 14 | 1137 | Pondarosa Pine | 23 | Parking Lot |
| 15 | 1138 | Pondarosa Pine | 22 | Fuel Station |
| 16 | 1139 | Pondarosa Pine | 13 | Fuel Station |
| 17 | 1140 | Pondarosa Pine | 24 | Fuel Station |
| 18 | 1141 | Pondarosa Pine | 15 | Fuel Station |
| 19 | 1142 | Black Oak | 14 | Parking Lot |
| 20 | 1143 | Pondarosa Pine | 42 | Parking Lot |
| 21 | 1144 | Pondarosa Pine | 20 | Fuel Station |
| 22 | 1165 | Black Oak | 12 | Parking Lot |
| 23 | 1166 | Douglas Fir | 10 | Parking Lot |
| 24 | 1167 | Pondarosa Pine | 26 | Parking Lot |
| 25 | 1168 | Pondarosa Pine | 31 | Parking Lot |
| 26 | 1171 | Douglas Fir | 13 | Parking Lot |
| 27 | 1275 | Pondarosa Pine | 29 | Parking Lot |
| 28 | 1276 | Pondarosa Pine | 27 | Parking Lot |
| 29 | 1278 | Pondarosa Pine | 30 | Parking Lot |
| 30 | 1279 | Pondarosa Pine | 28 | Parking Lot |
| 31 | 1293 | Pondarosa Pine | 34 | Parking Lot |
| 32 | 1304 | Pondarosa Pine | 15 | Parking Lot |
| 33 | 1305 | Pondarosa Pine | 23 | Parking Lot |
| 34 | 1306 | Pondarosa Pine | 25 | Parking Lot |
| 35 | 1307 | Pondarosa Pine | 23 | Parking Lot |
| 36 | 1312 | Pondarosa Pine | 27 | Parking Lot |
| 37 | 1313 | Pondarosa Pine | 32 | Parking Lot |
| 38 | 1324 | Incense Cedar | 27 | Fuel Station |
| 39 | 1353 | Big Leaf Maple | 10 | Store |
| 40 | 1354 | Live Oak | 14 | Store |
| 41 | 1358 | Non Native Maple | 21 | Store |

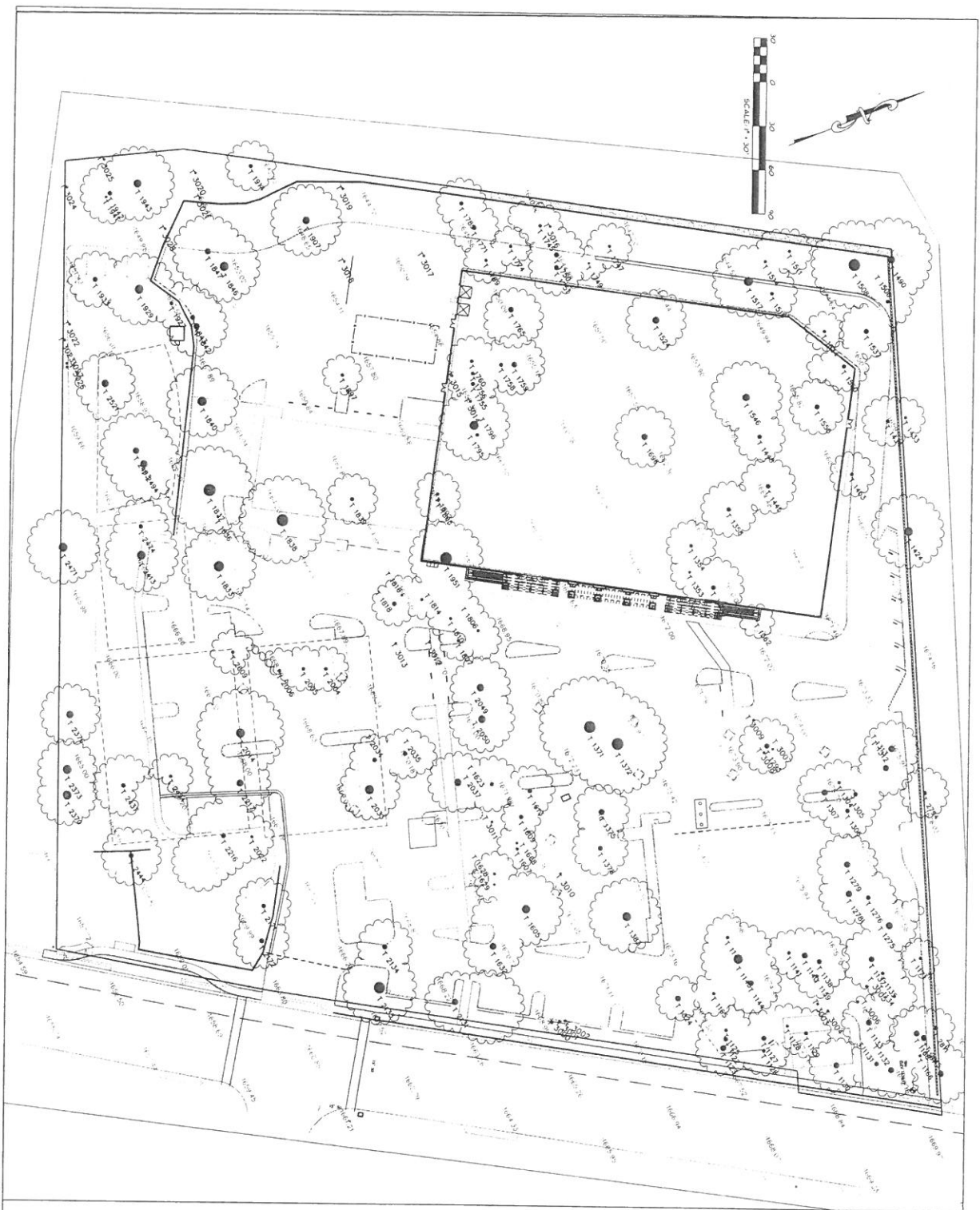
| | | | | |
|----|------|----------------|----------|----------------------------|
| 42 | 1360 | Live Oak | 18 | Store |
| 43 | 1362 | Black Walnut | 10 | Store/ Sidewalk |
| 44 | 1371 | Live Oak | 48 | Parking Lot |
| 45 | 1372 | Black Oak | 37 | Parking Lot |
| 46 | 1375 | Incense Cedar | 23 | Parking Lot |
| 47 | 1378 | Sycamore | 20 | Parking Lot |
| 48 | 1383 | Black Oak | 35 | Parking Lot |
| 49 | 1424 | Black Oak | 48 | Parking Lot |
| 50 | 1433 | Black Oak | 11 | Parking Lot/Retaining Wall |
| 51 | 1434 | Live Oak | 15 | Freight Access |
| 52 | 1445 | Tulip Poplar | 20 | Store |
| 53 | 1448 | Black Oak | 19 | Store |
| 54 | 1453 | Black Oak | 15 | Store/ Sidewalk |
| 55 | 1490 | Live Oak | 12,11,15 | Fill slope |
| 56 | 1506 | Black Oak | 15 | Fill slope |
| 57 | 1508 | Live Oak | 60+ | Fill slope |
| 58 | 1511 | Black Oak | 11 | Fill slope |
| 59 | 1514 | Live Oak | 10 | Fill slope |
| 60 | 1516 | Black Oak | 12 | Freight Access |
| 61 | 1517 | Pondarosa Pine | 35 | Freight Access |
| 62 | 1524 | Pondarosa Pine | 30 | Store |
| 63 | 1534 | Black Oak | 11 | Freight Access |
| 64 | 1537 | Pondarosa Pine | 25 | Freight Access |
| 65 | 1546 | Black Oak | 35 | Store |
| 66 | 1558 | Live Oak | 22 | Store |
| 67 | 1560 | Pondarosa Pine | 19 | Store |
| 68 | 1605 | Douglas Fir | 32 | Parking Lot |
| 69 | 1607 | Live Oak | 22 | Parking Lot |
| 70 | 1608 | Live Oak | 10 | Parking Lot |
| 71 | 1609 | Incense Cedar | 21 | Parking Lot |
| 72 | 1613 | Cypress | 24 | Parking Lot |
| 73 | 1623 | Sycamore | 16 | Parking Lot |
| 74 | 1628 | Live Oak | 13 | Parking Lot |
| 75 | 1629 | Black Oak | 10 | Parking Lot |
| 76 | 1632 | Douglas Fir | 30 | Parking Lot |
| 77 | 1696 | Pondarosa Pine | 32 | Store |
| 78 | 1745 | Pondarosa Pine | 32 | Fill slope |
| 79 | 1747 | Black Oak | 12 | Fill slope |
| 80 | 1749 | Pondarosa Pine | 10 | Freight Access |
| 81 | 1750 | Pondarosa Pine | 19 | Freight Access |
| 82 | 1751 | Pondarosa Pine | 22 | Freight Access |
| 83 | 1755 | Black Oak | 18 | Store |
| 84 | 1756 | Black Oak | 15 | Store |
| 85 | 1758 | Pondarosa Pine | 20 | Store |
| 86 | 1759 | Pondarosa Pine | 30 | Store |
| 87 | 1760 | Black Oak | 13 | Parking Lot |
| 88 | 1765 | Black Oak | 11 | Store |

| | | | | |
|-----|------|----------------|-------|--------------------------|
| 89 | 1769 | Black Oak | 11 | Freight Access |
| 90 | 1771 | Live Oak | 10,12 | Parking Lot |
| 91 | 1774 | Black Oak | 12 | Freight Access |
| 92 | 1789 | Black Oak | 18 | Parking Lot |
| 93 | 1795 | Black Oak | 17 | Parking Lot |
| 94 | 1796 | Pondarosa Pine | 35 | Store |
| 95 | 1802 | Live Oak | 12 | Store |
| 96 | 1803 | Black Oak | 11 | Store |
| 97 | 1806 | Black Oak | 12 | Parking Lot |
| 98 | 1807 | Black Oak | 10 | Parking Lot |
| 99 | 1810 | Black Oak | 10 | Parking Lot |
| 100 | 1814 | Black Oak | 12 | Parking Lot |
| 101 | 1816 | Black Oak | 11 | Parking Lot |
| 102 | 1818 | Live Oak | 12 | Parking Lot |
| 103 | 1832 | Live Oak | 26 | Parking Lot |
| 104 | 1833 | Pondarosa Pine | 42 | Parking Lot |
| 105 | 1836 | Black Walnut | 10 | Parking Lot |
| 106 | 1837 | Pondarosa Pine | 36 | Parking Lot |
| 107 | 1838 | Pondarosa Pine | 40 | Store/ Sidewalk |
| 108 | 1840 | Pondarosa Pine | 35 | Parking Lot |
| 109 | 1842 | Pondarosa Pine | 24 | Parking Lot |
| 110 | 1843 | Pondarosa Pine | 23 | Parking Lot |
| 111 | 1846 | Pondarosa Pine | 37 | Parking Lot |
| 112 | 1847 | Black Oak | 15,18 | Parking Lot |
| 113 | 1897 | Incense Cedar | 16 | Parking Lot |
| 114 | 1907 | Black Oak | 31 | Fill slope |
| 115 | 1927 | Black Oak | 16 | Wastewater Treatment |
| 116 | 1914 | Black Oak | 16 | Fill slope |
| 117 | 1929 | Pondarosa Pine | 34 | Wastewater Treatment |
| 118 | 1933 | Pondarosa Pine | 24 | Wastewater Treatment |
| 119 | 1951 | Pondarosa Pine | 44 | Store |
| 120 | 2004 | Black Walnut | 10,11 | Leach Field/ Parking lot |
| 121 | 2005 | Black Walnut | 12 | Parking Lot |
| 122 | 2006 | Black Walnut | 12 | Leach Field/ Parking lot |
| 123 | 2009 | Doug Fir | 16 | Parking Lot |
| 124 | 2014 | Black Oak | 48 | Leach Field/ Parking lot |
| 125 | 2022 | Black Oak | 11 | Sidewalk |
| 126 | 2033 | Costal Redwood | 41 | Leach Field/ Parking lot |
| 127 | 2034 | White Fir | 22 | Parking Lot |
| 128 | 2035 | White Fir | 26 | Parking Lot |
| 129 | 2037 | Incense Cedar | 30 | Parking Lot |
| 130 | 2049 | Costal Redwood | 35 | Parking Lot |
| 131 | 2050 | Pondarosa Pine | 32 | Parking Lot |
| 132 | 2131 | Deodar Cedar | 27 | Parking Lot |
| 133 | 2133 | Deodar Cedar | 42 | Parking Lot |
| 134 | 2134 | Sycamore | 22 | Parking Lot |
| 135 | 2171 | Silk Tree | 14 | Fill slope |

| | | | | |
|-----|------|----------------|----|--------------------------|
| 136 | 2172 | White Fir | 22 | Fill slope |
| 137 | 2216 | Silk Tree | 24 | Sidewalk |
| 138 | 2217 | Pondarosa Pine | 32 | Leach Field/ Parking lot |
| 139 | 2370 | Pondarosa Pine | 34 | Maintenance Road |
| 140 | 2373 | Incense Cedar | 37 | Maintenance Road |
| 141 | 2376 | Pondarosa Pine | 33 | Maintenance Road |
| 142 | 2413 | Pondarosa Pine | 39 | Leach Field |
| 143 | 2434 | Black Walnut | 15 | Leach Field/ Parking lot |
| 144 | 2437 | Sycamore | 19 | Leach Field |
| 145 | 2444 | Sycamore | 22 | Leach Field/ Parking lot |
| 146 | 2471 | Pondarosa Pine | 41 | Maintenance Road |
| 147 | 2474 | Incense Cedar | 19 | Leach Field |
| 148 | 2493 | Pondarosa Pine | 23 | Leach Field |
| 149 | 2494 | Pondarosa Pine | 36 | Leach Field |
| 150 | 2521 | Pondarosa Pine | 36 | Leach Field |
| 151 | 2794 | Tree of Heaven | 17 | Parking Lot |
| 152 | 2811 | Pondarosa Pine | 17 | Parking Lot |
| 153 | 2815 | Pondarosa Pine | 32 | Parking Lot |
| 154 | 3000 | Incense Cedar | 32 | Parking Lot |
| 155 | 3001 | Black Oak | 15 | Parking Lot |
| 156 | 3002 | Tree of Heaven | 11 | Parking Lot |
| 157 | 3003 | Pondarosa Pine | 19 | Fuel Station |
| 158 | 3004 | Pondarosa Pine | 17 | Fuel Station |
| 159 | 3005 | Pondarosa Pine | 21 | Parking Lot |
| 160 | 3006 | Pondarosa Pine | 18 | Parking Lot |
| 161 | 3007 | Pondarosa Pine | 26 | Parking Lot |
| 162 | 3008 | Pondarosa Pine | 28 | Parking Lot |
| 163 | 3009 | Douglas Fir | 24 | Parking Lot |
| 164 | 3010 | Live Oak | 25 | Parking Lot |
| 165 | 3011 | Incense Cedar | 34 | Parking Lot |
| 166 | 3012 | Incense Cedar | 30 | Parking Lot |
| 167 | 3013 | Black Oak | 12 | Parking Lot |
| 168 | 3014 | Black Oak | 16 | Store |
| 169 | 3015 | Black Walnut | 11 | Store |
| 170 | 3016 | Live Oak | 10 | Fill slope |
| 171 | 3017 | Black Oak | 37 | Freight Access |
| 172 | 3018 | Black Oak | 21 | Freight Access |
| 173 | 3019 | Pondarosa Pine | 36 | Fill slope |
| 174 | 3020 | Black Oak | 17 | Fill slope |
| 175 | 3021 | Black Oak | 15 | Fill slope |
| 176 | 3022 | Pondarosa Pine | 24 | Maintenance Road |
| 177 | 3023 | Grey Pine | 26 | Maintenance Road |
| 178 | 3026 | Black Oak | 10 | Maintenance Road |
| 179 | 3027 | Black oak | 10 | Maintenance Road |
| 180 | 3028 | Black Oak | 12 | Wastewater Treatment |

Leave Trees

| | | | | |
|---|------|--------------|-------|------------|
| 1 | 1941 | Black Oak | 12 | Leave tree |
| 2 | 1942 | Black Oak | 22 | Leave tree |
| 3 | 1943 | Black Oak | 18,21 | Leave tree |
| 4 | 3024 | Black Walnut | 10 | Leave tree |
| 5 | 3025 | Black Oak | 10 | Leave tree |



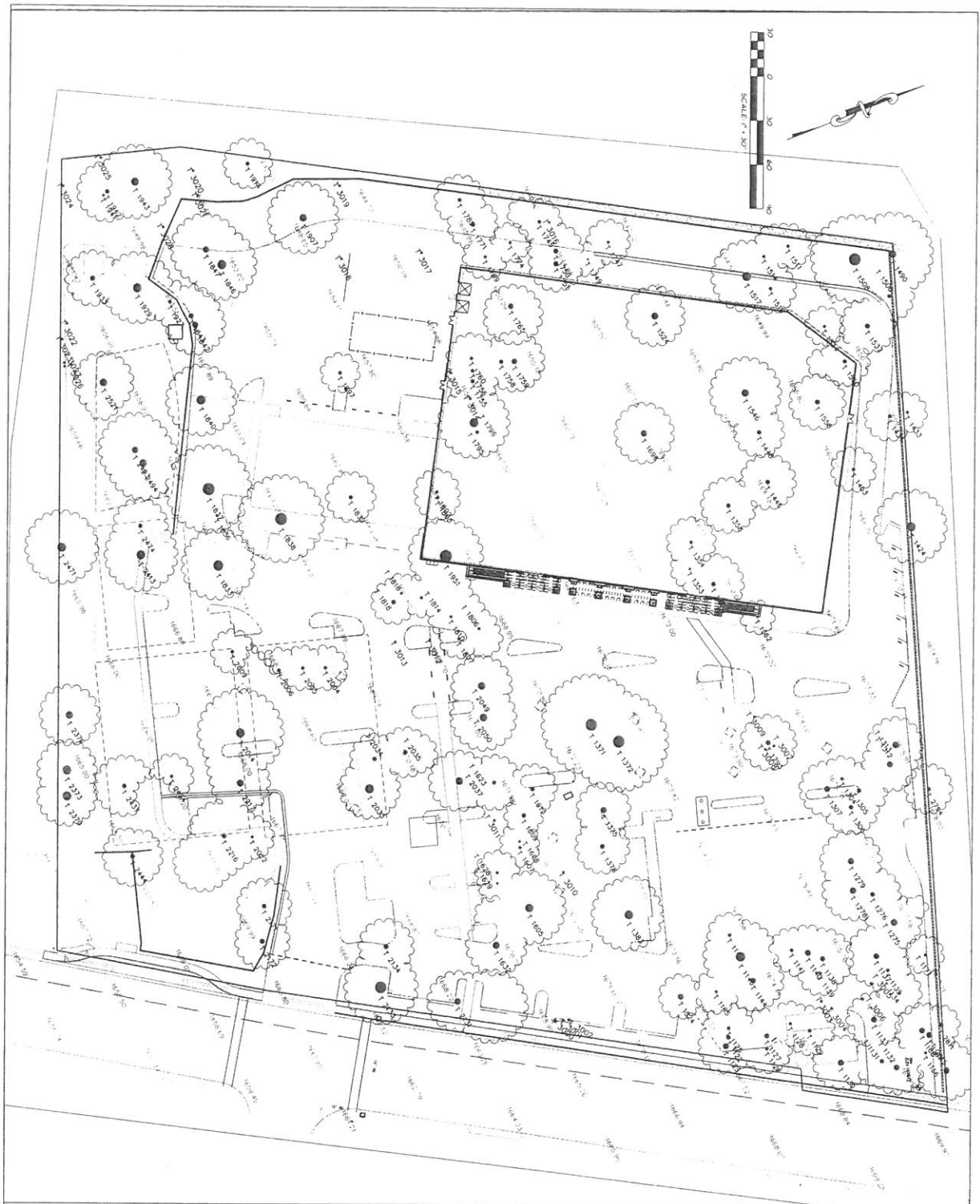
| TRENDS IN REVENUES | | | TRENDS IN REVENUES | |
|------------------------|-------|-------|--------------------|-------|
| | 2019 | 2018 | 2019 | 2018 |
| Operating Revenues | 1,117 | 1,079 | 1,117 | 1,079 |
| Operating Expenses | (229) | (229) | (229) | (229) |
| Operating Income | 888 | 850 | 888 | 850 |
| Non-Operating Revenues | 125 | 140 | 125 | 140 |
| Non-Operating Expenses | (100) | (100) | (100) | (100) |
| Non-Operating Income | 25 | 40 | 25 | 40 |
| Total Revenues | 1,142 | 1,119 | 1,142 | 1,119 |
| Total Expenses | (329) | (329) | (329) | (329) |
| Total Income | 813 | 789 | 813 | 789 |
| Income Tax | (113) | (113) | (113) | (113) |
| Net Income | 700 | 676 | 700 | 676 |
| Other Revenues | 113 | 113 | 113 | 113 |
| Other Expenses | (113) | (113) | (113) | (113) |
| Other Income | 0 | 0 | 0 | 0 |
| Other Revenues | 113 | 113 | 113 | 113 |
| Other Expenses | (113) | (113) | (113) | (113) |
| Other Income | 0 | 0 | 0 | 0 |
| Other Revenues | 113 | 113 | 113 | 113 |
| Other Expenses | (113) | (113) | (113) | (113) |
| Other Income | 0 | 0 | 0 | 0 |
| Other Revenues | 113 | 113 | 113 | 113 |
| Other Expenses | (113) | (113) | (113) | (113) |
| Other Income | 0 | 0 | 0 | 0 |
| Other Revenues | 113 | 113 | 113 | 113 |
| Other Expenses | (113) | (113) | (113) | (113) |
| Other Income | 0 | 0 | 0 | 0 |
| Other Revenues | 113 | 113 | 113 | 113 |
| Other Expenses | (113) | (113) | (113) | (113) |
| Other Income | 0 | 0 | 0 | 0 |
| Other Revenues | 113 | 113 | 113 | 113 |
| Other Expenses | (113) | (113) | (113) | (113) |
| Other Income | 0 | 0 | 0 | 0 |
| Other Revenues | 113 | 113 | 113 | 113 |
| Other Expenses | (113) | (113) | (113) | (113) |
| Other Income | 0 | 0 | 0 | 0 |
| Other Revenues | 113 | 113 | 113 | 113 |
| Other Expenses | (113) | (113) | (113) | (113) |
| Other Income | 0 | 0 | 0 | 0 |
| Other Revenues | 113 | 113 | 113 | 113 |
| Other Expenses | (113) | (113) | (113) | (113) |
| Other Income | 0 | 0 | 0 | 0 |
| Other Revenues | 113 | 113 | 113 | 113 |
| Other Expenses | (113) | (113) | (113) | (113) |
| Other Income | 0 | 0 | 0 | 0 |
| Other Revenues | 113 | 113 | 113 | 113 |
| Other Expenses | (113) | (113) | (113) | (113) |
| Other Income | 0 | 0 | 0 | 0 |
| Other Revenues | 113 | 113 | 113 | 113 |
| Other Expenses | (113) | (113) | (113) | (113) |
| Other Income | 0 | 0 | 0 | 0 |
| Other Revenues | 113 | 113 | 113 | 113 |
| Other Expenses | (113) | (113) | (113) | (113) |
| Other Income | 0 | 0 | 0 | 0 |
| Other Revenues | 113 | 113 | 113 | 113 |
| Other Expenses | (113) | (113) | (113) | (113) |
| Other Income | 0 | 0 | 0 | 0 |
| Other Revenues | 113 | 113 | 113 | 113 |
| Other Expenses | (113) | (113) | (113) | (113) |
| Other Income | 0 | 0 | 0 | 0 |
| Other Revenues | 113 | 113 | 113 | 113 |
| Other Expenses | (113) | (113) | (113) | (113) |
| Other Income | 0 | 0 | 0 | 0 |
| Other Revenues | 113 | 113 | 113 | 113 |
| Other Expenses | (113) | (113) | (113) | (113) |
| Other Income | 0 | 0 | 0 | 0 |
| Other Revenues | 113 | 113 | 113 | 113 |
| Other Expenses | (113) | (113) | (113) | (113) |
| Other Income | 0 | 0 | 0 | 0 |
| Other Revenues | 113 | 113 | 113 | 113 |
| Other Expenses | (113) | (113) | (113) | (113) |
| Other Income | 0 | 0 | 0 | 0 |
| Other Revenues | 113 | 113 | 113 | 113 |
| Other Expenses | (113) | (113) | (113) | (113) |
| Other Income | 0 | 0 | 0 | 0 |
| Other Revenues | 113 | 113 | 113 | 113 |
| Other Expenses | (113) | (113) | (113) | (113) |
| Other Income | 0 | 0 | 0 | 0 |
| Other Revenues | 113 | 113 | 113 | 113 |
| Other Expenses | (113) | (113) | (113) | (113) |
| Other Income | 0 | 0 | 0 | 0 |
| Other Revenues | 113 | 113 | 113 | 113 |

T1.0

TREE MAP
SAFEWAY BLACK OLIVE VILLAGE
SKYWAY, PARADISE, CA



Robertson Erickson
CIVIL ENGINEERS & SURVEYORS
888 Manzanita Court
Suite 101
Chico, California 95926
530-894-3500 Fax 530-894-895
robertsonerickson.com



| Tree ID | Tree Species | Tree Size | Tree Location | Tree Status |
|---------|--------------|-----------|---------------|-------------|
| T-1001 | A | 12" DBH | 12" DBH | 12" DBH |
| T-1002 | A | 12" DBH | 12" DBH | 12" DBH |
| T-1003 | A | 12" DBH | 12" DBH | 12" DBH |
| T-1004 | A | 12" DBH | 12" DBH | 12" DBH |
| T-1005 | A | 12" DBH | 12" DBH | 12" DBH |
| T-1006 | A | 12" DBH | 12" DBH | 12" DBH |
| T-1007 | A | 12" DBH | 12" DBH | 12" DBH |
| T-1008 | A | 12" DBH | 12" DBH | 12" DBH |
| T-1009 | A | 12" DBH | 12" DBH | 12" DBH |
| T-1010 | A | 12" DBH | 12" DBH | 12" DBH |
| T-1011 | A | 12" DBH | 12" DBH | 12" DBH |
| T-1012 | A | 12" DBH | 12" DBH | 12" DBH |
| T-1013 | A | 12" DBH | 12" DBH | 12" DBH |
| T-1014 | A | 12" DBH | 12" DBH | 12" DBH |
| T-1015 | A | 12" DBH | 12" DBH | 12" DBH |
| T-1016 | A | 12" DBH | 12" DBH | 12" DBH |
| T-1017 | A | 12" DBH | 12" DBH | 12" DBH |
| T-1018 | A | 12" DBH | 12" DBH | 12" DBH |
| T-1019 | A | 12" DBH | 12" DBH | 12" DBH |
| T-1020 | A | 12" DBH | 12" DBH | 12" DBH |
| T-1021 | A | 12" DBH | 12" DBH | 12" DBH |
| T-1022 | A | 12" DBH | 12" DBH | 12" DBH |
| T-1023 | A | 12" DBH | 12" DBH | 12" DBH |
| T-1024 | A | 12" DBH | 12" DBH | 12" DBH |
| T-1025 | A | 12" DBH | 12" DBH | 12" DBH |
| T-1026 | A | 12" DBH | 12" DBH | 12" DBH |
| T-1027 | A | 12" DBH | 12" DBH | 12" DBH |
| T-1028 | A | 12" DBH | 12" DBH | 12" DBH |
| T-1029 | A | 12" DBH | 12" DBH | 12" DBH |
| T-1030 | A | 12" DBH | 12" DBH | 12" DBH |
| T-1031 | A | 12" DBH | 12" DBH | 12" DBH |
| T-1032 | A | 12" DBH | 12" DBH | 12" DBH |
| T-1033 | A | 12" DBH | 12" DBH | 12" DBH |
| T-1034 | A | 12" DBH | 12" DBH | 12" DBH |
| T-1035 | A | 12" DBH | 12" DBH | 12" DBH |
| T-1036 | A | 12" DBH | 12" DBH | 12" DBH |
| T-1037 | A | 12" DBH | 12" DBH | 12" DBH |
| T-1038 | A | 12" DBH | 12" DBH | 12" DBH |
| T-1039 | A | 12" DBH | 12" DBH | 12" DBH |
| T-1040 | A | 12" DBH | 12" DBH | 12" DBH |
| T-1041 | A | 12" DBH | 12" DBH | 12" DBH |
| T-1042 | A | 12" DBH | 12" DBH | 12" DBH |
| T-1043 | A | 12" DBH | 12" DBH | 12" DBH |
| T-1044 | A | 12" DBH | 12" DBH | 12" DBH |
| T-1045 | A | 12" DBH | 12" DBH | 12" DBH |
| T-1046 | A | 12" DBH | 12" DBH | 12" DBH |
| T-1047 | A | 12" DBH | 12" DBH | 12" DBH |
| T-1048 | A | 12" DBH | 12" DBH | 12" DBH |
| T-1049 | A | 12" DBH | 12" DBH | 12" DBH |
| T-1050 | A | 12" DBH | 12" DBH | 12" DBH |
| T-1051 | A | 12" DBH | 12" DBH | 12" DBH |
| T-1052 | A | 12" DBH | 12" DBH | 12" DBH |
| T-1053 | A | 12" DBH | 12" DBH | 12" DBH |
| T-1054 | A | 12" DBH | 12" DBH | 12" DBH |
| T-1055 | A | 12" DBH | 12" DBH | 12" DBH |
| T-1056 | A | 12" DBH | 12" DBH | 12" DBH |
| T-1057 | A | 12" DBH | 12" DBH | 12" DBH |
| T-1058 | A | 12" DBH | 12" DBH | 12" DBH |
| T-1059 | A | 12" DBH | 12" DBH | 12" DBH |
| T-1060 | A | 12" DBH | 12" DBH | 12" DBH |
| T-1061 | A | 12" DBH | 12" DBH | 12" DBH |
| T-1062 | A | 12" DBH | 12" DBH | 12" DBH |
| T-1063 | A | 12" DBH | 12" DBH | 12" DBH |
| T-1064 | A | 12" DBH | 12" DBH | 12" DBH |
| T-1065 | A | 12" DBH | 12" DBH | 12" DBH |
| T-1066 | A | 12" DBH | 12" DBH | 12" DBH |
| T-1067 | A | 12" DBH | 12" DBH | 12" DBH |
| T-1068 | A | 12" DBH | 12" DBH | 12" DBH |
| T-1069 | A | 12" DBH | 12" DBH | 12" DBH |
| T-1070 | A | 12" DBH | 12" DBH | 12" DBH |
| T-1071 | A | 12" DBH | 12" DBH | 12" DBH |
| T-1072 | A | 12" DBH | 12" DBH | 12" DBH |
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| T-1074 | A | 12" DBH | 12" DBH | 12" DBH |
| T-1075 | A | 12" DBH | 12" DBH | 12" DBH |
| T-1076 | A | 12" DBH | 12" DBH | 12" DBH |
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| T-1079 | A | 12" DBH | 12" DBH | 12" DBH |
| T-1080 | A | 12" DBH | 12" DBH | 12" DBH |
| T-1081 | A | 12" DBH | 12" DBH | 12" DBH |
| T-1082 | A | 12" DBH | 12" DBH | 12" DBH |
| T-1083 | A | 12" DBH | 12" DBH | 12" DBH |
| T-1084 | A | 12" DBH | 12" DBH | 12" DBH |
| T-1085 | A | 12" DBH | 12" DBH | 12" DBH |
| T-1086 | A | 12" DBH | 12" DBH | 12" DBH |
| T-1087 | A | 12" DBH | 12" DBH | 12" DBH |
| T-1088 | A | 12" DBH | 12" DBH | 12" DBH |
| T-1089 | A | 12" DBH | 12" DBH | 12" DBH |
| T-1090 | A | 12" DBH | 12" DBH | 12" DBH |
| T-1091 | A | 12" DBH | 12" DBH | 12" DBH |
| T-1092 | A | 12" DBH | 12" DBH | 12" DBH |
| T-1093 | A | 12" DBH | 12" DBH | 12" DBH |
| T-1094 | A | 12" DBH | 12" DBH | 12" DBH |
| T-1095 | A | 12" DBH | 12" DBH | 12" DBH |
| T-1096 | A | 12" DBH | 12" DBH | 12" DBH |
| T-1097 | A | 12" DBH | 12" DBH | 12" DBH |
| T-1098 | A | 12" DBH | 12" DBH | 12" DBH |
| T-1099 | A | 12" DBH | 12" DBH | 12" DBH |
| T-1100 | A | 12" DBH | 12" DBH | 12" DBH |

BLACK OLIVE VILLAGE

FINAL ENVIRONMENTAL IMPACT REPORT

State Clearinghouse No. 2017072065

Prepared for:

TOWN OF PARADISE
5555 SKYWAY
PARADISE, CA 95969

Prepared by:

Michael Baker
INTERNATIONAL

140 INDEPENDENCE CIRCLE, SUITE C
CHICO, CA 95973

AUGUST 2018

BLACK OLIVE VILLAGE

FINAL ENVIRONMENTAL IMPACT REPORT

State Clearinghouse No. 2017072065

Prepared for:

TOWN OF PARADISE
5555 SKYWAY
PARADISE, CA 95969

Prepared by:

MICHAEL BAKER INTERNATIONAL
140 INDEPENDENCE CIRCLE, SUITE C
CHICO, CA 95973

AUGUST 2018

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1.0 INTRODUCTION

1.1 PURPOSE OF THIS DOCUMENT

This final environmental impact report (EIR) has been prepared in accordance with the California Environmental Quality Act (CEQA; Public Resources Code Sections 21000–21177) for the Black Olive Village Project (proposed project [SCH # 2017072065]). The Final EIR for this project comprises this document, together with the Draft EIR (incorporated by reference in accordance with State CEQA Guidelines Section 15150). The Town of Paradise (Town) is the lead agency for the proposed project, which is summarized below and presented in greater detail in Section 2.0, Project Description, of the Draft EIR.

This Final EIR contains public comments received on the Draft EIR during the public review period for the proposed project and includes written responses to environmental issues raised in those comments. As required by State CEQA Guidelines Sections 15088 and 15132, the lead agency (in this case, the Town of Paradise) is required to evaluate comments on environmental issues received from persons who have reviewed the Draft EIR and to prepare written responses to those comments. In accordance with State CEQA Guidelines Section 15088(b), the written responses describe the disposition of significant environmental issues raised. The Town and its consultants have provided a good faith effort to respond in detail to all significant environmental issues raised by the comments. This Final EIR also contains minor corrections and revisions made to the Draft EIR (see Section 4.0, Revisions to the Draft EIR) initiated by Town staff and/or the consultants based on their ongoing review.

The comments and responses that make up the Final EIR, in conjunction with the Draft EIR, as amended by the text changes, constitute the EIR that will be considered for certification by the Town of Paradise.

1.2 PROJECT UNDER REVIEW

The proposed Black Olive Village is in the Town of Paradise, Butte County, between Chico and Magalia in the lower Sierra Nevada foothills. The project site, which consists of five parcels, is directly west of the intersection of Skyway and Black Olive Drive in an existing commercial area. The General Plan designates the project site as Town Commercial (TC). The site is zoned Community Commercial (CC). These designations provide for a full range of locally and regionally oriented commercial uses, including retail, retail centers, restaurants, service stations, and other uses, and the project is consistent with the General Plan and the Zoning Code. The project requires approval of a Conditional Use Permit for the Safeway store and adjacent retail space in accordance with CC zoning district requirements for a large retail project.

The proposed project would result in the creation of 67,473 square feet of retail uses on 7.63 acres, which would consist of a 54,471-square-foot Safeway-branded grocery store, a 9 station (18 pumps) fueling center with illuminated canopy, a 1,002-square-foot fueling center kiosk, 7,800 square feet of additional retail adjoining the store, a 4,200-square-foot restaurant pad, and a 276-space parking lot. The grocery store would operate 7 days per week, 24 hours per day. The existing approximately 35,000-square-foot Safeway store in Old Town Plaza on Clark Road would be closed. A new use or tenant for the vacated store has not been identified, and there are no plans to demolish the space.

Off-site frontage improvements to Skyway to accommodate the proposed project would include a primary driveway entrance aligned opposite to Black Olive Drive (which would be a signalized intersection following improvements by the Town in 2017–18, unrelated to the proposed project); a secondary access driveway (northern driveway) for the fueling center; curb, gutter, and sidewalk; and a public bus turnout and shelter on Skyway south of the primary driveway entrance. A 6-foot-

1.0 INTRODUCTION

wide bicycle and pedestrian pathway would be constructed along the Skyway frontage and dedicated to the Town. Landscaping, consisting of trees, shrubs, and plants, would be installed throughout the parking lot, along Skyway, and along the north, west, and south boundaries of the site.

Delivery truck access to the project is proposed via the northern driveway. Delivery trucks accessing the site would enter via the northern driveway, proceed to the two loading docks via a one-way route at the rear of the Safeway store, and exit via the primary driveway at Black Olive Drive. Smaller delivery trucks would use either driveway to access the site.

Water service for the project would be provided by the Paradise Irrigation District (PID). The proposed project would include an on-site wastewater secondary treatment system. Stormwater from the proposed project would be collected into mechanical structures and treated in on-site stormwater detention basins prior to discharge into the Town's stormwater drainage system in Skyway.

Existing structures on the site would be demolished, and 180 trees greater than 10 inches in diameter would be removed. The Town has not identified any of the trees on-site as a heritage tree. The project applicant will be required to obtain a Tree Felling Permit from the Town, and the California Department of Forestry and Fire Protection (Cal Fire) will require the preparation of a Timber Harvest Plan.

Grading of the site to create a level pad for the buildings and parking lot would require cut-and-fill operations and the import of 20,900 cubic yards of fill material. A retaining wall would be installed on the west side of the site, along the property line, at the bottom of a slope created by fill placement. The retaining wall would range in height from 14 to 16 feet along most of the western property line, decreasing to 5 feet near the southwest corner. A retaining wall would also be placed on the north side of the site ranging from 16 feet below the grade of the pad at the northwest corner to 10 feet above the pad grade near the center of the northern property line.

The boundaries of the five existing parcels would be modified to provide for individual parcels for future retail tenants and the restaurant pad.

1.3 PUBLIC PARTICIPATION AND REVIEW PROCESS

Following the Town's preliminary review of the proposed project, the Town determined the proposed project may have a significant effect on the environment and concluded that an EIR would be required. The Town of Paradise published a Notice of Preparation (NOP) of an EIR on July 28, 2017. This notice was circulated to the public, local, state, and federal agencies, and other interested parties for 30 days to solicit comments on the proposed project. The Town conducted a scoping meeting on August 22, 2017, to receive input on the content of the EIR.

An initial study checklist was prepared, although it was not required pursuant to CEQA Guidelines Section 15063(a). The Initial Study is included in Appendix B in the Draft EIR. The Town determined the scope for the Draft EIR based on the Initial Study and comments in response to the NOP. The following environmental topics are addressed in detail the Draft EIR: aesthetics, air quality, greenhouse gas emissions, noise, and traffic. Sections 4.1 through 4.5 in this EIR provide an integrated presentation of the setting, environmental impacts, and mitigation measures. Potential effects of implementing the proposed project, including cumulative effects, are identified, along with mitigation measures recommended to reduce identified impacts. In cases where mitigation would not reduce an impact to a level that is less than significant or no mitigation is available, this fact is noted.

The Draft EIR was circulated for public and agency review and comment for 45 days. The review period for the Draft EIR was from February 12, 2018 to March 28, 2018. This Final EIR contains the written comments submitted on the Draft EIR and responses to those comments.

1.4 ORGANIZATION OF THIS DOCUMENT

The Final EIR is organized as follows:

Section 1 – Introduction: This section includes a summary of the project description and the process and requirements for a Final EIR.

Section 2 – List of Agencies and Persons Commenting: This section contains a list of all agencies or persons who submitted comments on the Draft EIR during the public review period.

Section 3 – Comments and Responses: This section contains the comment letters received on the Draft EIR and the corresponding response to each comment. For this Final EIR, comments and responses are grouped by letters from agencies and individuals. Responses are provided after the letter in the order in which the comments appear. Where appropriate, responses are cross-referenced between letters. The responses following each comment letter are intended to supplement, clarify, or amend information in the Draft EIR or refer the commenter to the appropriate place in the document where the requested information can be found.

Section 4 – Revisions to the Draft EIR: This section presents minor corrections and revisions made to the Draft EIR initiated by Town of Paradise staff based on their ongoing review and/or in response to comments on the Draft EIR.

1.0 INTRODUCTION

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2.0 LIST OF COMMENTERS

2.1 COMMENTER LIST

The following agencies and individuals submitted comments on the Draft EIR:

| Letter Number | Commenter | Date Submitted |
|--------------------|---|----------------|
| <i>Agencies</i> | | |
| A | Governor's Office of Planning and Research, State Clearinghouse | April 2, 2018 |
| B | California Department of Transportation (Caltrans) | April 6, 2018 |
| C | Butte County Air Quality Management District | March 27, 2018 |
| <i>Individuals</i> | | |
| 1 | Dave Schott | March 16, 2018 |

2.0 LIST OF COMMENTERS

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3.0 COMMENTS AND RESPONSES

3.1 REQUIREMENTS FOR RESPONDING TO COMMENTS ON A DRAFT EIR

CEQA Guidelines Section 15088 requires the lead agency to evaluate all comments on environmental issues received on the Draft EIR and prepare a written response. The written response must address the significant environmental issue raised and must provide a detailed response, especially when specific comments or suggestions (e.g., additional mitigation measures) are not accepted. In addition, the written response must be a good faith and reasoned analysis. However, lead agencies need only to respond to significant environmental issues associated with the project and do not need to provide all the information requested by a comment, as long as a good faith effort at full disclosure is made in the EIR (CEQA Guidelines Section 15204).

CEQA Guidelines Section 15204 recommends that commenters provide detailed comments that focus on the sufficiency of the Draft EIR in identifying and analyzing the possible impacts on the environment and ways in which the significant effects of the project might be avoided or mitigated. CEQA Guidelines Section 15204 also notes that commenters should provide an explanation and evidence supporting their comments. Pursuant to CEQA Guidelines Section 15064, an effect will not be considered significant in the absence of substantial evidence supporting such a conclusion.

3.2 RESPONSES TO COMMENT LETTERS

Written comments on the Draft EIR are reproduced on the following pages, along with responses to those comments. To assist in referencing comments and responses, the following coding system is used:

- Public agency comment letters are coded by letters, and each issue raised in the comment letter is assigned a number (e.g., Comment Letter A, comment 1: A-1).
- Individual comment letters are coded by numbers, and each issue raised in the comment letter is assigned a number (e.g., Comment Letter 1, comment 1: 1-1).

Comments that do not raise environmental issues or relate to the adequacy of the information or analysis in the Draft EIR do not require a response, per CEQA Guidelines Section 15132. Comments that relate exclusively to the merits of the proposed project are so noted.

3.0 COMMENTS AND RESPONSES

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Letter A



EDMUND G. BROWN JR.
GOVERNOR

STATE OF CALIFORNIA
GOVERNOR'S OFFICE of PLANNING AND RESEARCH



KEN ALEX
DIRECTOR

April 2, 2018

Craig Baker
Town of Paradise
5555 Skyway
Paradise, CA 95969

Subject: Black Olive Village Project
SCH#: 2017072065

Dear Craig Baker:

The enclosed comment (s) on your Draft EIR was (were) received by the State Clearinghouse after the end of the state review period, which closed on March 28, 2018. We are forwarding these comments to you because they provide information or raise issues that should be addressed in your final environmental document.

A-1

The California Environmental Quality Act does not require Lead Agencies to respond to late comments. However, we encourage you to incorporate these additional comments into your final environmental document and to consider them prior to taking final action on the proposed project.

Please contact the State Clearinghouse at (916) 445-0613 if you have any questions concerning the environmental review process. If you have a question regarding the above-named project, please refer to the ten-digit State Clearinghouse number (2017072065) when contacting this office.

Sincerely,

Scott Morgan
Director, State Clearinghouse

Enclosures
cc: Resources Agency

1400 10th Street P.O. Box 3044 Sacramento, California 95812-3044
1-916-322-2318 FAX 1-916-558-3184 www.opr.ca.gov

Letter A Continued

bite
3-28-18
LS

Christine Asiata

From: Kabirinassab, Nima@DOT <Nima.Kabirinassab@dot.ca.gov>
Sent: Friday, March 30, 2018 2:30 PM
To: cbaker@townofparadise.com
Cc: OPR State Clearinghouse
Subject: 03-BUT-2018-00078 - Black Olive Village Project
Attachments: Comment Letter.pdf

Dear Craig Baker,

Thank you for including California Department of Transportation (Caltrans) in the review for Black Olive Village Project. Caltrans' new mission, vision, and goals signal a modernization of our approach to California's transportation system. We review this local development for impacts to the State Highway System in keeping with our mission, vision and goals for sustainability/livability/economy, and safety/health. We provide these comments consistent with the state's mobility goals that support a vibrant economy, and build communities, not sprawl.

Please provide our office with copies of any further actions regarding this project. We would appreciate the opportunity to review and comment on any changes related to this development.

Please reply to this email to confirm receipt of the attached comments.

If you should have any questions concerning these comments or require additional information, please feel free to contact me.

Thank you,

Nima Kabirinassab
Transportation Planner
Caltrans - District 3
703 B Street
Marysville, CA 95901
(530) 741-5452
Nima.Kabirinassab@DOT.ca.gov



State's Office of Planning & Research
MAR 30 2018
STATE CLEARINGHOUSE

A-2

Letter A Continued

STATE OF CALIFORNIA—CALIFORNIA STATE TRANSPORTATION AGENCY

EDMUND G. BROWN Jr., Governor

DEPARTMENT OF TRANSPORTATION

DISTRICT 3
703 B STREET
MARYSVILLE, CA 95901
PHONE (530) 741-4286
FAX (530) 741-5346
TTY 711
www.dot.ca.gov



Serious drought.
Help save water!

March 30, 2018

GTS# 03-BUT-2018-00078
03-BUT-191 PM 11.387
SCH# 2017072065

Mr. Craig Baker
Town of Paradise
5555 Skyway
Paradise, CA 95969

Governor's Office of Planning & Research

MAR 30 2018

STATE CLEARING HOUSE

Black Olive Village Project

Dear Craig Baker:

Thank you for including the California Department of Transportation (Caltrans) in the environmental/application review process for the project referenced above. The mission of Caltrans is to provide a safe, sustainable, integrated and efficient transportation system to enhance California's economy and livability. The Local Development-Intergovernmental Review (LD-IGR) Program reviews land use projects and plans through the lenses of our mission and state planning priorities of infill, conservation, and travel-efficient development. To ensure a safe and efficient transportation system, we encourage early consultation and coordination with local jurisdictions and project proponents on all development projects that utilize the multimodal transportation network.

The project consists of the construction and operation of 67,473 square feet (sq. ft.) of retail uses, which would include a Safeway supermarket (54,471 sq. ft.) and 7,800 sq. ft. of additional retail adjoining the store; a 4,200 sq. ft. restaurant which could accommodate a high-turnover, sit-down restaurant; a 18-station (9 pumps) fueling center with canopy; a 1,002 sq. ft. fueling center kiosk; and a landscaped parking lot with 278 parking spaces. The project is located west side of Skyway, adjacent to the intersection of Skyway and Black Olive Drive, 1-mile west of State Route (SR) 191 Paradise, California. The following comments are based on the Draft Environmental Impact Report (EIR) received.

"Provide a safe, sustainable, integrated, and efficient transportation system to enhance California's economy and livability"

Letter A Continued

Mr. Craig Baker
March 30, 2018
Page 2

Traffic Operations

The traffic study should depict potential impacts at the intersections of SR 191 and Pearson/Buschmann Road. There will likely be a change in through movements turning left towards the new grocery location, increasing conflicts at these intersections. Regarding the Site Plan (Figure 2), it is unclear as to what the future holds for "Pad A" in relation to the landscaping that will be built in the initial project. At a minimum, it should include all frontage improvements along Skyway including traffic signal, sidewalk, curb ramps, a bus turn out (in coordination with local transit authorities), and a full length of curb line within the parking lot along the traffic signal access driveway opposite Black Olive Dr.

