

1 15162, the proposed amendments are within the scope of the Final Environmental Impact Report
2 (EIR) prepared and certified for the Plan in 2011.

3 NOW, THEREFORE, BE IT RESOLVED by the Planning Commission of the City of
4 Chico as follows:

5 1. The Plan, as amended, serves as a statement of community priorities to guide public
6 decision-making, and provides a comprehensive, long-range, and internally consistent
7 policy framework for the growth and preservation of Chico premised upon future
8 housing and employment needs.

9 2. That the City Council approve text amendments to General Plan as set forth in Exhibit I.

10 THE FOREGOING RESOLUTION WAS ADOPTED by the Planning Commission at its
11 meeting held on December 15, 2016, by the following vote:

12 AYES:

13 NOES:

14 ABSENT:

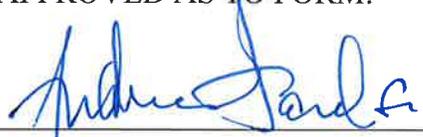
15 ABSTAINED:

16 DISQUALIFIED:

17
18 ATTEST:

APPROVED AS TO FORM:

19
20 _____
21 Mark Wolfe, Planning Commission Secretary

22
23 
24 _____
25 Vincent C. Ewing, City Attorney

26
27 *Pursuant to The Charter of the City of Chico, Section 906(E)
28

Exhibit I to Resolution 16-15
General Plan Text Amendments

The following are proposed General Plan text revisions to the Chico 2030 General Plan with text deletions in ~~strikeout~~ and additions underlined.

Introduction

No revisions.

Sustainability Element

Revise and delete Policies and Actions as follows:

Action SUS-1.2.1 (Sustainability Indicators Report) – ~~Develop broad and measurable~~Update and report on the City's adopted sustainability indicators for the economy, environment, and social equity ~~to be assessed in as part of the~~ General Plan Annual Reports and Five Year Reviews as a measure of the City's progress toward sustainability. ~~Revise the indicators as necessary to best evaluate the City's progress.~~

~~Action SUS-1.3.3 (Sustainability Coordinator) – Assign the title and tasks of Sustainability Coordinator to a City staff member.~~

Action SUS-1.4.2 (Diversity Action Plan) – ~~Update~~Maintain the City's Diversity Action Plan as necessary, ~~and develop and implement a diversity scorecard.~~

Action SUS-1.5.1 (Sustainability Webpage) – ~~Create a~~Maintain the City's Sustainability webpage that describes the City's sustainability efforts, identifies partnerships, and provides educational resources and opportunities for community members.

Action SUS-1.5.3 (Green Business Program) – ~~Work with~~Support local partners to develop a Chico Green Business certification program to recognize local businesses that implement measures to conserve energy and water, minimize waste, and prevent pollution.

Action SUS-3.2.1 (Municipal Operations) – Perform energy audits of existing City operations and maintenance practices ~~every four years~~ to identify and implement energy savings measures.

~~Action SUS-3.3.3 (Sustainable Departments) – Monitor each City department's progress toward reducing the environmental impact of City operations.~~

Action SUS-5.1.1 (Clean Energy Loan Program) – ~~Explore implementation of a City-sponsored~~Continue the City's -Property Assessed eClean eEnergy (PACE) programs to that provide low-interest loans to property owners for the installation of energy efficiency improvements or renewable energy devices.

Action SUS-5.1.2 (PG&E and Education) – ~~Consult~~Coordinate with PG&E to promote public education about energy efficiency and conservation methods, and encourage them to continue providinge more energy from renewable sources.

Action SUS-5.1.3 (Energy Efficiency Upgrades) – ~~Monitor compliance with City requirements for~~Continue to require energy conservation upgrades upon resale of homes and improve public awareness of ~~the~~City requirements.

Action SUS-5.2.2 (Educational Material) – Provide builders and homeowners with resources and information about energy efficiency and renewable energy technologies at the Municipal Hall Planning and Building counters and on the City's Sustainability website.

~~Action SUS 5.2.4 (Remove Barriers to Renewable Energy) – Revise the Municipal Code to allow deviations from normal development standards such as height limits, setbacks, or screening when doing so is necessary to allow the efficient use of renewable energy devices.~~

Policy SUS-6.2 (Greenhouse Gas Inventory and Climate Action Plan) – Maintain ~~the a~~ Greenhouse Gas Emissions Inventory and implement the Climate Action Plan to make progress toward meeting the City's greenhouse gas emissions reduction goal.

Action SUS-6.2.2 (Greenhouse Gas Emissions Inventory) – Update the ~~Citywide~~ Greenhouse Gas Emissions Inventory ~~at least every five years~~, and compare the results with previous inventories to evaluate progress towards the City's greenhouse gas emissions reduction goal.

~~Action SUS 7.1.2 (Local Food Sales) – Amend the Municipal Code to allow farmers markets and other local food distribution centers as a permitted use in appropriate zoning districts, and establish standards for their use.~~

~~Action SUS 7.1.3 (Small Animals) – Amend the Municipal Code to reduce barriers to small animal keeping in residential districts, with consideration for neighborhood compatibility.~~

~~Action SUS 7.2.1 (Community Gardens) – Amend the Municipal Code to allow community gardens as a permitted use in appropriate zoning districts, including multi-family residential, and establish standards for their use.~~

~~Action SUS-7.2.2 (Identify Community Garden Locations) – Conduct an inventory of existing community gardens, and identify opportunities for community gardens on public properties.~~

Action SUS-7.2.13 (Gardening as Recreation) – ~~Request that~~Support the Chico Area Recreation and Parks District and other local gardening or agricultural organizations that promote community gardens by offering classes such as gardening and composting and by allowing community gardens at their facilities.