More than the minimum number of ADA spaces have been provided in the site plan, but it is difficult to determine from this image how many van accessible spaces there are. Two are required for the 12 spaces shown, but given the separated nature of the business entrances (Safeway, shops, Pad A, gas kiosk) consider having one van accessible space in each location.

The "STOP" word marking is not used at the driveway traffic signal approach. Consider a roundabout intersection as an alternative to a new traffic signal control, as they have been known to have enhanced safety performance and traffic calming features. Truck design would also need to be accounted for in the circulating roadway.

Forecasting

Trip generation rates shown in Table 4 of the traffic impact report (TIR) is consistent with ITE trip generation rates. Caltrans forecasting concerns:

1. SR 191/Pearson Road intersection and SR 191/Elliott Road intersection should have been considered in the impact analysis. Please provide the rationale on this matter. According to page 19 of the TIR, trip distribution shows that 55% of the project generated traffic will use Pearson and Elliott Road. Please perform analysis for these two intersections and re-submit.
2. Figure 3 (Baseline AM Peak Traffic Volumes) and Figure 5 (2040 Baseline AM Peak Traffic Volumes) show same volume counts. Please correct volume in figure 5 and all associated analysis done using this future baseline volume.
3. Figures 3 to 12 show intersection 6 is shown in the wrong location. It is shown at Pearson/Foster Road junction instead of Pearson/Black Olive Drive junction.

"Provide a safe, sustainable, integrated, and efficient transportation system to enhance California's economy and livability"

Letter A Continued

Mr. Craig Baker
March 30, 2018
Page 3

Please provide our office with copies of any further actions regarding this project. We would appreciate the opportunity to review and comment on any changes related to this development.

If you have any question regarding these comments or require additional information, please contact Nima Kabirinassab, Intergovernmental Review Coordinator for Butte County, by phone (530) 741-5452 or via email at Nima.Kabirinassab@dot.ca.gov.

Sincerely,



KEVIN YOUNT, Branch Chief
Office of Transportation Planning
Regional Planning Branch—North

"Provide a safe, sustainable, integrated, and efficient transportation system to enhance California's economy and livability"

LETTER A: GOVERNOR’S OFFICE OF PLANNING AND RESEARCH, STATE CLEARINGHOUSE

Response A-1

This comment states that one state agency (California Department of Transportation [Caltrans]) submitted a comment letter to the State Clearinghouse, but that it was received after the end of the state review period, which was March 28, 2018. As provided by CEQA Guidelines Section 15088 and as noted in the comment, CEQA does not require lead agencies to respond to late comments but encourages lead agencies to incorporate them and consider them prior to taking final action on a proposed project.

Response A-2

Caltrans submitted its comment letter via email on March 30, 2018 to the State Clearinghouse and to the Town. Caltrans staff subsequently submitted a revised comment letter (dated April 6, 2018) directly to the Town. The Town has considered the comments in the April 6 letter and has prepared responses to those comments, which are provided in Responses B-1 through B-3.

Letter B

STATE OF CALIFORNIA—CALIFORNIA STATE TRANSPORTATION AGENCY

EDMUND G. BROWN Jr., Governor

DEPARTMENT OF TRANSPORTATION

DISTRICT 3
703 B STREET
MARYSVILLE, CA 95901
PHONE (530) 741-4286
FAX (530) 741-5346
TTY 711
www.dot.ca.gov



*Serious drought.
Help save water!*

April 6, 2018

GTS# 03-BUT-2018-00078
03-BUT-191 PM 11.387
SCH# 2017072065

Mr. Craig Baker
Town of Paradise
5555 Skyway
Paradise, CA 95969

Black Olive Village Project

Dear Craig Baker:

Thank you for including the California Department of Transportation (Caltrans) in the environmental/application review process for the project referenced above. The mission of Caltrans is to provide a safe, sustainable, integrated and efficient transportation system to enhance California's economy and livability. The Local Development-Intergovernmental Review (LD-IGR) Program reviews land use projects and plans through the lenses of our mission and state planning priorities of infill, conservation, and travel-efficient development. To ensure a safe and efficient transportation system, we encourage early consultation and coordination with local jurisdictions and project proponents on all development projects that utilize the multimodal transportation network.

The project consists of the construction and operation of 67,473 square feet (sq. ft.) of retail uses, which would include a Safeway supermarket (54,471 sq. ft.) and 7,800 sq. ft. of additional retail adjoining the store; a 4,200 sq. ft. restaurant which could accommodate a high-turnover, sit-down restaurant; a 18-station (9 pumps) fueling center with canopy; a 1,002 sq. ft. fueling center kiosk; and a landscaped parking lot with 278 parking spaces. The project is located west side of Skyway, adjacent to the intersection of Skyway and Black Olive Drive, 1-mile west of State Route (SR) 191 Paradise, California. The following comments are based on the Draft Environmental Impact Report (EIR) received.

"Provide a safe, sustainable, integrated, and efficient transportation system to enhance California's economy and livability"

Letter B Continued

Mr. Craig Baker
April 6, 2018
Page 2

Traffic Operations

The traffic study should depict potential impacts at the intersection of SR 191 and Pearson Road. There will likely be a change in through movements turning left towards the new grocery location, increasing conflicts at these intersections.

Forecasting

Trip generation rates shown in Table 4 of the traffic impact report (TIR) is consistent with ITE trip generation rates. Caltrans forecasting concerns: **B-1**

1. SR 191/Pearson Road intersection should have been considered in the impact analysis. Please provide the rationale on this matter. According to page 19 of the TIR, trip distribution shows that 55% of the project generated traffic will use Pearson and Elliott Road. Please perform analysis on SR 191/Pearson Road and re-submit.
2. Figure 3 (Baseline AM Peak Traffic Volumes) and Figure 5 (2040 Baseline AM Peak Traffic Volumes) show same volume counts. Please correct volume in figure 5 and all associated analysis done using this future baseline volume. **B-2**

Please provide our office with copies of any further actions regarding this project. We would appreciate the opportunity to review and comment on any changes related to this development. **B-3**

If you have any question regarding these comments or require additional information, please contact Nima Kabirinassab, Intergovernmental Review Coordinator for Butte County, by phone (530) 741-5452 or via email at Nima.Kabirinassab@dot.ca.gov.

Sincerely,



KEVIN YOUNT, Branch Chief
Office of Transportation Planning
Regional Planning Branch—North

"Provide a safe, sustainable, integrated, and efficient transportation system to enhance California's economy and livability"

LETTER B: CALIFORNIA DEPARTMENT OF TRANSPORTATION (CALTRANS)**Response B-1**

As requested by Caltrans staff, an intersection operations analysis was prepared for the State Route 191 (Clark Road) and Pearson Road intersection. A memorandum documenting the results of the analysis is included in Appendix A to this Final EIR. The results of the analysis show that there would be no significant impacts at the Clark Road/Pearson Road under existing plus baseline and cumulative plus project conditions.

Response B-2

The Traffic Impact Analysis (Appendix D of the Draft EIR) inadvertently duplicated the same traffic volume figures referenced by the commenter. The analysis in the study is correct. The error is editorial in nature only. The correct versions of Figure 3 (Baseline AM Peak Traffic Volumes) and Figure 5 (2040 Baseline AM Peak Traffic Volumes) are included in Appendix A to this Final EIR. These figures were not included in the Draft EIR, and no further analysis or revisions to the Draft EIR are necessary as a result of this comment.

Response B-3

As required under CEQA Guidelines Section 15088(b), the Town is required to provide responses to a public agency on comments made by that agency at least 10 days prior to certifying an EIR. The Town will provide its responses to the Caltrans letter as required.

Letter C

629 Entler Avenue, Suite 15
Chico, CA 95928

(530) 332-9400
(530) 332-9417 Fax



W. James Wagoner
Air Pollution Control Officer

Robert McLaughlin
Asst. Air Pollution Control Officer

March 27, 2018

Craig Baker, Community Development Director
Town of Paradise
5555 Skyway
Paradise, CA 95969

Re: Black Olive Village Project Draft Environmental Impact Report (DEIR)

Dear Mr. Baker,

The Butte County Air Quality Management District (District) appreciates the opportunity to comment on the DEIR for the project listed above. Based on the information reviewed, the District has the following comments:

1. Page 4.2-3 - Criteria Pollutants: The first paragraph shows both Ozone and PM_{2.5} being measured at 4405 Airport Road. Ozone is measured at 4405 Airport Road in Paradise, CA. PM_{2.5} is measured at 6701 Clark Road in Paradise, CA. | C-1
2. Page 4.3-13 - Construction default model assumptions: The District recommends reviewing the default grams per liter (g/l) value used for architectural coatings in CALEEMOD model runs. District Rule 230, *Architectural Coatings* includes VOC content limits for flat (100 g/l) and non-flat (150 g/l) coatings. This may result in a reduced value for construction-related ROG emissions if the default value (300 g/l) was used. | C-2
3. Page 4.2-16 - Impact 4.2.2: The District recognizes that the unmitigated and mitigated short-term construction-generated impacts are expected to be less than significant. The District recommends including a statement indicating that the project does not exceed the threshold of 4.5 tons per year (NOx and ROG) in addition to the threshold of 137 pounds per day. Based on data reviewed on PDF page 458 of the DEIR (CALEEMOD Emissions Summary – Overall Construction), it appears that the total unmitigated and mitigated construction emissions are below the threshold of 4.5 tons per day for NOx and ROG. | C-3
4. Page 4.2-20 - Impact 4.2.3: The District recognizes that the long-term operational NOx emissions are significant and are primarily the result of mobile vehicle emissions. The District also recognizes that mobile vehicle emissions were estimated under the conservative assumption that all vehicle trips are new. The District agrees that MM 4.2.3b and MM 4.2.3c may result in a reduction of mobile vehicle emissions. If additional on-site mitigation measures are infeasible, off-site mitigation strategies may be used to reduce operational emissions. | C-4

If you have any questions or comments, please contact the District at (530) 332-9400.

Sincerely,


Jason Mandly
Senior Air Quality Planner

LETTER C: BUTTE COUNTY AIR QUALITY MANAGEMENT DISTRICT (BCAQMD)**Response C-1**

The Draft EIR has been revised in response to this comment to correct the description of ozone and PM_{2.5} measurement locations that appears on page 4.2-3 in the Draft EIR. Please see Section 4.0, Revisions to the Draft EIR.

Response C-2

Using the CalEEMod default value for VOC content for Butte County resulted in maximum daily construction ROG emissions of 92.9 pounds/day (Draft EIR, Table 4.2-6, page 4.2-16). Using Rule 230 VOC content limits, as suggested by the commenter, would result in lower emissions. However, because the estimated emissions using the default value were below the BCAQMD's 137 pounds per day threshold, no changes to the VOC content value were made. Even with the default value providing a more conservative estimate, the impact is less than significant.

Response C-3

The Draft EIR has been revised in response to this comment to include a statement on page 4.2-16 that annual emissions of ROG and NO_x would also not exceed the BCAQMD's threshold of 4.5 tons per year. Please see Section 4.0, Revisions to the Draft EIR.

Response C-4

The Town recognizes on-site mitigation is the BCAQMD's preferred approach, and that if additional on-site measures are not feasible, the other option to further reduce emissions is through off-site mitigation. As described in the BCAQMD CEQA Air Quality Handbook, a project applicant may participate in an off-site mitigation program, coordinated through BCAQMD, within the region (Butte County), or through the payment of fees equal to the amount of emissions exceeding the annual threshold over the expected length of the exceedance, which is 25 years for commercial projects.

Under CEQA (CEQA Guidelines Section 15126.4), there must be an essential nexus (i.e., connection) between the mitigation measure and a legitimate governmental interest, and the mitigation measure must be "roughly proportional" to the impacts of the project. As noted in Impact 4.2.3 on page 4.2-20 in the Draft EIR, the estimate of mobile emissions reflects the assumption in the project's transportation impact study that the proposed project would result in new trips, even though the supermarket component of the project is the relocation of an existing use. This approach provides a conservative, worst-case estimate of mobile criteria air pollutant and precursor emissions at the project level because it does not discount precursor emissions associated with the existing store. Therefore, it is not possible to quantify the net difference in emissions that would, in turn, be used to determine what appropriate mitigation would be. Therefore, the use of an off-site mitigation strategy to reduce project emissions that would include emissions from some future, as-yet-undetermined commercial use at the vacated store would not meet the essential nexus and rough proportionality criteria. As such, participation in an off-site program to mitigate the proposed project's impacts is not considered feasible for the proposed project.

Letter 1

Baker, Craig

From: Dave Schott [schottprop@sbcglobal.net]
Sent: Friday, March 16, 2018 2:30 PM
To: Baker, Craig
Subject: Re: Draft EIR

Craig Baker.
Director, Community development.
Town of Paradise, Ca.

Dave Schott
Owner, Colonial Storage
Paradise, Ca.

3/16/2108

Dear Mr. Baker :

Thank you for the notification and opportunity to review the draft EIR for the upcoming Safeway project. Being the long and very complex document that the draft EIR is, I will keep my concerns as brief and specific as possible. As you know I own the property immediately to the north of the Safeway project and our contiguous property line is close to 600 feet in length. On the Skyway End of my property is my office along with Colonial Ministorage , to the rear of the property there are three homes that are very close to the Safeway side of property line. The construction and operation of the proposed Safeway is going to have a very large impact on these homes, and there in lies my concerns.

1-1

Prior to the scoping meeting held at the town of Paradise offices I forwarded a letter voicing concerns regarding this common property line. It appears several of my concerns have been addressed , specifically the "sound wall " buffering the parking lot driveway area from the existing homes referenced above. Although The sound wall is shown in the vicinity of the homes it is not clear as to its finish elevation, and materials of construction. Further details will be presented by Safeway I'm sure and I hope to have a look at those prior to their approval.

1-2

My other main concern is trees along our common property line. Although several trees are shown for removal that appear to be on or near the property line or perhaps even on my property, there appears to be no change from the plans presented at the scoping meeting and the current plan in The draft EIR. Therefore I am simply repeating what I stated in my prior letter. I will limit my comments to a single tree at this point. Please reference sheet T 1.0.. On this sheet, A beautiful 48 inch mature black oak is shown for removal. I believe this tree is on our property line, or perhaps even on my property. I most certainly do not want it damaged or removed. The elevation sheet C 2.0 shows that the finish grade of the parking area is going to be very close to the existing grade at the base of this tree. Obviously if the retaining wall/ sound wall is run through this area the tree Will be killed. The current plan shows a planter area is planned for the vicinity in which the tree now resides ,Rerouting the retaining wall and it's above ground sound wall out and around this tree into the Safeway area would give this tree is best chance of survival. This would require a minor expansion of the planter and yet appear not to affect the adjacent parking areas. Please keep my simple recommendation above along with my other concerns in mind as you review Safeway's plans. Should you need any further information please contact me.

1-3

Sincerely. Dave Schott

Sent from my iPad

On Feb 13, 2018, at 1:50 PM, Baker, Craig <cbaker@townofparadise.com> wrote:

<https://www.townofparadise.com/index.php/17-news-events/279-environmental-impact-report-for-the-black-olive-village-project-safeway>

<image001.jpg>

Craig Baker

Community Development Director
Town of Paradise

LETTER 1: DAVE SCHOTT, BUSINESS OWNER**Response 1-1**

The presence of residential units on the commenter's commercial property and the potential for the project to impact those units was considered during preparation of the Draft EIR. For example, the Draft EIR (Figure 4.1-1 on page 4.1-5 in Section 4.1, Aesthetics) shows the location of residential areas adjoining the site. The residential units on the commenter's property are within that area. The Draft EIR (page 4.1-4) stated that the project site is readily visible from residences on the commenter's property. Impacts 4.1.2 and 4.1.3 (pages 4.1-12 through 4.1-19) evaluated potential visual quality and light/glare impacts at those residences. Mitigation measures were identified to reduce impacts (mitigation measures MM 4.1.2a through MM 4.1.2d), which address retaining wall design, vegetative screening for retaining walls and noise barriers, and protection of large trees). The Draft EIR also evaluated potential air emissions impacts associated with the fueling center operation (Impact 4.2.5 on page 4.2-25 in Section 4.2, Air Quality), and the analysis examined potential effects at the closest sensitive receptor, which is one of the units on the commenter's property. Potential noise impacts were also evaluated (Impact 4.4.2 on page 4.4-19 in Section 4.4, Noise). Impact 4.4.2 included mitigation measures (MM 4.4.2a, MM 4.2.2b, and MM 4.4.2c) to reduce noise impacts at the closest residences. Responses 1-2 and 1-3, below, address specific issues of concern raised in the comment letter.

Response 1-2

The final design of the noise barrier along the north side of the site adjoining the commenter's property line (Figure 4.4-3 on page 4.4-23 in Section 4.4, Noise, in the Draft EIR) has not yet been determined. The Town recognizes the commenter's concern regarding its design relative to adjacent residential properties and will provide the commenter an opportunity to review the design when it is available.

Response 1-3

The commenter's concern regarding the 48-inch black oak tree on the north side of the site was specifically considered during preparation of the Draft EIR, based on the commenter's input during the scoping meeting on August 16, 2017 and in his comment letter. The location of the tree is noted on page 4.1-2 in Section 4.1, Aesthetics, in the Draft EIR. It is also described in the impact analysis (Impact 4.1.2 on page 4.1-14), which states "based on comments received from the public during the scoping process, there may be some uncertainty as to whether some of the large-diameter trees along the project boundaries are on the applicant's property or on property owned by others. An official survey would be required to determine whether the trees to be removed are on property under the applicant's control."

Mitigation Measures MM 4.1.2c and MM 4.1.2d on page 4.1-15 in the Draft EIR require that the boundaries of the project site be certified by a California-licensed surveyor and reconciled with the tree removal plan. Trees that are not on the applicant's property may not be removed without permission from the property owner. MM 4.1.2d requires that large-diameter trees along the project's north boundaries be incorporated into the landscape plan, where practicable and feasible, before the Town approves the tree removal and landscape plans. It also requires that specific efforts be made to retain the 48-inch black oak (tree number T-1424) and that trees on site boundaries shall be protected during site grading and construction to protect root systems.

3.0 COMMENTS AND RESPONSES

The final site plan and tree removal plan have not been prepared pending completion of the EIR process to ensure that concerns and suggested mitigations, such as those offered by the commenter concerning the 48-inch black oak tree, are considered. The site plans have not yet been updated. The location of retaining wall, planter, and noise barrier can be shifted and/or modified to ensure the tree is protected. The only requirement for the noise barrier is that it remain 6 feet tall and constructed with no gaps.

The Town and the applicant intend to protect the 48-inch black oak tree, as established in mitigation measures MM 4.1.2c and MM 4.1.2d. The Town will provide the commenter an opportunity to review the survey report and final grading, tree removal, and landscape plans before the Town approves such plans.

4.0 REVISIONS TO THE DRAFT EIR

4.1 INTRODUCTION

This section presents minor corrections and revisions made to the Draft EIR initiated by Town of Paradise staff based on their ongoing review and/or in response to comments on the Draft EIR. Revisions herein do not result in new significant environmental impacts, do not constitute significant new information, and do not alter the conclusions of the environmental analysis. New text is indicated in underline, and text to be deleted is reflected by a strikethrough unless otherwise noted in the introduction preceding the text change. Text changes are presented in the page order in which they appear in the Draft EIR.

4.2 REVISIONS TO THE DRAFT EIR

EXECUTIVE SUMMARY

Table ES-1, page ES-14, Mitigation Measure MM 4.4.2b revised as follows:

- MM 4.4.2b To ensure noise from delivery trucks traveling along the truck entry lane or unloading does not exceed the Town of Paradise's nighttime limit, the speed limit on the truck entry lane shall be limited to 5 miles per hour. This requirement shall be included as a condition of approval. The applicant shall post signage that specifies the maximum speed limit (5 mph) restriction; the signage shall be posted at the northern driveway entrance to the truck delivery lane and along the lane on the west side leading to the delivery area. The Town shall establish a mechanism for adjacent residents to report concerns with truck delivery and loading dock noise and/or violations of the speed limit restrictions, and to require the applicant to remedy the situation, as necessary. Mitigation measure MM 4.2.3~~ed~~ shall also be implemented, which requires electrical hookups at the loading dock for truck refrigeration units.

Table ES-1, pages ES-17 through ES-22 revised as follows:

Table ES-1 is revised to include the level of significance before and after mitigation for the following topics evaluated in the Initial Study (Appendix B in the Draft EIR): Biological Resources, Cultural Resources, Geology and Soils, and Hazards and Hazardous Materials. The significance conclusions were stated in the Initial Study but were inadvertently omitted from Table ES-1. This revision is editorial only and does not affect the analysis or conclusions for these topics. The portion of Table ES-1 showing the changes for these topics is included at the end of this section.

SECTION 4.1 (AESTHETICS)

Page 4.1-17, footnote 3 revised as follows:

- ³ Mitigation measure MM 4.2.3~~ed~~ identified in Section 4.2, Air Quality, to help reduce biogenic reactive organic gas (ROG) emissions would replace the California sycamore trees that would be planted in the parking lot with lower ROG-emitting varieties such as zelkova. These species have lower root damage potential than California sycamore.

SECTION 4.2 (AIR QUALITY)

Page 4.2-3, first paragraph and Table 4.2-2, revised as follows:

4.0 REVISIONS TO THE DRAFT EIR

Ambient air quality in the county can be inferred from ambient air quality measurements conducted at air quality monitoring stations. Existing levels of ambient air quality and historical trends and projections in the region are documented by measurements made by the Butte County Air Quality Management District, the air pollution regulatory agency in the air basin that maintains air quality monitoring stations. ~~There are two air quality monitoring sites in Paradise: 4405 Airport Road, approximately 2.6 miles southeast, and 6701 Clark Road, approximately 2.8 miles northeast. The nearest air quality monitoring site to the project site is located at 4405 Airport Road in Paradise, approximately 3 miles south of the project site. This~~ The 4405 Airport Road monitoring station measures ambient concentrations of ozone. The 6701 Clark Road Station measures ~~and~~ airborne fine particulate matter (PM_{2.5}). The closest monitoring station that measures airborne coarse particulate matter (PM₁₀) is the Chico – East Avenue station, approximately 11 miles to the west. Ozone, PM₁₀, and PM_{2.5} are the primary pollutants affecting the air basin. **Table 4.2-2** shows historical occurrences of ozone, PM₁₀, and PM_{2.5} pollutant levels exceeding state and federal ambient air quality standards for the three-year period from 2014 through 2016.

TABLE 4.2-2
AMBIENT AIR QUALITY MONITORING DATA

| Pollutant Standards | 2014 | 2015 | 2016 |
|--|-------------|-------------|-------------|
| Paradise – 4405 Airport Road Monitoring Station | | | |
| Ozone (O₃) | | | |
| Max 1-hour concentration (ppm) | 0.116 | 0.086 | 0.088 |
| Max 8-hour concentration (ppm) | 0.085 | 0.078 | 0.078 |
| Number of days above state 1-hour standard | 1 | 0 | 0 |
| Number of days above 8-hour standard | 11 | 8 | 13 |
| Paradise – 6701 Clark Road Monitoring Station | | | |
| Fine Particulate Matter (PM_{2.5}) | | | |
| Maximum 24-hour concentration (µg/m ³) (state/federal) | 56.5 / * | 58.3 / * | 27.2 / * |
| Number of days above federal standard | * | * | * |
| Chico – East Avenue Monitoring Station | | | |
| Coarse Particulate Matter (PM₁₀) | | | |
| Max 24-hour concentration (µg/m ³) (state/federal) | 47.6 / 40.1 | 66.4 / 67.8 | 57.0 / 58.1 |
| Number of days above state/federal standard | 0 / 0 | 8 / 0 | 8 / 0 |

Source: CARB 2017a

Notes: µg/m³ = micrograms per cubic meter; ppm = parts per million

* = No data is currently available from CARB to determine the value

Page 4.2-16, Impact 4.2.2, second paragraph and Table 4.2-6, revised as follows:

As shown in **Table 4.2-6**, during construction, short-term daily emissions associated with the development of the proposed project would not exceed the applicable BCAQMD significance daily or annual thresholds, and the impact would be **less than significant**.

TABLE 4.2-6
CONSTRUCTION-RELATED CRITERIA POLLUTANT AND PRECURSOR EMISSIONS – UNMITIGATED
(MAXIMUM POUNDS PER DAY)

| Construction Activities | ROG | NO _x | Total PM ₁₀ | Total PM _{2.5} |
|---|--|--|--|--|
| 2018 maximum daily emissions | 4.7 | 75.0 | 20.8 | 12.3 |
| 2019 maximum daily emissions | 92.9 | 29.1 | 2.8 | 1.6 |
| <i>Maximum Daily Emissions of All Years of Construction</i> | 92.9 | 75.0 | 20.8 | 12.3 |
| <i>Annual Maximum Emissions (tons per year)</i> | <u>1.06</u> | <u>4.08</u> | <u>0.49</u> | <u>0.29</u> |
| BCAQMD Significant Impact Threshold | 137 pounds per day not to exceed <u>4.5 tons per year</u> | 137 pounds per day not to exceed <u>4.5 tons per year</u> | PM ₁₀ + PM _{2.5} < 80 | PM ₁₀ + PM _{2.5} < 80 |
| Exceed BCAQMD Threshold? | No | No | No | No |

Source: CalEEMod version 2016.3.1. See **Appendix C** for emission model outputs.

Notes: Project construction activities are assumed to occur over a 15-month period.

Page 4.2-24, second full paragraph, second sentence revised as follows:

Mitigation measure **MM 4.2.3d** requires the implementation of a "no idling" program for heavy-duty diesel vehicles in the loading dock area, including the installation of electrical connections at loading docks for the connection of trucks equipped with electrical hookups. ~~This would~~, which would otherwise be a source of emissions. Signage advising vehicle drivers of the idling restrictions and electrical hookup is required to be placed at the loading dock and near truck entrances to the loading area. This mitigation measure would provide a reduction of operational emissions that is not quantifiable in the CalEEMod software and a reduction in noise generated in the loading dock area.

SECTION 4.4 (NOISE)

Page 4.4-20, first paragraph, first sentence under "Supermarket Loading Dock and Other Delivery Operations" subheading revised as follows:

The project would result in truck deliveries to the Safeway store, the retail shops, and the fueling center. The proposed site plan includes a two-truck depressed loading dock at the south ~~eastwest~~ corner of the Safeway store and an at-grade loading zone for small to medium-sized trucks near the center of the south side of the Safeway store.

Page 4.4-21, Mitigation Measure 4.4.2c revised as follows:

MM 4.4.2b To ensure noise from delivery trucks traveling along the truck entry lane or unloading does not exceed the Town of Paradise's nighttime limit, the speed limit on the truck entry lane shall be limited to 5 miles per hour. This

4.0 REVISIONS TO THE DRAFT EIR

requirement shall be included as a condition of approval. The applicant shall post signage that specifies the maximum speed limit (5 mph) restriction; the signage shall be posted at the northern driveway entrance to the truck delivery lane and along the lane on the west side leading to the delivery area. The Town shall establish a mechanism for adjacent residents to report concerns with truck delivery and loading dock noise and/or violations of the speed limit restrictions, and to require the applicant to remedy the situation, as necessary. Mitigation measure MM 4.2.3~~ed~~ shall also be implemented, which requires electrical hookups at the loading dock for truck refrigeration units.

SECTION 6.0, ALTERNATIVES

Page 6.0-6, last paragraph, fifth sentence revised as follows:

... As shown, although the delay would decrease at intersections under Existing plus Reduced Project conditions, the LOS for each study intersection would be the same as the proposed project. All intersections would operate acceptably, and the impact would be less than significant, identical to the proposed project. Under cumulative conditions, even though this alternative would have fewer trips, the Skyway/Elliott Road intersection would operate at LOS ~~[B-D]~~ E during PM peak-hour conditions under this alternative, which would be a significant impact (Traffic Works 2017b).

APPENDIX E (TRANSPORTATION IMPACT STUDY)

The Traffic Impact Analysis (Appendix D of the Draft EIR) inadvertently duplicated the two traffic volume figures: Figure 3 (Baseline AM Peak Traffic Volumes) and Figure 5 (2040 Baseline AM Peak Traffic Volumes). The location of study intersection 6 was also shown incorrectly on Figures 3 through 12. All revised figures are included in Appendix A to this Final EIR. These figures were not included in the Draft EIR. This revision is editorial only and does not affect the analysis or conclusions in the Draft EIR.

TABLE ES-1: SUMMARY OF ENVIRONMENTAL IMPACTS AND MITIGATION MEASURES [PAGES ES-17 THROUGH ES-22]

| Impact | Level of Significance Without Mitigation | Mitigation Measures | Level of Significance After Mitigation |
|--|--|---|--|
| Mitigation Measures Included in Initial Study (Appendix B) | | | |
| <i>Biological Resources</i> | | | |
| Potential disturbance of nesting/breeding birds during construction. | <u>Potentially significant</u> | <p>MM 2.4.1 If clearing and/or construction activities would occur during the bird breeding season (typically January through July for raptors and February 15 through August 15 for other birds), preconstruction surveys to identify active nests shall be conducted within 3 days of construction initiation, particularly vegetation clearing and ground-disturbing activities. Surveys must be performed by a qualified biologist for the purposes of determining presence/absence of active nest sites within the proposed impact area, including construction access routes and a 500-foot buffer (if feasible). If no active nests are found, no further mitigation is required. Surveys shall be repeated if relevant construction activities are delayed or postponed.</p> <p>MM 2.4.2 If an active nest is located during preconstruction surveys, construction activities shall be restricted as necessary to avoid disturbance of the nest until it is deemed inactive by a qualified biologist. Restrictions shall include establishment of exclusion zones (no ingress of personnel or equipment) at a minimum radius of 300 feet around an active raptor nest and 100 feet around other active bird nest(s). Activities permitted within exclusion zones and the size may be adjusted through consultation with the CDFW.</p> <p>MM 2.4.3 Vegetation containing active nests that must be removed as part of the project shall be removed during the non-breeding season (August 16 through December 31), but only provided that the nest(s) are confirmed no longer active.</p> | <u>Less than significant</u> |
| Potential disturbance of roosting bats during demolition and site preparation activities | <u>Potentially significant</u> | <p>MM 2.4.4 Construction-related activities shall occur only during daylight hours.</p> <p>MM 2.4.5 Prior to the removal of any trees or buildings, a bat survey shall be performed by a qualified biologist between March 1 and July 31. If bat roosts are identified, the Town shall require that the bats be safely flushed from the sites where</p> | <u>Less than significant</u> |

TABLE ES-1: SUMMARY OF ENVIRONMENTAL IMPACTS AND MITIGATION MEASURES [PAGES ES-17 THROUGH ES-22]

| Impact | Level of Significance Without Mitigation | Mitigation Measures | Level of Significance After Mitigation |
|---|--|--|--|
| | | <p>roosting habitat is planned to be removed prior to roosting season (typically May to August) and prior to the onset of construction activities. If maternity roosts are identified during the maternity roosting season (typically May to September), they must remain undisturbed until a qualified biologist has determined the young bats are no longer roosting. If roosting is found to occur on-site, replacement roost habitat (e.g., bat boxes) shall be provided to offset roosting sites removed. If no bat roosts are detected, no further action is required if the trees are removed or the vacant building are demolished prior to the next breeding season. If removal/demolition is delayed, an additional survey shall be conducted 30 days prior to removal/demolition to ensure that a new colony has not established itself.</p> <p>MM 2.4.6 If a female or maternity colony of bats are found in trees on the project site, and the project can be constructed without the elimination or disturbance of the roosting colony (e.g., if the colony roosts in a large tree not planned for removal), a qualified biologist shall determine what buffer zones will be employed to ensure the continued success of the colony. Such buffer zones may include a construction-free barrier of 200 feet from the roost and/or the timing of the construction activities outside of the maternity roosting season (after July 31 and before March 1).</p> <p>MM 2.4.7 If an active nursery roost is documented on-site and demolition and/or tree removal cannot be performed outside of the maternity roosting season, bats shall be excluded from the site after July 31 and before March 1 to prevent the formation of maternity colonies. Nonbreeding bats shall be safely evicted, under the direction of a bat specialist in coordination with the CDFW.</p> | |
| <i>Cultural Resources</i> | | | |
| Potential discovery of previously unidentified cultural resources, tribal cultural resources, paleontological resources, and/or human remains | <u>Potentially significant</u> | MM 2.5.1 Treatment of previously unidentified archaeological and paleontological deposits. Construction personnel involved in excavation and grading activities shall be | <u>Less than significant</u> |

TABLE ES-1: SUMMARY OF ENVIRONMENTAL IMPACTS AND MITIGATION MEASURES [PAGES ES-17 THROUGH ES-22]

| Impact | Level of Significance Without Mitigation | Mitigation Measures | Level of Significance After Mitigation |
|--------|--|--|--|
| | | <p>informed of the possibility of discovering archaeological or paleontological resources at any location and the protocol to be followed if resources are found. The Town shall ensure the grading plan notes include specific reference to the potential discovery of such resources. If prehistoric or historical archaeological deposits are discovered during construction, the project applicant and/or contractor shall stop all work within 25 feet of the discovery and an archaeologist shall assess the situation, consult with agencies as appropriate, and make recommendations regarding the treatment of the discovery. The project applicant and/or contractor shall avoid impacts to archaeological deposits to the extent feasible, but if such impacts cannot be avoided, the deposits shall be evaluated for their California Register eligibility. If the deposit is not eligible for the California Register, no further protection of the finds is necessary. If the deposits are California Register eligible, they shall be protected from project-related impacts, or such impacts shall be mitigated. Mitigation may consist of but is not necessarily limited to systematic recovery and analysis of archaeological deposits, recording the resource, preparation of a report of findings, and accessioning recovered archaeological materials at an appropriate curation facility. Public educational outreach may also be appropriate.</p> <p>If potentially unique paleontological resources (fossils) are discovered during project construction, work shall be halted immediately within 25 feet of the discovery, the Town shall be notified, and a professional paleontologist shall be retained to determine the significance of the discovery. The paleontologist shall establish procedures for paleontological resource surveillance throughout project construction and for temporarily halting or redirecting work to permit sampling, identification, and evaluation of fossils. These procedures shall be implemented throughout project construction. Excavated finds shall be offered to a State-designated repository such as the Museum of Paleontology at the University of California, Berkeley or the California Academy of Sciences, or to California State</p> | |

TABLE ES-1: SUMMARY OF ENVIRONMENTAL IMPACTS AND MITIGATION MEASURES [PAGES ES-17 THROUGH ES-22]

| Impact | Level of Significance Without Mitigation | Mitigation Measures | Level of Significance After Mitigation |
|---------------------------|--|--|--|
| | | <p>University, Chico.</p> <p>MM 2.5.2 Treatment of previously unidentified human remains. The project applicant and/or contractor shall treat any human remains encountered during ground-disturbing activities in accordance with California Health and Safety Code Section 7050.5. There shall be no further excavation or disturbance of the site or any nearby area reasonably suspected to overlie adjacent remains until the Butte County coroner has determined the manner and cause of any death, and the recommendations concerning the treatment and disposition of the human remains have been made to the person responsible for the excavation or to his or her authorized representative. At the same time, an archaeologist shall be contacted to assess the situation and consult with agencies as appropriate. Project personnel/construction workers shall not collect or move any human remains and associated materials. If the human remains are of Native American origin, the coroner must notify the Native American Heritage Commission within 24 hours of this identification. The Native American Heritage Commission will identify a Native American most likely descendant to inspect the site and provide recommendations for the proper treatment of the remains and associated grave goods.</p> | |
| <i>Geology and Soils</i> | | | |
| Seismic and soils hazards | <u>Potentially significant</u> | <p>MM 2.6.1 The project applicant shall prepare and submit a final, design-level geotechnical report to the Town of Paradise. The project's grading and building plans shall demonstrate that they incorporate all applicable recommendations of the design-level geotechnical study and comply with all applicable requirements of the latest adopted version of the California Building Standards Code. A licensed professional engineer shall prepare the plans, including those that pertain to seismic safety, soil engineering, cut/fill, structural foundations, pipeline excavation, and installation. All on-site soil engineer activities shall be conducted under the supervision of a licensed</p> | <u>Less than significant</u> |

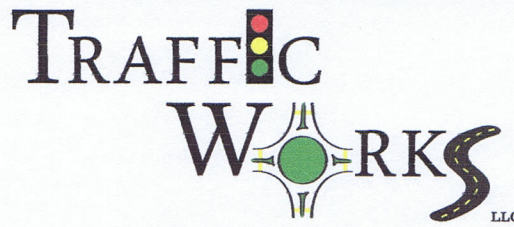
TABLE ES-1: SUMMARY OF ENVIRONMENTAL IMPACTS AND MITIGATION MEASURES [PAGES ES-17 THROUGH ES-22]

| Impact | Level of Significance Without Mitigation | Mitigation Measures | Level of Significance After Mitigation |
|---|--|---|--|
| | | geotechnical engineer or certified engineering geologist. | |
| <i>Hazards and Hazardous Materials</i> | | | |
| Potential to encounter contaminated soils | <u>Potentially significant</u> | MM 2.8.1 In accordance with the recommendations of the Phase I ESA prepared for the project site, the project applicant shall have a qualified environmental professional perform a limited subsurface investigation of all RECs and significant data gaps identified in the Phase I ESA. The limited subsurface investigation shall include, at a minimum, soil sampling and laboratory testing to determine the presence of contaminants, a determination of whether contaminant levels exceed any applicable public standards, and recommendations to address contaminants of concern. Should the limited subsurface investigation identify contamination or contamination be discovered during site development, a Risk Management Plan shall be prepared and implemented that (1) identifies the contaminants of concern and the potential risk each contaminant would pose to human health and the environment during construction and post-development and (2) describes measures to be taken to protect workers and the public from exposure to potential site hazards. Measures could include options such as physical site controls during construction, remediation, long-term monitoring, post-development maintenance or access limitations, or some combination thereof. Depending on the nature of contamination, if any, appropriate agencies shall be notified (e.g., Town of Paradise Fire Department). If needed, a Site Health and Safety Plan that meets Occupational Safety and Health Administration (OSHA) requirements shall be prepared and in place prior to commencement of work in any contaminated area. | <u>Less than significant</u> |

TABLE ES-1: SUMMARY OF ENVIRONMENTAL IMPACTS AND MITIGATION MEASURES [PAGES ES-17 THROUGH ES-22]

| Impact | Level of Significance Without Mitigation | Mitigation Measures | Level of Significance After Mitigation |
|-----------------------|--|--|--|
| Wildland fire hazards | <u>Potentially significant</u> | MM 2.8.2 Prior to issuance of a building permit, the project applicant shall submit documentation from the Paradise Irrigation District verifying that the project's water system is capable of meeting the minimum fire flows required by the Town of Paradise Fire Marshal. If the system is not capable of meeting the required fire flows, the project applicant shall submit documentation showing the approved water system improvement plans to upgrade the existing system and detailing the financial arrangements to fund the necessary improvements. | <u>Less than significant</u> |

APPENDIX A
SUPPLEMENTAL TRANSPORTATION IMPACT STUDY (MAY 2018)
AND
TRANSPORTATION IMPACT STUDY (SEPTEMBER 2017) REVISED FIGURES



Traffic Engineering, Transportation Planning & Forensic Services

May 16, 2018

To: Alice Tackett, Michael Baker International

From: Loren Chilson, PE, Traffic Works

A handwritten signature in blue ink, appearing to read "Loren Chilson", is written over the "From:" line.

Transportation Impact Study Supplement Black Olive Village - Pearson Road / Clark Road (SR 191) Intersection

This letter serves as a supplement to the Transportation Impact Study titled "*Transportation Impact Study for Black Olive Village*" dated September 18, 2017. This letter summarizes additional traffic operations analysis and impact evaluation conducted specifically for the Pearson Road/Clark Road (SR 191) intersection.

Please refer to the "*Transportation Impact Study for Black Olive Village*" dated September 18, 2017 for a complete discussion of the "proposed project" description related to traffic elements, analysis methods used, significance criteria and thresholds, the roadway network, and all other background transportation items, as this supplement is limited to an examination of only the Pearson Road/Clark Road intersection.

BASELINE CONDITIONS

Intersection Configuration

The current configuration of the Pearson Road/Clark Road intersection is shown in attached **Figure 1**. The intersection is controlled by a traffic signal with protected left-turn phasing on all approaches. Traffic signal phasing and splits were observed in the field and found to be consistent with the current signal timing schemes provided by Caltrans for this evaluation. The south leg of the intersection (Clark Road) is part of SR 191, with the Caltrans facility terminating at Pearson Road. It is important to note that the outside (right-most) lane on the southbound approach is striped as a through/right-turn lane. However, the lane is 20 feet wide and clearly functions as two lanes, a through and separate right turn. For the purposes of this analysis, a separate right-turn lane was used in the computations and analysis.

Traffic Volumes

New AM and PM peak hour traffic volumes were collected on an average mid-week day in April 2018 with local schools in regular session. The existing peak hour intersection traffic volumes are shown in attached **Figure 1**.

Intersection Level of Service

Level of service calculations were performed using the current traffic volumes, Peak Hour Factors (PHF), lane configurations, and existing signal timing. The results are presented in **Table 1** and the calculation sheets are provided in **Appendix A**.

Table 1: Baseline Conditions Intersection Level of Service Summary

| Intersection | Control | Existing AM | | Existing PM | |
|---------------------------|---------|--------------------|-----|--------------------|-----|
| | | Delay ¹ | LOS | Delay ¹ | LOS |
| Pearson Road / Clark Road | Signal | 49.6 | D | 47.1 | D |

Notes: 1. Delay is reported in seconds per vehicle for the overall intersection for signalized intersections.

Source: Traffic Works, 2018

As shown in **Table 1**, the subject intersection currently operates at acceptable levels of service (LOS “D”) during both the AM and PM peak hours.

BASELINE PLUS PROJECT CONDITIONS

Traffic Volumes

Baseline Plus Project traffic volumes were developed by adding the project generated trips assigned to Pearson Road in the *Black Olive Village Transportation Impact Study* (Traffic Works, 2017) to the baseline traffic volumes. The project trips assigned to/from Pearson Road east of Skyway were distributed to the intersection approaches and departures based on the following trip distribution percentages:

- 40% travelling to/from the north on Clark Road (12% of the total external project trips)
- 40% travelling to/from the east on Pearson Rd (12% of the total external project trips)
- 20% travelling to/from the South on Clark Road (6% of the total external project trips)

The Baseline Plus Project condition Peak Hour Factors, travel patterns, signal timings, and lane configurations were assumed to remain the same as under current conditions. Trips generated by the project and assigned to the intersection are shown in **Figure 2** and the Baseline Plus Project scenario traffic volumes and controls are shown in **Figure 3**.

Intersection Level of Service

Table 2 presents the level of service analysis summary for the Baseline Plus Project scenario. Detailed calculation sheets are provided in **Appendix B**.

Table 2: Baseline Plus Project Intersection Level of Service Summary

| Intersection | Control | Plus Project AM | | Plus Project PM | |
|-------------------------------------|---------|--------------------|-----|--------------------|-----|
| | | Delay ¹ | LOS | Delay ¹ | LOS |
| Pearson Road / Clark Road (Overall) | Signal | 51.3 | D | 50.5 | D |

Notes: 1. Delay is reported in seconds per vehicle for the overall intersection for signalized intersections.

Source: Traffic Works, 2018

With the addition of the project traffic, the study intersection is anticipated to operate at acceptable levels of service (LOS "D") during both the AM and PM peak hours.

2040 CUMULATIVE CONDITIONS

Intersection Configuration

Based on the Caltrans *SR 191 Transportation Concept Report, June 2017 (SR 191 TCR)*, no vehicular capacity improvements are planned at the Pearson Road/Clark Road intersection in the 20 year horizon. There is a conceptual project for the addition of Class II bicycle lanes on SR 191 from Pearson Road to the Town limits. Therefore, the only adjustment anticipated at the intersection is the re-optimization of traffic signal timings, as a maintenance task, as traffic volumes change over the next 20 years.

Traffic Volumes

2040 Cumulative Condition traffic volumes were developed by increasing the current traffic volumes by 35% over an approximately 20 year period consistent with the projections outlined in the SR 191 TCR. It should be noted that a 1.75% annual growth rate is very aggressive and provides a conservative analysis for the Town of Paradise and neighboring communities. The 35% growth was applied to every turning movement at the intersection to again provide a conservative analysis. The resulting 2040 Cumulative Condition traffic volumes are shown in **Figure 1**, attached.

Intersection Level of Service

2040 Cumulative Conditions level of service was calculated using the 2040 Cumulative traffic volumes and traffic signal timing parameters consistent with what is in place today, but with re-optimized green times. **Table 3** summarizes the 2040 Cumulative Conditions level of service analysis. Detailed calculation sheets are provided in **Appendix C**, attached.

Table 3: 2040 Cumulative Conditions Intersection Level of Service Summary

| Intersection | Control | 2040 AM | | 2040 PM | |
|-------------------------------------|---------|--------------------|------|--------------------|------|
| | | Delay ¹ | LOS | Delay ¹ | LOS |
| Pearson Road / Clark Road (Overall) | Signal | D | 50.2 | D | 51.4 |

Notes: 1. Delay is reported in seconds per vehicle for the overall intersection for signalized intersections.

Source: Traffic Works, 2018

As shown in **Table 3**, under the 2040 Cumulative Conditions, the Pearson Road/Clark Road intersection is anticipated to operate at acceptable levels of service for the 20 year horizon.

2040 CUMULATIVE PLUS PROJECT CONDITIONS

Traffic Volumes

2040 Cumulative Plus Project traffic volumes were developed by adding the project generated trips, shown in **Figure 2**, to the 2040 Cumulative Condition traffic volumes.

Intersection Level of Service

The 2040 Cumulative Plus Project condition lane configurations, controls, and analysis parameters were assumed to remain the same as under 2040 Cumulative Conditions.

Table 4 presents the level of service analysis summary for the 2040 Cumulative Plus Project scenario. Detailed calculation sheets are provided in **Appendix D**.

Table 4: 2040 Cumulative Plus Project Conditions Intersection Level of Service Summary

| Intersection | Control | 2040 Plus Project AM | | 2040 Plus Project PM | |
|-------------------------------------|---------|----------------------|------|----------------------|------|
| | | Delay ¹ | LOS | Delay ¹ | LOS |
| Pearson Road / Clark Road (Overall) | Signal | D | 52.5 | D | 53.1 |

Notes: 1. Delay is reported in seconds per vehicle for the overall intersection for signalized intersections.

Source: Traffic Works, 2018

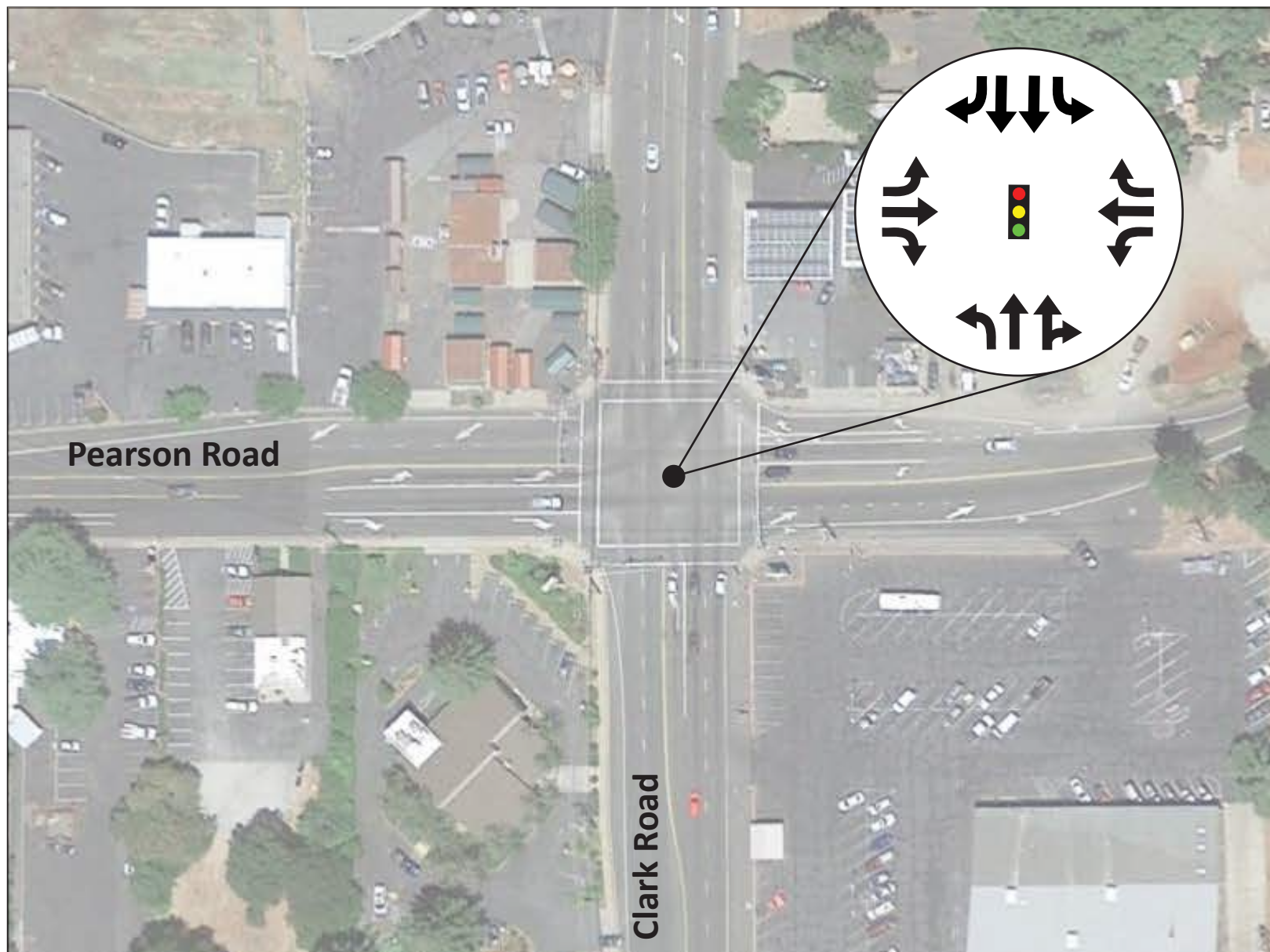
The subject intersection is anticipated to operate at acceptable LOS “D” through the 20 year horizon with the project traffic.

IMPACT EVALUATION

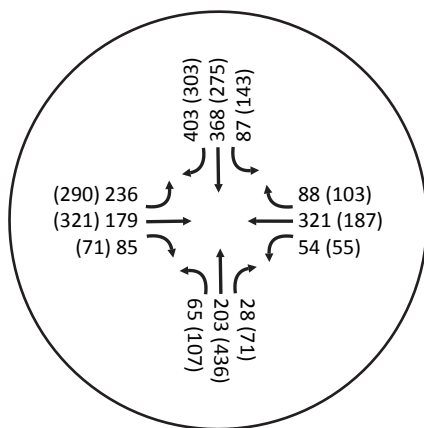
As described in detail within the *Transportation Impact Study for Black Olive Village*, the Town of Paradise strives to maintain Level of Service “D” at Town managed intersections.

As stated in the SR 191 TCR, Caltrans District 3 accepts concept LOS “E” for route segments in urban areas. Since SR 191 is anticipated to operate within LOS “E” over the 20 year horizon, no improvements are planned by Caltrans.

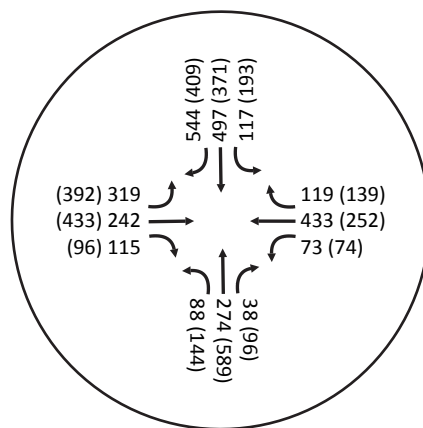
The Pearson Road/Clark Road intersection is anticipated to operate within Town of Paradise and Caltrans operational policies in each study scenario, therefore the project impact at this intersection is considered less-than-significant.



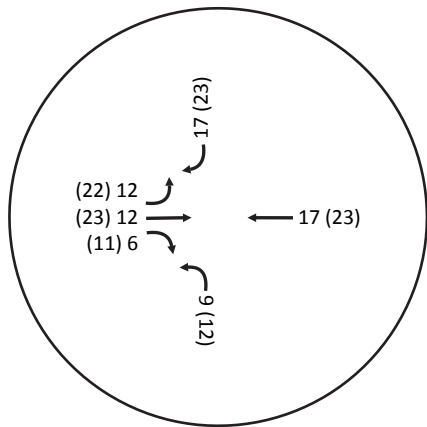
Baseline



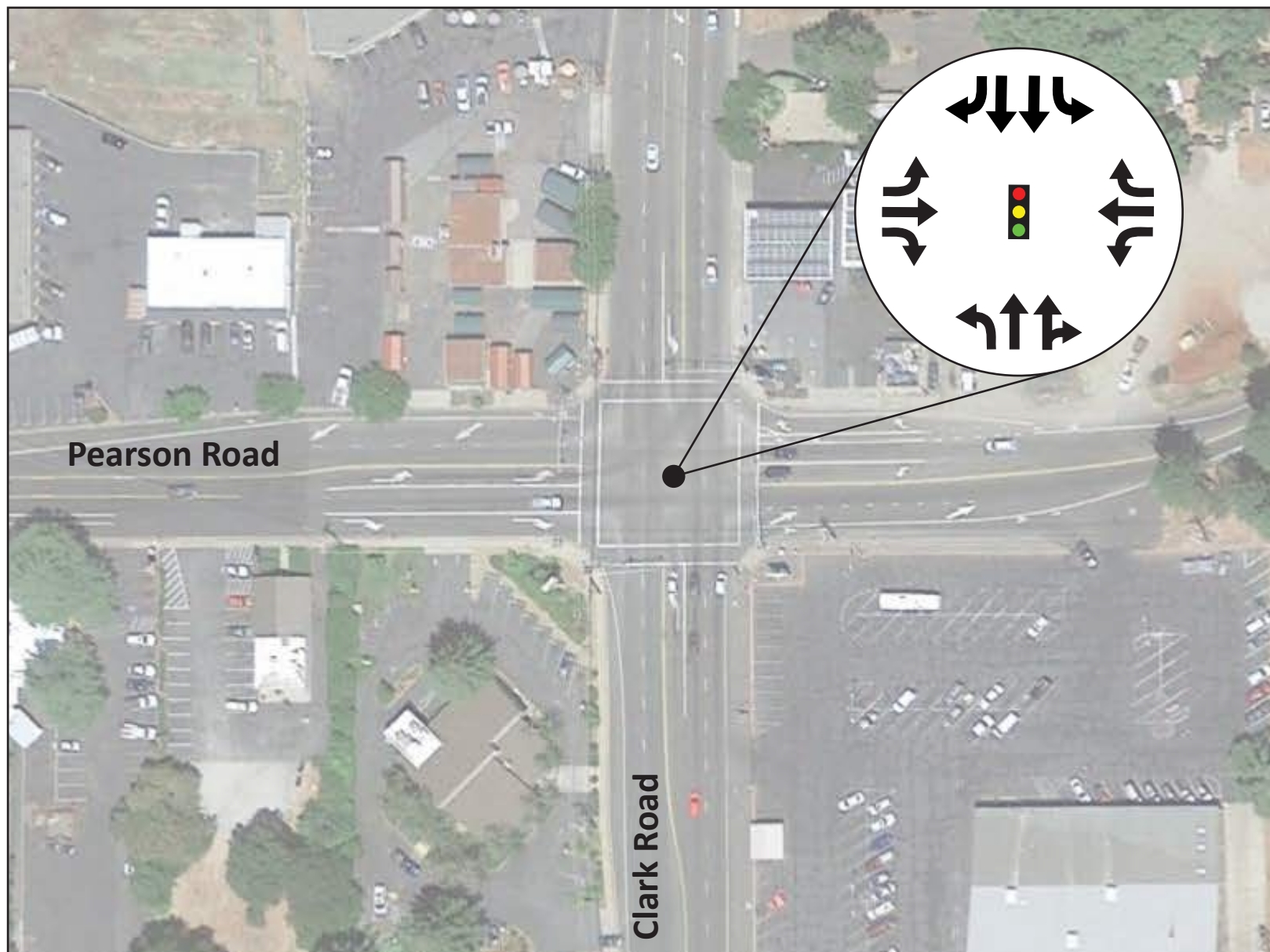
2040 Cumulative



AM Peak Hour Volume (PM Peak Hour Volume)



AM Peak Hour Volume (PM Peak Hour Volume)

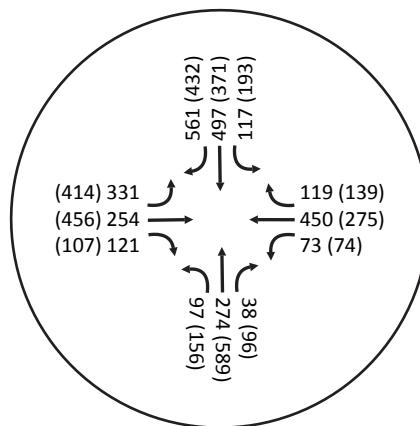
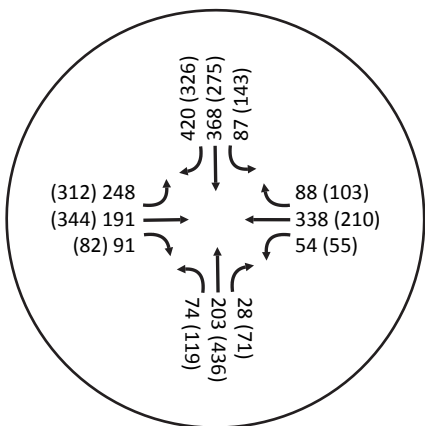


Pearson Road

Clark Road

Baseline Plus Project

2040 Cumulative Plus Project



AM Peak Hour Volume (PM Peak Hour Volume)

Appendix A

Baseline LOS Calculations

Intersection Level Of Service Report
Intersection 1: Pearson Rd / Clark Rd

Control Type: Signalized
 Analysis Method: HCM 6th Edition
 Analysis Period: 15 minutes

Delay (sec / veh): 49.6
 Level Of Service: D
 Volume to Capacity (v/c): 0.534

Intersection Setup

| Name | Clark Rd | | | Clark Rd | | | Pearson Rd | | | Pearson Rd | | |
|------------------------|---|--------|--------|---|--------|-------|---|--------|--------|---|--------|-------|
| Approach | Northbound | | | Southbound | | | Eastbound | | | Westbound | | |
| Lane Configuration |  | | |  | | |  | | |  | | |
| Turning Movement | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right |
| Lane Width [ft] | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| No. of Lanes in Pocket | 1 | 0 | 0 | 1 | 0 | 1 | 1 | 0 | 1 | 1 | 0 | 1 |
| Pocket Length [ft] | 90.00 | 100.00 | 100.00 | 75.00 | 100.00 | 50.00 | 150.00 | 100.00 | 150.00 | 95.00 | 100.00 | 95.00 |
| Speed [mph] | 35.00 | | | 35.00 | | | 35.00 | | | 35.00 | | |
| Grade [%] | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | | |
| Curb Present | No | | | No | | | No | | | No | | |
| Crosswalk | Yes | | | Yes | | | Yes | | | Yes | | |

Volumes

| Name | Clark Rd | | | Clark Rd | | | Pearson Rd | | | Pearson Rd | | |
|---|----------|--------|--------|----------|--------|--------|------------|--------|--------|------------|--------|--------|
| Base Volume Input [veh/h] | 65 | 203 | 28 | 87 | 368 | 403 | 236 | 179 | 85 | 54 | 321 | 88 |
| Base Volume Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Heavy Vehicles Percentage [%] | 4.00 | 4.00 | 4.00 | 4.00 | 4.00 | 4.00 | 4.00 | 4.00 | 4.00 | 4.00 | 4.00 | 4.00 |
| Growth Rate | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| In-Process Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Site-Generated Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Diverted Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Pass-by Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Existing Site Adjustment Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Other Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Right-Turn on Red Volume [veh/h] | 0 | 0 | 14 | 0 | 0 | 209 | 0 | 0 | 44 | 0 | 0 | 46 |
| Total Hourly Volume [veh/h] | 65 | 203 | 14 | 87 | 368 | 194 | 236 | 179 | 41 | 54 | 321 | 42 |
| Peak Hour Factor | 0.8800 | 0.8800 | 0.8800 | 0.8800 | 0.8800 | 0.8800 | 0.8800 | 0.8800 | 0.8800 | 0.8800 | 0.8800 | 0.8800 |
| Other Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Total 15-Minute Volume [veh/h] | 18 | 58 | 4 | 25 | 105 | 55 | 67 | 51 | 12 | 15 | 91 | 12 |
| Total Analysis Volume [veh/h] | 74 | 231 | 16 | 99 | 418 | 220 | 268 | 203 | 47 | 61 | 365 | 48 |
| Presence of On-Street Parking | No | | No | No | | No | No | | No | No | | No |
| On-Street Parking Maneuver Rate [/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Local Bus Stopping Rate [/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| v_do, Outbound Pedestrian Volume crossing | 2 | | | 3 | | | 3 | | | 3 | | |
| v_di, Inbound Pedestrian Volume crossing | 3 | | | 3 | | | 2 | | | 3 | | |
| v_co, Outbound Pedestrian Volume crossing | 5 | | | 0 | | | 0 | | | 2 | | |
| v_ci, Inbound Pedestrian Volume crossing | 2 | | | 0 | | | 0 | | | 5 | | |
| v_ab, Corner Pedestrian Volume [ped/h] | 0 | | | 0 | | | 0 | | | 0 | | |
| Bicycle Volume [bicycles/h] | 0 | | | 0 | | | 1 | | | 0 | | |

Intersection Settings

| | |
|---------------------------|------------------------------|
| Located in CBD | No |
| Signal Coordination Group | - |
| Cycle Length [s] | 137 |
| Coordination Type | Time of Day Pattern Isolated |
| Actuation Type | Fully actuated |
| Offset [s] | 0.0 |
| Offset Reference | LeadGreen |
| Permissive Mode | SingleBand |
| Lost time [s] | 0.00 |

Phasing & Timing

| Control Type | Protecte | Permiss | Permiss | Protecte | Permiss | Permiss | Protecte | Permiss | Permiss | Protecte | Permiss | Permiss |
|------------------------------|----------|---------|---------|----------|---------|---------|----------|---------|---------|----------|---------|---------|
| Signal group | 5 | 2 | 0 | 1 | 6 | 0 | 7 | 4 | 0 | 3 | 8 | 0 |
| Auxiliary Signal Groups | | | | | | | | | | | | |
| Lead / Lag | Lead | - | - | Lead | - | - | Lead | - | - | Lead | - | - |
| Minimum Green [s] | 8 | 6 | 0 | 8 | 6 | 0 | 8 | 4 | 0 | 8 | 4 | 0 |
| Maximum Green [s] | 25 | 35 | 0 | 25 | 35 | 0 | 25 | 30 | 0 | 25 | 30 | 0 |
| Amber [s] | 3.7 | 4.4 | 0.0 | 3.7 | 4.4 | 0.0 | 3.6 | 4.4 | 0.0 | 3.6 | 4.4 | 0.0 |
| All red [s] | 1.3 | 1.6 | 0.0 | 1.3 | 1.6 | 0.0 | 1.4 | 1.6 | 0.0 | 1.4 | 1.6 | 0.0 |
| Split [s] | 30 | 41 | 0 | 30 | 41 | 0 | 30 | 36 | 0 | 30 | 36 | 0 |
| Vehicle Extension [s] | 2.5 | 1.5 | 0.0 | 2.5 | 1.5 | 0.0 | 2.5 | 1.0 | 0.0 | 2.5 | 1.0 | 0.0 |
| Walk [s] | 0 | 7 | 0 | 0 | 7 | 0 | 0 | 7 | 0 | 0 | 7 | 0 |
| Pedestrian Clearance [s] | 0 | 22 | 0 | 0 | 22 | 0 | 0 | 22 | 0 | 0 | 22 | 0 |
| Rest In Walk | | No | | | No | | | No | | | No | |
| I1, Start-Up Lost Time [s] | 2.0 | 2.0 | 0.0 | 2.0 | 2.0 | 0.0 | 2.0 | 2.0 | 0.0 | 2.0 | 2.0 | 0.0 |
| I2, Clearance Lost Time [s] | 3.0 | 4.0 | 0.0 | 3.0 | 4.0 | 0.0 | 3.0 | 4.0 | 0.0 | 3.0 | 4.0 | 0.0 |
| Minimum Recall | No | No | | No | No | | No | No | | No | No | |
| Maximum Recall | No | No | | No | No | | No | No | | No | No | |
| Pedestrian Recall | No | No | | No | No | | No | No | | No | No | |
| Detector Location [ft] | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Detector Length [ft] | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| I, Upstream Filtering Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |

Exclusive Pedestrian Phase

| | |
|--------------------------|---|
| Pedestrian Signal Group | 0 |
| Pedestrian Walk [s] | 0 |
| Pedestrian Clearance [s] | 0 |

Lane Group Calculations

| Lane Group | L | C | C | L | C | R | L | C | R | L | C | R |
|---|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|
| C, Cycle Length [s] | 137 | 137 | 137 | 137 | 137 | 137 | 137 | 137 | 137 | 137 | 137 | 137 |
| L, Total Lost Time per Cycle [s] | 5.00 | 6.00 | 6.00 | 5.00 | 6.00 | 6.00 | 5.00 | 6.00 | 6.00 | 5.00 | 6.00 | 6.00 |
| l1_p, Permitted Start-Up Lost Time [s] | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| l2, Clearance Lost Time [s] | 3.00 | 4.00 | 4.00 | 3.00 | 4.00 | 4.00 | 3.00 | 4.00 | 4.00 | 3.00 | 4.00 | 4.00 |
| g_i, Effective Green Time [s] | 8 | 54 | 54 | 10 | 56 | 56 | 23 | 44 | 44 | 7 | 29 | 29 |
| g / C, Green / Cycle | 0.06 | 0.39 | 0.39 | 0.07 | 0.41 | 0.41 | 0.17 | 0.32 | 0.32 | 0.05 | 0.21 | 0.21 |
| (v / s)_i Volume / Saturation Flow Rate | 0.04 | 0.07 | 0.07 | 0.06 | 0.12 | 0.14 | 0.15 | 0.11 | 0.03 | 0.03 | 0.20 | 0.03 |
| s, saturation flow rate [veh/h] | 1752 | 1840 | 1796 | 1752 | 3503 | 1564 | 1752 | 1840 | 1537 | 1752 | 1840 | 1551 |
| c, Capacity [veh/h] | 98 | 723 | 706 | 123 | 1426 | 637 | 291 | 594 | 496 | 94 | 387 | 326 |
| d1, Uniform Delay [s] | 63.75 | 27.08 | 27.10 | 62.79 | 27.35 | 28.03 | 56.24 | 35.31 | 32.38 | 63.56 | 53.27 | 44.05 |
| k, delay calibration | 0.08 | 0.50 | 0.50 | 0.08 | 0.50 | 0.50 | 0.29 | 0.04 | 0.04 | 0.08 | 0.27 | 0.04 |
| l, Upstream Filtering Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| d2, Incremental Delay [s] | 8.45 | 0.52 | 0.54 | 8.91 | 0.52 | 1.49 | 24.61 | 0.13 | 0.03 | 5.47 | 22.17 | 0.08 |
| d3, Initial Queue Delay [s] | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Rp, platoon ratio | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PF, progression factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |

Lane Group Results

| | | | | | | | | | | | | |
|------------------------------------|--------|--------|--------|--------|--------|--------|--------|--------|-------|--------|--------|-------|
| X, volume / capacity | 0.76 | 0.17 | 0.17 | 0.81 | 0.29 | 0.35 | 0.92 | 0.34 | 0.09 | 0.65 | 0.94 | 0.15 |
| d, Delay for Lane Group [s/veh] | 72.20 | 27.59 | 27.64 | 71.70 | 27.87 | 29.52 | 80.85 | 35.43 | 32.42 | 69.03 | 75.44 | 44.13 |
| Lane Group LOS | E | C | C | E | C | C | F | D | C | E | E | D |
| Critical Lane Group | Yes | No | No | No | No | Yes | Yes | No | No | No | Yes | No |
| 50th-Percentile Queue Length [veh] | 2.77 | 2.77 | 2.74 | 3.69 | 4.72 | 5.24 | 11.05 | 5.19 | 1.10 | 2.22 | 14.65 | 1.34 |
| 50th-Percentile Queue Length [ft] | 69.18 | 69.17 | 68.42 | 92.30 | 117.90 | 130.96 | 276.15 | 129.67 | 27.53 | 55.59 | 366.25 | 33.52 |
| 95th-Percentile Queue Length [veh] | 4.98 | 4.98 | 4.93 | 6.65 | 8.28 | 8.99 | 16.50 | 8.92 | 1.98 | 4.00 | 20.93 | 2.41 |
| 95th-Percentile Queue Length [ft] | 124.52 | 124.50 | 123.16 | 166.14 | 206.93 | 224.80 | 412.41 | 223.05 | 49.56 | 100.06 | 523.18 | 60.34 |

Movement, Approach, & Intersection Results

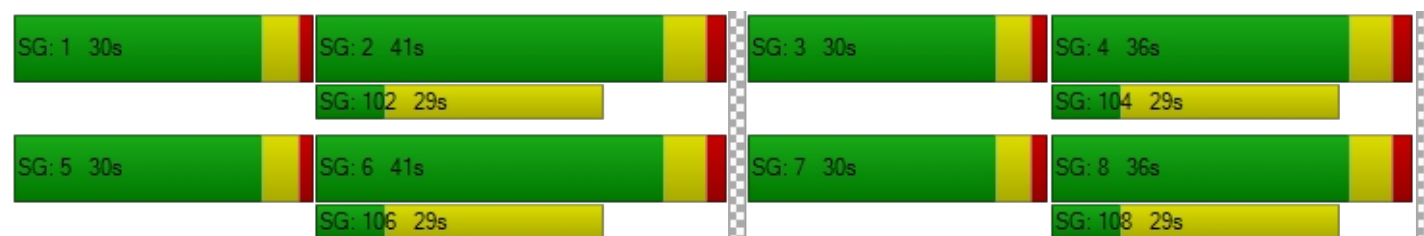
| | | | | | | | | | | | | |
|---------------------------------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|
| d_M, Delay for Movement [s/veh] | 72.20 | 27.61 | 27.64 | 71.70 | 27.87 | 29.52 | 80.85 | 35.43 | 32.42 | 69.03 | 75.44 | 44.13 |
| Movement LOS | E | C | C | E | C | C | F | D | C | E | E | D |
| d_A, Approach Delay [s/veh] | 37.89 | | | 34.25 | | | 58.66 | | | 71.45 | | |
| Approach LOS | D | | | C | | | E | | | E | | |
| d_I, Intersection Delay [s/veh] | 49.59 | | | | | | | | | | | |
| Intersection LOS | D | | | | | | | | | | | |
| Intersection V/C | 0.534 | | | | | | | | | | | |

Other Modes

| | | | | | | | | | | | | |
|--|---------|--|--|---------|--|--|--------|--|--|---------|--|--|
| g_Walk,mi, Effective Walk Time [s] | 11.0 | | | 11.0 | | | 11.0 | | | 11.0 | | |
| M_corner, Corner Circulation Area [ft ² /ped] | -42.25 | | | -36.21 | | | -43.46 | | | -27.86 | | |
| M_CW, Crosswalk Circulation Area [ft ² /ped] | -932.84 | | | -792.97 | | | 0.00 | | | -225.81 | | |
| d_p, Pedestrian Delay [s] | 57.94 | | | 57.94 | | | 57.94 | | | 57.94 | | |
| I_p,int, Pedestrian LOS Score for Intersection | 2.546 | | | 3.062 | | | 2.620 | | | 2.459 | | |
| Crosswalk LOS | B | | | C | | | B | | | B | | |
| s_b, Saturation Flow Rate of the bicycle lane | 2000 | | | 2000 | | | 2000 | | | 2000 | | |
| c_b, Capacity of the bicycle lane [bicycles/h] | 511 | | | 511 | | | 438 | | | 438 | | |
| d_b, Bicycle Delay [s] | 37.97 | | | 37.97 | | | 41.81 | | | 41.78 | | |
| I_b,int, Bicycle LOS Score for Intersection | 1.836 | | | 2.340 | | | 2.487 | | | 2.418 | | |
| Bicycle LOS | A | | | B | | | B | | | B | | |

Sequence

| | | | | | | | | | | | | | | | | |
|--------|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Ring 1 | 1 | 2 | 3 | 4 | - | - | - | - | - | - | - | - | - | - | - | - |
| Ring 2 | 5 | 6 | 7 | 8 | - | - | - | - | - | - | - | - | - | - | - | - |
| Ring 3 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| Ring 4 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |




Intersection Level Of Service Report
Intersection 1: Pearson Rd / Clark Rd

Control Type: Signalized
 Analysis Method: HCM 6th Edition
 Analysis Period: 15 minutes

Delay (sec / veh): 47.1
 Level Of Service: D
 Volume to Capacity (v/c): 0.490

Intersection Setup

| Name | Clark Rd | | | Clark Rd | | | Pearson Rd | | | Pearson Rd | | |
|------------------------|---|--------|--------|---|--------|-------|---|--------|--------|---|--------|-------|
| Approach | Northbound | | | Southbound | | | Eastbound | | | Westbound | | |
| Lane Configuration |  | | |  | | |  | | |  | | |
| Turning Movement | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right |
| Lane Width [ft] | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| No. of Lanes in Pocket | 1 | 0 | 0 | 1 | 0 | 1 | 1 | 0 | 1 | 1 | 0 | 1 |
| Pocket Length [ft] | 90.00 | 100.00 | 100.00 | 75.00 | 100.00 | 50.00 | 150.00 | 100.00 | 150.00 | 95.00 | 100.00 | 95.00 |
| Speed [mph] | 35.00 | | | 35.00 | | | 35.00 | | | 35.00 | | |
| Grade [%] | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | | |
| Curb Present | No | | | No | | | No | | | No | | |
| Crosswalk | Yes | | | Yes | | | Yes | | | Yes | | |

Volumes

| Name | Clark Rd | | | Clark Rd | | | Pearson Rd | | | Pearson Rd | | |
|---|----------|--------|--------|----------|--------|--------|------------|--------|--------|------------|--------|--------|
| Base Volume Input [veh/h] | 107 | 436 | 71 | 143 | 275 | 303 | 290 | 321 | 71 | 55 | 187 | 103 |
| Base Volume Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Heavy Vehicles Percentage [%] | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 |
| Growth Rate | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| In-Process Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Site-Generated Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Diverted Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Pass-by Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Existing Site Adjustment Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Other Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Right-Turn on Red Volume [veh/h] | 0 | 0 | 37 | 0 | 0 | 157 | 0 | 0 | 37 | 0 | 0 | 53 |
| Total Hourly Volume [veh/h] | 107 | 436 | 34 | 143 | 275 | 146 | 290 | 321 | 34 | 55 | 187 | 50 |
| Peak Hour Factor | 0.9600 | 0.9600 | 0.9600 | 0.9600 | 0.9600 | 0.9600 | 0.9600 | 0.9600 | 0.9600 | 0.9600 | 0.9600 | 0.9600 |
| Other Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Total 15-Minute Volume [veh/h] | 28 | 114 | 9 | 37 | 72 | 38 | 76 | 84 | 9 | 14 | 49 | 13 |
| Total Analysis Volume [veh/h] | 111 | 454 | 35 | 149 | 286 | 152 | 302 | 334 | 35 | 57 | 195 | 52 |
| Presence of On-Street Parking | No | | No | No | | No | No | | No | No | | No |
| On-Street Parking Maneuver Rate [/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Local Bus Stopping Rate [/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| v_do, Outbound Pedestrian Volume crossing | 1 | | | 3 | | | 0 | | | 4 | | |
| v_di, Inbound Pedestrian Volume crossing m | 0 | | | 4 | | | 1 | | | 3 | | |
| v_co, Outbound Pedestrian Volume crossing | 2 | | | 1 | | | 1 | | | 0 | | |
| v_ci, Inbound Pedestrian Volume crossing mi | 0 | | | 1 | | | 1 | | | 2 | | |
| v_ab, Corner Pedestrian Volume [ped/h] | 0 | | | 0 | | | 0 | | | 0 | | |
| Bicycle Volume [bicycles/h] | 0 | | | 0 | | | 0 | | | 0 | | |

Intersection Settings

| | |
|---------------------------|------------------------------|
| Located in CBD | No |
| Signal Coordination Group | - |
| Cycle Length [s] | 137 |
| Coordination Type | Time of Day Pattern Isolated |
| Actuation Type | Fully actuated |
| Offset [s] | 0.0 |
| Offset Reference | LeadGreen |
| Permissive Mode | SingleBand |
| Lost time [s] | 0.00 |

Phasing & Timing

| Control Type | Protecte | Permiss | Permiss | Protecte | Permiss | Permiss | Protecte | Permiss | Permiss | Protecte | Permiss | Permiss |
|------------------------------|----------|---------|---------|----------|---------|---------|----------|---------|---------|----------|---------|---------|
| Signal group | 5 | 2 | 0 | 1 | 6 | 0 | 7 | 4 | 0 | 3 | 8 | 0 |
| Auxiliary Signal Groups | | | | | | | | | | | | |
| Lead / Lag | Lead | - | - | Lead | - | - | Lead | - | - | Lead | - | - |
| Minimum Green [s] | 8 | 6 | 0 | 8 | 6 | 0 | 8 | 4 | 0 | 8 | 4 | 0 |
| Maximum Green [s] | 25 | 35 | 0 | 25 | 35 | 0 | 25 | 30 | 0 | 25 | 30 | 0 |
| Amber [s] | 3.7 | 4.4 | 0.0 | 3.7 | 4.4 | 0.0 | 3.6 | 4.4 | 0.0 | 3.6 | 4.4 | 0.0 |
| All red [s] | 1.3 | 1.6 | 0.0 | 1.3 | 1.6 | 0.0 | 1.4 | 1.6 | 0.0 | 1.4 | 1.6 | 0.0 |
| Split [s] | 30 | 41 | 0 | 30 | 41 | 0 | 30 | 36 | 0 | 30 | 36 | 0 |
| Vehicle Extension [s] | 2.5 | 1.5 | 0.0 | 2.5 | 1.5 | 0.0 | 2.5 | 1.0 | 0.0 | 2.5 | 1.0 | 0.0 |
| Walk [s] | 0 | 7 | 0 | 0 | 7 | 0 | 0 | 7 | 0 | 0 | 7 | 0 |
| Pedestrian Clearance [s] | 0 | 22 | 0 | 0 | 22 | 0 | 0 | 22 | 0 | 0 | 22 | 0 |
| Rest In Walk | | No | | | No | | | No | | | No | |
| I1, Start-Up Lost Time [s] | 2.0 | 2.0 | 0.0 | 2.0 | 2.0 | 0.0 | 2.0 | 2.0 | 0.0 | 2.0 | 2.0 | 0.0 |
| I2, Clearance Lost Time [s] | 3.0 | 4.0 | 0.0 | 3.0 | 4.0 | 0.0 | 3.0 | 4.0 | 0.0 | 3.0 | 4.0 | 0.0 |
| Minimum Recall | No | No | | No | No | | No | No | | No | No | |
| Maximum Recall | No | No | | No | No | | No | No | | No | No | |
| Pedestrian Recall | No | No | | No | No | | No | No | | No | No | |
| Detector Location [ft] | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Detector Length [ft] | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| I, Upstream Filtering Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |

Exclusive Pedestrian Phase

| | |
|--------------------------|---|
| Pedestrian Signal Group | 0 |
| Pedestrian Walk [s] | 0 |
| Pedestrian Clearance [s] | 0 |

Lane Group Calculations

| Lane Group | L | C | C | L | C | R | L | C | R | L | C | R |
|---|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|
| C, Cycle Length [s] | 137 | 137 | 137 | 137 | 137 | 137 | 137 | 137 | 137 | 137 | 137 | 137 |
| L, Total Lost Time per Cycle [s] | 5.00 | 6.00 | 6.00 | 5.00 | 6.00 | 6.00 | 5.00 | 6.00 | 6.00 | 5.00 | 6.00 | 6.00 |
| l1_p, Permitted Start-Up Lost Time [s] | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| l2, Clearance Lost Time [s] | 3.00 | 4.00 | 4.00 | 3.00 | 4.00 | 4.00 | 3.00 | 4.00 | 4.00 | 3.00 | 4.00 | 4.00 |
| g_i, Effective Green Time [s] | 10 | 59 | 59 | 13 | 62 | 62 | 25 | 35 | 35 | 7 | 18 | 18 |
| g / C, Green / Cycle | 0.08 | 0.43 | 0.43 | 0.10 | 0.45 | 0.45 | 0.18 | 0.26 | 0.26 | 0.05 | 0.13 | 0.13 |
| (v / s)_i Volume / Saturation Flow Rate | 0.06 | 0.13 | 0.13 | 0.08 | 0.08 | 0.10 | 0.17 | 0.18 | 0.02 | 0.03 | 0.10 | 0.03 |
| s, saturation flow rate [veh/h] | 1781 | 1870 | 1823 | 1781 | 3560 | 1586 | 1781 | 1870 | 1588 | 1781 | 1870 | 1564 |
| c, Capacity [veh/h] | 136 | 806 | 785 | 175 | 1611 | 718 | 324 | 482 | 409 | 94 | 241 | 201 |
| d1, Uniform Delay [s] | 62.33 | 25.58 | 25.59 | 60.80 | 22.32 | 22.70 | 55.23 | 45.94 | 38.58 | 63.50 | 58.04 | 53.75 |
| k, delay calibration | 0.08 | 0.50 | 0.50 | 0.08 | 0.50 | 0.50 | 0.36 | 0.04 | 0.04 | 0.08 | 0.04 | 0.04 |
| l, Upstream Filtering Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| d2, Incremental Delay [s] | 8.59 | 0.99 | 1.02 | 8.48 | 0.24 | 0.67 | 28.46 | 0.67 | 0.03 | 4.62 | 2.47 | 0.25 |
| d3, Initial Queue Delay [s] | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Rp, platoon ratio | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PF, progression factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |

Lane Group Results

| | | | | | | | | | | | | |
|------------------------------------|--------|--------|--------|--------|--------|--------|--------|--------|-------|-------|--------|-------|
| X, volume / capacity | 0.82 | 0.31 | 0.31 | 0.85 | 0.18 | 0.21 | 0.93 | 0.69 | 0.09 | 0.61 | 0.81 | 0.26 |
| d, Delay for Lane Group [s/veh] | 70.92 | 26.56 | 26.61 | 69.28 | 22.56 | 23.37 | 83.69 | 46.61 | 38.62 | 68.12 | 60.52 | 54.00 |
| Lane Group LOS | E | C | C | E | C | C | F | D | D | E | E | D |
| Critical Lane Group | No | No | Yes | Yes | No | No | Yes | No | No | No | Yes | No |
| 50th-Percentile Queue Length [veh] | 4.12 | 5.50 | 5.39 | 5.49 | 2.81 | 3.11 | 12.75 | 10.31 | 0.90 | 2.06 | 6.71 | 1.63 |
| 50th-Percentile Queue Length [ft] | 102.96 | 137.49 | 134.79 | 137.19 | 70.17 | 77.74 | 318.79 | 257.63 | 22.57 | 51.53 | 167.69 | 40.73 |
| 95th-Percentile Queue Length [veh] | 7.41 | 9.35 | 9.20 | 9.33 | 5.05 | 5.60 | 18.61 | 15.57 | 1.63 | 3.71 | 10.95 | 2.93 |
| 95th-Percentile Queue Length [ft] | 185.33 | 233.64 | 229.99 | 233.23 | 126.30 | 139.93 | 465.20 | 389.25 | 40.63 | 92.76 | 273.87 | 73.32 |

Movement, Approach, & Intersection Results

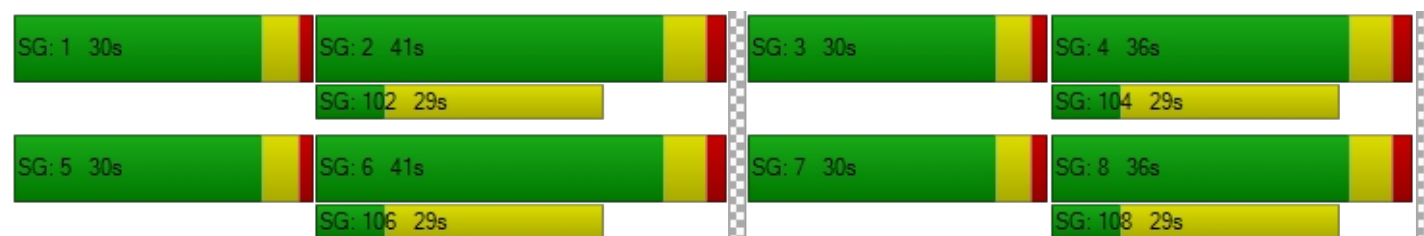
| | | | | | | | | | | | | |
|---------------------------------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|
| d_M, Delay for Movement [s/veh] | 70.92 | 26.58 | 26.61 | 69.28 | 22.56 | 23.37 | 83.69 | 46.61 | 38.62 | 68.12 | 60.52 | 54.00 |
| Movement LOS | E | C | C | E | C | C | F | D | D | E | E | D |
| d_A, Approach Delay [s/veh] | 34.79 | | | 34.63 | | | 62.88 | | | 60.83 | | |
| Approach LOS | C | | | C | | | E | | | E | | |
| d_I, Intersection Delay [s/veh] | 47.12 | | | | | | | | | | | |
| Intersection LOS | D | | | | | | | | | | | |
| Intersection V/C | 0.490 | | | | | | | | | | | |

Other Modes

| | | | | | | | | | | | | |
|--|----------|--|--|---------|--|--|----------|--|--|----------|--|--|
| g_Walk,mi, Effective Walk Time [s] | 11.0 | | | 11.0 | | | 11.0 | | | 11.0 | | |
| M_corner, Corner Circulation Area [ft ² /ped] | -72.43 | | | -32.19 | | | -24.14 | | | -32.19 | | |
| M_CW, Crosswalk Circulation Area [ft ² /ped] | -3489.69 | | | -735.10 | | | -7577.62 | | | -1739.72 | | |
| d_p, Pedestrian Delay [s] | 57.94 | | | 57.94 | | | 57.94 | | | 57.94 | | |
| I_p,int, Pedestrian LOS Score for Intersection | 2.612 | | | 3.001 | | | 2.580 | | | 2.486 | | |
| Crosswalk LOS | B | | | C | | | B | | | B | | |
| s_b, Saturation Flow Rate of the bicycle lane | 2000 | | | 2000 | | | 2000 | | | 2000 | | |
| c_b, Capacity of the bicycle lane [bicycles/h] | 511 | | | 511 | | | 438 | | | 438 | | |
| d_b, Bicycle Delay [s] | 37.97 | | | 37.97 | | | 41.78 | | | 41.78 | | |
| I_b,int, Bicycle LOS Score for Intersection | 2.085 | | | 2.173 | | | 2.728 | | | 2.149 | | |
| Bicycle LOS | B | | | B | | | B | | | B | | |

Sequence

| | | | | | | | | | | | | | | | | |
|--------|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Ring 1 | 1 | 2 | 3 | 4 | - | - | - | - | - | - | - | - | - | - | - | - |
| Ring 2 | 5 | 6 | 7 | 8 | - | - | - | - | - | - | - | - | - | - | - | - |
| Ring 3 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| Ring 4 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |



Appendix B

Baseline Plus Project LOS Calculations

Intersection Level Of Service Report
Intersection 1: Pearson Rd / Clark Rd

Control Type: Signalized
 Analysis Method: HCM 6th Edition
 Analysis Period: 15 minutes

Delay (sec / veh): 51.3
 Level Of Service: D
 Volume to Capacity (v/c): 0.565

Intersection Setup

| Name | Clark Rd | | | Clark Rd | | | Pearson Rd | | | Pearson Rd | | |
|------------------------|---|--------|--------|---|--------|-------|---|--------|--------|---|--------|-------|
| Approach | Northbound | | | Southbound | | | Eastbound | | | Westbound | | |
| Lane Configuration |  | | |  | | |  | | |  | | |
| Turning Movement | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right |
| Lane Width [ft] | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| No. of Lanes in Pocket | 1 | 0 | 0 | 1 | 0 | 1 | 1 | 0 | 1 | 1 | 0 | 1 |
| Pocket Length [ft] | 90.00 | 100.00 | 100.00 | 75.00 | 100.00 | 50.00 | 150.00 | 100.00 | 150.00 | 95.00 | 100.00 | 95.00 |
| Speed [mph] | 35.00 | | | 35.00 | | | 35.00 | | | 35.00 | | |
| Grade [%] | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | | |
| Curb Present | No | | | No | | | No | | | No | | |
| Crosswalk | Yes | | | Yes | | | Yes | | | Yes | | |

Volumes

| Name | Clark Rd | | | Clark Rd | | | Pearson Rd | | | Pearson Rd | | |
|---|----------|--------|--------|----------|--------|--------|------------|--------|--------|------------|--------|--------|
| Base Volume Input [veh/h] | 65 | 203 | 28 | 87 | 368 | 403 | 236 | 179 | 85 | 54 | 321 | 88 |
| Base Volume Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Heavy Vehicles Percentage [%] | 4.00 | 4.00 | 4.00 | 4.00 | 4.00 | 4.00 | 4.00 | 4.00 | 4.00 | 4.00 | 4.00 | 4.00 |
| Growth Rate | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| In-Process Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Site-Generated Trips [veh/h] | 9 | 0 | 0 | 0 | 0 | 17 | 12 | 12 | 6 | 0 | 17 | 0 |
| Diverted Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Pass-by Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Existing Site Adjustment Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Other Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Right-Turn on Red Volume [veh/h] | 0 | 0 | 14 | 0 | 0 | 218 | 0 | 0 | 47 | 0 | 0 | 46 |
| Total Hourly Volume [veh/h] | 74 | 203 | 14 | 87 | 368 | 202 | 248 | 191 | 44 | 54 | 338 | 42 |
| Peak Hour Factor | 0.8800 | 0.8800 | 0.8800 | 0.8800 | 0.8800 | 0.8800 | 0.8800 | 0.8800 | 0.8800 | 0.8800 | 0.8800 | 0.8800 |
| Other Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Total 15-Minute Volume [veh/h] | 21 | 58 | 4 | 25 | 105 | 57 | 70 | 54 | 13 | 15 | 96 | 12 |
| Total Analysis Volume [veh/h] | 84 | 231 | 16 | 99 | 418 | 230 | 282 | 217 | 50 | 61 | 384 | 48 |
| Presence of On-Street Parking | No | | No | No | | No | No | | No | No | | No |
| On-Street Parking Maneuver Rate [/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Local Bus Stopping Rate [/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| v_do, Outbound Pedestrian Volume crossing | 2 | | | 3 | | | 3 | | | 3 | | |
| v_di, Inbound Pedestrian Volume crossing m | 3 | | | 3 | | | 2 | | | 3 | | |
| v_co, Outbound Pedestrian Volume crossing | 5 | | | 0 | | | 0 | | | 2 | | |
| v_ci, Inbound Pedestrian Volume crossing mi | 2 | | | 0 | | | 0 | | | 5 | | |
| v_ab, Corner Pedestrian Volume [ped/h] | 0 | | | 0 | | | 0 | | | 0 | | |
| Bicycle Volume [bicycles/h] | 0 | | | 0 | | | 1 | | | 0 | | |

Intersection Settings

| | |
|---------------------------|------------------------------|
| Located in CBD | No |
| Signal Coordination Group | - |
| Cycle Length [s] | 137 |
| Coordination Type | Time of Day Pattern Isolated |
| Actuation Type | Fully actuated |
| Offset [s] | 0.0 |
| Offset Reference | LeadGreen |
| Permissive Mode | SingleBand |
| Lost time [s] | 0.00 |

Phasing & Timing

| Control Type | Protecte | Permiss | Permiss | Protecte | Permiss | Permiss | Protecte | Permiss | Permiss | Protecte | Permiss | Permiss |
|------------------------------|----------|---------|---------|----------|---------|---------|----------|---------|---------|----------|---------|---------|
| Signal group | 5 | 2 | 0 | 1 | 6 | 0 | 7 | 4 | 0 | 3 | 8 | 0 |
| Auxiliary Signal Groups | | | | | | | | | | | | |
| Lead / Lag | Lead | - | - | Lead | - | - | Lead | - | - | Lead | - | - |
| Minimum Green [s] | 8 | 6 | 0 | 8 | 6 | 0 | 8 | 4 | 0 | 8 | 4 | 0 |
| Maximum Green [s] | 25 | 35 | 0 | 25 | 35 | 0 | 25 | 30 | 0 | 25 | 30 | 0 |
| Amber [s] | 3.7 | 4.4 | 0.0 | 3.7 | 4.4 | 0.0 | 3.6 | 4.4 | 0.0 | 3.6 | 4.4 | 0.0 |
| All red [s] | 1.3 | 1.6 | 0.0 | 1.3 | 1.6 | 0.0 | 1.4 | 1.6 | 0.0 | 1.4 | 1.6 | 0.0 |
| Split [s] | 30 | 41 | 0 | 30 | 41 | 0 | 30 | 36 | 0 | 30 | 36 | 0 |
| Vehicle Extension [s] | 2.5 | 1.5 | 0.0 | 2.5 | 1.5 | 0.0 | 2.5 | 1.0 | 0.0 | 2.5 | 1.0 | 0.0 |
| Walk [s] | 0 | 7 | 0 | 0 | 7 | 0 | 0 | 7 | 0 | 0 | 7 | 0 |
| Pedestrian Clearance [s] | 0 | 22 | 0 | 0 | 22 | 0 | 0 | 22 | 0 | 0 | 22 | 0 |
| Rest In Walk | | No | | | No | | | No | | | No | |
| I1, Start-Up Lost Time [s] | 2.0 | 2.0 | 0.0 | 2.0 | 2.0 | 0.0 | 2.0 | 2.0 | 0.0 | 2.0 | 2.0 | 0.0 |
| I2, Clearance Lost Time [s] | 3.0 | 4.0 | 0.0 | 3.0 | 4.0 | 0.0 | 3.0 | 4.0 | 0.0 | 3.0 | 4.0 | 0.0 |
| Minimum Recall | No | No | | No | No | | No | No | | No | No | |
| Maximum Recall | No | No | | No | No | | No | No | | No | No | |
| Pedestrian Recall | No | No | | No | No | | No | No | | No | No | |
| Detector Location [ft] | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Detector Length [ft] | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| I, Upstream Filtering Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |

Exclusive Pedestrian Phase

| | |
|--------------------------|---|
| Pedestrian Signal Group | 0 |
| Pedestrian Walk [s] | 0 |
| Pedestrian Clearance [s] | 0 |

Lane Group Calculations

| Lane Group | L | C | C | L | C | R | L | C | R | L | C | R |
|---|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|
| C, Cycle Length [s] | 137 | 137 | 137 | 137 | 137 | 137 | 137 | 137 | 137 | 137 | 137 | 137 |
| L, Total Lost Time per Cycle [s] | 5.00 | 6.00 | 6.00 | 5.00 | 6.00 | 6.00 | 5.00 | 6.00 | 6.00 | 5.00 | 6.00 | 6.00 |
| l1_p, Permitted Start-Up Lost Time [s] | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| l2, Clearance Lost Time [s] | 3.00 | 4.00 | 4.00 | 3.00 | 4.00 | 4.00 | 3.00 | 4.00 | 4.00 | 3.00 | 4.00 | 4.00 |
| g_i, Effective Green Time [s] | 8 | 51 | 51 | 10 | 53 | 53 | 24 | 47 | 47 | 7 | 30 | 30 |
| g / C, Green / Cycle | 0.06 | 0.38 | 0.38 | 0.07 | 0.39 | 0.39 | 0.17 | 0.34 | 0.34 | 0.05 | 0.22 | 0.22 |
| (v / s)_i Volume / Saturation Flow Rate | 0.05 | 0.07 | 0.07 | 0.06 | 0.12 | 0.15 | 0.16 | 0.12 | 0.03 | 0.03 | 0.21 | 0.03 |
| s, saturation flow rate [veh/h] | 1752 | 1840 | 1796 | 1752 | 3503 | 1564 | 1752 | 1840 | 1537 | 1752 | 1840 | 1551 |
| c, Capacity [veh/h] | 106 | 691 | 674 | 123 | 1348 | 602 | 304 | 626 | 523 | 94 | 405 | 342 |
| d1, Uniform Delay [s] | 63.48 | 28.66 | 28.68 | 62.79 | 29.44 | 30.40 | 55.75 | 33.80 | 30.79 | 63.56 | 52.62 | 42.96 |
| k, delay calibration | 0.08 | 0.50 | 0.50 | 0.08 | 0.50 | 0.50 | 0.32 | 0.04 | 0.04 | 0.08 | 0.33 | 0.04 |
| l, Upstream Filtering Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| d2, Incremental Delay [s] | 9.29 | 0.57 | 0.59 | 8.91 | 0.60 | 1.84 | 26.63 | 0.12 | 0.03 | 5.47 | 25.25 | 0.07 |
| d3, Initial Queue Delay [s] | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Rp, platoon ratio | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PF, progression factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |

Lane Group Results

| | | | | | | | | | | | | |
|------------------------------------|--------|--------|--------|--------|--------|--------|--------|--------|-------|--------|--------|-------|
| X, volume / capacity | 0.79 | 0.18 | 0.18 | 0.81 | 0.31 | 0.38 | 0.93 | 0.35 | 0.10 | 0.65 | 0.95 | 0.14 |
| d, Delay for Lane Group [s/veh] | 72.77 | 29.23 | 29.28 | 71.70 | 30.04 | 32.24 | 82.38 | 33.92 | 30.82 | 69.03 | 77.87 | 43.03 |
| Lane Group LOS | E | C | C | E | C | C | F | C | C | E | E | D |
| Critical Lane Group | Yes | No | No | No | No | Yes | Yes | No | No | No | Yes | No |
| 50th-Percentile Queue Length [veh] | 3.15 | 2.86 | 2.83 | 3.69 | 4.93 | 5.78 | 11.77 | 5.43 | 1.14 | 2.22 | 15.73 | 1.32 |
| 50th-Percentile Queue Length [ft] | 78.87 | 71.54 | 70.76 | 92.30 | 123.18 | 144.46 | 294.36 | 135.68 | 28.48 | 55.59 | 393.30 | 33.04 |
| 95th-Percentile Queue Length [veh] | 5.68 | 5.15 | 5.09 | 6.65 | 8.57 | 9.72 | 17.40 | 9.25 | 2.05 | 4.00 | 22.24 | 2.38 |
| 95th-Percentile Queue Length [ft] | 141.97 | 128.78 | 127.36 | 166.14 | 214.19 | 243.02 | 435.04 | 231.20 | 51.27 | 100.06 | 555.92 | 59.48 |

Movement, Approach, & Intersection Results

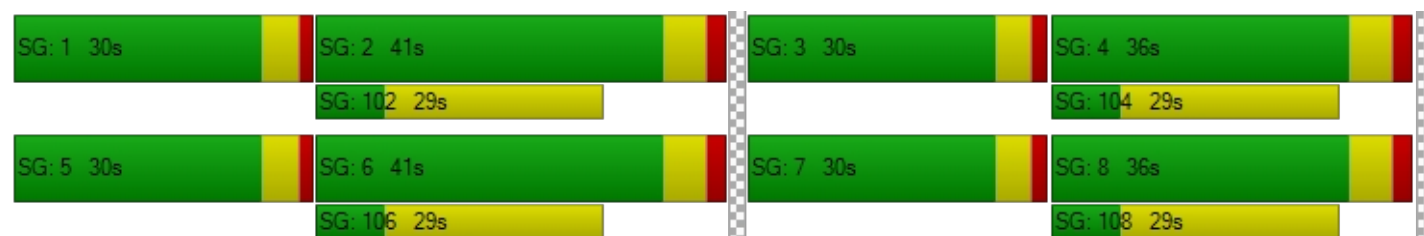
| | | | | | | | | | | | | |
|---------------------------------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|
| d_M, Delay for Movement [s/veh] | 72.77 | 29.25 | 29.28 | 71.70 | 30.04 | 32.24 | 82.38 | 33.92 | 30.82 | 69.03 | 77.87 | 43.03 |
| Movement LOS | E | C | C | E | C | C | F | C | C | E | E | D |
| d_A, Approach Delay [s/veh] | 40.30 | | | 36.24 | | | 58.53 | | | 73.38 | | |
| Approach LOS | D | | | D | | | E | | | E | | |
| d_I, Intersection Delay [s/veh] | 51.28 | | | | | | | | | | | |
| Intersection LOS | D | | | | | | | | | | | |
| Intersection V/C | 0.565 | | | | | | | | | | | |

Other Modes

| | | | | | | | | | | | | |
|--|---------|--|--|---------|--|--|--------|--|--|---------|--|--|
| g_Walk,mi, Effective Walk Time [s] | 11.0 | | | 11.0 | | | 11.0 | | | 11.0 | | |
| M_corner, Corner Circulation Area [ft ² /ped] | -42.25 | | | -36.21 | | | -43.46 | | | -27.86 | | |
| M_CW, Crosswalk Circulation Area [ft ² /ped] | -992.38 | | | -792.97 | | | 0.00 | | | -225.81 | | |
| d_p, Pedestrian Delay [s] | 57.94 | | | 57.94 | | | 57.94 | | | 57.94 | | |
| I_p,int, Pedestrian LOS Score for Intersection | 2.549 | | | 3.081 | | | 2.648 | | | 2.468 | | |
| Crosswalk LOS | B | | | C | | | B | | | B | | |
| s_b, Saturation Flow Rate of the bicycle lane | 2000 | | | 2000 | | | 2000 | | | 2000 | | |
| c_b, Capacity of the bicycle lane [bicycles/h] | 511 | | | 511 | | | 438 | | | 438 | | |
| d_b, Bicycle Delay [s] | 37.97 | | | 37.97 | | | 41.81 | | | 41.78 | | |
| I_b,int, Bicycle LOS Score for Intersection | 1.844 | | | 2.356 | | | 2.543 | | | 2.449 | | |
| Bicycle LOS | A | | | B | | | B | | | B | | |

Sequence

| | | | | | | | | | | | | | | | | |
|--------|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Ring 1 | 1 | 2 | 3 | 4 | - | - | - | - | - | - | - | - | - | - | - | - |
| Ring 2 | 5 | 6 | 7 | 8 | - | - | - | - | - | - | - | - | - | - | - | - |
| Ring 3 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| Ring 4 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |







Intersection Level Of Service Report
Intersection 1: Pearson Rd / Clark Rd

Control Type: Signalized
 Analysis Method: HCM 6th Edition
 Analysis Period: 15 minutes

Delay (sec / veh): 50.5
 Level Of Service: D
 Volume to Capacity (v/c): 0.516

Intersection Setup

| Name | Clark Rd | | | Clark Rd | | | Pearson Rd | | | Pearson Rd | | |
|------------------------|---|--------|--------|---|--------|-------|---|--------|--------|---|--------|-------|
| Approach | Northbound | | | Southbound | | | Eastbound | | | Westbound | | |
| Lane Configuration |  | | |  | | |  | | |  | | |
| Turning Movement | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right |
| Lane Width [ft] | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| No. of Lanes in Pocket | 1 | 0 | 0 | 1 | 0 | 1 | 1 | 0 | 1 | 1 | 0 | 1 |
| Pocket Length [ft] | 90.00 | 100.00 | 100.00 | 75.00 | 100.00 | 50.00 | 150.00 | 100.00 | 150.00 | 95.00 | 100.00 | 95.00 |
| Speed [mph] | 35.00 | | | 35.00 | | | 35.00 | | | 35.00 | | |
| Grade [%] | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | | |
| Curb Present | No | | | No | | | No | | | No | | |
| Crosswalk | Yes | | | Yes | | | Yes | | | Yes | | |

Volumes

| Name | Clark Rd | | | Clark Rd | | | Pearson Rd | | | Pearson Rd | | |
|---|----------|--------|--------|----------|--------|--------|------------|--------|--------|------------|--------|--------|
| Base Volume Input [veh/h] | 107 | 436 | 71 | 143 | 275 | 303 | 290 | 321 | 71 | 55 | 187 | 103 |
| Base Volume Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Heavy Vehicles Percentage [%] | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 |
| Growth Rate | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| In-Process Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Site-Generated Trips [veh/h] | 12 | 0 | 0 | 0 | 0 | 23 | 22 | 23 | 11 | 0 | 23 | 0 |
| Diverted Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Pass-by Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Existing Site Adjustment Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Other Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Right-Turn on Red Volume [veh/h] | 0 | 0 | 37 | 0 | 0 | 170 | 0 | 0 | 43 | 0 | 0 | 53 |
| Total Hourly Volume [veh/h] | 119 | 436 | 34 | 143 | 275 | 156 | 312 | 344 | 39 | 55 | 210 | 50 |
| Peak Hour Factor | 0.9600 | 0.9600 | 0.9600 | 0.9600 | 0.9600 | 0.9600 | 0.9600 | 0.9600 | 0.9600 | 0.9600 | 0.9600 | 0.9600 |
| Other Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Total 15-Minute Volume [veh/h] | 31 | 114 | 9 | 37 | 72 | 41 | 81 | 90 | 10 | 14 | 55 | 13 |
| Total Analysis Volume [veh/h] | 124 | 454 | 35 | 149 | 286 | 163 | 325 | 358 | 41 | 57 | 219 | 52 |
| Presence of On-Street Parking | No | | No | No | | No | No | | No | No | | No |
| On-Street Parking Maneuver Rate [/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Local Bus Stopping Rate [/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| v_do, Outbound Pedestrian Volume crossing | 1 | | | 3 | | | 0 | | | 4 | | |
| v_di, Inbound Pedestrian Volume crossing | 0 | | | 4 | | | 1 | | | 3 | | |
| v_co, Outbound Pedestrian Volume crossing | 2 | | | 1 | | | 1 | | | 0 | | |
| v_ci, Inbound Pedestrian Volume crossing | 0 | | | 1 | | | 1 | | | 2 | | |
| v_ab, Corner Pedestrian Volume [ped/h] | 0 | | | 0 | | | 0 | | | 0 | | |
| Bicycle Volume [bicycles/h] | 0 | | | 0 | | | 0 | | | 0 | | |

Intersection Settings

| | |
|---------------------------|------------------------------|
| Located in CBD | No |
| Signal Coordination Group | - |
| Cycle Length [s] | 137 |
| Coordination Type | Time of Day Pattern Isolated |
| Actuation Type | Fully actuated |
| Offset [s] | 0.0 |
| Offset Reference | LeadGreen |
| Permissive Mode | SingleBand |
| Lost time [s] | 0.00 |

Phasing & Timing

| Control Type | Protecte | Permiss | Permiss | Protecte | Permiss | Permiss | Protecte | Permiss | Permiss | Protecte | Permiss | Permiss |
|------------------------------|----------|---------|---------|----------|---------|---------|----------|---------|---------|----------|---------|---------|
| Signal group | 5 | 2 | 0 | 1 | 6 | 0 | 7 | 4 | 0 | 3 | 8 | 0 |
| Auxiliary Signal Groups | | | | | | | | | | | | |
| Lead / Lag | Lead | - | - | Lead | - | - | Lead | - | - | Lead | - | - |
| Minimum Green [s] | 8 | 6 | 0 | 8 | 6 | 0 | 8 | 4 | 0 | 8 | 4 | 0 |
| Maximum Green [s] | 25 | 35 | 0 | 25 | 35 | 0 | 25 | 30 | 0 | 25 | 30 | 0 |
| Amber [s] | 3.7 | 4.4 | 0.0 | 3.7 | 4.4 | 0.0 | 3.6 | 4.4 | 0.0 | 3.6 | 4.4 | 0.0 |
| All red [s] | 1.3 | 1.6 | 0.0 | 1.3 | 1.6 | 0.0 | 1.4 | 1.6 | 0.0 | 1.4 | 1.6 | 0.0 |
| Split [s] | 30 | 41 | 0 | 30 | 41 | 0 | 30 | 36 | 0 | 30 | 36 | 0 |
| Vehicle Extension [s] | 2.5 | 1.5 | 0.0 | 2.5 | 1.5 | 0.0 | 2.5 | 1.0 | 0.0 | 2.5 | 1.0 | 0.0 |
| Walk [s] | 0 | 7 | 0 | 0 | 7 | 0 | 0 | 7 | 0 | 0 | 7 | 0 |
| Pedestrian Clearance [s] | 0 | 22 | 0 | 0 | 22 | 0 | 0 | 22 | 0 | 0 | 22 | 0 |
| Rest In Walk | | No | | | No | | | No | | | No | |
| I1, Start-Up Lost Time [s] | 2.0 | 2.0 | 0.0 | 2.0 | 2.0 | 0.0 | 2.0 | 2.0 | 0.0 | 2.0 | 2.0 | 0.0 |
| I2, Clearance Lost Time [s] | 3.0 | 4.0 | 0.0 | 3.0 | 4.0 | 0.0 | 3.0 | 4.0 | 0.0 | 3.0 | 4.0 | 0.0 |
| Minimum Recall | No | No | | No | No | | No | No | | No | No | |
| Maximum Recall | No | No | | No | No | | No | No | | No | No | |
| Pedestrian Recall | No | No | | No | No | | No | No | | No | No | |
| Detector Location [ft] | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Detector Length [ft] | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| I, Upstream Filtering Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |

Exclusive Pedestrian Phase

| | |
|--------------------------|---|
| Pedestrian Signal Group | 0 |
| Pedestrian Walk [s] | 0 |
| Pedestrian Clearance [s] | 0 |

Lane Group Calculations

| Lane Group | L | C | C | L | C | R | L | C | R | L | C | R |
|---|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|
| C, Cycle Length [s] | 137 | 137 | 137 | 137 | 137 | 137 | 137 | 137 | 137 | 137 | 137 | 137 |
| L, Total Lost Time per Cycle [s] | 5.00 | 6.00 | 6.00 | 5.00 | 6.00 | 6.00 | 5.00 | 6.00 | 6.00 | 5.00 | 6.00 | 6.00 |
| l1_p, Permitted Start-Up Lost Time [s] | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| l2, Clearance Lost Time [s] | 3.00 | 4.00 | 4.00 | 3.00 | 4.00 | 4.00 | 3.00 | 4.00 | 4.00 | 3.00 | 4.00 | 4.00 |
| g_i, Effective Green Time [s] | 11 | 57 | 57 | 13 | 59 | 59 | 25 | 37 | 37 | 7 | 19 | 19 |
| g / C, Green / Cycle | 0.08 | 0.42 | 0.42 | 0.10 | 0.43 | 0.43 | 0.18 | 0.27 | 0.27 | 0.05 | 0.14 | 0.14 |
| (v / s)_i Volume / Saturation Flow Rate | 0.07 | 0.13 | 0.13 | 0.08 | 0.08 | 0.10 | 0.18 | 0.19 | 0.03 | 0.03 | 0.12 | 0.03 |
| s, saturation flow rate [veh/h] | 1781 | 1870 | 1823 | 1781 | 3560 | 1586 | 1781 | 1870 | 1588 | 1781 | 1870 | 1566 |
| c, Capacity [veh/h] | 149 | 784 | 764 | 175 | 1543 | 687 | 325 | 504 | 428 | 94 | 261 | 219 |
| d1, Uniform Delay [s] | 61.80 | 26.64 | 26.66 | 60.80 | 23.92 | 24.51 | 56.00 | 45.20 | 37.52 | 63.50 | 57.41 | 52.40 |
| k, delay calibration | 0.08 | 0.50 | 0.50 | 0.08 | 0.50 | 0.50 | 0.41 | 0.05 | 0.04 | 0.08 | 0.04 | 0.04 |
| l, Upstream Filtering Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| d2, Incremental Delay [s] | 8.51 | 1.05 | 1.09 | 8.48 | 0.27 | 0.81 | 45.22 | 0.82 | 0.04 | 4.62 | 2.74 | 0.20 |
| d3, Initial Queue Delay [s] | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Rp, platoon ratio | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PF, progression factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |

Lane Group Results

| | | | | | | | | | | | | |
|------------------------------------|--------|--------|--------|--------|--------|--------|--------|--------|-------|-------|--------|-------|
| X, volume / capacity | 0.83 | 0.32 | 0.32 | 0.85 | 0.19 | 0.24 | 1.00 | 0.71 | 0.10 | 0.61 | 0.84 | 0.24 |
| d, Delay for Lane Group [s/veh] | 70.30 | 27.70 | 27.75 | 69.28 | 24.19 | 25.33 | 101.22 | 46.03 | 37.55 | 68.12 | 60.15 | 52.60 |
| Lane Group LOS | E | C | C | E | C | C | F | D | D | E | E | D |
| Critical Lane Group | No | No | Yes | Yes | No | No | Yes | No | No | No | Yes | No |
| 50th-Percentile Queue Length [veh] | 4.59 | 5.64 | 5.52 | 5.49 | 2.92 | 3.50 | 15.21 | 11.04 | 1.04 | 2.06 | 7.55 | 1.61 |
| 50th-Percentile Queue Length [ft] | 114.66 | 140.93 | 138.12 | 137.19 | 73.11 | 87.61 | 380.33 | 276.00 | 26.07 | 51.53 | 188.72 | 40.13 |
| 95th-Percentile Queue Length [veh] | 8.10 | 9.53 | 9.38 | 9.33 | 5.26 | 6.31 | 21.61 | 16.49 | 1.88 | 3.71 | 12.05 | 2.89 |
| 95th-Percentile Queue Length [ft] | 202.46 | 238.27 | 234.49 | 233.23 | 131.59 | 157.71 | 540.26 | 412.22 | 46.92 | 92.76 | 301.37 | 72.24 |

Movement, Approach, & Intersection Results

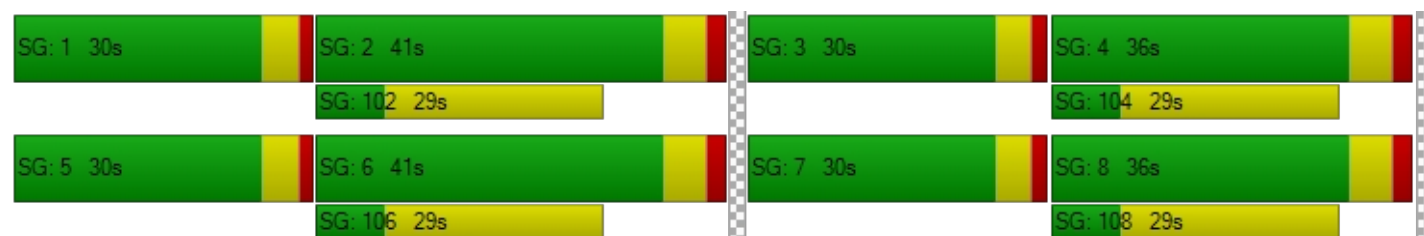
| | | | | | | | | | | | | |
|---------------------------------|-------|-------|-------|-------|-------|-------|--------|-------|-------|-------|-------|-------|
| d_M, Delay for Movement [s/veh] | 70.30 | 27.72 | 27.75 | 69.28 | 24.19 | 25.33 | 101.22 | 46.03 | 37.55 | 68.12 | 60.15 | 52.60 |
| Movement LOS | E | C | C | E | C | C | F | D | D | E | E | D |
| d_A, Approach Delay [s/veh] | 36.34 | | | 35.73 | | | 70.32 | | | 60.34 | | |
| Approach LOS | D | | | D | | | E | | | E | | |
| d_I, Intersection Delay [s/veh] | 50.53 | | | | | | | | | | | |
| Intersection LOS | D | | | | | | | | | | | |
| Intersection V/C | 0.516 | | | | | | | | | | | |

Other Modes

| | | | | | | | | | | | | |
|--|----------|--|--|---------|--|--|----------|--|--|----------|--|--|
| g_Walk,mi, Effective Walk Time [s] | 11.0 | | | 11.0 | | | 11.0 | | | 11.0 | | |
| M_corner, Corner Circulation Area [ft ² /ped] | -72.43 | | | -32.19 | | | -24.14 | | | -32.19 | | |
| M_CW, Crosswalk Circulation Area [ft ² /ped] | -4087.93 | | | -735.10 | | | -8126.00 | | | -1739.72 | | |
| d_p, Pedestrian Delay [s] | 57.94 | | | 57.94 | | | 57.94 | | | 57.94 | | |
| I_p,int, Pedestrian LOS Score for Intersection | 2.618 | | | 3.028 | | | 2.623 | | | 2.500 | | |
| Crosswalk LOS | B | | | C | | | B | | | B | | |
| s_b, Saturation Flow Rate of the bicycle lane | 2000 | | | 2000 | | | 2000 | | | 2000 | | |
| c_b, Capacity of the bicycle lane [bicycles/h] | 511 | | | 511 | | | 438 | | | 438 | | |
| d_b, Bicycle Delay [s] | 37.97 | | | 37.97 | | | 41.78 | | | 41.78 | | |
| I_b,int, Bicycle LOS Score for Intersection | 2.096 | | | 2.193 | | | 2.825 | | | 2.188 | | |
| Bicycle LOS | B | | | B | | | C | | | B | | |

Sequence





| | | | | | | | | | | | | | | | | |
|--------|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Ring 1 | 1 | 2 | 3 | 4 | - | - | - | - | - | - | - | - | - | - | - | - |
| Ring 2 | 5 | 6 | 7 | 8 | - | - | - | - | - | - | - | - | - | - | - | - |
| Ring 3 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| Ring 4 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |



Appendix C

2040 Cumulative LOS Calculations

Option 1: Optimized Signal Timing

| | | | | | | | | | | | | |
|-------------------------------|---|------|-------|---|------|-------|---|------|-------|---|------|-------|
| Number | 1 | | | | | | | | | | | |
| Intersection | Pearson Rd / Clark Rd | | | | | | | | | | | |
| Control Type | Signalized | | | | | | | | | | | |
| Analysis Method | HCM 6th Edition | | | | | | | | | | | |
| Name | Clark Rd | | | Clark Rd | | | Pearson Rd | | | Pearson Rd | | |
| Approach | Northbound | | | Southbound | | | Eastbound | | | Westbound | | |
| Lane Configuration |  | | |  | | |  | | |  | | |
| Turning Movement | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right |
| Base Volume Input [veh/h] | 65 | 203 | 28 | 87 | 368 | 403 | 236 | 179 | 85 | 54 | 321 | 88 |
| Total Analysis Volume [veh/h] | 96 | 298 | 20 | 127 | 540 | 284 | 347 | 263 | 60 | 79 | 471 | 62 |

Intersection Settings

| | | | | | | | | | | | | |
|----------------------------|------------------------------|---------|---------|----------|---------|---------|----------|---------|---------|----------|---------|---------|
| Cycle Length [s] | 120 | | | | | | | | | | | |
| Coordination Type | Time of Day Pattern Isolated | | | | | | | | | | | |
| Actuation Type | Fully actuated | | | | | | | | | | | |
| Lost time [s] | 0.00 | | | | | | | | | | | |
| Control Type | Protecte | Permiss | Permiss | Protecte | Permiss | Permiss | Protecte | Permiss | Permiss | Protecte | Permiss | Permiss |
| Signal group | 5 | 2 | 0 | 1 | 6 | 0 | 7 | 4 | 0 | 3 | 8 | 0 |
| Auxiliary Signal Groups | | | | | | | | | | | | |
| Lead / Lag | Lead | - | - | Lead | - | - | Lead | - | - | Lead | - | - |
| Minimum Green [s] | 8 | 6 | 0 | 8 | 6 | 0 | 8 | 4 | 0 | 8 | 4 | 0 |
| Maximum Green [s] | 25 | 35 | 0 | 25 | 35 | 0 | 25 | 30 | 0 | 25 | 30 | 0 |
| Amber [s] | 3.7 | 4.4 | 0.0 | 3.7 | 4.4 | 0.0 | 3.6 | 4.4 | 0.0 | 3.6 | 4.4 | 0.0 |
| All red [s] | 1.3 | 1.6 | 0.0 | 1.3 | 1.6 | 0.0 | 1.4 | 1.6 | 0.0 | 1.4 | 1.6 | 0.0 |
| Split [s] | 13 | 35 | 0 | 15 | 37 | 0 | 31 | 51 | 0 | 19 | 39 | 0 |
| Walk [s] | 0 | 7 | 0 | 0 | 7 | 0 | 0 | 7 | 0 | 0 | 7 | 0 |
| Pedestrian Clearance [s] | 0 | 22 | 0 | 0 | 22 | 0 | 0 | 22 | 0 | 0 | 22 | 0 |
| I1, Start-Up Lost Time [s] | 2.0 | 2.0 | 0.0 | 2.0 | 2.0 | 0.0 | 2.0 | 2.0 | 0.0 | 2.0 | 2.0 | 0.0 |
| Minimum Recall | No | No | | No | No | | No | No | | No | No | |
| Maximum Recall | No | No | | No | No | | No | No | | No | No | |
| Pedestrian Recall | No | No | | No | No | | No | No | | No | No | |
| Pedestrian Signal Group | 0 | | | | | | | | | | | |
| Pedestrian Walk [s] | 0 | | | | | | | | | | | |
| Pedestrian Clearance [s] | 0 | | | | | | | | | | | |

Lane Group Calculations





| | | | | | | | | | | | | |
|--|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|
| g / C, Green / Cycle | 0.07 | 0.25 | 0.25 | 0.08 | 0.27 | 0.27 | 0.21 | 0.42 | 0.42 | 0.06 | 0.27 | 0.27 |
| (v / s)_i Volume / Saturation Flow Rate | 0.05 | 0.09 | 0.09 | 0.07 | 0.15 | 0.18 | 0.20 | 0.14 | 0.04 | 0.05 | 0.26 | 0.04 |
| so, Base Saturation Flow per Lane [veh/h/lr] | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Arrival type | 3 | | | 3 | | | 3 | | | 3 | | |
| s, saturation flow rate [veh/h] | 1752 | 1840 | 1796 | 1752 | 3503 | 1564 | 1752 | 1840 | 1539 | 1752 | 1840 | 1554 |
| c, Capacity [veh/h] | 119 | 462 | 451 | 148 | 938 | 419 | 372 | 770 | 644 | 110 | 495 | 418 |
| X, volume / capacity | 0.81 | 0.35 | 0.35 | 0.86 | 0.58 | 0.68 | 0.93 | 0.34 | 0.09 | 0.72 | 0.95 | 0.15 |
| d, Delay for Lane Group [s/veh] | 64.54 | 38.95 | 39.06 | 64.67 | 40.65 | 47.92 | 71.94 | 23.80 | 21.15 | 61.48 | 66.23 | 33.46 |
| Lane Group LOS | E | D | D | E | D | D | E | C | C | E | E | C |
| Critical Lane Group | Yes | No | No | No | No | Yes | Yes | No | No | No | Yes | No |

| | | | | | | | | | | | | |
|------------------------------------|--------|--------|--------|--------|--------|--------|--------|--------|-------|--------|--------|-------|
| 50th-Percentile Queue Length [veh] | 3.15 | 4.09 | 4.05 | 4.18 | 7.13 | 8.38 | 12.66 | 5.02 | 1.02 | 2.52 | 16.65 | 1.38 |
| 50th-Percentile Queue Length [ft] | 78.76 | 102.36 | 101.13 | 104.57 | 178.20 | 209.52 | 316.39 | 125.44 | 25.50 | 63.04 | 416.17 | 34.51 |
| 95th-Percentile Queue Length [veh] | 5.67 | 7.37 | 7.28 | 7.53 | 11.51 | 13.13 | 18.49 | 8.69 | 1.84 | 4.54 | 23.34 | 2.48 |
| 95th-Percentile Queue Length [ft] | 141.78 | 184.25 | 182.03 | 188.22 | 287.66 | 328.21 | 462.25 | 217.28 | 45.90 | 113.46 | 583.45 | 62.11 |

Movement, Approach, & Intersection Results

| | | | | | | | | | | | | |
|---------------------------------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|
| d_M, Delay for Movement [s/veh] | 64.54 | 39.00 | 39.06 | 64.67 | 40.65 | 47.92 | 71.94 | 23.80 | 21.15 | 61.48 | 66.23 | 33.46 |
| Movement LOS | E | D | D | E | D | D | E | C | C | E | E | C |
| Critical Movement | No | No | No | No | No | No | Yes | No | No | No | No | No |
| d_A, Approach Delay [s/veh] | 44.92 | | | 46.03 | | | 48.49 | | | 62.30 | | |
| Approach LOS | D | | | D | | | D | | | E | | |
| d_I, Intersection Delay [s/veh] | 50.24 | | | | | | | | | | | |
| Intersection LOS | D | | | | | | | | | | | |
| Intersection V/C | 0.690 | | | | | | | | | | | |

Option 1: Optimized Signal Timing

| | | | | | | | | | | | | |
|-------------------------------|---|------|-------|---|------|-------|---|------|-------|---|------|-------|
| Number | 1 | | | | | | | | | | | |
| Intersection | Pearson Rd / Clark Rd | | | | | | | | | | | |
| Control Type | Signalized | | | | | | | | | | | |
| Analysis Method | HCM 6th Edition | | | | | | | | | | | |
| Name | Clark Rd | | | Clark Rd | | | Pearson Rd | | | Pearson Rd | | |
| Approach | Northbound | | | Southbound | | | Eastbound | | | Westbound | | |
| Lane Configuration |  | | |  | | |  | | |  | | |
| Turning Movement | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right |
| Base Volume Input [veh/h] | 107 | 436 | 71 | 143 | 275 | 303 | 290 | 321 | 71 | 55 | 187 | 103 |
| Total Analysis Volume [veh/h] | 150 | 614 | 48 | 201 | 386 | 204 | 408 | 451 | 48 | 77 | 263 | 70 |

Intersection Settings

| | | | | | | | | | | | | |
|----------------------------|------------------------------|---------|---------|----------|---------|---------|----------|---------|---------|----------|---------|---------|
| Cycle Length [s] | 140 | | | | | | | | | | | |
| Coordination Type | Time of Day Pattern Isolated | | | | | | | | | | | |
| Actuation Type | Fully actuated | | | | | | | | | | | |
| Lost time [s] | 0.00 | | | | | | | | | | | |
| Control Type | Protecte | Permiss | Permiss | Protecte | Permiss | Permiss | Protecte | Permiss | Permiss | Protecte | Permiss | Permiss |
| Signal group | 5 | 2 | 0 | 1 | 6 | 0 | 7 | 4 | 0 | 3 | 8 | 0 |
| Auxiliary Signal Groups | | | | | | | | | | | | |
| Lead / Lag | Lead | - | - | Lead | - | - | Lead | - | - | Lead | - | - |
| Minimum Green [s] | 8 | 6 | 0 | 8 | 6 | 0 | 8 | 4 | 0 | 8 | 4 | 0 |
| Maximum Green [s] | 25 | 35 | 0 | 25 | 35 | 0 | 25 | 30 | 0 | 25 | 30 | 0 |
| Amber [s] | 3.7 | 4.4 | 0.0 | 3.7 | 4.4 | 0.0 | 3.6 | 4.4 | 0.0 | 3.6 | 4.4 | 0.0 |
| All red [s] | 1.3 | 1.6 | 0.0 | 1.3 | 1.6 | 0.0 | 1.4 | 1.6 | 0.0 | 1.4 | 1.6 | 0.0 |
| Split [s] | 22 | 35 | 0 | 22 | 35 | 0 | 48 | 40 | 0 | 43 | 35 | 0 |
| Walk [s] | 0 | 7 | 0 | 0 | 7 | 0 | 0 | 7 | 0 | 0 | 7 | 0 |
| Pedestrian Clearance [s] | 0 | 22 | 0 | 0 | 22 | 0 | 0 | 22 | 0 | 0 | 22 | 0 |
| I1, Start-Up Lost Time [s] | 2.0 | 2.0 | 0.0 | 2.0 | 2.0 | 0.0 | 2.0 | 2.0 | 0.0 | 2.0 | 2.0 | 0.0 |
| Minimum Recall | No | No | | No | No | | No | No | | No | No | |
| Maximum Recall | No | No | | No | No | | No | No | | No | No | |
| Pedestrian Recall | No | No | | No | No | | No | No | | No | No | |
| Pedestrian Signal Group | 0 | | | | | | | | | | | |
| Pedestrian Walk [s] | 0 | | | | | | | | | | | |
| Pedestrian Clearance [s] | 0 | | | | | | | | | | | |

Lane Group Calculations

| | | | | | | | | | | | | |
|--|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|
| g / C, Green / Cycle | 0.10 | 0.32 | 0.32 | 0.12 | 0.34 | 0.34 | 0.24 | 0.35 | 0.35 | 0.05 | 0.16 | 0.16 |
| (v / s)_i Volume / Saturation Flow Rate | 0.08 | 0.18 | 0.18 | 0.11 | 0.11 | 0.13 | 0.23 | 0.24 | 0.03 | 0.04 | 0.14 | 0.04 |
| so, Base Saturation Flow per Lane [veh/h/lr] | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Arrival type | 3 | | | 3 | | | 3 | | | 3 | | |
| s, saturation flow rate [veh/h] | 1781 | 1870 | 1822 | 1781 | 3560 | 1585 | 1781 | 1870 | 1588 | 1781 | 1870 | 1569 |
| c, Capacity [veh/h] | 174 | 597 | 581 | 217 | 1222 | 544 | 432 | 649 | 551 | 98 | 298 | 250 |
| X, volume / capacity | 0.86 | 0.56 | 0.56 | 0.93 | 0.32 | 0.38 | 0.94 | 0.70 | 0.09 | 0.78 | 0.88 | 0.28 |
| d, Delay for Lane Group [s/veh] | 71.35 | 43.34 | 43.46 | 79.17 | 34.56 | 36.63 | 71.49 | 39.84 | 30.80 | 74.97 | 60.96 | 51.96 |
| Lane Group LOS | E | D | D | E | C | D | E | D | C | E | E | D |
| Critical Lane Group | No | No | Yes | Yes | No | No | Yes | No | No | No | Yes | No |

| | | | | | | | | | | | | |
|------------------------------------|--------|--------|--------|--------|--------|--------|--------|--------|-------|--------|--------|-------|
| 50th-Percentile Queue Length [veh] | 5.68 | 10.17 | 9.94 | 8.14 | 4.97 | 5.55 | 16.27 | 13.33 | 1.11 | 2.97 | 9.33 | 2.18 |
| 50th-Percentile Queue Length [ft] | 141.97 | 254.27 | 248.50 | 203.41 | 124.30 | 138.73 | 406.69 | 333.18 | 27.65 | 74.28 | 233.36 | 54.54 |
| 95th-Percentile Queue Length [veh] | 9.59 | 15.40 | 15.11 | 12.81 | 8.63 | 9.41 | 22.88 | 19.31 | 1.99 | 5.35 | 14.34 | 3.93 |
| 95th-Percentile Queue Length [ft] | 239.67 | 385.03 | 377.77 | 320.36 | 215.73 | 235.31 | 572.05 | 482.86 | 49.77 | 133.70 | 358.62 | 98.16 |





Movement, Approach, & Intersection Results

| | | | | | | | | | | | | |
|---------------------------------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|
| d_M, Delay for Movement [s/veh] | 71.35 | 43.39 | 43.46 | 79.17 | 34.56 | 36.63 | 71.49 | 39.84 | 30.80 | 74.97 | 60.96 | 51.96 |
| Movement LOS | E | D | D | E | C | D | E | D | C | E | E | D |
| Critical Movement | No | No | No | Yes | No | No | No | No | No | No | No | No |
| d_A, Approach Delay [s/veh] | 48.56 | | | 46.43 | | | 53.60 | | | 62.05 | | |
| Approach LOS | D | | | D | | | D | | | E | | |
| d_I, Intersection Delay [s/veh] | 51.44 | | | | | | | | | | | |
| Intersection LOS | D | | | | | | | | | | | |
| Intersection V/C | 0.662 | | | | | | | | | | | |

Appendix D

2040 Cumulative Plus Project LOS Calculations

Option 1: Optimized Signal Timing

| | | | | | | | | | | | | |
|-------------------------------|---|------|-------|---|------|-------|---|------|-------|---|------|-------|
| Number | 1 | | | | | | | | | | | |
| Intersection | Pearson Rd / Clark Rd | | | | | | | | | | | |
| Control Type | Signalized | | | | | | | | | | | |
| Analysis Method | HCM 6th Edition | | | | | | | | | | | |
| Name | Clark Rd | | | Clark Rd | | | Pearson Rd | | | Pearson Rd | | |
| Approach | Northbound | | | Southbound | | | Eastbound | | | Westbound | | |
| Lane Configuration |  | | |  | | |  | | |  | | |
| Turning Movement | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right |
| Base Volume Input [veh/h] | 65 | 203 | 28 | 87 | 368 | 403 | 236 | 179 | 85 | 54 | 321 | 88 |
| Total Analysis Volume [veh/h] | 105 | 298 | 20 | 127 | 540 | 292 | 360 | 276 | 63 | 79 | 489 | 62 |

Intersection Settings

| | | | | | | | | | | | | |
|----------------------------|------------------------------|---------|---------|----------|---------|---------|----------|---------|---------|----------|---------|---------|
| Cycle Length [s] | 120 | | | | | | | | | | | |
| Coordination Type | Time of Day Pattern Isolated | | | | | | | | | | | |
| Actuation Type | Fully actuated | | | | | | | | | | | |
| Lost time [s] | 0.00 | | | | | | | | | | | |
| Control Type | Protecte | Permiss | Permiss | Protecte | Permiss | Permiss | Protecte | Permiss | Permiss | Protecte | Permiss | Permiss |
| Signal group | 5 | 2 | 0 | 1 | 6 | 0 | 7 | 4 | 0 | 3 | 8 | 0 |
| Auxiliary Signal Groups | | | | | | | | | | | | |
| Lead / Lag | Lead | - | - | Lead | - | - | Lead | - | - | Lead | - | - |
| Minimum Green [s] | 8 | 6 | 0 | 8 | 6 | 0 | 8 | 4 | 0 | 8 | 4 | 0 |
| Maximum Green [s] | 25 | 35 | 0 | 25 | 35 | 0 | 25 | 30 | 0 | 25 | 30 | 0 |
| Amber [s] | 3.7 | 4.4 | 0.0 | 3.7 | 4.4 | 0.0 | 3.6 | 4.4 | 0.0 | 3.6 | 4.4 | 0.0 |
| All red [s] | 1.3 | 1.6 | 0.0 | 1.3 | 1.6 | 0.0 | 1.4 | 1.6 | 0.0 | 1.4 | 1.6 | 0.0 |
| Split [s] | 13 | 35 | 0 | 15 | 37 | 0 | 33 | 51 | 0 | 19 | 37 | 0 |
| Walk [s] | 0 | 7 | 0 | 0 | 7 | 0 | 0 | 7 | 0 | 0 | 7 | 0 |
| Pedestrian Clearance [s] | 0 | 22 | 0 | 0 | 22 | 0 | 0 | 22 | 0 | 0 | 22 | 0 |
| I1, Start-Up Lost Time [s] | 2.0 | 2.0 | 0.0 | 2.0 | 2.0 | 0.0 | 2.0 | 2.0 | 0.0 | 2.0 | 2.0 | 0.0 |
| Minimum Recall | No | No | | No | No | | No | No | | No | No | |
| Maximum Recall | No | No | | No | No | | No | No | | No | No | |
| Pedestrian Recall | No | No | | No | No | | No | No | | No | No | |
| Pedestrian Signal Group | 0 | | | | | | | | | | | |
| Pedestrian Walk [s] | 0 | | | | | | | | | | | |
| Pedestrian Clearance [s] | 0 | | | | | | | | | | | |

Lane Group Calculations





| | | | | | | | | | | | | |
|--|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|
| g / C, Green / Cycle | 0.07 | 0.24 | 0.24 | 0.08 | 0.26 | 0.26 | 0.22 | 0.43 | 0.43 | 0.06 | 0.27 | 0.27 |
| (v / s)_i Volume / Saturation Flow Rate | 0.06 | 0.09 | 0.09 | 0.07 | 0.15 | 0.19 | 0.21 | 0.15 | 0.04 | 0.05 | 0.27 | 0.04 |
| so, Base Saturation Flow per Lane [veh/h/lr] | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Arrival type | 3 | | | 3 | | | 3 | | | 3 | | |
| s, saturation flow rate [veh/h] | 1752 | 1840 | 1796 | 1752 | 3503 | 1564 | 1752 | 1840 | 1539 | 1752 | 1840 | 1554 |
| c, Capacity [veh/h] | 118 | 447 | 436 | 147 | 908 | 406 | 385 | 787 | 658 | 109 | 497 | 420 |
| X, volume / capacity | 0.89 | 0.36 | 0.36 | 0.87 | 0.59 | 0.72 | 0.93 | 0.35 | 0.10 | 0.72 | 0.98 | 0.15 |
| d, Delay for Lane Group [s/veh] | 70.93 | 39.95 | 40.07 | 65.05 | 41.80 | 51.04 | 69.99 | 23.22 | 20.50 | 61.76 | 74.94 | 33.34 |
| Lane Group LOS | E | D | D | E | D | D | E | C | C | E | E | C |
| Critical Lane Group | Yes | No | No | No | No | Yes | Yes | No | No | No | Yes | No |

| | | | | | | | | | | | | |
|------------------------------------|--------|--------|--------|--------|--------|--------|--------|--------|-------|--------|--------|-------|
| 50th-Percentile Queue Length [veh] | 3.63 | 4.16 | 4.11 | 4.19 | 7.25 | 8.94 | 12.95 | 5.20 | 1.05 | 2.53 | 18.46 | 1.38 |
| 50th-Percentile Queue Length [ft] | 90.75 | 104.11 | 102.84 | 104.87 | 181.35 | 223.51 | 323.70 | 129.95 | 26.27 | 63.18 | 461.45 | 34.38 |
| 95th-Percentile Queue Length [veh] | 6.53 | 7.50 | 7.40 | 7.55 | 11.67 | 13.84 | 18.85 | 8.94 | 1.89 | 4.55 | 25.50 | 2.48 |
| 95th-Percentile Queue Length [ft] | 163.35 | 187.40 | 185.10 | 188.77 | 291.78 | 346.10 | 471.23 | 223.42 | 47.28 | 113.73 | 637.60 | 61.89 |

Movement, Approach, & Intersection Results

| | | | | | | | | | | | | |
|---------------------------------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|
| d_M, Delay for Movement [s/veh] | 70.93 | 40.01 | 40.07 | 65.05 | 41.80 | 51.04 | 69.99 | 23.22 | 20.50 | 61.76 | 74.94 | 33.34 |
| Movement LOS | E | D | D | E | D | D | E | C | C | E | E | C |
| Critical Movement | No | No | No | No | No | No | No | No | No | No | Yes | No |
| d_A, Approach Delay [s/veh] | 47.69 | | | 47.69 | | | 47.06 | | | 69.20 | | |
| Approach LOS | D | | | D | | | D | | | E | | |
| d_I, Intersection Delay [s/veh] | 52.53 | | | | | | | | | | | |
| Intersection LOS | D | | | | | | | | | | | |
| Intersection V/C | 0.718 | | | | | | | | | | | |

Option 1: Optimized Signal Timing

| | | | | | | | | | | | | |
|-------------------------------|---|------|-------|---|------|-------|---|------|-------|---|------|-------|
| Number | 1 | | | | | | | | | | | |
| Intersection | Pearson Rd / Clark Rd | | | | | | | | | | | |
| Control Type | Signalized | | | | | | | | | | | |
| Analysis Method | HCM 6th Edition | | | | | | | | | | | |
| Name | Clark Rd | | | Clark Rd | | | Pearson Rd | | | Pearson Rd | | |
| Approach | Northbound | | | Southbound | | | Eastbound | | | Westbound | | |
| Lane Configuration |  | | |  | | |  | | |  | | |
| Turning Movement | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right |
| Base Volume Input [veh/h] | 107 | 436 | 71 | 143 | 275 | 303 | 290 | 321 | 71 | 55 | 187 | 103 |
| Total Analysis Volume [veh/h] | 163 | 614 | 48 | 201 | 386 | 216 | 431 | 475 | 53 | 77 | 286 | 70 |

Intersection Settings

| | | | | | | | | | | | | |
|----------------------------|------------------------------|---------|---------|----------|---------|---------|----------|---------|---------|----------|---------|---------|
| Cycle Length [s] | 140 | | | | | | | | | | | |
| Coordination Type | Time of Day Pattern Isolated | | | | | | | | | | | |
| Actuation Type | Fully actuated | | | | | | | | | | | |
| Lost time [s] | 0.00 | | | | | | | | | | | |
| Control Type | Protecte | Permiss | Permiss | Protecte | Permiss | Permiss | Protecte | Permiss | Permiss | Protecte | Permiss | Permiss |
| Signal group | 5 | 2 | 0 | 1 | 6 | 0 | 7 | 4 | 0 | 3 | 8 | 0 |
| Auxiliary Signal Groups | | | | | | | | | | | | |
| Lead / Lag | Lead | - | - | Lead | - | - | Lead | - | - | Lead | - | - |
| Minimum Green [s] | 8 | 6 | 0 | 8 | 6 | 0 | 8 | 4 | 0 | 8 | 4 | 0 |
| Maximum Green [s] | 25 | 35 | 0 | 25 | 35 | 0 | 25 | 30 | 0 | 25 | 30 | 0 |
| Amber [s] | 3.7 | 4.4 | 0.0 | 3.7 | 4.4 | 0.0 | 3.6 | 4.4 | 0.0 | 3.6 | 4.4 | 0.0 |
| All red [s] | 1.3 | 1.6 | 0.0 | 1.3 | 1.6 | 0.0 | 1.4 | 1.6 | 0.0 | 1.4 | 1.6 | 0.0 |
| Split [s] | 22 | 35 | 0 | 22 | 35 | 0 | 48 | 35 | 0 | 48 | 35 | 0 |
| Walk [s] | 0 | 7 | 0 | 0 | 7 | 0 | 0 | 7 | 0 | 0 | 7 | 0 |
| Pedestrian Clearance [s] | 0 | 22 | 0 | 0 | 22 | 0 | 0 | 22 | 0 | 0 | 22 | 0 |
| I1, Start-Up Lost Time [s] | 2.0 | 2.0 | 0.0 | 2.0 | 2.0 | 0.0 | 2.0 | 2.0 | 0.0 | 2.0 | 2.0 | 0.0 |
| Minimum Recall | No | No | | No | No | | No | No | | No | No | |
| Maximum Recall | No | No | | No | No | | No | No | | No | No | |
| Pedestrian Recall | No | No | | No | No | | No | No | | No | No | |
| Pedestrian Signal Group | 0 | | | | | | | | | | | |
| Pedestrian Walk [s] | 0 | | | | | | | | | | | |
| Pedestrian Clearance [s] | 0 | | | | | | | | | | | |

Lane Group Calculations

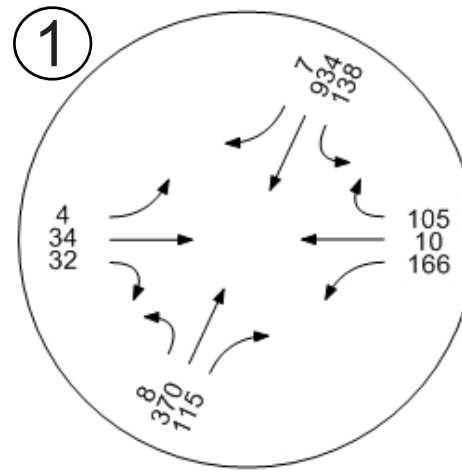
| | | | | | | | | | | | | |
|--|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|
| g / C, Green / Cycle | 0.10 | 0.30 | 0.30 | 0.12 | 0.31 | 0.31 | 0.26 | 0.37 | 0.37 | 0.06 | 0.17 | 0.17 |
| (v / s)_i Volume / Saturation Flow Rate | 0.09 | 0.18 | 0.18 | 0.11 | 0.11 | 0.14 | 0.24 | 0.25 | 0.03 | 0.04 | 0.15 | 0.04 |
| so, Base Saturation Flow per Lane [veh/h/lr] | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Arrival type | 3 | | | 3 | | | 3 | | | 3 | | |
| s, saturation flow rate [veh/h] | 1781 | 1870 | 1822 | 1781 | 3560 | 1584 | 1781 | 1870 | 1588 | 1781 | 1870 | 1570 |
| c, Capacity [veh/h] | 187 | 553 | 539 | 217 | 1114 | 496 | 454 | 692 | 588 | 98 | 318 | 267 |
| X, volume / capacity | 0.87 | 0.61 | 0.61 | 0.93 | 0.35 | 0.44 | 0.95 | 0.69 | 0.09 | 0.78 | 0.90 | 0.26 |
| d, Delay for Lane Group [s/veh] | 70.93 | 47.14 | 47.29 | 79.17 | 37.93 | 41.03 | 72.42 | 37.91 | 28.76 | 74.94 | 62.95 | 50.62 |
| Lane Group LOS | E | D | D | E | D | D | E | D | C | E | E | D |
| Critical Lane Group | No | No | Yes | Yes | No | No | Yes | No | No | No | Yes | No |

| | | | | | | | | | | | | |
|------------------------------------|--------|--------|--------|--------|--------|--------|--------|--------|-------|--------|--------|-------|
| 50th-Percentile Queue Length [veh] | 6.16 | 10.66 | 10.42 | 8.14 | 5.25 | 6.29 | 17.37 | 13.74 | 1.18 | 2.97 | 10.38 | 2.15 |
| 50th-Percentile Queue Length [ft] | 154.11 | 266.48 | 260.46 | 203.41 | 131.14 | 157.17 | 434.25 | 343.39 | 29.39 | 74.26 | 259.50 | 53.74 |
| 95th-Percentile Queue Length [veh] | 10.24 | 16.01 | 15.71 | 12.81 | 9.00 | 10.40 | 24.21 | 19.81 | 2.12 | 5.35 | 15.66 | 3.87 |
| 95th-Percentile Queue Length [ft] | 255.91 | 400.34 | 392.80 | 320.36 | 225.04 | 259.97 | 605.13 | 495.35 | 52.90 | 133.67 | 391.60 | 96.74 |

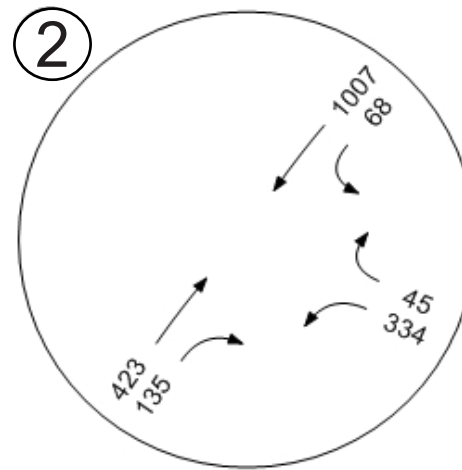
Movement, Approach, & Intersection Results

| | | | | | | | | | | | | |
|---------------------------------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|
| d_M, Delay for Movement [s/veh] | 70.93 | 47.20 | 47.29 | 79.17 | 37.93 | 41.03 | 72.42 | 37.91 | 28.76 | 74.94 | 62.95 | 50.62 |
| Movement LOS | E | D | D | E | D | D | E | D | C | E | E | D |
| Critical Movement | No | No | No | Yes | No | No | No | No | No | No | No | No |
| d_A, Approach Delay [s/veh] | 51.90 | | | 49.09 | | | 52.92 | | | 63.09 | | |
| Approach LOS | D | | | D | | | D | | | E | | |
| d_I, Intersection Delay [s/veh] | 53.08 | | | | | | | | | | | |
| Intersection LOS | D | | | | | | | | | | | |
| Intersection V/C | 0.687 | | | | | | | | | | | |

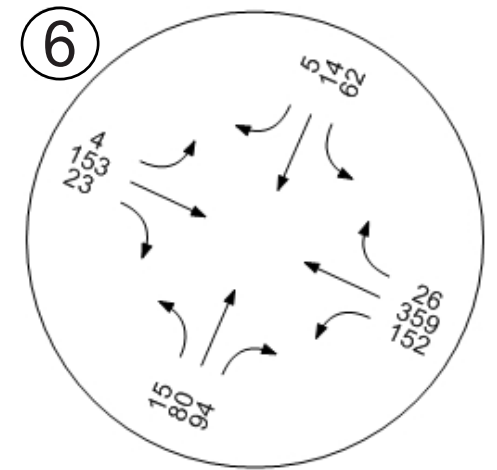
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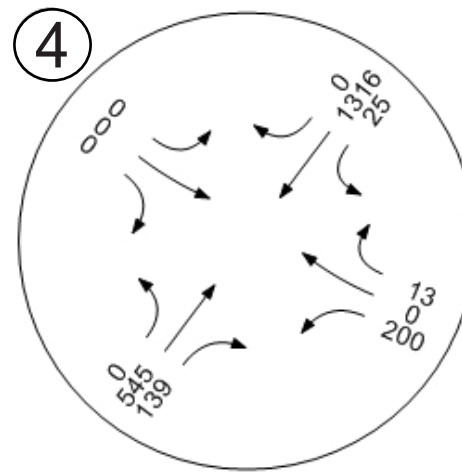
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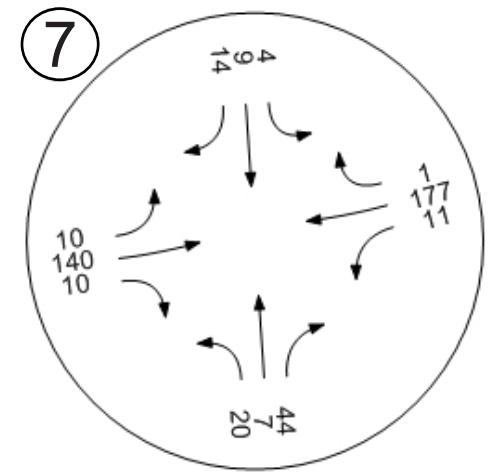
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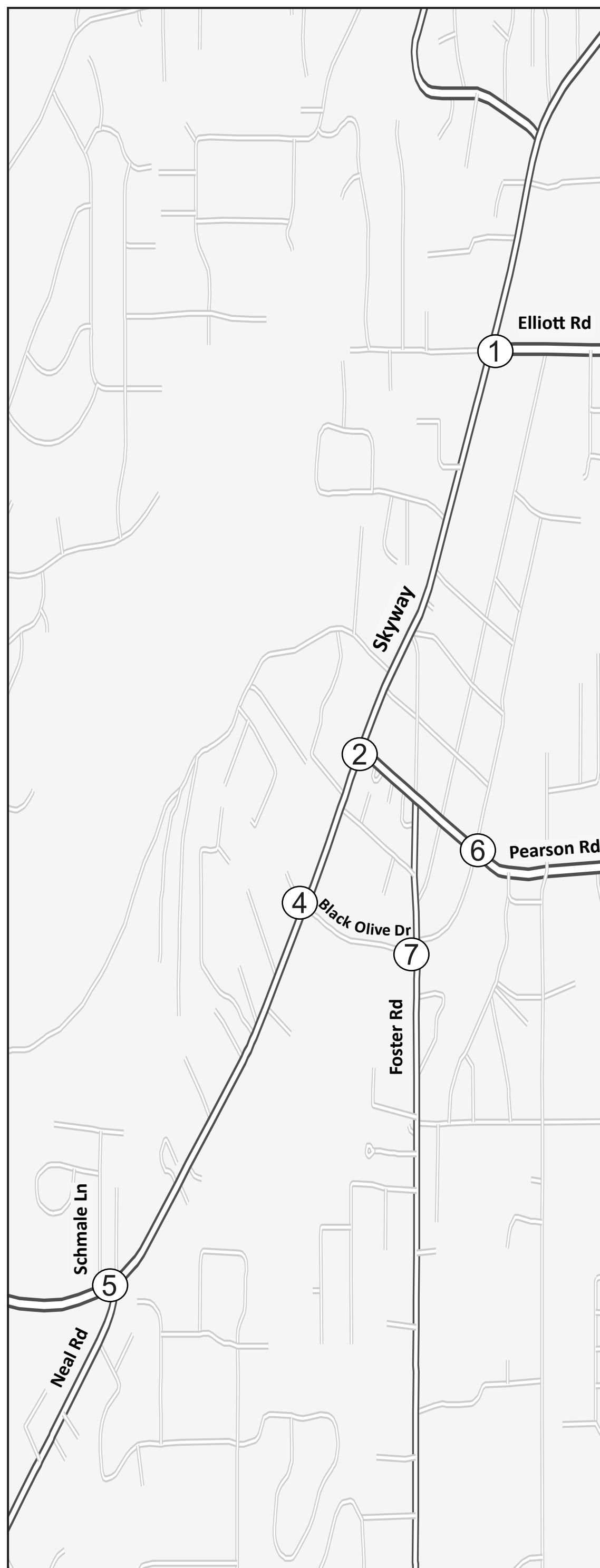
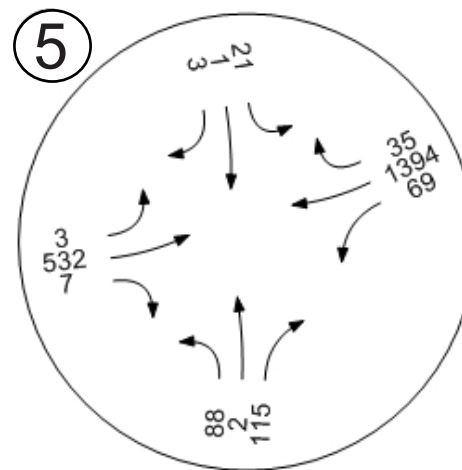
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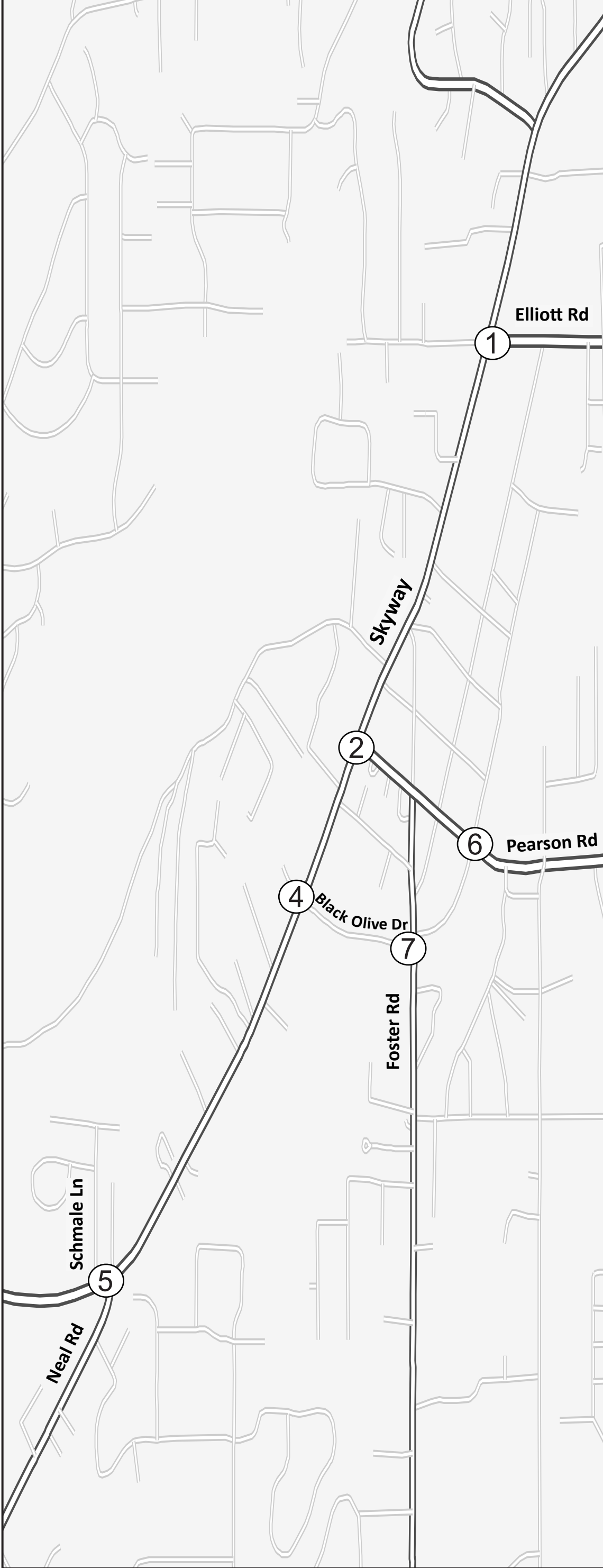


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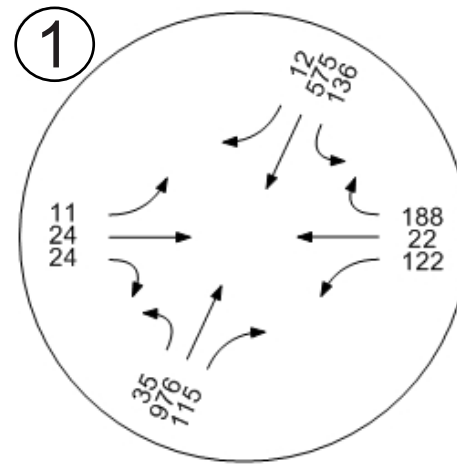


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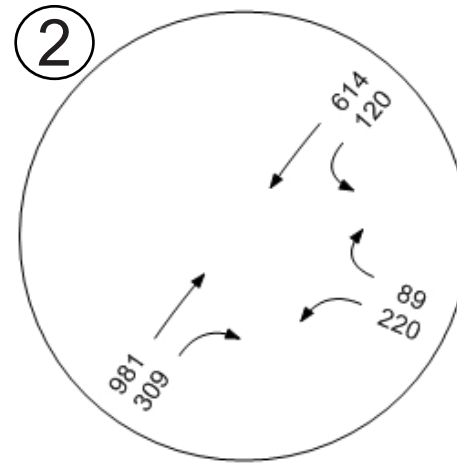




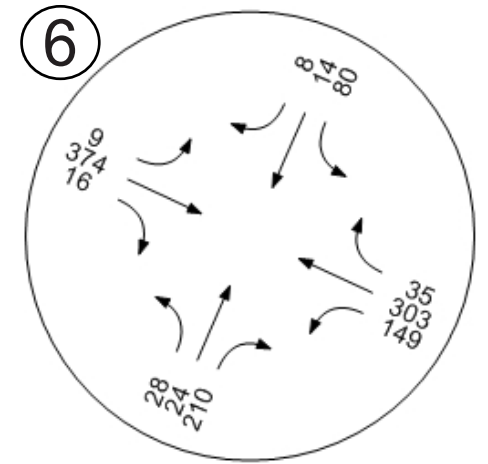
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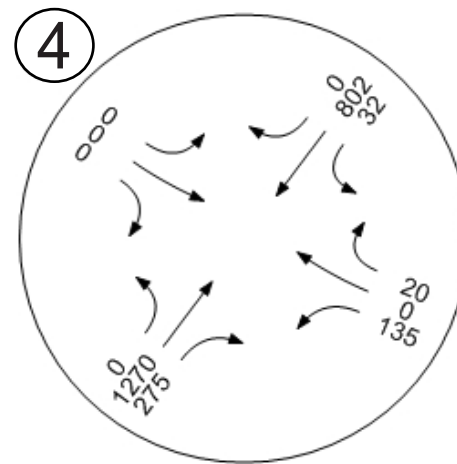
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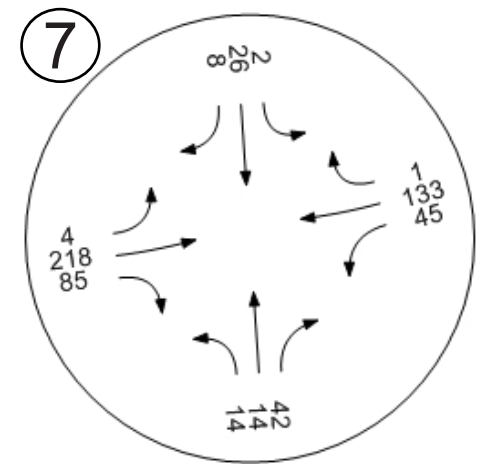
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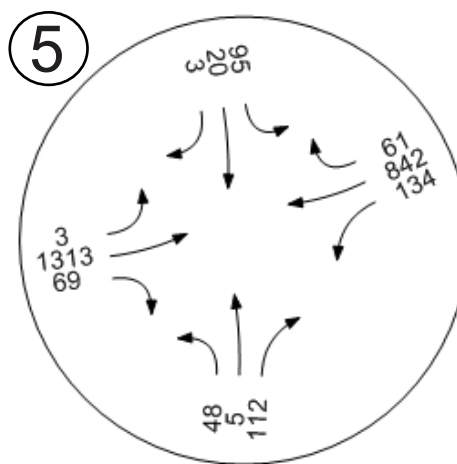
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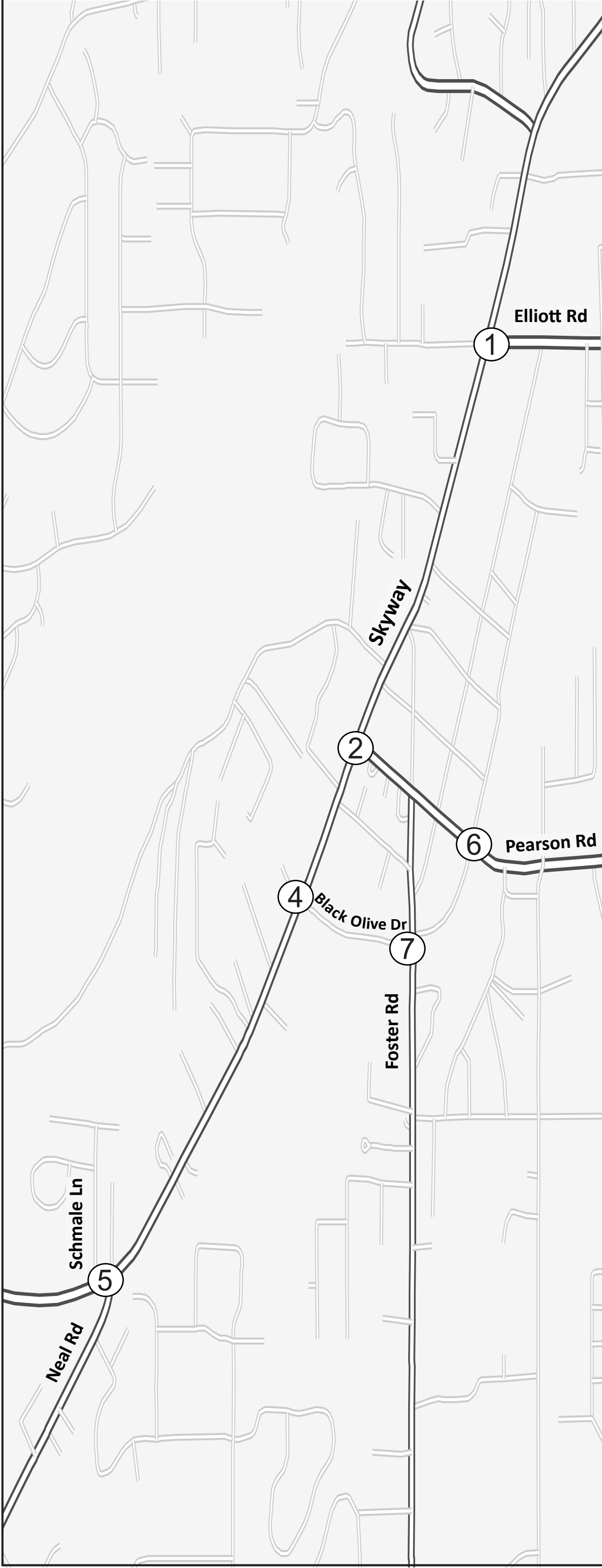


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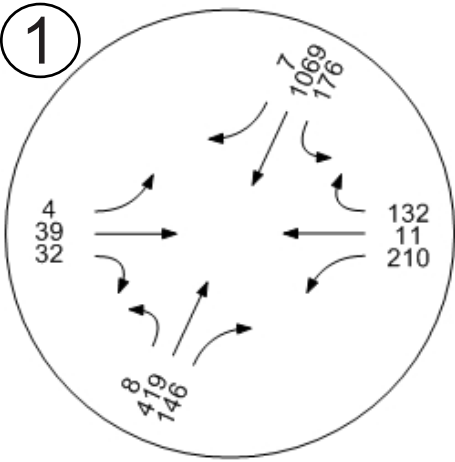


Skyway / Neal Rd / Schmale Ln

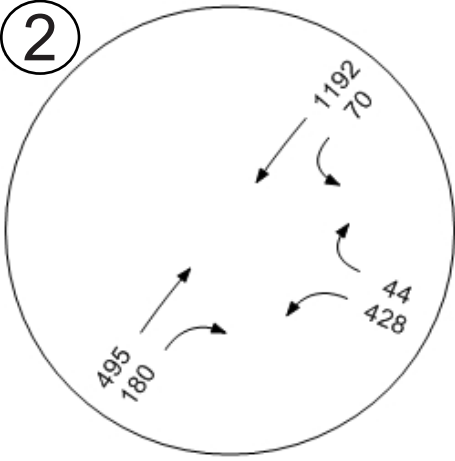




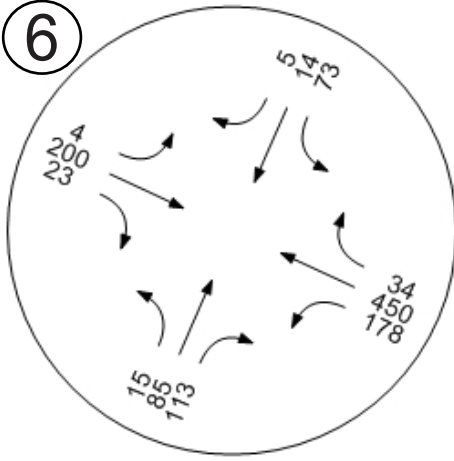
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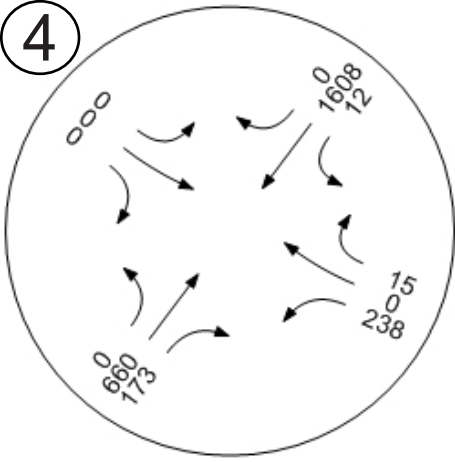
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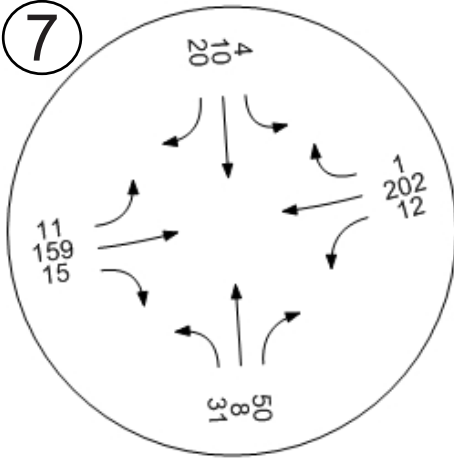
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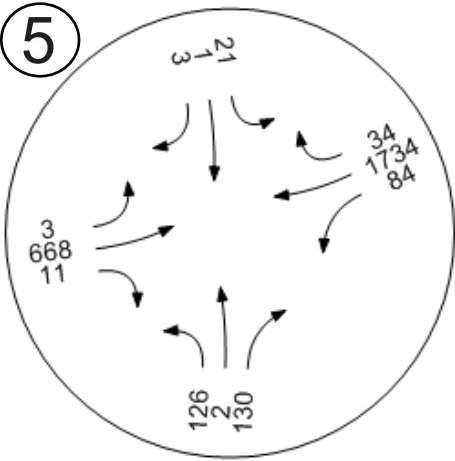
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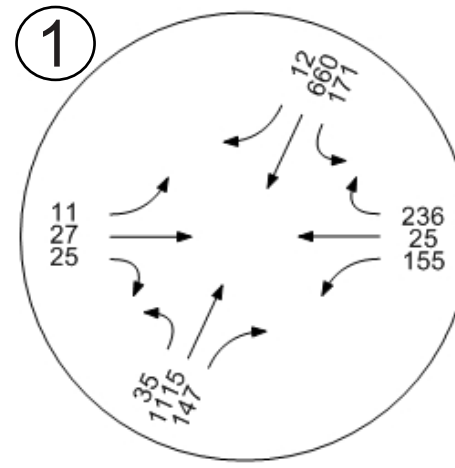
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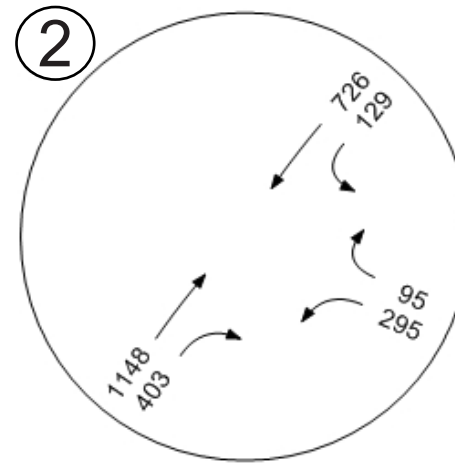
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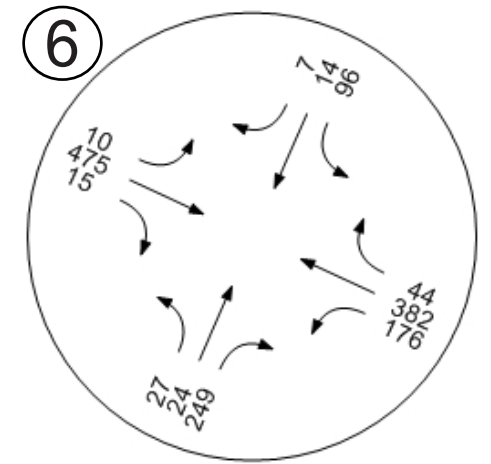
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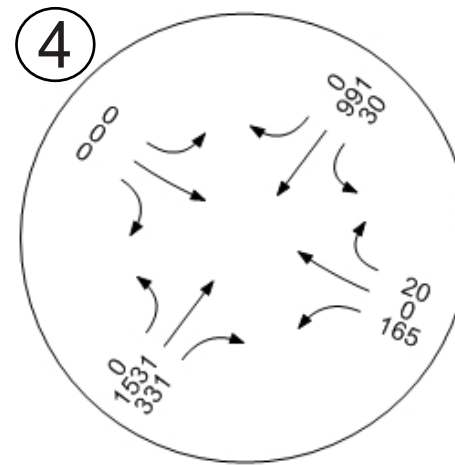
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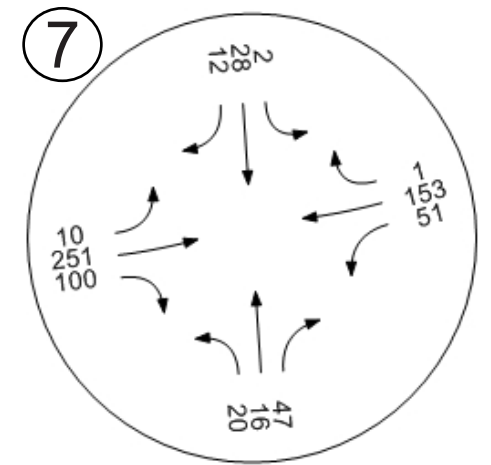
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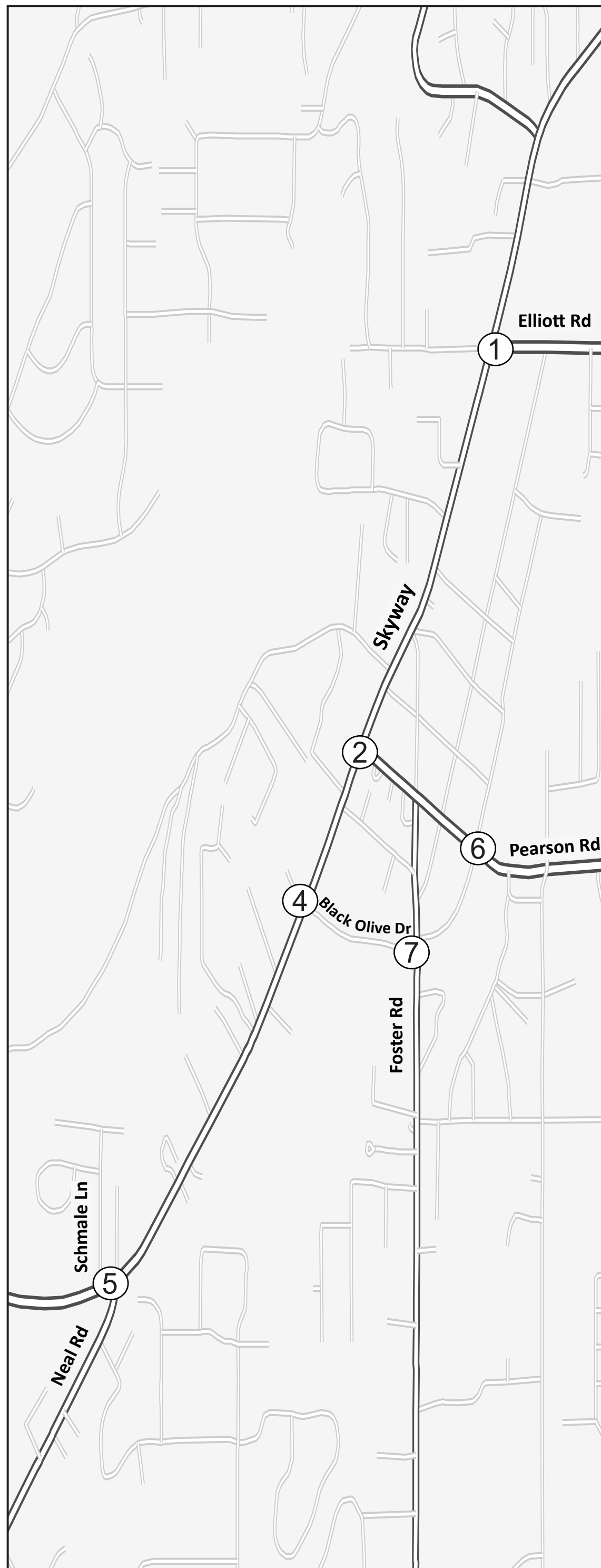
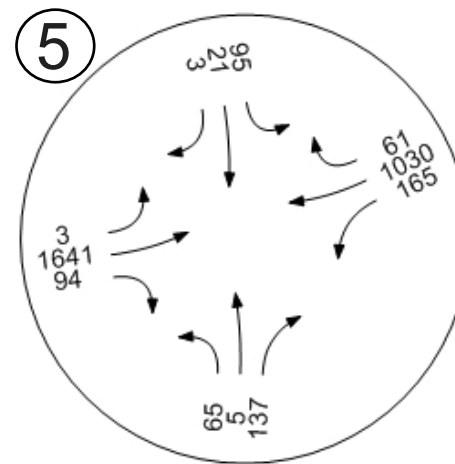
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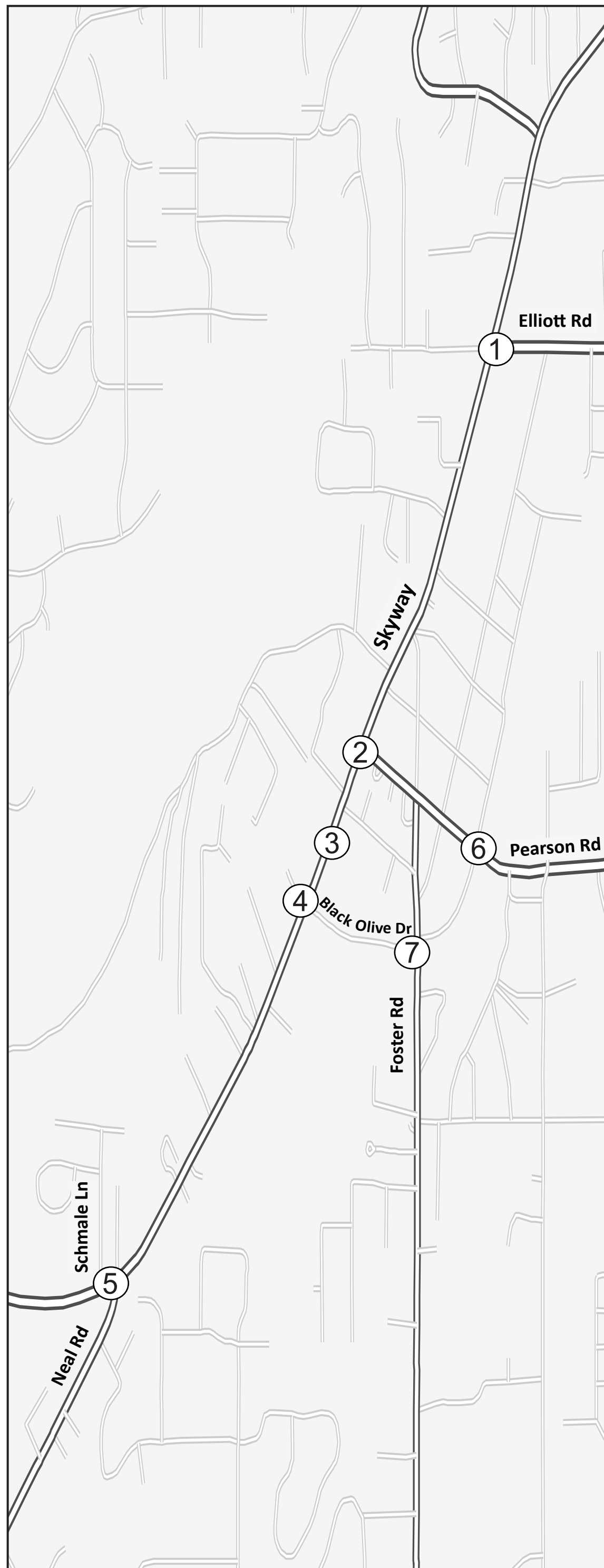


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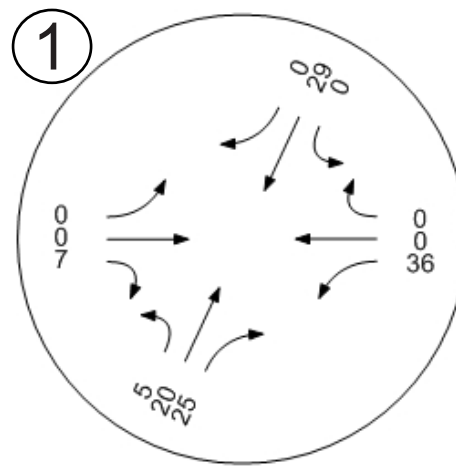


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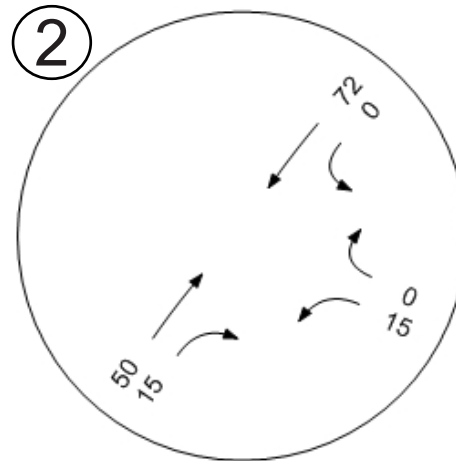




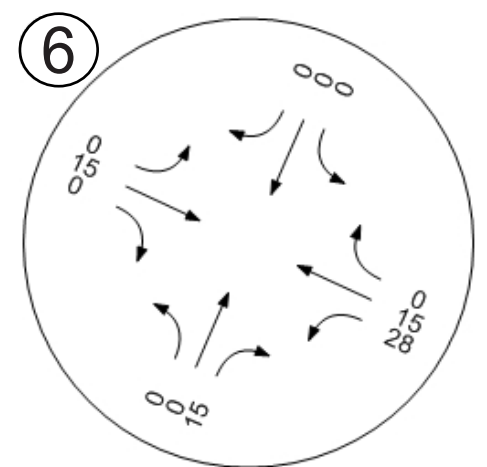
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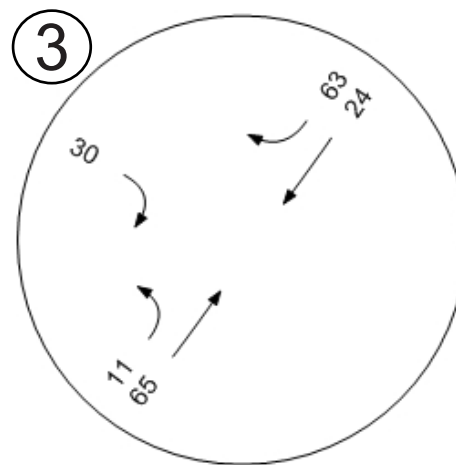
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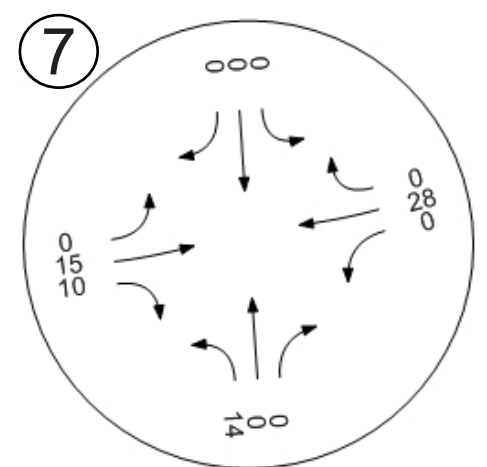
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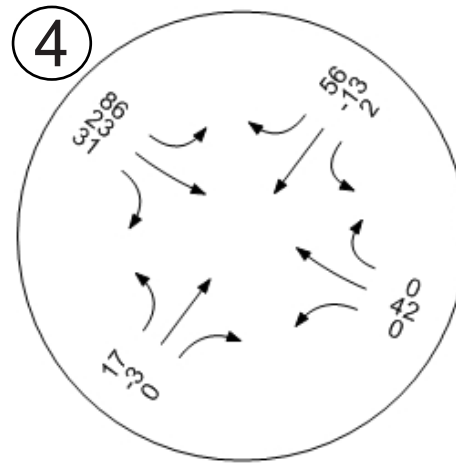
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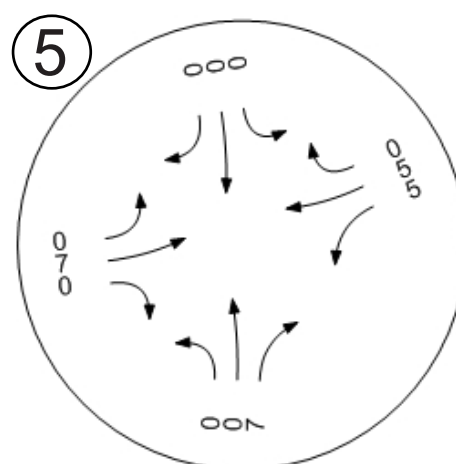
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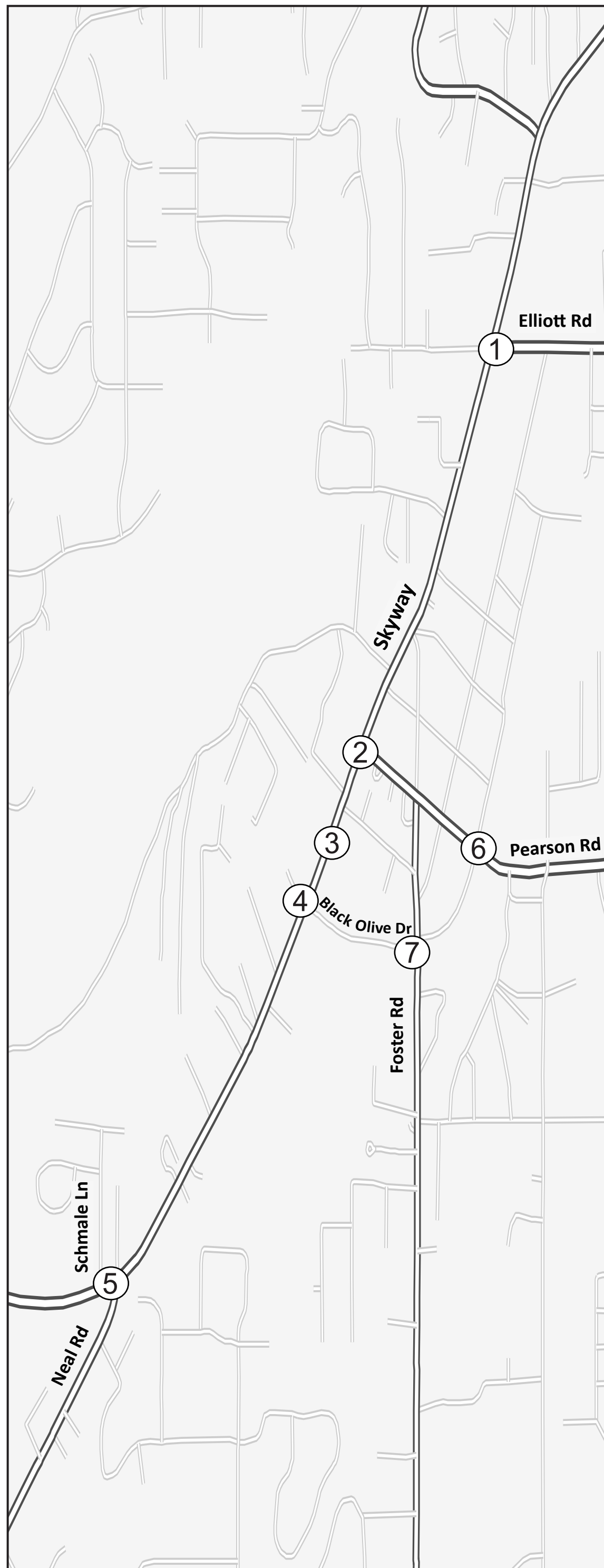


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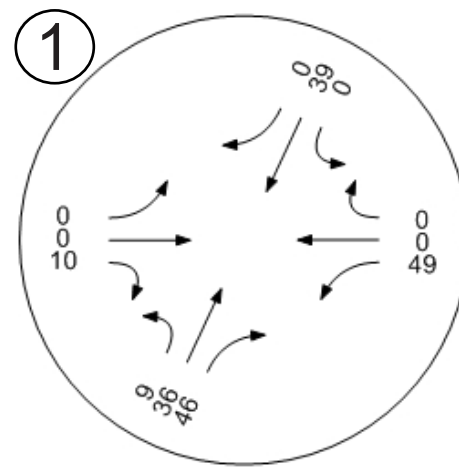


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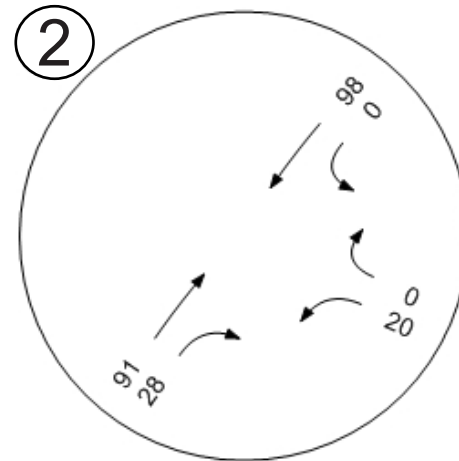




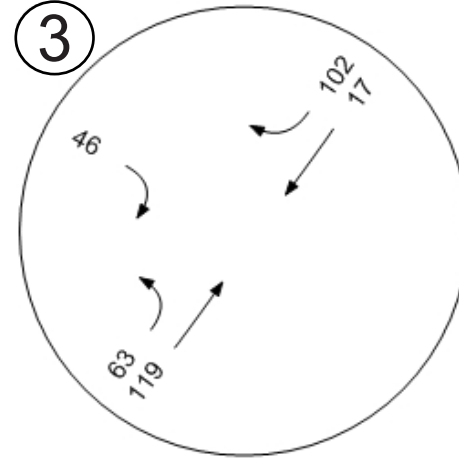
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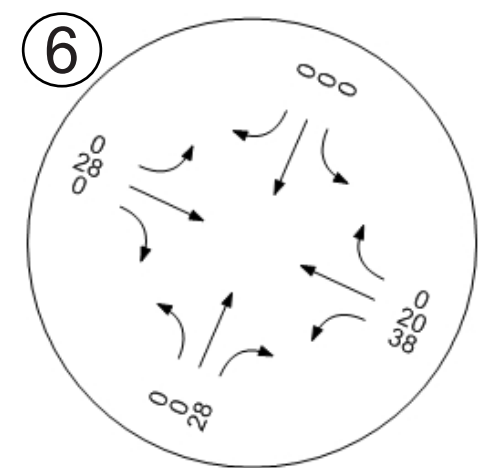
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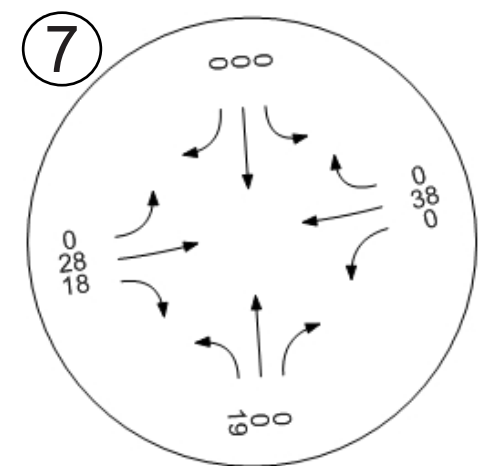
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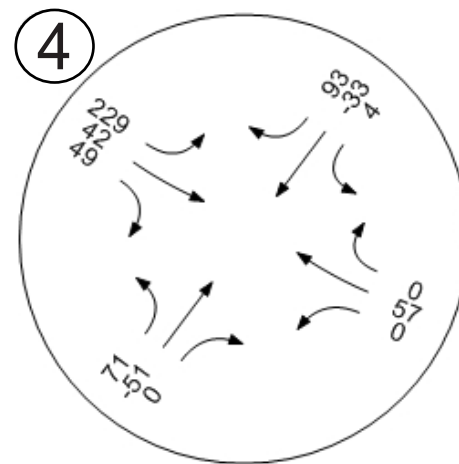
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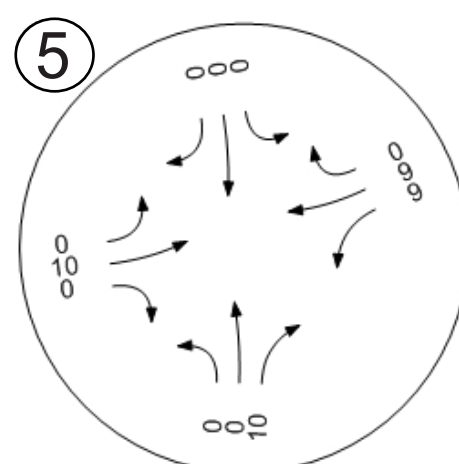
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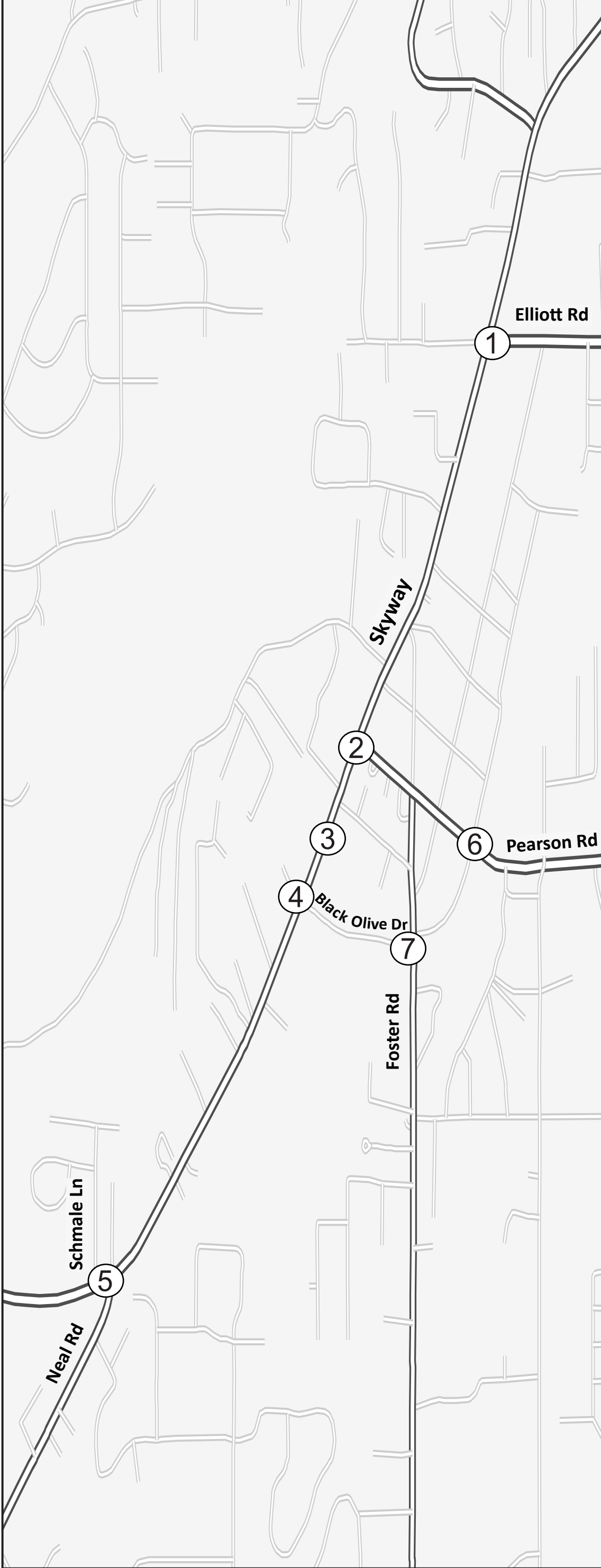


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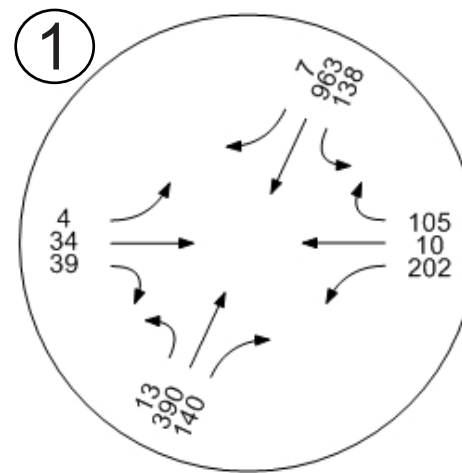


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Schmale Ln

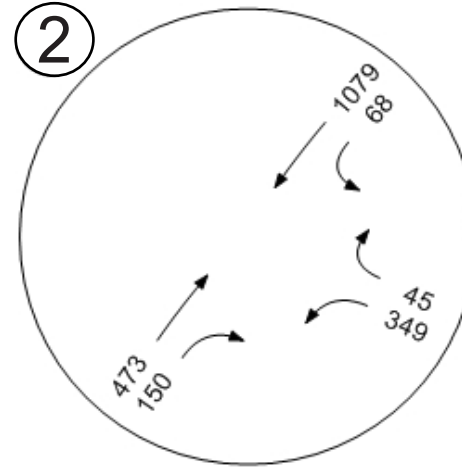




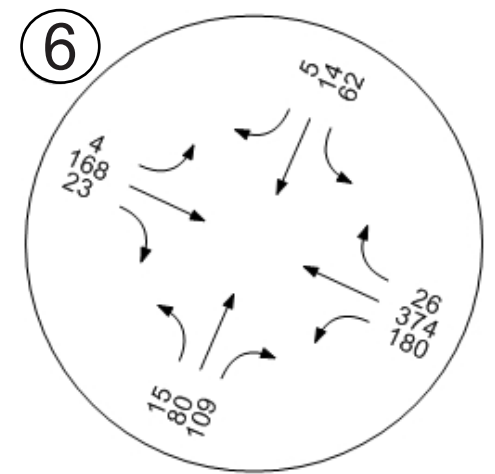
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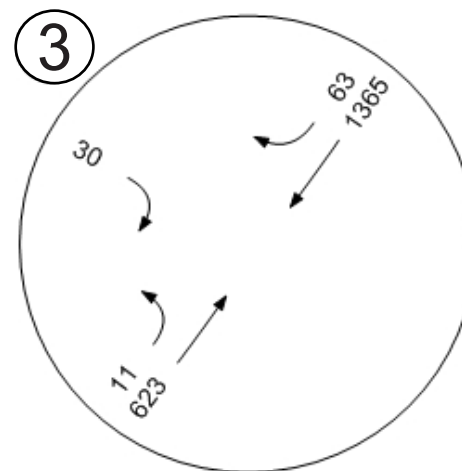
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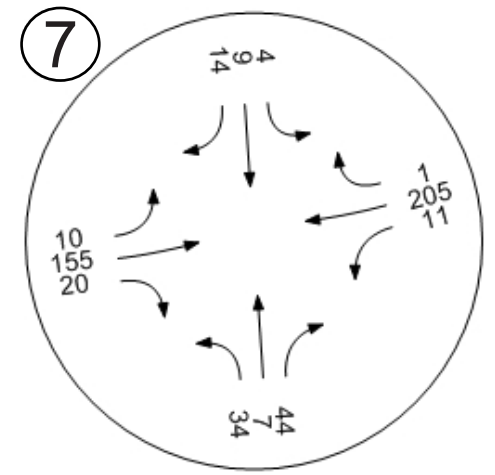
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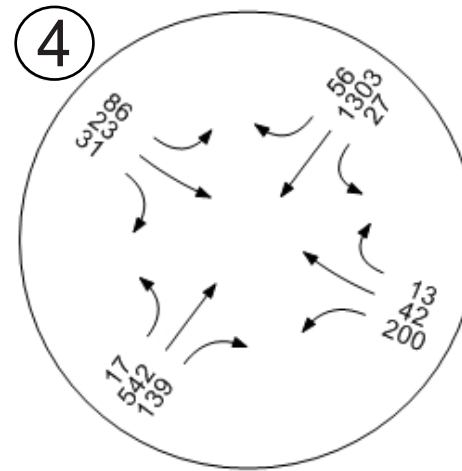
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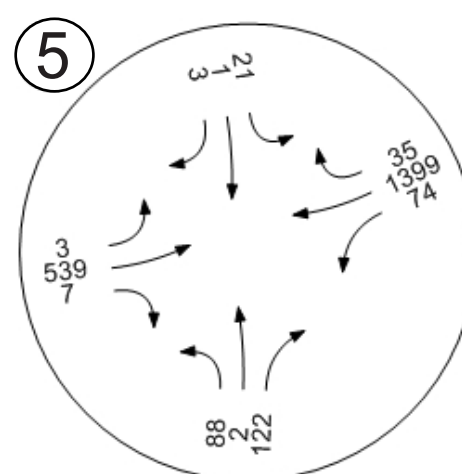
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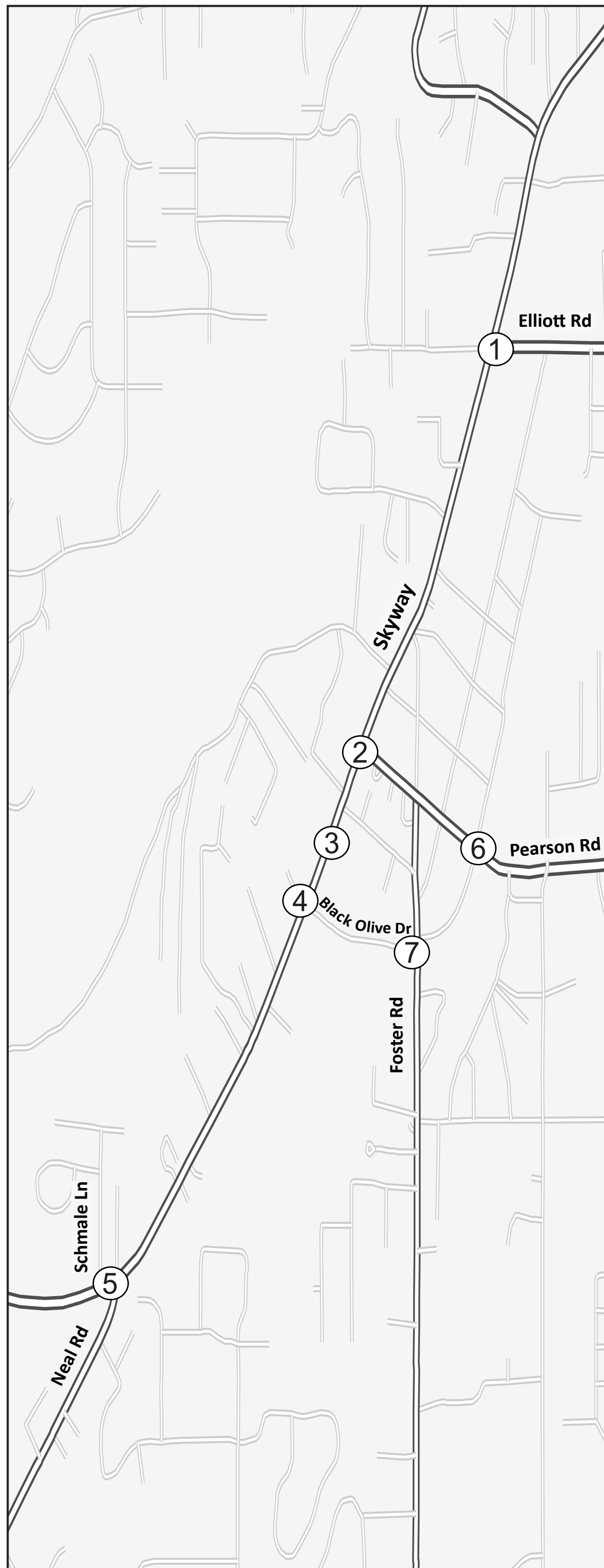


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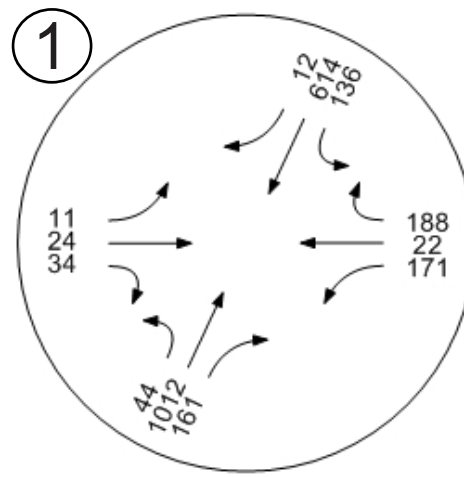


Skyway / Neal Rd / Schmale Ln

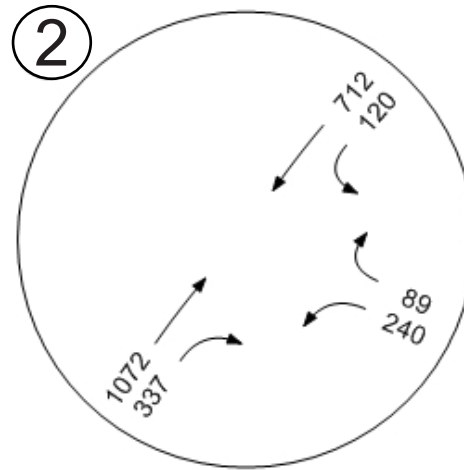




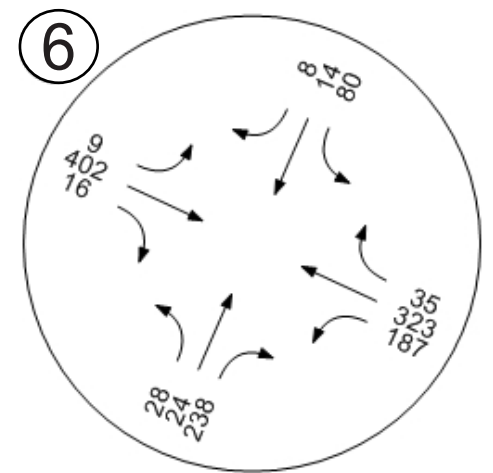
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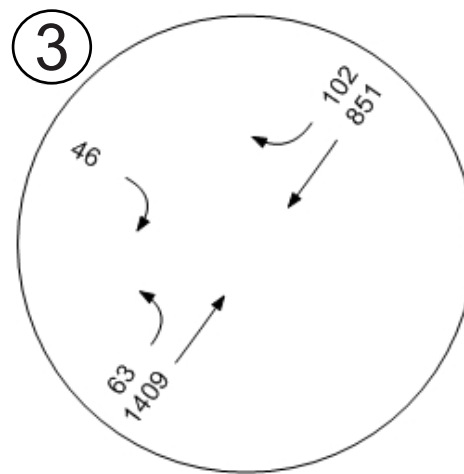
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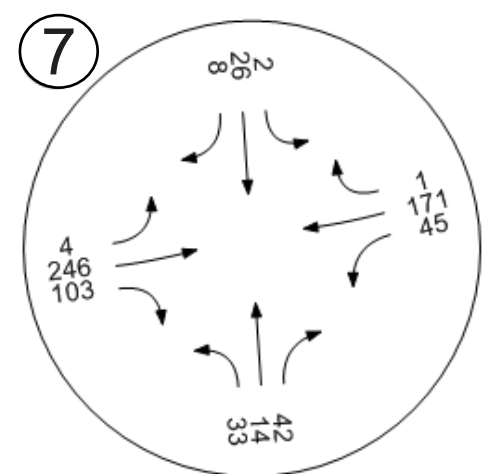
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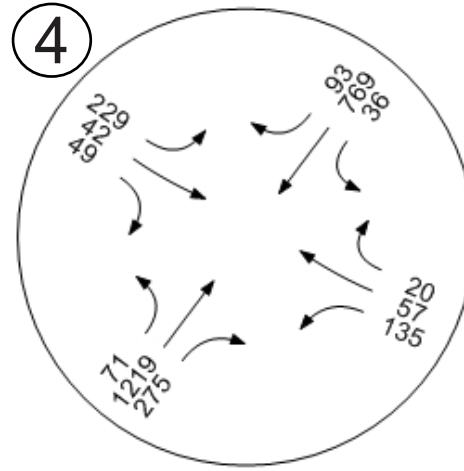
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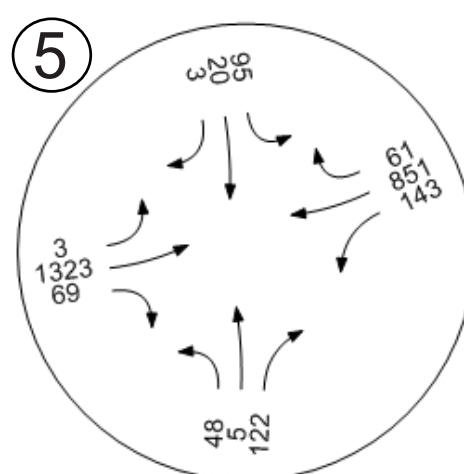
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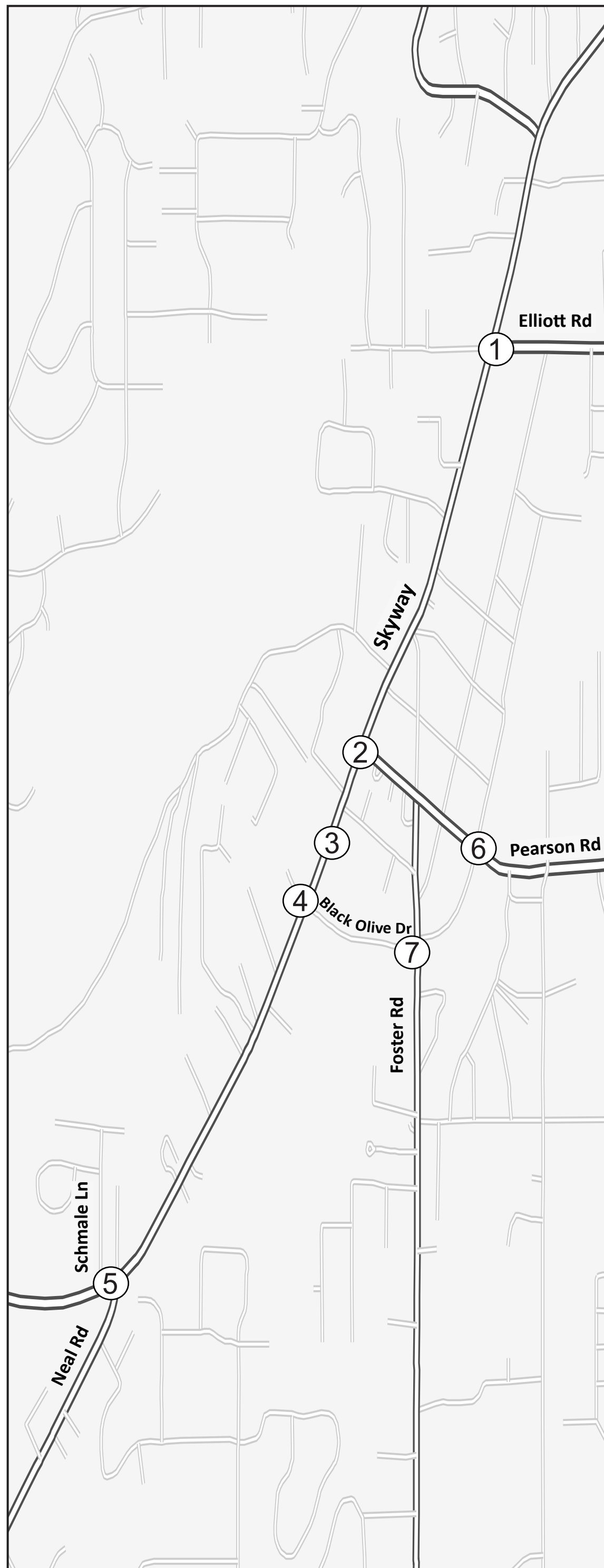


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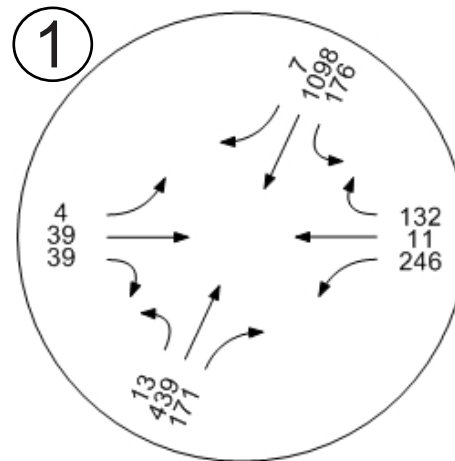


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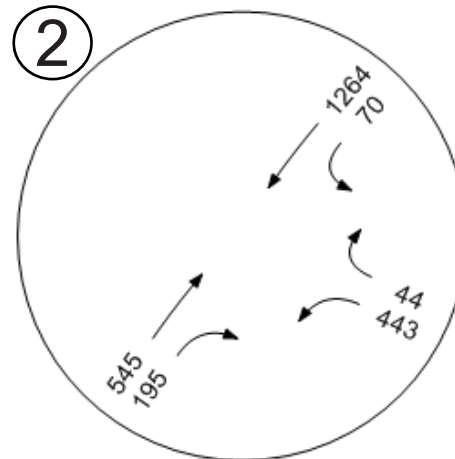




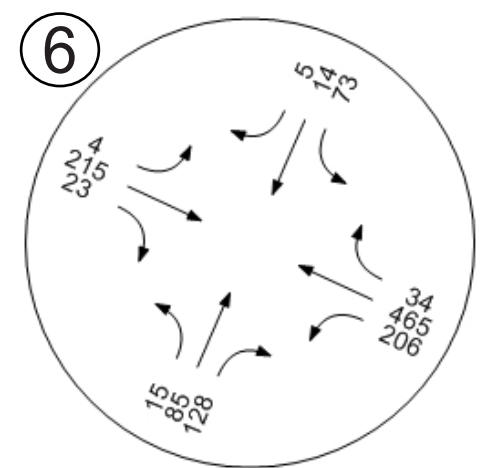
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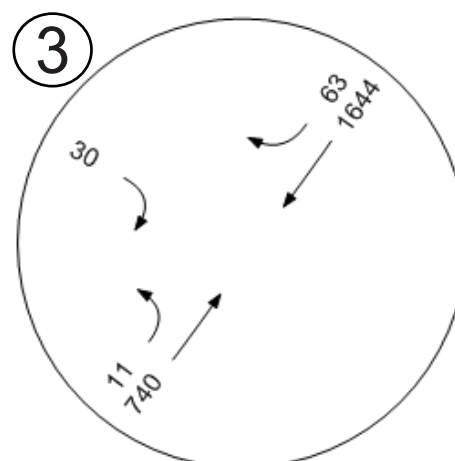
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Pearson Rd / Black Olive Dr

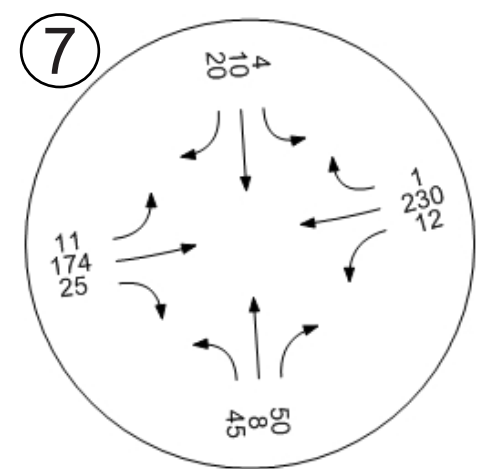
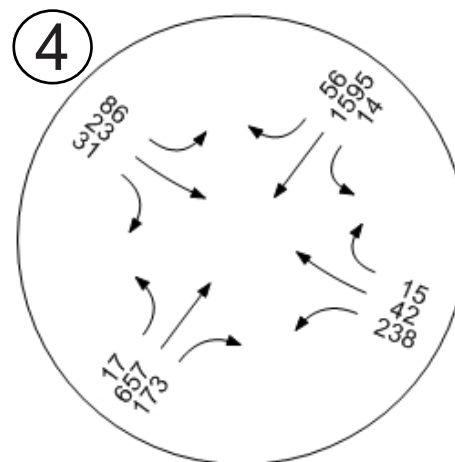


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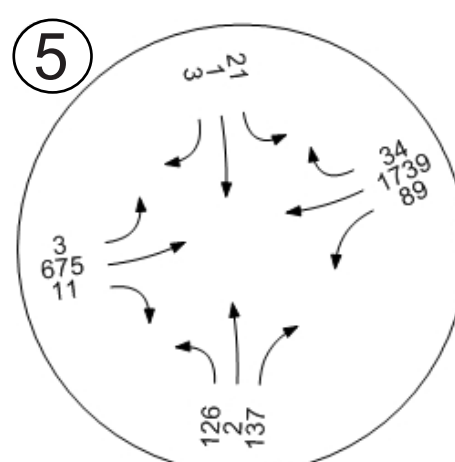


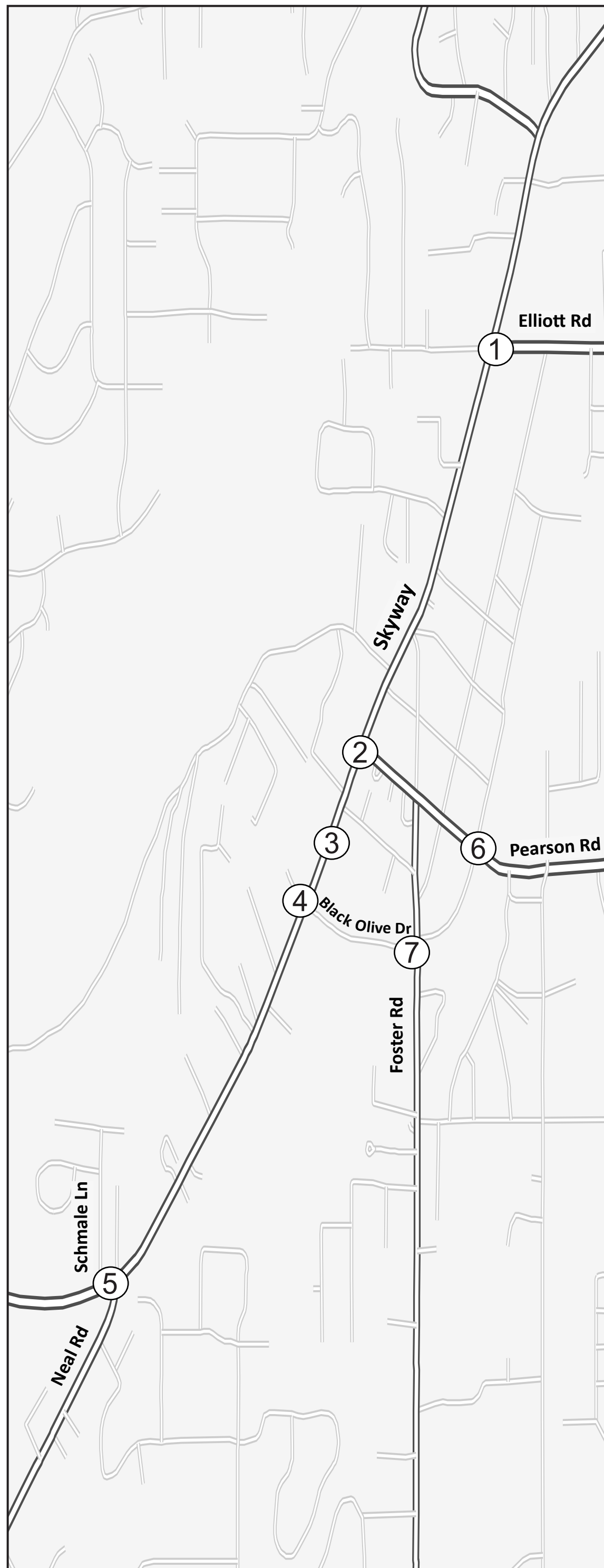
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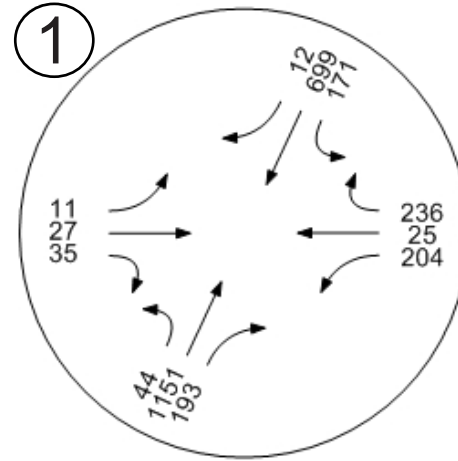


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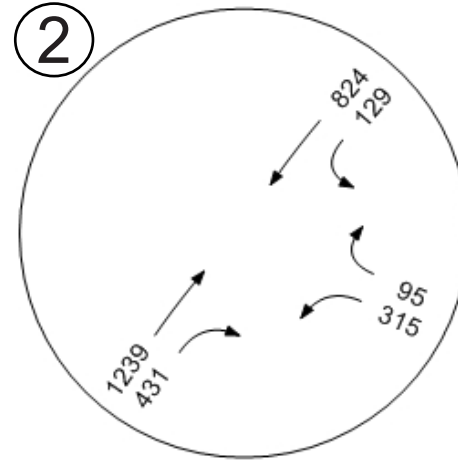




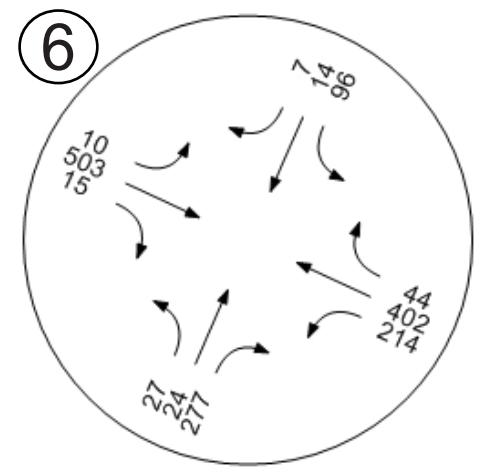
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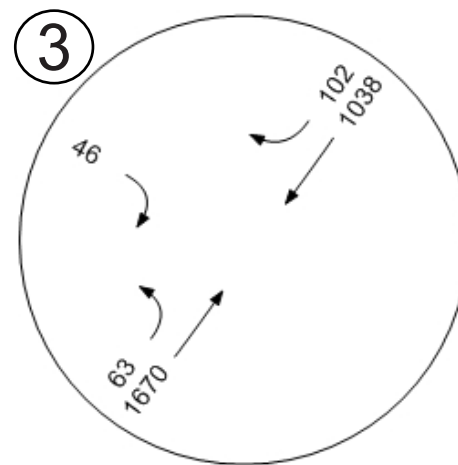
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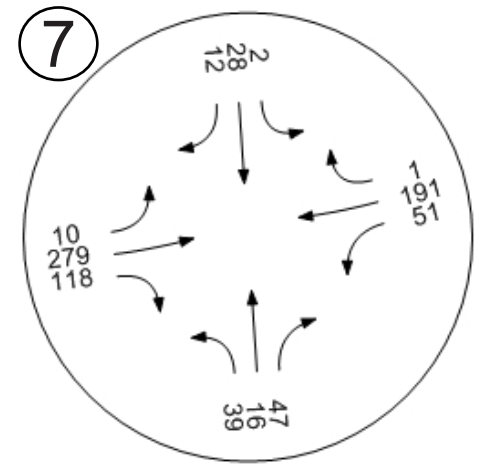
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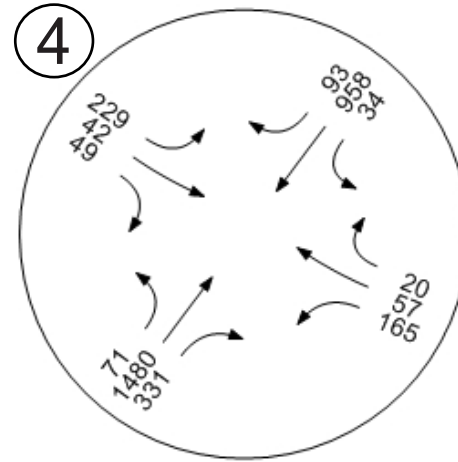
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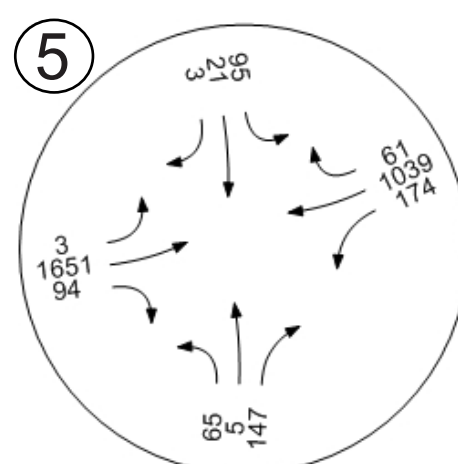
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Skyway / Black Olive Dr



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BLACK OLIVE VILLAGE

MITIGATION MONITORING AND REPORTING PROGRAM

State Clearinghouse No. 2017072065

AUGUST 2018

BLACK OLIVE VILLAGE
MITIGATION MONITORING AND REPORTING PROGRAM

1. INTRODUCTION

This document is the Mitigation Monitoring and Reporting Program (MMRP) for the Black Olive Village project. An MMRP is required for the proposed project because the EIR has identified significant adverse impacts, and measures have been identified to mitigate those impacts. This MMRP has been prepared pursuant to Section 21081.6 of the California Public Resources Code, which requires public agencies to “adopt a reporting and monitoring program for the changes made to the project or conditions of project approval, adopted in order to mitigate or avoid significant effects on the environment.”

2. MITIGATION MONITORING AND REPORTING PROGRAM

As the lead agency, the Town of Paradise will be responsible for monitoring compliance with all mitigation measures. Different Town departments are responsible for various aspects of the project. The MMRP identifies the department with the responsibility for ensuring the measure is completed; however, it is expected that one or more departments will coordinate efforts to ensure compliance.

The MMRP is presented in tabular form on the following pages. The components of the MMRP are described briefly below.

- **Mitigation Measure:** The mitigation measures are taken from the Environmental Impact Report (EIR) and the Initial Study (Appendix B in the Draft EIR), in the same order they appear in the EIR and Initial Study.
- **Mitigation Responsibility:** Identifies which entity is responsible for implementing the activities in the mitigation measure.
- **Mitigation Action/Timing:** Identifies at which stage of the project the mitigation must be implemented and/or completed.
- **Compliance Monitoring Responsibility:** Identifies the department and/or division within the Town with responsibility for ensuring the mitigation measure is implemented.
- **Verification Action/Timing:** Identifies when compliance with the mitigation measure must be verified by the Town.
- **Verification (Date and Initials):** Indicates the person who reviewed the mitigation measure and the date the measure was determined complete.

BLACK OLIVE VILLAGE
MITIGATION MONITORING AND REPORTING PROGRAM

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**BLACK OLIVE VILLAGE
MITIGATION MONITORING AND REPORTING PROGRAM**

| Mitigation Measure | Mitigation Responsibility | Mitigation Action/Timing | Compliance Monitoring Responsibility | Verification Action/Timing | Verification (Date and Initials) |
|---|---------------------------|---|--------------------------------------|---|----------------------------------|
| 4.1 Aesthetics | | | | | |
| MM 4.1.2a The applicant shall modify the conceptual landscape plan to indicate the locations of proposed retaining walls. Segmental retaining walls should be used where possible. The proposed landscape plan shall be modified to incorporate shrubs (e.g., ceanothus, coffeeberry, toyon, and western redbud) with moderate to fast growth rates on the slope above the western retaining wall to provide greater coverage and screening beyond that provided by the proposed tree plantings and fescue. An alternative to fescue (a high-water-use grass) shall be considered for ground cover. Native and/or low-water-use plants shall be used as feasible. The conceptual landscape plan shall be modified to reflect these modifications, subject to Town review and approval. | Project applicant | Modify landscape plan and submit to Town for review approval and implement during construction | Town of Paradise Planning Division | Confirm changes to landscape plan prior to approving final landscape plan | |
| MM 4.1.2b The final landscape plan shall include self-clinging and/or cascading vine species along all retaining walls. If feasible, vine pockets on the project site shall be used to encourage growth on the opposite side of the walls. Self-clinging and/or cascading vines shall also be incorporated into the landscape plan where sound barriers are recommended (shown in Figure 4.4-3). | Project applicant | Modify landscape plan and submit to Town for review approval and implement during construction | Town of Paradise Planning Division | Confirm changes to landscape plan prior to approving final landscape plan | |
| MM 4.1.2c Prior to approval of the proposed tree removal plan, the boundaries of the project site shall be certified by a California-licensed surveyor and reconciled with the proposed tree removal plan (Figure | Project applicant | Complete formal boundary survey, adjust tree removal plan as necessary prior to submittal of final tree | Town of Paradise Planning Division | Confirm survey completed and tree removal plan modified prior to approving tree | |

**BLACK OLIVE VILLAGE
MITIGATION MONITORING AND REPORTING PROGRAM**

| Mitigation Measure | Mitigation Responsibility | Mitigation Action/Timing | Compliance Monitoring Responsibility | Verification Action/Timing | Verification (Date and Initials) |
|---|---------------------------|--|--------------------------------------|---|----------------------------------|
| 2.0-5 in the Draft EIR) to determine which trees are proposed for removal. Trees that are not on the applicant's property may not be removed without express permission from the property owner. | | removal plan for Town approval | | removal plan and final landscape plan | |
| MM 4.1.2d Large-diameter trees along the project's north, west, and southern boundaries shall be incorporated into the grading and landscape plan, where practicable and to the extent feasible, before the Town approves the tree removal and landscape plans. Specific efforts should be made to retain tree number T-1424 (48-inch black oak) shown on the applicant's tree removal plan (Figure 2.0-5). Trees to remain in place along the project site boundaries (regardless of property ownership) shall be protected during site grading and construction activities to protect the root systems. Pruning of trees not on the applicant's property shall only be performed with permission of the property owner, and pruning may only be implemented based on recommendations of a California-certified arborist. | Project applicant | Modify tree removal, grading, and landscape plans to protect trees, specifically T-1424 (48-inch black oak) and others where feasible prior to submittal of final plan for Town approval and implement during construction | Town of Paradise Planning Division | Confirm large-diameter trees incorporated into plans, specifically T-1424, prior to approving final grading, landscape, and tree removal plan | |
| MM 4.1.2e If California sycamore trees are retained in the landscape plan for the parking lot, the landscape plan shall require root barriers be installed to minimize the potential for pavement and sidewalk damage. | Project applicant | Include in grading plan for Town approval and implement during construction | Town of Paradise Planning Division | Confirm shown in grading plan prior to approving final grading and landscape plans | |
| MM 4.1.2f In accordance with the Town's Municipal Code Section 8.12.120, the project applicant shall pay the applicable in-lieu fee identified in the Town Resolution No. 08-31 for each qualified tree | Project applicant | Pay in-lieu fee in conjunction with grading/building permit plan application (site plan submittal) | Town of Paradise Planning Division | Confirm fee paid prior to approving tree removal plan and issuing permits | |

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| to be felled that is not replaced on-site (approximately 40 trees). | | | | | |
| 3.2 Air Quality | | | | | |
| <u>Regulatory Compliance Measures (RCMs)</u> RCM A The following measures shall be noted on grading plans and in construction specifications, and implemented during project construction to reduce exhaust emissions. <ul style="list-style-type: none"> During all construction activities, all diesel-fueled construction equipment, including but not limited to rubber-tired dozers, graders, scrapers, excavators, asphalt paving equipment, cranes, and tractors, shall be California Air Resources Board (CARB) Tier 3 Certified or better as set forth in Section 2423 of Title 13 of the California Code of Regulations and Part 89 of Title 40 of the Code of Federal Regulations. All construction equipment shall be maintained and properly tuned in accordance with manufacturers' specifications. Equipment maintenance records shall be kept on-site and made available upon request by the Town. On-road diesel equipment shall comply with the 5-minute idling restriction identified in Section 2485 of Title 13 California Code of Regulations. Signs shall be posted in the designated queuing areas and/or job sites to remind drivers and operators of the 5-minute idling limit. Off-road diesel equipment shall | Project applicant | Include notes on grading plan and implement during construction | Town of Paradise Public Works Department and Planning Division | Confirm notes included prior to approving final grading plan; inspect during construction | |

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| <p>comply with the 5-minute idling restriction identified in Section 2449(d)(3) of the California Air Resources Board's In-Use Off-Road Diesel regulation. Signs shall be posted in the designated queuing areas and/or job sites to remind drivers and operators of the 5-minute idling limit.</p> <ul style="list-style-type: none"> • Electrify equipment when feasible. • Substitute gasoline-powered in place of diesel-powered equipment, where feasible. • Use alternatively fueled construction equipment on site where feasible, such as compressed natural gas (CNG), liquefied natural gas (LNG), propane or biodiesel. • Schedule activities to minimize the amount of large construction equipment operating simultaneously during any given time period. • Schedule on-road construction truck trips during non-peak hours to reduce peak hour emissions. • Proposed truck routes shall be evaluated to define routing patterns with the least impact to residential communities and sensitive receptors and identify these receptors in the truck route map. | | | | | |
| RCM B The following measures shall be noted on grading plans and in construction specifications, and implemented during project construction to reduce fugitive dust emissions. | Project applicant | Include notes on grading plan and implement during construction | Town of Paradise Public Works Department and Planning Division | Confirm notes included prior to approving final grading plan; inspect during construction | |

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| <ul style="list-style-type: none"> • Reduce the amount of the disturbed area where possible. • Use of water trucks or sprinkler systems in sufficient quantities to prevent airborne dust from leaving the site. An adequate water supply source must be identified. Increased watering frequency would be required whenever wind speeds exceed 15 mph. Reclaimed (non-potable) water should be used whenever possible. • All dirt stockpile areas should be sprayed daily as needed, covered, or a BCAQMD-approved alternative method will be used. • Permanent dust control measures identified in the approved project revegetation and landscape plans should be implemented as soon as possible following completion of any soil-disturbing activities. • Exposed ground areas that will be reworked at dates greater than one month after initial grading should be sown with a fast-germinating noninvasive grass seed and watered until vegetation is established. • All disturbed soil areas not subject to revegetation should be stabilized using approved chemical soil binders, jute netting, or other methods approved in advance by the District. • All roadways, driveways, sidewalks, etc., to be paved should be completed as soon as possible. In addition, building pads should be laid as soon as possible after grading unless seeding or | | | | | |

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| <p>soil binders are used.</p> <ul style="list-style-type: none"> Vehicle speed for all construction vehicles shall not exceed 15 mph on any unpaved surface at the construction site. All trucks hauling dirt, sand, soil, or other loose materials are to be covered or should maintain at least two feet of freeboard (minimum vertical distance between top of load and top of trailer) in accordance with local regulations. Install wheel washers where vehicles enter and exit unpaved roads onto streets, or wash off trucks and equipment leaving the site. Dust, dirt, or other material track-out shall not extend 25 feet or more in cumulative length from the point of origin from an active operation. All track-out from an active operation shall be removed at the conclusion of each workday or evening shift. The contractor or builder shall designate a person or persons to monitor the dust control program and to order increased watering, as necessary, to prevent transport of dust off-site. Their duties shall encompass holidays and weekend periods when work may not be in progress. The name and telephone number of such persons shall be provided to the Town and the BCAQMD prior to commencement of clearing, demolition, or earthmoving activities. | | | | | |

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| MM 4.2.3a The project applicant shall modify, to the extent feasible, the conceptual landscape plan to use low-ROG-emitting, low-water-use shade trees (e.g., zelkova) in the parking lot instead of the proposed California sycamores and that will achieve a minimum 50 percent shade coverage within 10 years of construction. Other trees listed in the Town's Greater Redevelopment Project Area and Upper Skyway Design Standards should also be considered as an alternative to the proposed sycamore trees if they have the potential to emit less biogenic ROG and use less water than California sycamores. The applicant shall provide a list of the species to be used on a landscaping plan prior to final project approval. | Project applicant | Modify landscape plan prior to submittal of final landscape plan for Town approval and implement during construction | Town of Paradise Planning Division | Confirm changes shown on landscape plan prior to approving final landscape plan | |
| MM 4.2.3b The applicant shall provide and maintain a kiosk displaying transportation information in a prominent area accessible to employees and patrons. | Project applicant | Include on site plan and implement during occupancy | Town of Paradise Planning Division | Confirm kiosk in place prior to issuing occupancy permit | |
| MM 4.2.3c The applicant shall provide improvements to the proposed bus stop adjacent to the project site on Skyway to include a covered bench, lighting, and route information. Details shall be included in final site plans and project design documentation. | Project applicant | Include on site plan and implement during occupancy | Town of Paradise Planning Division | Confirm shown on site plan prior to approving site plan (bus stop improvements) and issuing occupancy permit | |
| MM 4.2.3d The applicant shall implement a "no idling" program for heavy-duty diesel vehicles in the loading dock area, including the installation of electrical connections at loading docks for the connection of trucks equipped with electrical hookups to eliminate the need to | Project applicant | Include on site plan and implement during occupancy | Town of Paradise Planning Division | Confirm features on plan prior to approving site plan (electrical hookups) and issuing occupancy permit (signage) | |

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| operate engines to power transport refrigeration units at the loading docks. Signage advising vehicle drivers of the idling restrictions and electrical hookup shall be placed at the loading dock and near truck entrances to the loading area. | | | | | |
| MM 4.2.7 The project applicant shall complete an investigation of the potential for-asbestos-containing materials (ACM) and lead-based paint (LBP) to be present in buildings to be demolished and soils throughout the project site. The investigation report, which shall be prepared by a professional qualified to perform such investigations, shall be submitted to the Town of Paradise. All abatement recommendations in the report shall be implemented prior to demolition and any activity that would involve soil disturbance associated with demolition and/or grading. The applicant's contractor(s) shall be certified by the State to perform abatement and must comply with all applicable abatement and disposal requirements. The contractor(s) shall be required to provide proper notification to CARB and BCAQMD, as appropriate, in accordance with its requirements. The Town shall not issue a grading and/or demolition permit until the applicant has submitted the results of abatement and testing indicating that naturally occurring asbestos (NOA), ACM, and/or LBP have been remediated and disposed of in accordance with federal NESHAP regulations, federal and state hazardous waste regulations, and federal and state OSHA regulations, as appropriate. The | Project applicant | Complete investigations, perform necessary abatement, and submit documentation to Town prior to any demolition and ground disturbance | Town of Paradise Public Works Department and Planning Division | Confirm investigations completed and any necessary abatement performed prior to approving demolition and grading permits | |

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| contractor shall consult with BCAQMD staff to determine whether a permit is required for LBP abatement and shall obtain permits as necessary. | | | | | |
| 4.4 Noise | | | | | |
| MM 4.4.1 The project applicant shall ensure through contract specifications and grading notes that construction best management practices (BMPs) are implemented by contractors to reduce construction noise levels. The construction BMPs shall include the following: <ul style="list-style-type: none"> • In conformance with Section 9.18.160 of the Town's Municipal Code, construction activities that would create noise clearly audible across a residential zoned or a commercial zoned property shall be prohibited between 7:00 p.m. and 7:00 a.m. on weekdays and Saturdays or at any time on Sundays or holidays. • Construction equipment shall be properly muffled according to industry standards and in good working condition. • Noise-generating construction equipment and construction staging areas shall be located away from sensitive uses, where feasible. • Noise attenuation measures shall be implemented to the extent feasible, which may include, but are not limited to, temporary noise barriers or noise blankets around stationary construction noise sources. • Electric air compressors and similar | Project applicant | Include noise BMPs on grading plan and implement during construction | Town of Paradise Planning Division | Confirm noise BMPs on grading plan prior to approving final grading plans; inspect during construction | |

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| <p>power tools shall be used rather than diesel equipment, where feasible.</p> <ul style="list-style-type: none"> Construction-related equipment, including heavy-duty equipment, motor vehicles, and portable equipment, shall be turned off when not in use for more than 5 minutes. The use of high impact equipment such as hoe rams and jackhammers shall be limited within 15 feet of nearby structures. Construction hours, allowable workdays, and the phone number of the job superintendent shall be clearly posted at all construction entrances to allow building owners and residents in the surrounding area to contact the job superintendent. If the Town or the job superintendent receives a complaint, the superintendent shall investigate, take appropriate corrective action, and report the action taken to the reporting party. | | | | | |
| MM 4.4.2a The project applicant shall install a minimum 6-foot-high solid noise barrier on the northern property line adjacent to the Safeway store truck entry lane and a minimum 6-foot-high solid noise barrier around the loading dock area, as shown in Figure 4.4-3 in the Draft EIR. Prior to approval of grading/improvement plans, the Town shall ensure the noise barriers are shown on the site plan. | Project applicant | Include on site plan and implement during construction | Town of Paradise Planning Division | Confirm noise barrier shown on site plan prior to approving final site and grading plans | |
| MM 4.4.2b To ensure noise from delivery trucks traveling along the truck entry lane or unloading does not exceed the Town of | Project applicant | Include on site plan | Town of Paradise Planning Division | Confirm signage installed prior to issuing occupancy | |

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| Paradise's nighttime limit, the speed limit on the truck entry lane shall be limited to 5 miles per hour. This requirement shall be included as a condition of approval. The applicant shall post signage that specifies the maximum speed limit (5 mph) restriction; the signage shall be posted at the northern driveway entrance to the truck delivery lane and along the lane on the west side leading to the delivery area. The Town shall establish a mechanism for adjacent residents to report concerns with truck delivery and loading dock noise and/or violations of the speed limit restrictions, and to require the applicant to remedy the situation, as necessary. Mitigation measure MM 4.2.3d shall also be implemented, which requires electrical hookups at the loading dock for truck refrigeration units. | | | | permit; develop and implement noise reporting program during occupancy for adjacent residents | |
| MM 4.4.2c To ensure noise from the supermarket building's mechanical equipment does not exceed the Town's nighttime L_{eq} 45 dB limit, the project applicant shall install a solid noise barrier (parapet wall) of at least the height of the mechanical systems around the perimeter of the store or provide a sound enclosure for each mechanical system. The mechanical system, location, and parapet wall height and/or sound enclosures shall be designed to reduce noise levels to a maximum hourly L_{eq} of 45 dB at the adjacent property lines on the north and west sides of the proposed Safeway building. Prior to issuance of a building permit for the store, the Town shall ensure the project's mechanical plan shows the location of the HVAC system and related sound attenuation features and that | Project applicant | Include on building plan and provide documentation confirming feature will reduce noise levels per the mitigation measure | Town of Paradise Planning Division | Confirm parapet shown on building plan and receipt of documentation prior to issuing building permit; implement noise reporting program during occupancy for adjacent residents | |

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| the applicant has provided documentation demonstrating the features will reduce noise levels to a maximum hourly L_{eq} of 45 dB at the adjacent property lines on the north and west sides of the proposed Safeway building. The Town shall establish a mechanism for adjacent residents to report problems with mechanical system noise and to remedy the situation if mechanical system noise is determined to be a nuisance. | | | | | |
| 4.5 Transportation and Circulation | | | | | |
| MM 4.5.2 Prior to the issuance of grading permits, a Construction Traffic Control Plan (CTCP) shall be submitted by the project applicant or its construction contractor for review and approval by the Town of Paradise Public Works/Engineering Department and implemented throughout project construction. The CTCP shall include a schedule of construction and anticipated methods of handling traffic to ensure the safe flow of traffic and adequate emergency access, including maintaining an open lane for vehicle travel at all times, particularly during the PM peak hour. The CTCP shall identify methods for coordinating with and notifying the Paradise Police Department and Fire Department and Butte Regional Transit at least 14 days in advance if construction vehicle or equipment traffic activity on Skyway has the potential to cause disruption of traffic flow or transit services. | Project applicant | Submit CTCP to Town for approval and implement during construction | Town of Paradise Public Works/Engineering Department | Review and approve CTCP prior to issuing grading permit; inspect during construction | |

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| MM 4.5.3a The project applicant shall install striped channel island and a right-turn-only sign at the northern access driveway to prohibit left turn movements from the driveway onto Skyway. | Project applicant | Include on site plan and implement during construction | Town of Paradise Public Works/ Engineering Department | Confirm island and signage shown on site plan prior to approving site plan and issuing grading permit; confirm installation prior to issuing occupancy permit | |
| MM 4.5.3b The project applicant shall improve the Skyway/Black Olive Drive intersection by constructing exclusive left turn pockets on both the Black Olive Drive approaches (project driveway approach and westbound approach). | Project applicant | Include on site plan and implement during construction | Town of Paradise Public Works/ Engineering Department | Confirm on site plan prior to approving site plan and issuing grading permit; confirm installation prior to issuing occupancy permit | |
| MM 4.5.3d The Town shall re-optimize the signal timings for the Skyway corridor between Neal Road and Elliott Road. This may be implemented by the applicant, with the signal timing design subject to Town review and approval, or the applicant shall provide sufficient funding to the Town so that it may contract the work to a qualified vendor. | Project applicant | Coordinate with Town to ensure change prior to occupancy | Town of Paradise Public Works/ Engineering Department | Implement signal optimization prior to issuing occupancy permit | |
| MM 4.5.5 Pay applicable Town of Paradise transportation impact fees. | Project applicant | Pay fee in conjunction with grading/building permit application (site plan submittal) | Town of Paradise Public Works/ Engineering Department | Confirm fee paid prior to issuing permits | |

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| Mitigation Measures Included in Initial Study | | | | | |
| Biological Resources (Nesting/Breeding Birds) | | | | | |
| MM 2.4.1 If clearing and/or construction activities would occur during the bird breeding season (typically January through July for raptors and February 15 through August 15 for other birds), preconstruction surveys to identify active nests shall be conducted within 3 days of construction initiation, particularly vegetation clearing and ground-disturbing activities. Surveys must be performed by a qualified biologist for the purposes of determining presence/absence of active nest sites within the proposed impact area, including construction access routes and a 500-foot buffer (if feasible). If no active nests are found, no further mitigation is required. Surveys shall be repeated if relevant construction activities are delayed or postponed. | Project applicant | Perform preconstruction survey prior to site clearing and/or grading; provide results to Town | Town of Paradise Planning Division | Confirm survey completed prior to construction | |
| MM 2.4.2 If an active nest is located during preconstruction surveys, construction activities shall be restricted as necessary to avoid disturbance of the nest until it is deemed inactive by a qualified biologist. Restrictions shall include establishment of exclusion zones (no ingress of personnel or equipment) at a minimum radius of 300 feet around an active raptor nest and 100 feet around other active bird nest(s). Activities permitted within exclusion zones and the size may be adjusted through consultation with the CDFW. | Project applicant | Prior to and during tree removal and/or grading | Town of Paradise Planning Division | During construction, confirm exclusion zone in place | |

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| MM 2.4.3 Vegetation containing active nests that must be removed as part of the project shall be removed during the non-breeding season (August 16 through December 31), but only provided that the nest(s) are confirmed no longer active. | Project applicant | During grading; provide documentation to Town date(s) when nests removed | Town of Paradise Planning Division | During construction, confirm nest removal dates comply with mitigation measure | |
| Biological Resources (Roosting Bats) | | | | | |
| MM 2.4.4 Construction-related activities shall occur only during daylight hours. | Project applicant | During construction | Town of Paradise Planning Division | During construction, confirm activities comply with mitigation measure | |
| MM 2.4.5 Prior to the removal of any trees or buildings, a bat survey shall be performed by a qualified biologist between March 1 and July 31. If bat roosts are identified, the Town shall require that the bats be safely flushed from the sites where roosting habitat is planned to be removed prior to roosting season (typically May to August) and prior to the onset of construction activities. If maternity roosts are identified during the maternity roosting season (typically May to September), they must remain undisturbed until a qualified biologist has determined the young bats are no longer roosting. If roosting is found to occur on-site, replacement roost habitat (e.g., bat boxes) shall be provided to offset roosting sites removed. If no bat roosts are detected, no further action is required if the trees are removed or the vacant building are demolished prior to the next breeding season. If removal/demolition is delayed, an additional survey shall be conducted 30 days prior to removal/demolition to ensure that a new colony has not established itself. | Project applicant | Prior to demolition of structures and/or prior to tree removal; provide results to Town | Town of Paradise Planning Division | Confirm survey completed, confirm removals (if any) comply with mitigation measure | |

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| MM 2.4.6 If a female or maternity colony of bats are found in trees on the project site, and the project can be constructed without the elimination or disturbance of the roosting colony (e.g., if the colony roosts in a large tree not planned for removal), a qualified biologist shall determine what buffer zones will be employed to ensure the continued success of the colony. Such buffer zones may include a construction-free barrier of 200 feet from the roost and/or the timing of the construction activities outside of the maternity roosting season (after July 31 and before March 1). | Project applicant | Prior to and during tree removal | Town of Paradise Planning Division | During construction, confirm compliance with buffer zone requirement | |
| MM 2.4.7 If an active nursery roost is documented on-site and demolition and/or tree removal cannot be performed outside of the maternity roosting season, bats shall be excluded from the site after July 31 and before March 1 to prevent the formation of maternity colonies. Nonbreeding bats shall be safely evicted, under the direction of a bat specialist in coordination with the CDFW. | Project applicant | Prior to demolition and/or tree removal | Town of Paradise Planning Division | During construction, confirm compliance with mitigation measure | |
| Cultural Resources | | | | | |
| MM 2.5.1 Treatment of previously unidentified archaeological and paleontological deposits. Construction personnel involved in excavation and grading activities shall be informed of the possibility of discovering archaeological or paleontological resources at any location and the protocol to be followed if resources are found. The Town shall ensure the grading plan notes include specific | Project applicant and Town of Paradise | Include in grading notes and implement during construction | Town of Paradise Planning Division | Prior to approving grading plan and during construction | |

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| <p>reference to the potential discovery of such resources. If prehistoric or historical archaeological deposits are discovered during construction, the project applicant and/or contractor shall stop all work within 25 feet of the discovery and an archaeologist shall assess the situation, consult with agencies as appropriate, and make recommendations regarding the treatment of the discovery. The project applicant and/or contractor shall avoid impacts to archaeological deposits to the extent feasible, but if such impacts cannot be avoided, the deposits shall be evaluated for their California Register eligibility. If the deposit is not eligible for the California Register, no further protection of the finds is necessary. If the deposits are California Register eligible, they shall be protected from project-related impacts, or such impacts shall be mitigated. Mitigation may consist of but is not necessarily limited to systematic recovery and analysis of archaeological deposits, recording the resource, preparation of a report of findings, and accessioning recovered archaeological materials at an appropriate curation facility. Public educational outreach may also be appropriate.</p> <p>If potentially unique paleontological resources (fossils) are discovered during project construction, work shall be halted immediately within 25 feet of the discovery, the Town shall be notified, and a professional paleontologist shall be retained to determine the significance of the discovery. The paleontologist shall establish procedures for paleontological resource</p> | | | | | |

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| surveillance throughout project construction and for temporarily halting or redirecting work to permit sampling, identification, and evaluation of fossils. These procedures shall be implemented throughout project construction. Excavated finds shall be offered to a State-designated repository such as the Museum of Paleontology at the University of California, Berkeley or the California Academy of Sciences, or to California State University, Chico. | | | | | |
| MM 2.5.2 Treatment of previously unidentified human remains. The project applicant and/or contractor shall treat any human remains encountered during ground-disturbing activities in accordance with California Health and Safety Code Section 7050.5. There shall be no further excavation or disturbance of the site or any nearby area reasonably suspected to overlie adjacent remains until the Butte County coroner has determined the manner and cause of any death, and the recommendations concerning the treatment and disposition of the human remains have been made to the person responsible for the excavation or to his or her authorized representative. At the same time, an archaeologist shall be contacted to assess the situation and consult with agencies as appropriate. Project personnel/construction workers shall not collect or move any human remains and associated materials. If the human remains are of Native American origin, the coroner must notify the Native American Heritage Commission within 24 hours of this identification. The Native | Project applicant and Town of Paradise | Include in grading notes and implement during construction | Town of Paradise Planning Division | Prior to approving grading plan and during construction | |

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| American Heritage Commission will identify a Native American most likely descendant to inspect the site and provide recommendations for the proper treatment of the remains and associated grave goods. | | | | | |
| Geologic Hazards | | | | | |
| MM 2.6.1 The project applicant shall prepare and submit a final, design-level geotechnical report to the Town of Paradise. The project's grading and building plans shall demonstrate that they incorporate all applicable recommendations of the design-level geotechnical study and comply with all applicable requirements of the latest adopted version of the California Building Standards Code. A licensed professional engineer shall prepare the plans, including those that pertain to seismic safety, soil engineering, cut/fill, structural foundations, pipeline excavation, and installation. All on-site soil engineer activities shall be conducted under the supervision of a licensed geotechnical engineer or certified engineering geologist. | Project applicant | Submit final geotechnical report; include recommendations in grading plan, site plan, and building design package | Town of Paradise Public Works/ Engineering Department | Prior to approving final site plan and issuing grading and building permits | |
| Hazardous Materials | | | | | |
| MM 2.8.1 In accordance with the recommendations of the Phase I ESA prepared for the project site, the project applicant shall have a qualified environmental professional perform a limited subsurface investigation of all RECs and significant data gaps identified in the Phase I ESA. The limited subsurface investigation shall include, at a minimum, soil sampling and laboratory testing to determine the presence of contaminants, a | Project applicant | Provide Phase II report to Town for review; implement remediation (if needed) prior to site disturbance; document remediation results and provide to Town and Butte County Environmental Health | Town of Paradise Planning Division; Butte County Environmental Health | Prior to issuing grading permit | |

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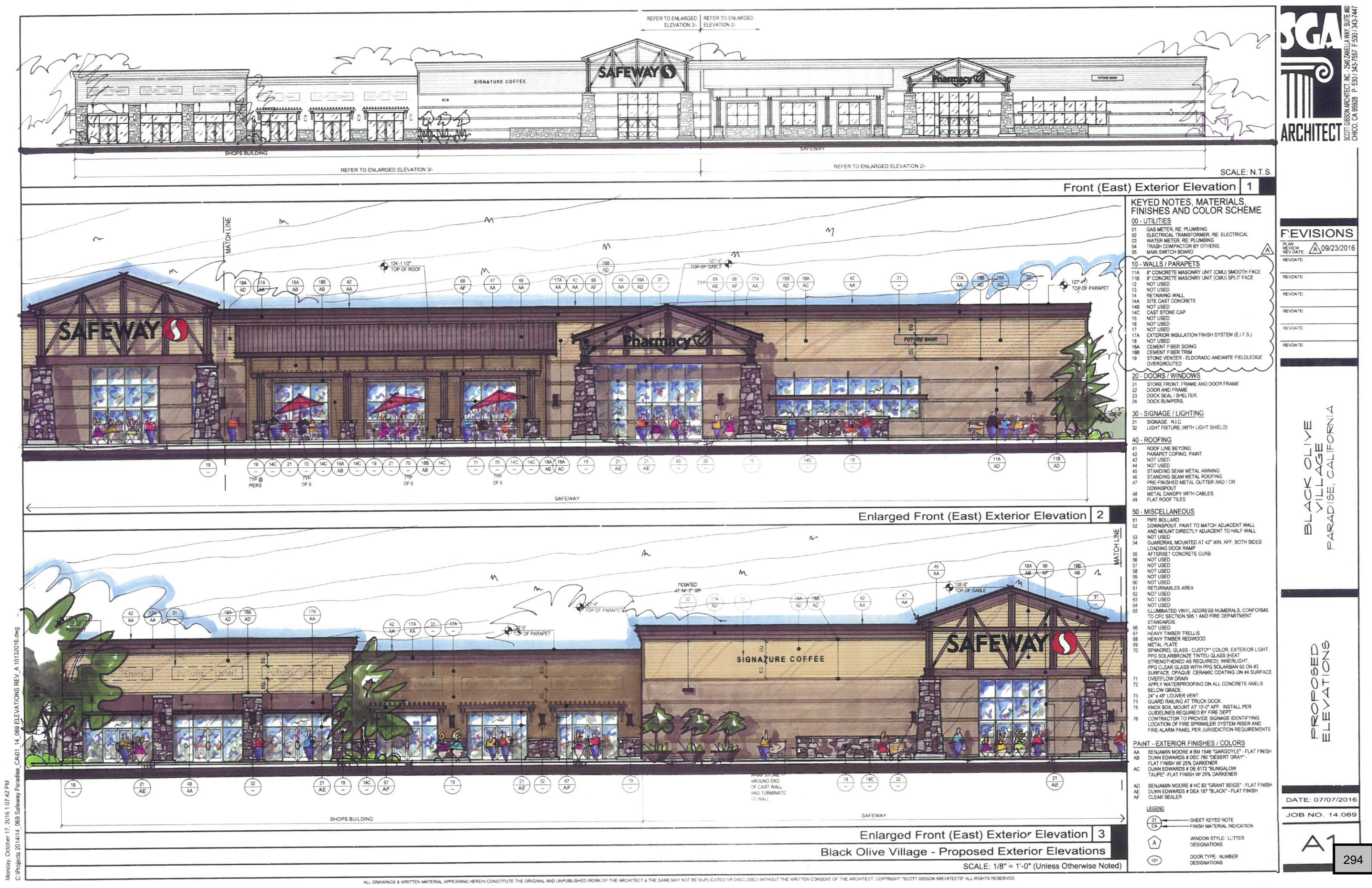
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|--|---------------------------|------------------------------|--|---|----------------------------------|
| determination of whether contaminant levels exceed any applicable public standards, and recommendations to address contaminants of concern. Should the limited subsurface investigation identify contamination or contamination be discovered during site development, a Risk Management Plan shall be prepared and implemented that (1) identifies the contaminants of concern and the potential risk each contaminant would pose to human health and the environment during construction and post-development and (2) describes measures to be taken to protect workers and the public from exposure to potential site hazards. Measures could include options such as physical site controls during construction, remediation, long-term monitoring, post-development maintenance or access limitations, or some combination thereof. Depending on the nature of contamination, if any, appropriate agencies shall be notified (e.g., Town of Paradise Fire Department). If needed, a Site Health and Safety Plan that meets Occupational Safety and Health Administration (OSHA) requirements shall be prepared and in place prior to commencement of work in any contaminated area. | | | | | |
| MM 2.8.2 Prior to issuance of a building permit, the project applicant shall submit documentation from the Paradise Irrigation District verifying that the project's water system is capable of meeting the minimum fire flows required by the Town of Paradise Fire Marshal. If the system is not capable of meeting the required fire flows, the project | Project applicant | Submit documentation to Town | Town of Paradise Fire Department; Town of Paradise Public Works/Engineering Division | Prior to issuing grading and building permits | |

BLACK OLIVE VILLAGE
MITIGATION MONITORING AND REPORTING PROGRAM

| Mitigation Measure | Mitigation Responsibility | Mitigation Action/Timing | Compliance Monitoring Responsibility | Verification Action/Timing | Verification (Date and Initials) |
|--|---------------------------|--------------------------|--------------------------------------|----------------------------|----------------------------------|
| applicant shall submit documentation showing the approved water system improvement plans to upgrade the existing system and detailing the financial arrangements to fund the necessary improvements. | | | | | |

BLACK OLIVE VILLAGE
MITIGATION MONITORING AND REPORTING PROGRAM

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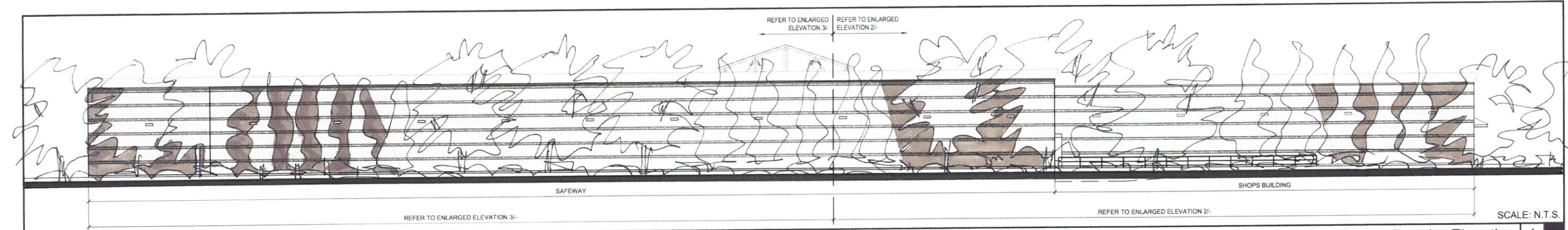
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|-----------|------------|
| PLAN | 09/23/2016 |
| REVIEW | |
| REV DATE | |
| REV DATE | |
| REV DATE | |
| REV DATE | |
| REV DATE | |

BLACK OLIVE
VILLAGE
PARADISE, CALIFORNIA

PROPOSED
ELEVATIONS

DATE: 07/07/2016
JOB NO. 14.069

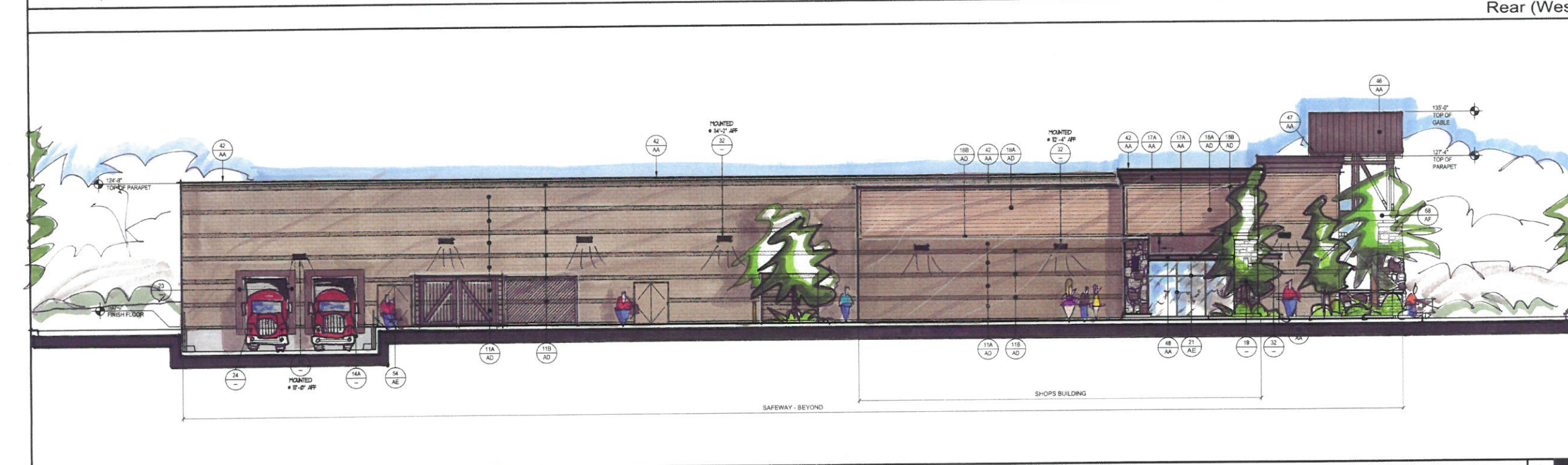
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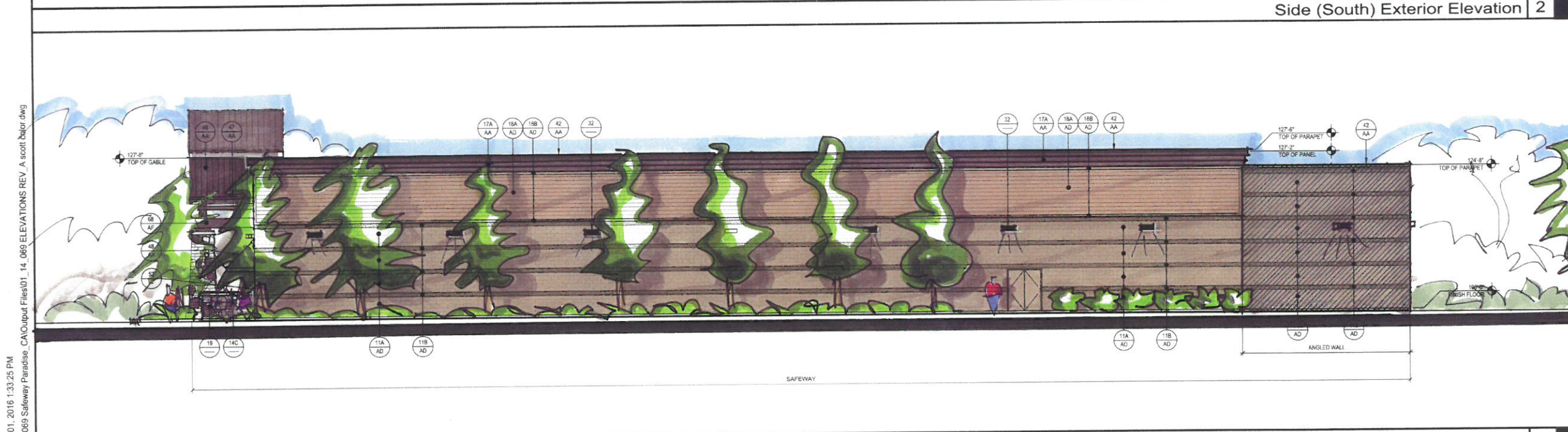
Rear (West) Exterior Elevation 1

KEYED NOTES, MATERIALS, FINISHES AND COLOR SCHEME

- 00 - UTILITIES
- 01 GAS METER, RE. PLUMBING
 - 02 ELECTRICAL TRANSFORMER, RE. ELECTRICAL
 - 03 WATER METER, RE. PLUMBING
 - 04 TRASH COMPACTOR BY OTHERS
 - 05 MAIN SWITCH BOARD
- 10 - WALLS / PARAPETS
- 11A 8" CONCRETE MASONRY UNIT (CMU) SMOOTH FACE
 - 11B 8" CONCRETE MASONRY UNIT (CMU) SPLIT FACE
 - 12 NOT USED
 - 13 NOT USED
 - 14 RETAINING WALL, SITE CAST CONCRETE
 - 14B NOT USED
 - 14C CAST STONE CAP
 - 15 NOT USED
 - 16 NOT USED
 - 17 NOT USED
 - 17A EXTERIOR INSULATION FINISH SYSTEM (E.I.F.S.)
 - 18 NOT USED
 - 18A CEMENT FIBER SIDING
 - 18B CEMENT FIBER TRIM
 - 19 STONE VENEER - ELDORADO ANDANTE FIELDLEDGE OVERGROUTED
- 20 - DOORS / WINDOWS
- 21 STORE FRONT, FRAME AND DOOR FRAME
 - 22 DOOR AND FRAME
 - 23 DOCK SEAL / SHELTER
 - 24 DOCK BUMPERS
- 30 - SIGNAGE / LIGHTING
- 31 SIGNAGE, N.I.C.
 - 32 LIGHT FIXTURE (WITH LIGHT SHIELD)
- 40 - ROOFING
- 41 ROOF LINE BEYOND PARAPET COPING, PAINT.
 - 42 NOT USED
 - 43 NOT USED
 - 44 NOT USED
 - 45 STANDING SEAM METAL AWNING
 - 46 STANDING SEAM METAL ROOFING
 - 47 PRE-FINISHED METAL GUTTER AND / OR DOWNSPOUT
 - 48 METAL CANOPY WITH CABLES
 - 49 FLAT ROOF TILES
- 50 - MISCELLANEOUS
- 51 PIPE BOLLARD
 - 52 DOWNSPOUT, PAINT TO MATCH ADJACENT WALL AND MOUNT DIRECTLY ADJACENT TO HALF WALL
 - 53 NOT USED
 - 54 GUARDRAIL, MOUNTED AT 42" MIN. AFF. BOTH SIDES
 - 55 LOADING DOCK RAMP
 - 56 AFTERSET CONCRETE CURB
 - 57 NOT USED
 - 58 NOT USED
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 - 60 NOT USED
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 - 62 NOT USED
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 - 66 NOT USED
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 - 68 HEAVY TIMBER REDWOOD
 - 69 METAL PLATE
 - 70 SPANDREL GLASS - CUSTOM COLOR, EXTERIOR LIGHT, PPG SOLARBONZE TINTED GLASS (HEAT STRENGTHENED AS REQUIRED); INNERLIGHT, PPG CLEAR GLASS WITH PPG SOLARBON 60 ON #3 SURFACE, OPAQUE CERAMIC COATING ON #4 SURFACE
 - 71 OVERFLOW DRAIN
 - 72 APPLY WATERPROOFING ON ALL CONCRETE ANELS BELOW GRADE
 - 73 24" x 48" LOUVER VENT
 - 74 GUARD RAILING AT TRUCK DOCK
 - 75 KNOX BOX, MOUNT AT 10'-0" AFF. INSTALL PER GUIDELINES REQUIRED BY FIRE DEPT
 - 76 CONTRACTOR TO PROVIDE SIGNAGE IDENTIFYING LOCATION OF FIRE SPRINKLER SYSTEM RISER AND FIRE ALARM PANEL PER JURISDICTION REQUIREMENTS
- PAINT - EXTERIOR FINISHES / COLORS
- AA BENJAMIN MOORE # BW 1548 "GARGOYLE" - FLAT FINISH
 - AB DUNN EDWARDS # DE 780 "DESERT GRAY" - FLAT FINISH W/ 25% DARKENER
 - AC DUNN EDWARDS # DE 8172 "BUNGALOW TAUPÉ" - FLAT FINISH W/ 25% DARKENER
 - AD BENJAMIN MOORE # HC 83 "GRANT BEIGE" - FLAT FINISH
 - AE DUNN EDWARDS # DE 187 "BLACK" - FLAT FINISH
 - AF CLEAR SEALER
- LEGEND
- 01 SHEET KEYED NOTE
 - EA FINISH MATERIAL INDICATION
 - A WINDOW STYLE: LETTER DESIGNATIONS
 - 101 DOOR TYPE: NUMBER DESIGNATIONS



Side (South) Exterior Elevation 2



Side (North) Exterior Elevation 3

Black Olive Village - Proposed Exterior Elevations

SCALE: 1/8" = 1'-0" (Unless Otherwise Noted)

REVISIONS

| PLAN | REVIEW | REV. DATE |
|------|--------|-----------|
| | | |
| | | |
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| | | |

BLACK OLIVE
VILLAGE
PARADISE, CALIFORNIA

PROPOSED
ELEVATIONS

DATE: 07/07/2016

JOB NO. 14.069

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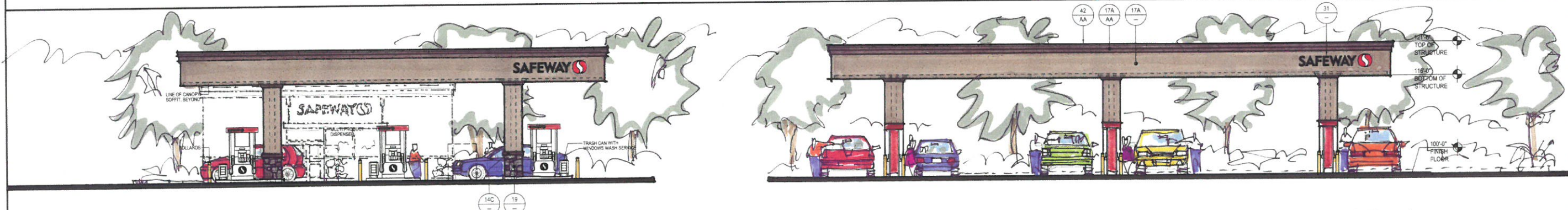
South Elevation

West Elevation

North Elevation

East Elevation

Enlarged Exterior Elevations at Gas Kiosk 1



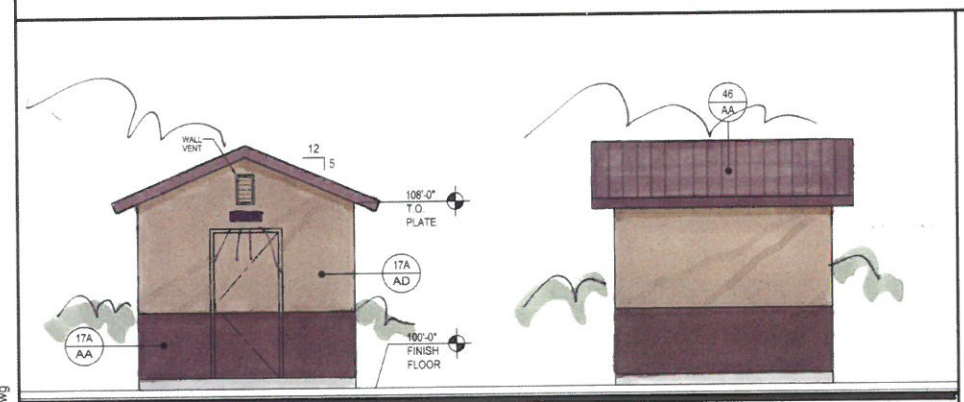
West (East Opposite Hand) Elevation

North (South Opposite Hand) Elevation

Enlarged Exterior Elevations at Covered Fuel Center 2

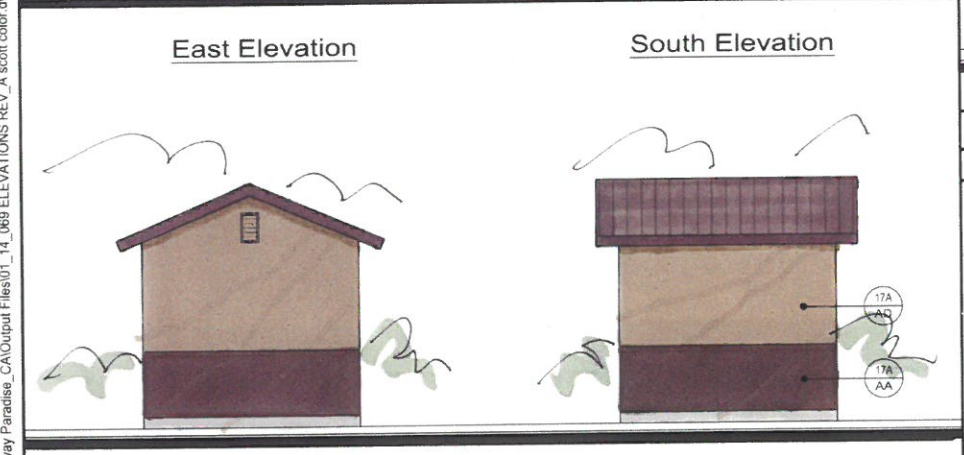
Black Olive Village - Proposed Exterior Elevations

SCALE: 1/8" = 1'-0" (Unless Otherwise Noted)



East Elevation

South Elevation

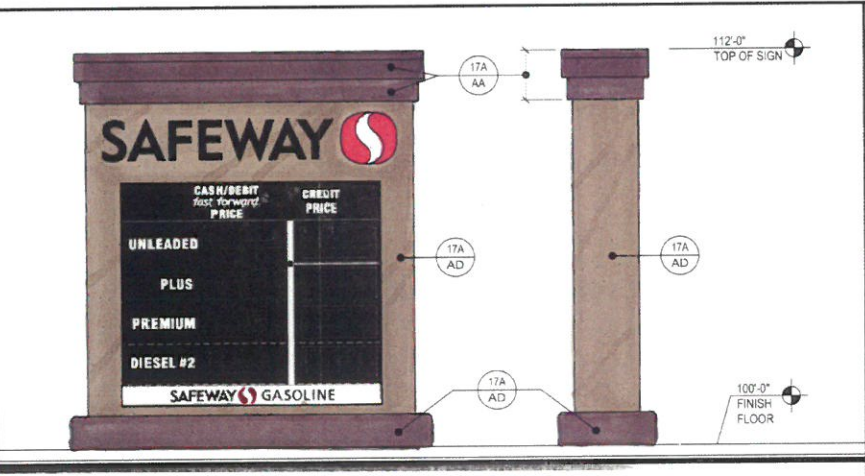


West Elevation

North Elevation

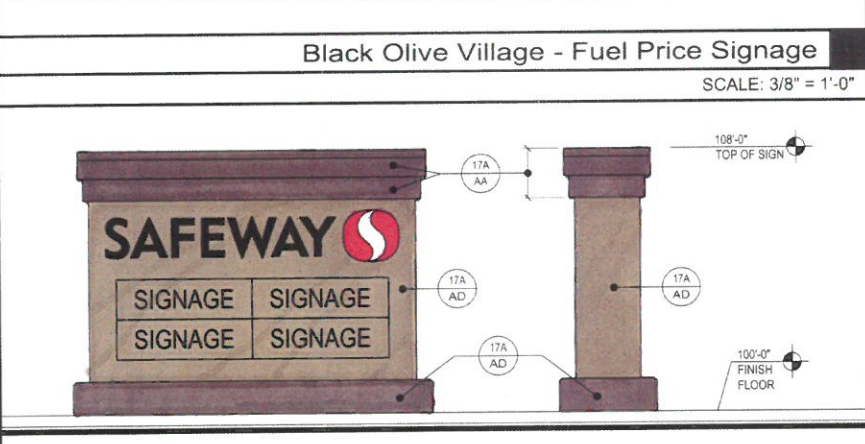
Black Olive Village - Wastewater Equipment Building

SCALE: 1/4" = 1'-0"



Black Olive Village - Fuel Price Signage

SCALE: 3/8" = 1'-0"



Black Olive Village - Monument Signage

SCALE: 3/8" = 1'-0"

KEYED NOTES, MATERIALS, FINISHES AND COLOR SCHEME

00 - UTILITIES

| | |
|----|--|
| 01 | GAS METER, RE: PLUMBING |
| 02 | ELECTRICAL TRANSFORMER, RE: ELECTRICAL |
| 03 | WATER METER, RE: PLUMBING |
| 04 | NOT USED |
| 05 | MAIN SWITCH BOARD |

10 - WALLS / PARAPETS

| | |
|-----|--|
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| 13 | NOT USED |
| 14 | RETAINING WALL |
| 14A | SITE CAST CONCRETE |
| 14B | NOT USED |
| 14C | CAST STONE CAP |
| 15 | NOT USED |
| 16 | NOT USED |
| 17 | NOT USED |
| 17A | EXTERIOR INSULATION FINISH SYSTEM (EIFS) |
| 18 | NOT USED |
| 18A | CEMENT FIBER SIDING |
| 18B | CEMENT FIBER TRIM |
| 19 | STONE VENEER - ELDORADO ANDANTE FIELDLEDGE OVERGROUTED |

20 - DOORS / WINDOWS

| | |
|----|-----------------------------------|
| 21 | STORE FRONT, FRAME AND DOOR FRAME |
| 22 | DOOR AND FRAME |
| 23 | DOCK SEAL / SHELTER |
| 24 | DOCK BUMPERS |

30 - SIGNAGE / LIGHTING

| | |
|----|-----------------------------------|
| 31 | SIGNAGE, N.I.C. |
| 32 | LIGHT FIXTURE (WITH LIGHT SHIELD) |

40 - ROOFING

| | |
|----|--|
| 41 | ROOF LINE BEYOND |
| 42 | PARAPET COPING, PAINT |
| 43 | NOT USED |
| 44 | NOT USED |
| 45 | STANDING SEAM METAL AWNING |
| 46 | STANDING SEAM METAL ROOFING |
| 47 | PRE-FINISHED METAL GUTTER AND / OR DOWNSPOUT |
| 48 | METAL CANOPY WITH CABLES |
| 49 | FLAT ROOF TILES |

50 - MISCELLANEOUS

| | |
|----|--|
| 51 | PIPE BOLLARD |
| 52 | DOWNSPOUT, PAINT TO MATCH ADJACENT WALL AND MOUNT DIRECTLY ADJACENT TO HALF WALL |

| | |
|----|---|
| 53 | NOT USED |
| 54 | GUARDRAIL MOUNTED AT 42" MIN. AFF, BOTH SIDES LOADING DOCK RAMP |
| 55 | AFTERSSET CONCRETE CURB |
| 56 | NOT USED |
| 57 | NOT USED |
| 58 | NOT USED |
| 59 | NOT USED |
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| 64 | NOT USED |
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| 66 | NOT USED |
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| 68 | HEAVY TIMBER REDWOOD |
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| 71 | OVERFLOW DRAIN |
| 72 | APPLY WATERPROOFING ON ALL CONCRETE PANELS BELOW GRADE |
| 73 | 24" x 48" LOUVER VENT |
| 74 | GUARD RAILING AT TRUCK DOCK |
| 75 | KNOX BOX, MOUNT AT 10'-0" AFF. INSTALL PER GUIDELINES REQUIRED BY FIRE DEPT |
| 76 | CONTRACTOR TO PROVIDE SIGNAGE IDENTIFYING LOCATION OF FIRE SPRINKLER SYSTEM RISER AND FIRE ALARM PANEL PER JURISDICTION REQUIREMENTS |

PAINT - EXTERIOR FINISHES / COLORS

| | |
|----|---|
| AA | BENJAMIN MOORE # BM 1546 "GARGOYLE" - FLAT FINISH |
| AB | DUNN EDWARDS # DEC 760 "DESERT GRAY" - FLAT FINISH W/ 25% DARKENER |
| AC | DUNN EDWARDS # DE 6172 "BUNGALOW TAUPÉ" - FLAT FINISH W/ 25% DARKENER |
| AD | BENJAMIN MOORE # HC 83 "GRANT BEIGE" - FLAT FINISH |
| AE | DUNN EDWARDS # DEA 187 "BLACK" - FLAT FINISH |
| AF | CLEAR SEALER |

LEGEND

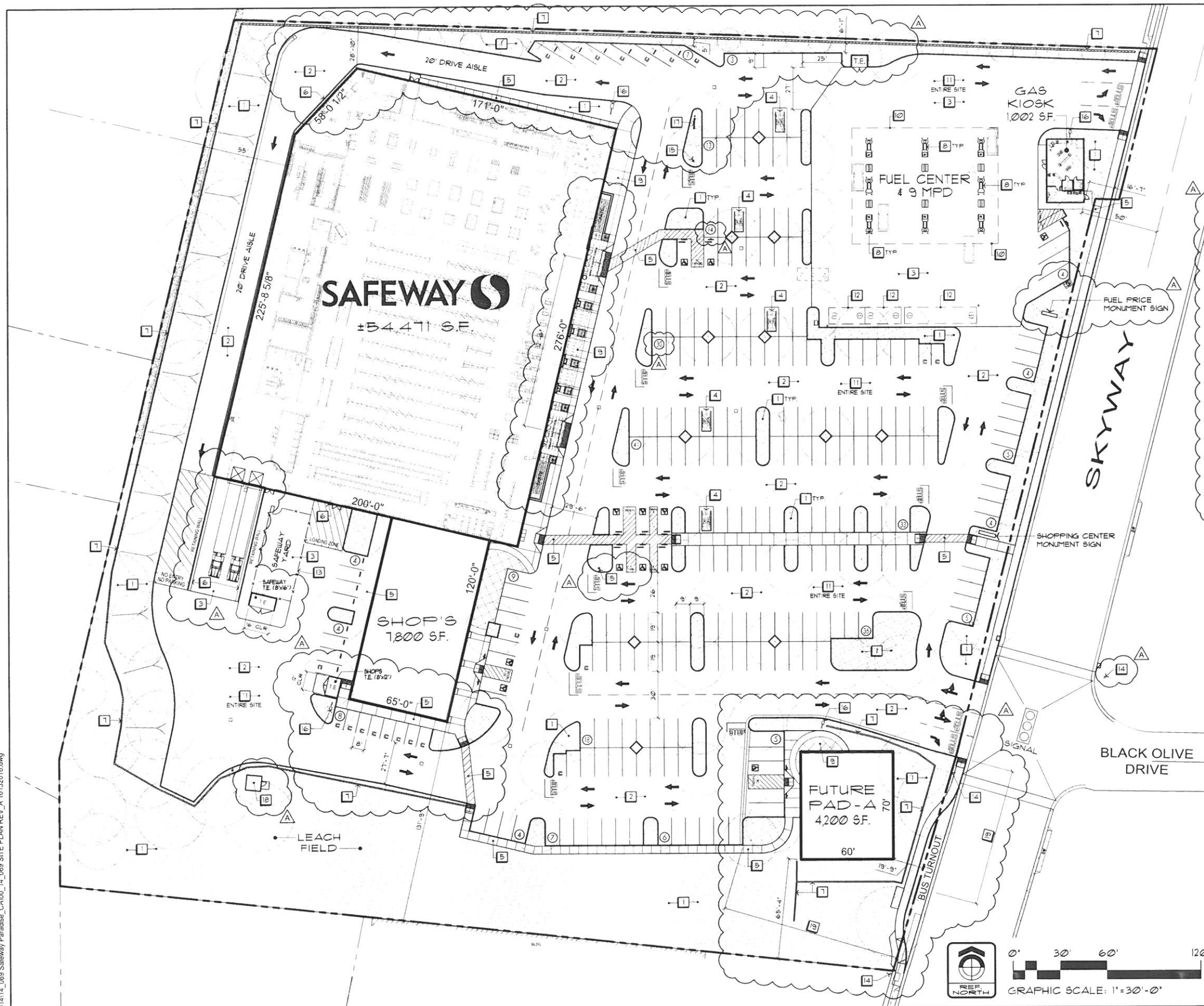
| | |
|----------|--|
| 01 EA | SHEET KEYED NOTE, RE: A2.2 FINISH MATERIAL INDICATION, RE: A2.2 |
| A | WINDOW STYLE: LETTER DESIGNATIONS, RE: A1.5.7 |
| 101 | DOOR TYPE: NUMBER DESIGNATIONS, RE: A1.5.4 |

| REVISIONS | |
|-----------|---------|
| PLAN | REV |
| DATE | DATE |
| REVDATE | REVDATE |
| REVDATE | REVDATE |
| REVDATE | REVDATE |
| REVDATE | REVDATE |
| REVDATE | REVDATE |

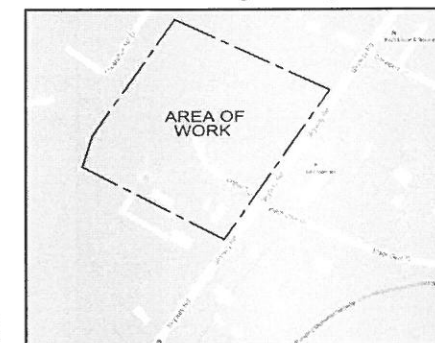
BLACK OLIVE
VILLAGE
PARADISE, CALIFORNIA

PROPOSED
ELEVATIONS

DATE: 07/07/2016
JOB NO. 14.069



Vicinity Map



Project Summary

| | |
|---------------------------|-------------------------|
| Land: | 7.63ac / 332,556 sq.ft. |
| Building Area: | |
| Safeway | 54,471 sq.ft. |
| Safeway Gas Kiosk | 1,002 sq.ft. |
| Shops Building | 7,800 sq.ft. |
| Pad - A | 4,200 sq.ft. |
| Total Building Area | 67,473 sq.ft. |
| Land / Bldg.: | 3.92 / 1 Ratio |
| Building %: | 20.28% |
| Parking Req'd: | 260 Stalls |
| Parking Prov'd: | 264 Stalls |
| Accessible Stalls Req'd: | 7 Stalls |
| Accessible Stalls Prov'd: | 12 Stalls |
| Parking Ratio: | 3.91 / 1,000 sq.ft. |

Keyed Notes

- LANDSCAPING - TYPICAL
- ASPHALT PAVING - TYPICAL
- CONCRETE - TYPICAL
- CART CORRALS
- PATH OF TRAVEL
- 12" HIGH PROTECTIVE CURB
- RETAINING WALL
- FUEL PUMPS
- OUTDOOR PATIO
- FUEL CENTER CANOPY ABOVE
- ALL EXTERIOR LIGHTING TO BE SHIELDED TO PREVENT DIRECT LIGHT PROJECTION TO ADJACENT AND NEARBY PROPERTIES
- UNDERGROUND FUEL TANKS
- 6" HIGH CHAIN LINK FENCE WITH SLATS
- EXISTING FIRE HYDRANT
- FIRE HYDRANT
- SERVICE METER & REDUCED PRESSURE DETECTOR ASSEMBLY
- REDUCED PRESSURE DETECTOR ASSEMBLY
- WASTEWATER EQUIPMENT BUILDING
- PATH OF TRAVEL TO PUBLIC ROW IS NOT POSSIBLE BECAUSE OF TOPOGRAPHIC RESTRICTIONS

Legend

| | |
|-----------------------|---------------------------------|
| NEW | (N) LANDSCAPING |
| EXISTING | PATH OF ACCESSIBLE TRAVEL - POT |
| (N) ASPHALT PAVING | RED PAINT (FIRE LANE) |
| (N) CONCRETE FLATWORK | PROPERTY LINE |

Black Olive Village - Proposed Site Plan 1

SCALE: 1" = 30'-0"

REVISIONS

| | |
|-------------|------------------|
| PLAN REVIEW | DATE: 09/23/2016 |
| REVDATE: | |
| REVDATE: | |
| REVDATE: | |
| REVDATE: | |
| REVDATE: | |

BLACK OLIVE
VILLAGE
PARADISE, CALIFORNIA

PROPOSED
SITE PLAN

DATE: 07/06/2016

JOB NO. 14.069

AO.1

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Front (East) Exterior Elevation 1

KEYED NOTES, MATERIALS,
FINISHES AND COLOR SCHEME

00 - UTILITIES

- 01 GAS METER, RE: PLUMBING
- 02 ELECTRICAL TRANSFORMER, RE: ELECTRICAL
- 03 WATER METER, RE: PLUMBING
- 04 TRASH COMPACTOR BY OTHERS
- 05 MAIN SWITCH BOARD

10 - WALLS / PARAPETS

- 11A 8" CONCRETE MASONRY UNIT (CMU) SMOOTH FACE
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- 13 NOT USED
- 14 RETAINING WALL
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- 14B NOT USED
- 14C CAST STONE CAP
- 15 NOT USED
- 16 NOT USED
- 17 NOT USED
- 17A EXTERIOR INSULATION FINISH SYSTEM (E.I.F.S.)
- 18A CEMENT FIBER SIDING
- 18B CEMENT FIBER TRIM
- 19 STONE VENEER - ELDORADO ANDANTE FIELD/LEDGE OVERROUTED

20 - DOORS / WINDOWS

- 21 STORE FRONT FRAME AND DOOR FRAME
- 22 DOOR AND FRAME
- 23 DOCK SEAL / SHELTER
- 24 DOCK BUMPERS

30 - SIGNAGE / LIGHTING

- 31 SIGNAGE, N.I.C.
- 32 LIGHT FIXTURE (WITH LIGHT SHIELD)

40 - ROOFING

- 41 ROOF LINE BEYOND
- 42 PARAPET CORING, PAINT
- 43 NOT USED
- 44 NOT USED
- 45 STANDING SEAM METAL AWNING
- 46 STANDING SEAM METAL ROOFING
- 47 PRE-FINISHED METAL GUTTER AND / OR DOWNSPOUT
- 48 METAL CANOPY WITH CABLES
- 49 FLAT ROOF TILES

50 - MISCELLANEOUS

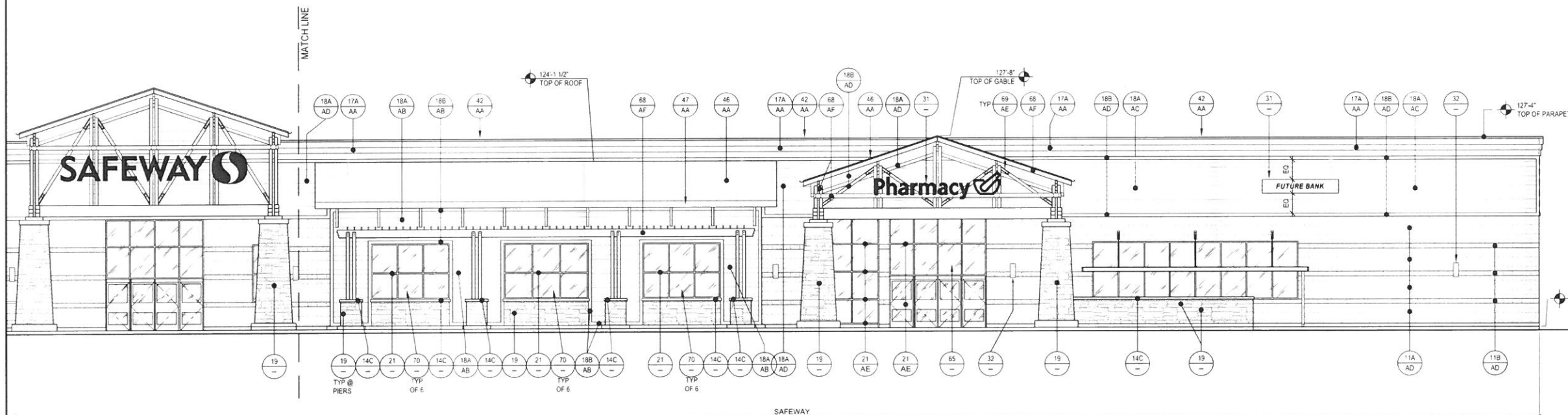
- 51 PIPE BOLLARD
- 52 DOWNSPOUT, PAINT TO MATCH ADJACENT WALL AND MOUNT DIRECTLY ADJACENT TO HALF WALL
- 53 NOT USED
- 54 GUARDRAIL MOUNTED AT 42" MIN. AFF. BOTH SIDES LOADING DOCK RAMP
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PAINT - EXTERIOR FINISHES / COLORS

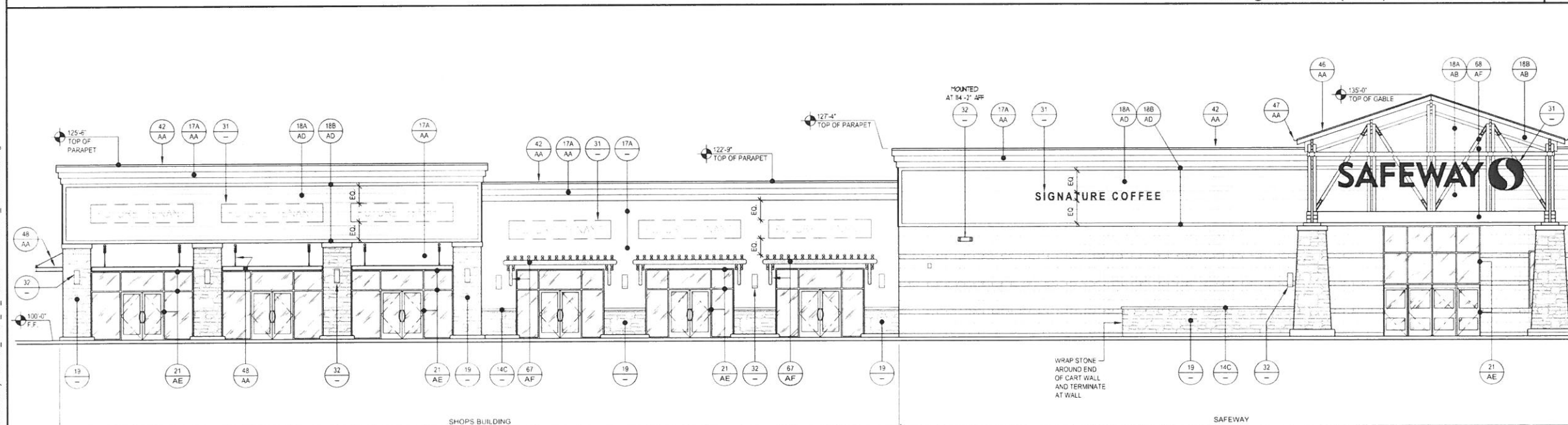
- AA BENJAMIN MOORE # BM 1546 "CARGOYLE" - FLAT FINISH
- AB DUNN EDWARDS # DE 760 "DESERT GRAY" - FLAT FINISH W/ 25% DARKENER
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- AD BENJAMIN MOORE # HC 83 "GRANT BEIGE" - FLAT FINISH
- AE DUNN EDWARDS # DE 187 "BLACK" - FLAT FINISH CLEAR SEALER

LEGEND

- 01 SHEET KEYED NOTE
- EA FINISH MATERIAL INDICATION
- A WINDOW STYLE: LETTER DESIGNATIONS
- 101 DOOR TYPE: NUMBER DESIGNATIONS



Enlarged Front (East) Exterior Elevation 2



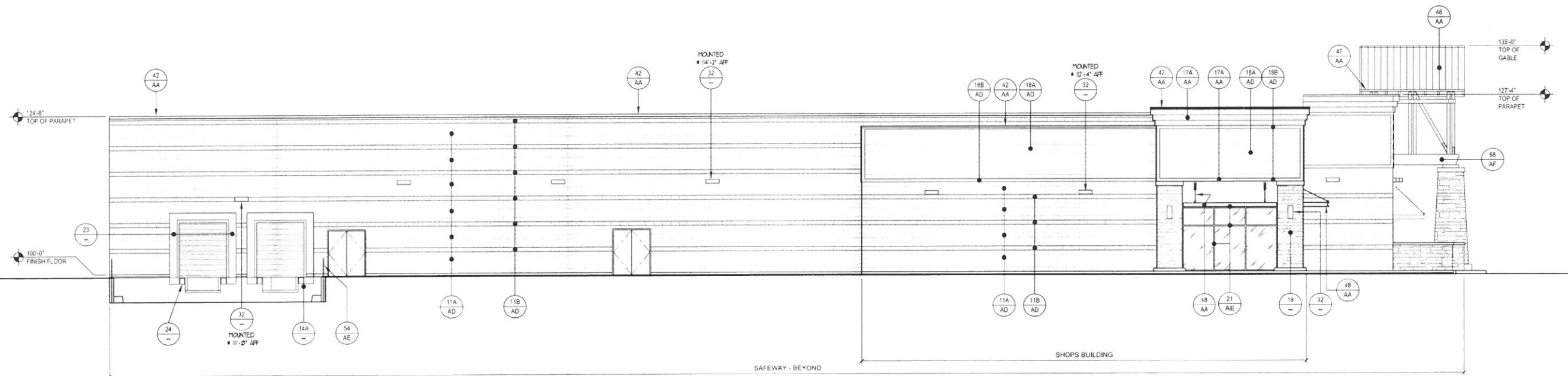
Enlarged Front (East) Exterior Elevation 3

Black Olive Village - Proposed Exterior Elevations

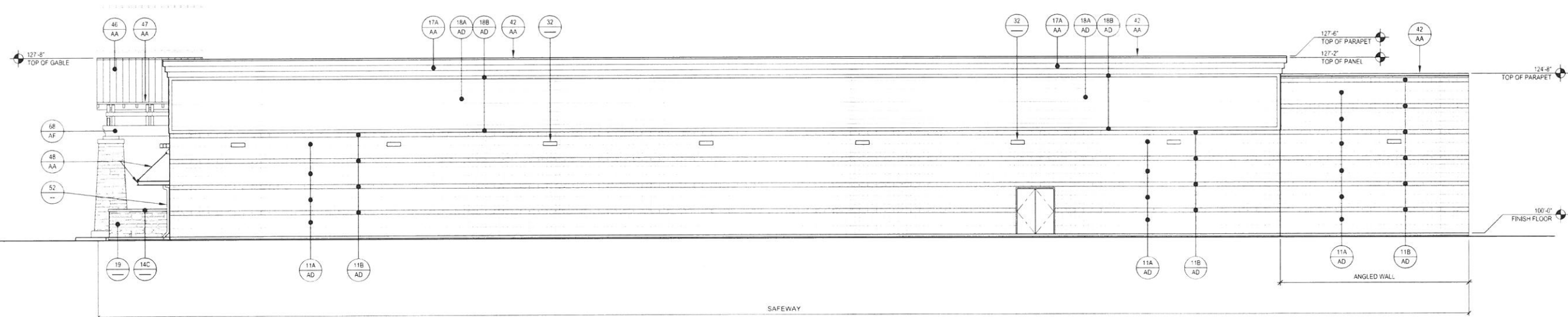
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Side (South) Exterior Elevation 1



Side (North) Exterior Elevation 2

Black Olive Village - Proposed Exterior Elevations

SCALE: 1/8" = 1'-0"

KEYED NOTES, MATERIALS, FINISHES AND COLOR SCHEME

00 - UTILITIES

- 01 GAS METER RE: PLUMBING
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- 14C CAST STONE CAP

15

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- 16 NOT USED
- 17 NOT USED
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20 - DOORS / WINDOWS

- 21 STORE FRONT FRAME AND DOOR FRAME, DOOR AND FRAME
- 22 DOOR SEAL / SHELTER
- 23 DOCK SEAL / SHELTER
- 24 DOCK BUMPERS

30 - SIGNAGE / LIGHTING

- 31 SIGNAGE - N.I.C.

40 - ROOFING

- 41 ROOF LINE BEYOND
- 42 PARAPET CORING PAINT
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- 69 METAL PLATE
- 70 SPANDREL GLASS - CUSTOM COLOR
- EXTERIOR LIGHT PPG SOLARBROWN TINTED GLASS (HEAT STRENGTHENED AS REQUIRED)
- INNER LIGHT PPG CLEAR GLASS WITH PPG SOLARBROWN 80 ON #3 SURFACE, OPAQUE CERAMIC COATING ON #4 SURFACE

PAINT - EXTERIOR FINISHES / COLORS

- AA BENJAMIN MOORE # BM 1546 "GARGOYLE" - FLAT FINISH
- AB DUNN EDWARDS # DE 160 "DESERT GRAY" - FLAT FINISH W/ 25% DARKENER
- AC DUNN EDWARDS # DE 6172 "BUNGALOW TAUPÉ" - FLAT FINISH W/ 25% DARKENER
- AD BENJAMIN MOORE # HC 83 "GRANT BEIGE" - FLAT FINISH
- AE DUNN EDWARDS # DE 187 "BLACK" - FLAT FINISH
- AF CLEAR SEALER

LEGEND

- 01 EA SHEET KEYED NOTE, RE: A2.2
- EA FINISH MATERIAL INDICATION RE: A2.2
- A WINDOW STYLE: LETTER DESIGNATIONS, RE: A1.5-7
- 101 DOOR TYPE: NUMBER DESIGNATIONS, RE: A1.5-4

REVISIONS

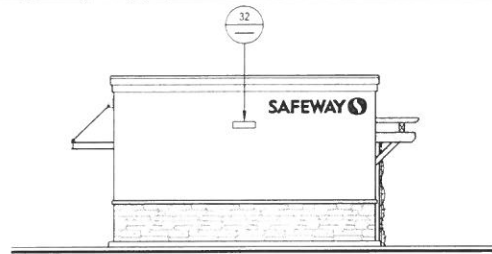
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|------------|----------|------------|
| | | 09/23/2016 |
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| REV. DATE: | | |
| REV. DATE: | | |
| REV. DATE: | | |
| REV. DATE: | | |
| REV. DATE: | | |

DATE: 07/07/2016

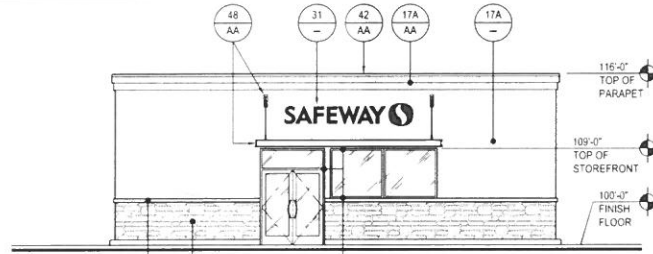
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A1.2

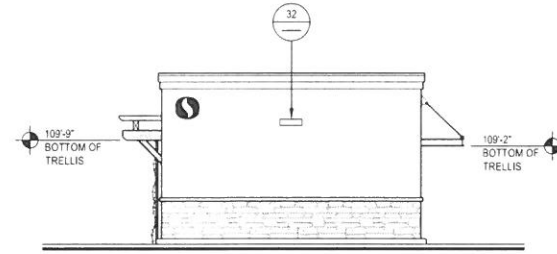
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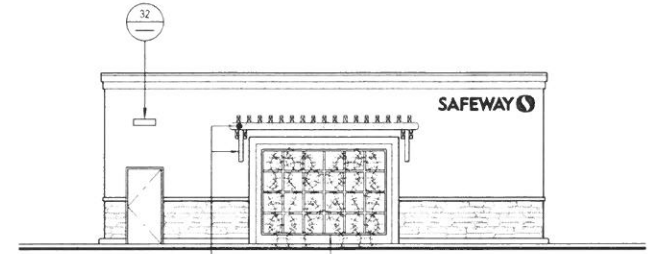
South Elevation



West Elevation

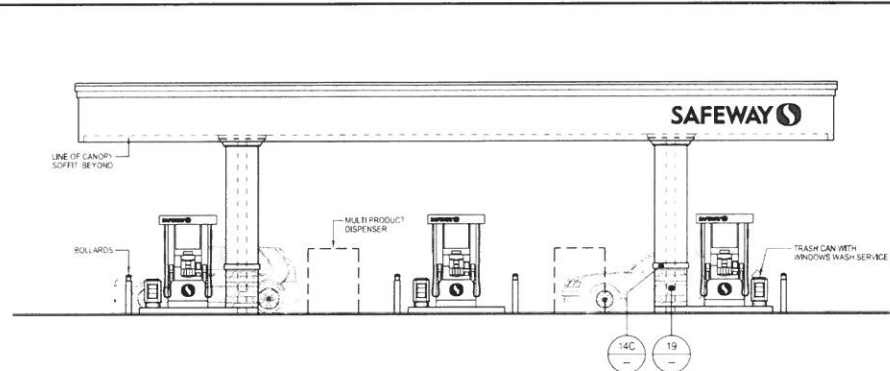


North Elevation

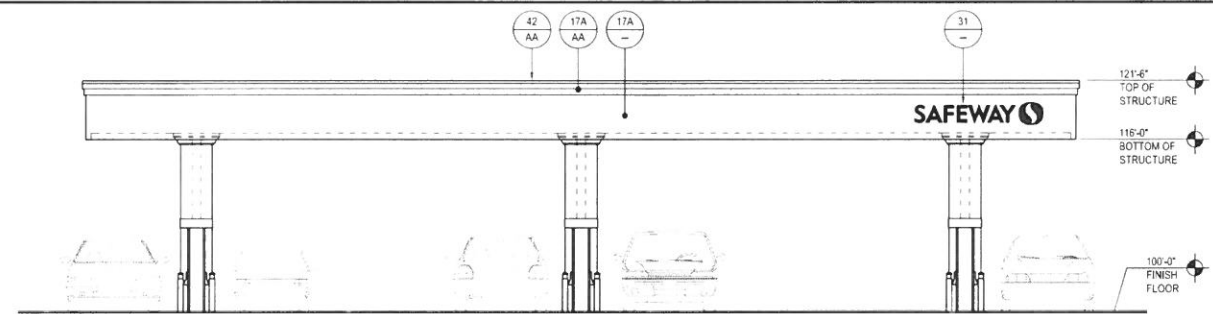


East Elevation

Enlarged Exterior Elevations at Gas Kiosk 1



West (East Opposite Hand) Elevation

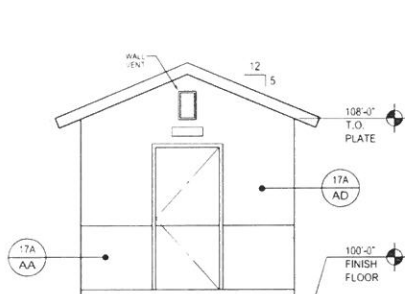


North (South Opposite Hand) Elevation

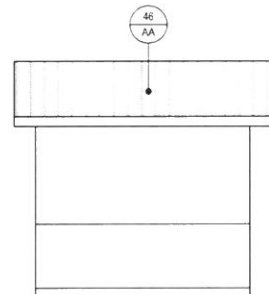
Enlarged Exterior Elevations at Covered Fuel Center 2

Black Olive Village - Proposed Exterior Elevations

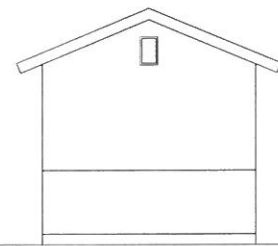
SCALE: 1/8" = 1'-0" (Unless Otherwise Noted)



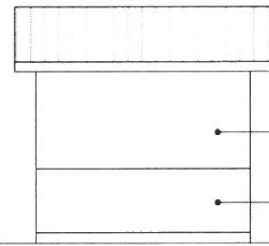
East Elevation



South Elevation



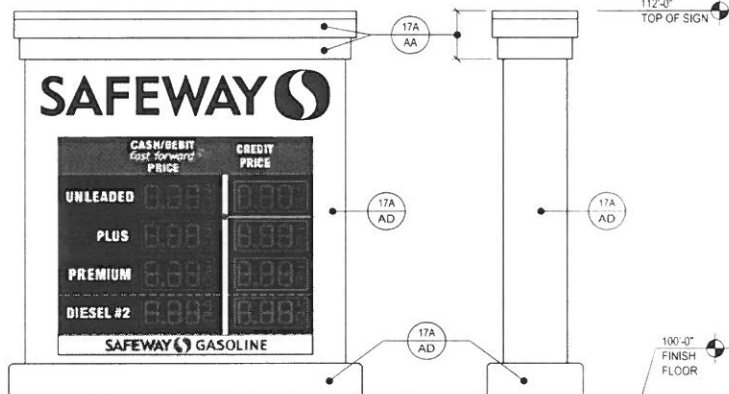
West Elevation



North Elevation

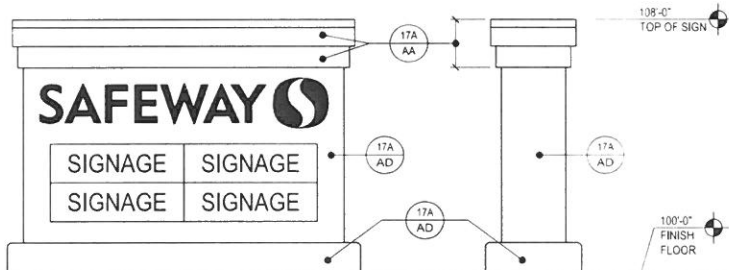
Black Olive Village - Wastewater Equipment Building

SCALE: 1/4" = 1'-0"



Black Olive Village - Fuel Price Signage

SCALE: 3/8" = 1'-0"



Black Olive Village - Monument Signage

SCALE: 3/8" = 1'-0"

KEYED NOTES, MATERIALS, FINISHES AND COLOR SCHEME

- 00 - UTILITIES**
- 01 GAS METER, RE: PLUMBING
 - 02 ELECTRICAL TRANSFORMER, RE: ELECTRICAL
 - 03 WATER METER, RE: PLUMBING
 - 04 NOT USED
 - 05 MAIN SWITCH BOARD
- 10 - WALLS / PARAPETS**
- 11A 8" CONCRETE MASONRY UNIT (CMU) SMOOTH FACE
 - 11B 8" CONCRETE MASONRY UNIT (CMU) SPLIT FACE
 - 12 NOT USED
 - 13 NOT USED
 - 14 RETAINING WALL
 - 14A SITE CAST CONCRETE
 - 14B NOT USED
 - 14C CAST STONE CAP
 - 15 NOT USED
 - 16 NOT USED
 - 17 NOT USED
 - 17A EXTERIOR INSULATION FINISH SYSTEM (E.I.F.S.)
 - 18 NOT USED
 - 18A CEMENT FIBER SIDING
 - 18B CEMENT FIBER TRIM
 - 19 STONE VENEER - ELDORADO ANDANTE FIELD/EDGE OVERGROUTED
- 20 - DOORS / WINDOWS**
- 21 STORE FRONT FRAME AND DOOR FRAME
 - 22 DOOR AND FRAME
 - 23 DOCK SEAL / SHELTER
 - 24 DOCK BUMPERS
- 30 - SIGNAGE / LIGHTING**
- 31 SIGNAGE, N.I.C.
 - 32 LIGHT FIXTURE (WITH LIGHT SHIELD)
- 40 - ROOFING**
- 41 ROOF LINE BEYOND
 - 42 PARAPET COPING PAINT
 - 43 NOT USED
 - 44 NOT USED
 - 45 STANDING SEAM METAL AWNING
 - 46 STANDING SEAM METAL ROOFING
 - 47 PRE-FINISHED METAL GUTTER AND / OR DOWNSPOUT
 - 48 METAL CANOPY WITH CABLES
 - 49 FLAT ROOF TILES
- 50 - MISCELLANEOUS**
- 51 PIPE BOLLARD
 - 52 DOWNSPOUT PAINT TO MATCH ADJACENT WALL AND MOUNT DIRECTLY ADJACENT TO HALF WALL
- 53 NOT USED**
- 54 GUARDRAIL MOUNTED AT 42" MIN. AFF. BOTH SIDES LOADING DOCK RAMP
 - 55 AFTERSET CONCRETE CURB
 - 56 NOT USED
 - 57 NOT USED
 - 58 NOT USED
 - 59 NOT USED
 - 60 NOT USED
 - 61 RETURNABLES AREA
 - 62 NOT USED
 - 63 NOT USED
 - 64 NOT USED
 - 65 ILLUMINATED VINYL ADDRESS NUMERALS, CONFORMS TO CFC SECTION 505.1 AND FIRE DEPARTMENT STANDARDS. SUBMIT SAMPLE TO ARCHITECT FOR APPROVAL
 - 66 NOT USED
 - 67 HEAVY TIMBER TRELLIS
 - 68 HEAVY TIMBER REDWOOD
 - 69 METAL PLATE
 - 70 SPANDREL GLASS - CUSTOM COLOR, EXTERIOR LIGHT, PPG SOLARBONZE TINTED GLASS (HEAT STRENGTHENED AS REQUIRED); INNERLIGHT PPG CLEAR GLASS WITH PPG SOLARBAN 60 ON #3 SURFACE, OPAQUE CERAMIC COATING ON #4 SURFACE. OVERFLOW DRAIN
 - 71 APPLY WATERPROOFING ON ALL CONCRETE PANELS BELOW GRADE
 - 72 24" x 48" LOUVER VENT
 - 73 GUARD RAILING AT TRUCK DOCK
 - 74 KNOX BOX, MOUNT AT 10'-0" AFF. INSTALL PER GUIDELINES REQUIRED BY FIRE DEPT
 - 75 CONTRACTOR TO PROVIDE SIGNAGE IDENTIFYING LOCATION OF FIRE SPRINKLER SYSTEM RISER AND FIRE ALARM PANEL PER JURISDICTION REQUIREMENTS
- PAINT - EXTERIOR FINISHES / COLORS**
- AA BEN JAMIN MOORE # BM 1546 "GARGOYLE" - FLAT FINISH
 - AB DUNN EDWARDS # DEC 760 "DESERT GRAY" - FLAT FINISH W/ 25% DARKENER
 - AC DUNN EDWARDS # DE 6172 "BUNGALOW TAUPÉ" - FLAT FINISH W/ 25% DARKENER
 - AD BEN JAMIN MOORE # HC 83 "GRANT BEIGE" - FLAT FINISH
 - AE DUNN EDWARDS # DEA 187 "BLACK" - FLAT FINISH
 - AF CLEAR SEALER

| LEGEND | |
|--------|---|
| 01 | SHEET KEYED NOTE, RE: A2.2 |
| EA | FINISH MATERIAL INDICATION, RE: A2.2 |
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REVISIONS

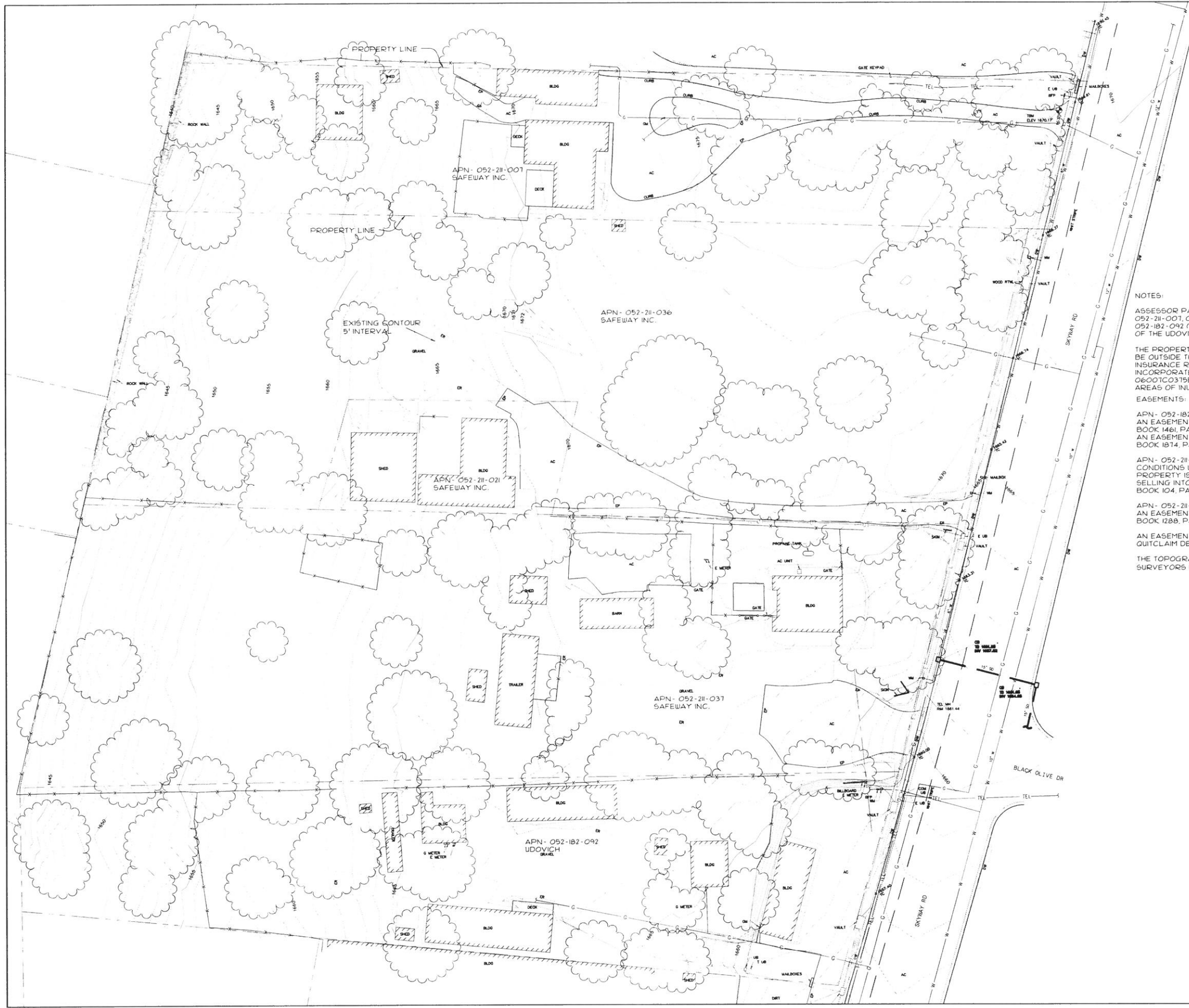
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| REVDATE: | | | |

BLACK OLIVE
VILLAGE
PARADISE, CALIFORNIA

PROPOSED
ELEVATIONS

DATE: 07/07/2016
JOB NO: 14.069

A1.3
301



NOTES:

ASSESSOR PARCEL NUMBERS (OWNER):
052-211-001, 021, 036, 037 (SAFEWAY INC.)
052-182-092 (ROLAND F. UDOVICH & VANDA E. UDOVICH TRUSTEES OF THE UDOVICH FAMILY LIVING TRUST)

THE PROPERTY IS LOCATED IN ZONE "X" (AREAS DETERMINED TO BE OUTSIDE THE 500-YEAR FLOOD PLAIN) AS SHOWN ON FLOOD INSURANCE RATE MAP BUTTE COUNTY, CALIFORNIA AND INCORPORATED AREAS, PANEL 375 OF 1200, MAP NUMBER 0600TC0315E, MAP REVISED JANUARY 6, 2011. THERE ARE NO AREAS OF INUNDATION OR STORM WATER OVERFLOW.

EASEMENTS:

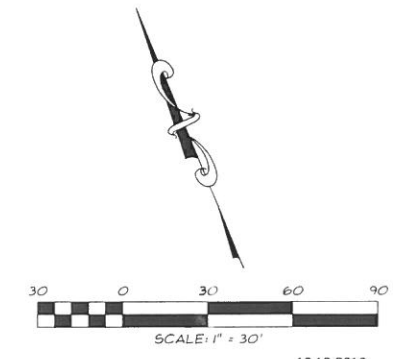
APN- 052-182-092
AN EASEMENT FOR PUBLIC UTILITY AND INCIDENTAL PURPOSES BOOK 1461, PAGE 413 OFFICIAL RECORDS.
AN EASEMENT FOR PUBLIC UTILITY AND INCIDENTAL PURPOSES BOOK 1874, PAGE 559 OFFICIAL RECORDS.

APN- 052-211-037
CONDITIONS WITH PROVISION FOR FORFEITURE OF TITLE IF THE PROPERTY IS USED DIRECTLY OR INDIRECTLY FOR THE PURPOSE OF SELLING INTOXICATING LIQUORS BOOK 104, PAGE 365 & BOOK 105, PAGE 134 OFFICIAL RECORDS

APN- 052-211-036
AN EASEMENT FOR PUBLIC UTILITY AND INCIDENTAL PURPOSES BOOK 1288, PAGE 415 OFFICIAL RECORDS.

AN EASEMENT FOR ROAD PURPOSES
QUITCLAIM DEED, R5N 2001-037153

THE TOPOGRAPHIC SURVEY WAS DONE BY BKF ENGINEERS SURVEYORS PLANNERS DATED 6/11/2014.



Robertson Erickson
CIVIL ENGINEERS & SURVEYORS
888 Manzanita Court
Suite 101
Chico, California 95926-8955
530-894-3300 Fax 530-894-8955
robertsonerickson.com



EXISTING TOPOGRAPHY
BLACK OLIVE VILLAGE
SKYWAY PARADISE, CA

C1.0

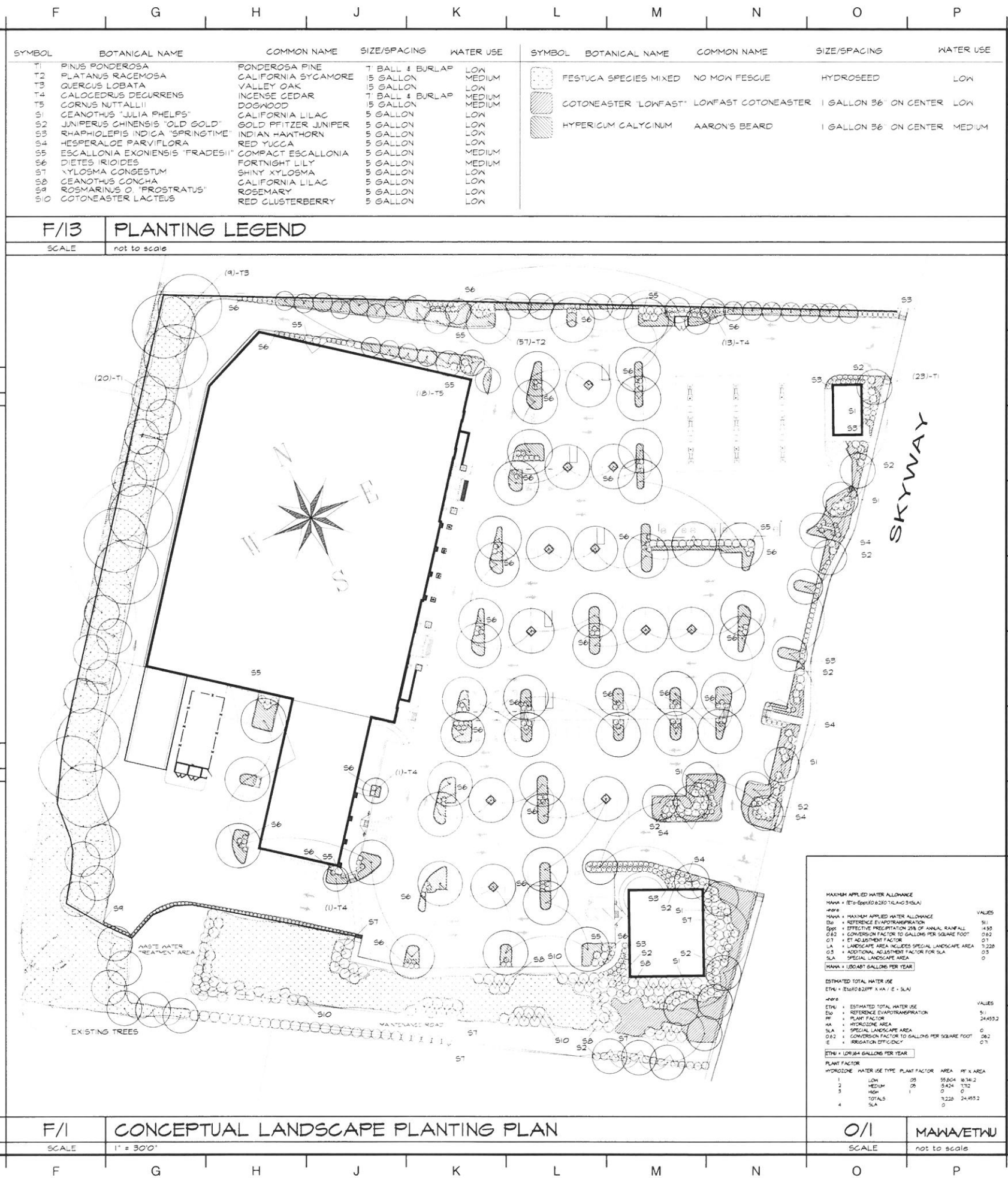
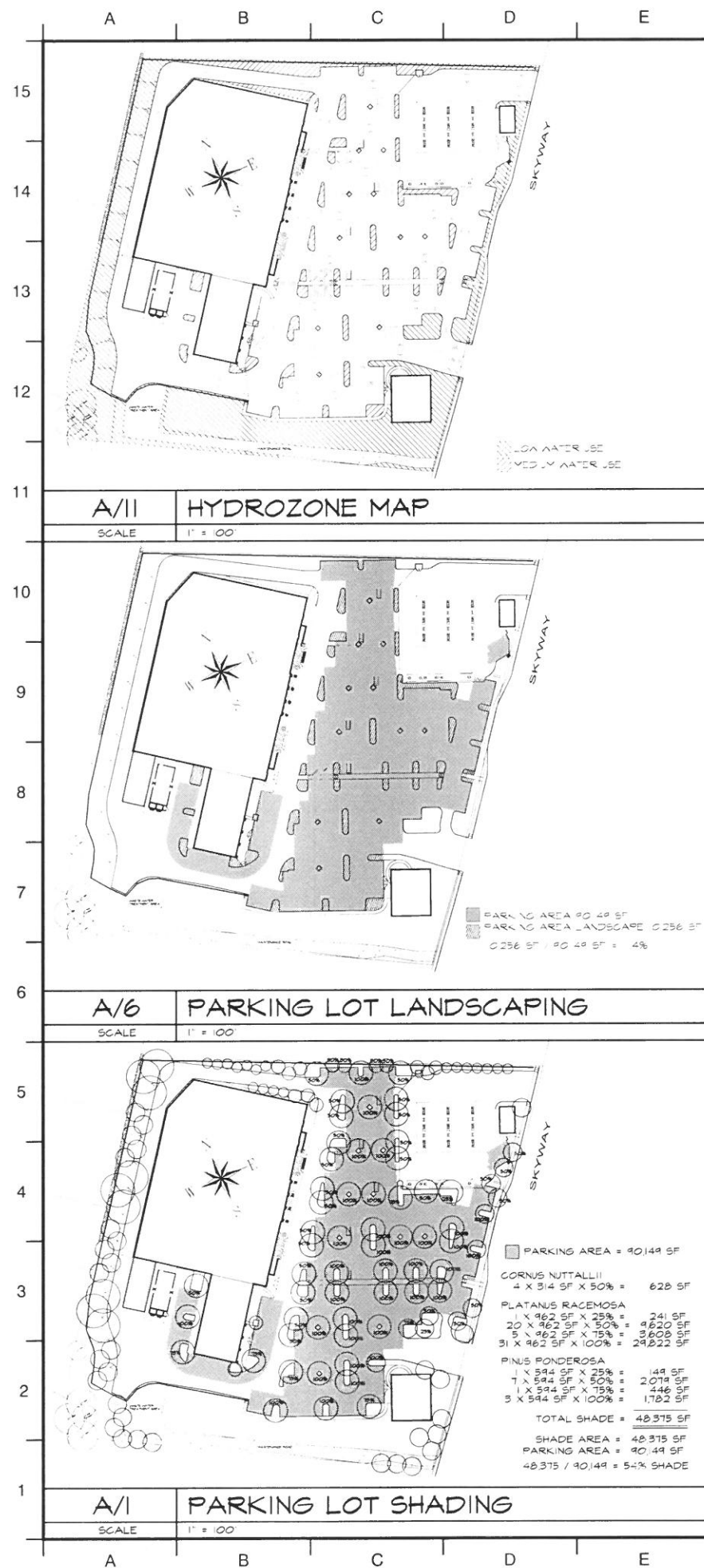
10.19.2016
16-533 JCM



| Trees to Be Removed | | | | | |
|---------------------|--------------------|------|------------------|--------------------|--|
| Tree Table | | | Tree Table | | |
| Tree No | TRUNK DIA. SPECIES | | Tree No | TRUNK DIA. SPECIES | |
| 1122 | 20-IN PINE | 1774 | 127-B | 12-IN B. OAK | |
| 1123 | 24-IN PINE | 1779 | 181-B | 18-IN B. OAK | |
| 1125 | 16-IN B. OAK | 1795 | 175-B | 17-IN B. OAK | |
| 1126 | 14-IN PINE | 1796 | 35-IN | 35-IN PINE | |
| 1127 | 23-IN PINE | 1802 | 123-IN L | 123-IN L OAK | |
| 1128 | 10-IN B. OAK | 1803 | 111-IN B. OAK | | |
| 1129 | 16-IN PINE | 1806 | 122-IN B. OAK | | |
| 1130 | 25-IN PINE | 1807 | 107-IN | 107-IN PINE | |
| 1131 | 18-IN PINE | 1810 | 109-IN B. | 109-IN B. OAK | |
| 1132 | 21-IN PINE | 1814 | 127-IN B. | 127-IN B. OAK | |
| 1133 | 22-IN PINE | 1816 | 111-IN B. | 111-IN B. OAK | |
| 1134 | 12-IN PINE | 1818 | 122-IN L. | 122-IN L. OAK | |
| 1135 | 15-IN PINE | 1832 | 26-IN L. | 26-IN L. OAK | |
| 1137 | 23-IN PINE | 1833 | 42-IN PINE | | |
| 1138 | 22-IN PINE | 1836 | 10-IN B. | 10-IN B. WALNUT | |
| 1139 | 13-IN PINE | 1847 | 36-IN PINE | | |
| 1140 | 24-IN PINE | 1838 | 40-IN PINE | | |
| 1141 | 15-IN PINE | 1840 | 35-IN PINE | | |
| 1142 | 14-IN B. OAK | 1842 | 24-IN PINE | | |
| 1143 | 42-IN PINE | 1843 | 23-IN PINE | | |
| 1144 | 20-IN PINE | 1846 | 37-IN PINE | | |
| 1165 | 12-IN B. OAK | 1847 | 15,18-IN B. | 15,18-IN B. OAK | |
| 1166 | 10-IN D. FIR | 1897 | 16-IN CEDAR | | |
| 1167 | 26-IN PINE | 1907 | 31-IN B. OAK | | |
| 1168 | 11-IN PINE | 1914 | 16-IN B. OAK | | |
| 1171 | 13-IN D. FIR | 1927 | 16-IN B. OAK | | |
| 1275 | 29-IN PINE | 1929 | 34-IN PINE | | |
| 1276 | 27-IN PINE | 1933 | 24-IN PINE | | |
| 1278 | 30-IN PINE | 1951 | 44-IN PINE | | |
| | | | 10,11-IN B. | | |
| 1279 | 28-IN PINE | 2004 | 12-IN B. | 12-IN B. WALNUT | |
| 1293 | 14-IN PINE | 2005 | 127-IN B. | 127-IN B. WALNUT | |
| 1304 | 15-IN PINE | 2006 | 127-IN B. | 127-IN B. WALNUT | |
| 1305 | 23-IN PINE | 2009 | 15-IN D. FIR | | |
| 1306 | 25-IN PINE | 2014 | 48-IN B. OAK | | |
| 1307 | 23-IN PINE | 2022 | 111-IN B. OAK | | |
| 1312 | 27-IN PINE | 2033 | 41-IN RWD | | |
| 1313 | 32-IN PINE | 2034 | 22-IN W. FIR | | |
| 1324 | 27-IN CED. | 2035 | 26-IN W. FIR | | |
| 1353 | 10-IN BL. MAPLE | 2037 | 30-IN CEDAR | | |
| 1354 | 14-IN L. OAK | 2049 | 35-IN RWD | | |
| 1358 | 21-IN IN. NW MAPLE | 2050 | | | |
| 1360 | 16-IN L. OAK | 2131 | 37-IN DECADAR C. | | |
| 1362 | 10-IN B. WALNUT | 2133 | 42-IN DECADAR C. | | |
| 1371 | 48-IN L. OAK | 2134 | 22-IN SYC. | | |
| 1372 | 37-IN B. OAK | 2171 | 14-IN SLK TR. | | |
| 1375 | 23-IN CEDAR | 2172 | 22-IN W. FIR | | |
| 1378 | 20-IN SYC. | 2216 | 24-IN SLK TR. | | |
| 1383 | 35-IN B. OAK | 2217 | 32-IN PINE | | |
| 1424 | 48-IN B. OAK | 2370 | 34-IN PINE | | |
| 1433 | 11-IN B. OAK | 2373 | 37-IN CEDAR | | |
| 1434 | 15-IN L. OAK | 2376 | 33-IN PINE | | |
| 1445 | 20-IN I. POPLAR | 2413 | 39-IN PINE | | |
| 1448 | 19-IN B. OAK | 2434 | 15-IN B. WALNUT | | |
| 1453 | 15-IN B. OAK | 2437 | 19-IN SYC. | | |
| 1490 | 12,11,15-IN L. OAK | 2444 | 22-IN SYC. | | |
| 1506 | 15-IN B. OAK | 2471 | 41-IN PINE | | |
| 1508 | 60-IN LIV OAK | 2474 | 19-IN CEDAR | | |
| 1511 | 11-IN L. OAK | 2493 | 23-IN PINE | | |
| 1514 | 10-IN L. OAK | 2494 | 36-IN PINE | | |
| 1516 | 12-IN B. OAK | 2521 | 36-IN PINE | | |
| 1517 | 36-IN PINE | 2794 | 17-IN HEAVEN | | |
| 1524 | 30-IN PINE | 2811 | 17-IN PINE | | |
| 1534 | 11-IN B. OAK | 2815 | 32-IN PINE | | |
| 1537 | 25-IN PINE | 3000 | 32-IN CEDAR | | |
| 1546 | 35-IN B. OAK | 3002 | 15-IN B. OAK | | |
| 1558 | 22-IN L. OAK | 3001 | 11-IN HEAVEN | | |
| 1560 | 19-IN PINE | 3003 | 19-IN PINE | | |
| 1605 | 32-IN D. FIR | 3004 | 17-IN PINE | | |
| 1607 | 22-IN L. OAK | 3005 | 21-IN PINE | | |
| 1608 | 10-IN L. OAK | 3006 | 18-IN PINE | | |
| 1609 | 21-IN CEDAR | 3007 | 26-IN PINE | | |
| 1613 | 24-IN CYPRESS | 3008 | 28-IN PINE | | |
| 1623 | 16-IN SYC. | 3009 | 24-IN D. FIR | | |
| 1628 | 13-IN L. OAK | 3010 | 25-IN L. OAK | | |
| 1629 | 10-IN B. OAK | 3011 | 34-IN | | |
| 1632 | 30-IN D. FIR | 3012 | 30-IN CEDAR | | |
| 1696 | 32-IN PINE | 3013 | 12-IN B. OAK | | |
| 1745 | 32-IN PINE | 3014 | 16-IN B. OAK | | |
| 1747 | 12-IN B. OAK | 3015 | 11-IN B. WALNUT | | |
| 1749 | 10-IN PINE | 3016 | 10-IN L. OAK | | |
| 1750 | 19-IN PINE | 3017 | 37-IN B. OAK | | |
| 1751 | 22-IN PINE | 3018 | 21-IN B. OAK | | |
| 1755 | 18-IN B. OAK | 3019 | 36-IN PINE | | |
| 1756 | 15-IN B. OAK | 3020 | 17-IN B. OAK | | |
| 1758 | 20-IN PINE | 3021 | 15-IN B. OAK | | |
| 1759 | 30-IN PINE | 3022 | 24-IN PINE | | |
| 1760 | 13-IN B. OAK | 3023 | 26-IN G. PINE | | |
| 1765 | 11-IN B. OAK | 3026 | 10-IN B. OAK | | |
| 1769 | 11-IN B. OAK | 3027 | 10-IN B. OAK | | |
| 1771 | 10,12-IN L. OAK | 3028 | 12-IN B. OAK | | |

9-30-2016

16-533 JE



REVISIONS DATE

All drawings and written material appearing herein constitute the original and unpublished work of the Landscape Architect and the same may not be duplicated, used, or disclosed without the written consent of the Landscape Architect.

ALPINE LANDSCAPE INC.

PO Box 6164
Chico, California 95927

Landscape Architect #2655
Contractors License #589920

(530) 893-2620 voice
(530) 893-2429

PROJECT NAME

SAFEMART
SKYWAY
PARADISE, CA

SHEET TITLE

CONCEPTUAL LANDSCAPE PLAN

REGISTERED LANDSCAPE ARCHITECT
Michael R. Haden
#2655
State of California
Expires 10/31/16

DRAWN BY: MRH
CHECKED BY: MRH
DATE: 7/11/16
SHEET NO: 1 of 1

SCALE: NOTED

O/I MAW/VETWU
SCALE: not to scale