Land Use Element

On pg. 3-10 delete text regarding the Chico’s Redevelopment Agency as follows:

~~Finally, while the Chico Redevelopment Agency (RDA) is distinct from the City, its activities are closely coordinated with City priorities. The RDA Five Year Implementation Plan identifies criteria for RDA investment, including meeting General Plan goals such as improving infrastructure, supporting infill, readying sites for investment, redeveloping the Opportunity Sites, and developing mixed use projects. The RDA possesses tools that can serve as incentives for investment in desired development, including:~~

- ~~• Acquiring and assembling project sites and making them ready for development;~~
- ~~• Selling property for private investment;~~
- ~~• Assisting in private development through public-private partnerships;~~
- ~~• Improving public infrastructure and public facilities;~~
- ~~• Assistance to businesses for physical improvements;~~
- ~~• Building affordable housing or funding rehabilitation of existing affordable housing; and~~

~~Making quality of life improvements through acquisition and development of property for public uses such as parks, open space, public art, and public facilities.~~

In Table LU-2: Land Use Designations and Development Standards, under the Minimum Dwelling Units/Acre column for the Medium Density Residential land use designation, change the Minimum Allowed Density from 7.1 DU/AC to 6.0 DU/AC.

In Table LU-2: Land Use Designations and Development Standards, change the description of the Neighborhood Commercial (NC) land use designation as follows:

This designation accommodates a mix of business, office, and residential uses that support the needs of residents living in the surrounding neighborhoods. Allowable uses include small

grocery or drug stores, retail shops, and small-scale financial, business, personal services, and restaurants. ~~Horizontal or vertical mixed use is required on larger sites with this designation, as specified in the Municipal Code.~~

On Figure LU-1 Land Use Diagram, remove reference to Miscellaneous Opportunity Site 14 – Pomona Avenue.

On pg. 3-20, delete reference to Pomona Avenue Opportunity Site as follows:

Other Opportunity Sites. There are four Opportunity sites located in other areas of the City. They include The Wedge, Vanella Orchard, ~~Pomona Avenue~~, and Eaton Road.

Revise and delete Policies and Actions as follows:

~~Action LU-1.3.2 (Special Planning Area Studies) – Require public facility financing plans, infrastructure phasing plans, and other studies as applicable in connection with development applications for Special Planning Areas.~~

Action LU-2.3.2 (Allowed Uses) – ~~Amend~~ Maintain the Municipal Code to reflect and implement the General Plan’s land use designations.

Action LU-2.3.2 (Allowed Uses) – ~~Amend~~ Maintain the Municipal Code to reflect and implement the General Plan’s land use designations.

~~Action LU-2.3.6 (Increase Discretion of Large Format Retail) – Consider mechanisms to increase City discretion regarding new or expanded large format retail uses.~~

Action LU-2.4.1 (Update Zoning Ordinance) – ~~Establish~~ Maintain zoning districts, use regulations, development standards, and performance requirements in the Municipal Code consistent with the General Plan.

Action LU-2.4.2 (Update Zoning Map) – ~~Amend~~ Maintain the Zoning Map to be consistent with the General Plan Land Use Diagram.

Policy LU-3.3 (Neighborhood Services) - Recognize existing neighborhoods and ~~continue to facilitate the development of support~~ neighborhood level planning plans in partnership with residents and property owners to preserve and enhance neighborhood character, identity, and livability.

Action LU-3.3.1 (~~Development of~~ Neighborhood Plannings) – Facilitate and encourage the participation of neighborhood groups and associations in the ~~preparation of neighborhood~~

~~plans that articulate a vision for the neighborhood planning process, and~~ identify neighborhood priorities for future public improvements and capital projects, ~~and serve as a focal point for neighborhood involvement in improvement projects.~~

~~Action LU-4.2.1 (Residential Infill Guidelines) — Amend the Design Guidelines Manual to include residential infill guidelines that address compatibility between new and existing development such as visual intrusion and massing within a transition zone.~~

Policy LU-4.3 (Emphasis on Neighborhood Compatibility) – For residential infill projects outside of Opportunity Sites and Special Planning Areas, maintaining neighborhood character may take precedence over meeting density goals. ~~It may be necessary to limit project density, within the allowable density range, to ensure compatibility.~~

Action LU-5.1.3 (Flexible Parking) – ~~Amend~~ Maintain standards in the Municipal Code ~~to~~ that allow flexibility for parking reductions and parking in shared lots.

Action LU-6.2.1 (SPA Planning Requirements) – Require more detailed land use planning in the form of a specific plan, planned development, or other comprehensive plan for each Special Planning Area (SPA) prior to development occurring on vacant land within an SPA. In addition to the Actions specific to each SPA, subsequent land use planning shall:

- Create a parcel-specific land use plan based on site, infrastructure, and environmental analysis.
- Include public facility financing plans, infrastructure phasing plans, and other studies as applicable.
- Include the provision of housing units affordable to very low, low, and/or moderate income households within the SPA.
- Include the range of uses identified on the SPA conceptual land use plan (a conceptual land use plan is not intended to direct specific acreage or organization of land uses, but is intended to depict the general mix of desired land uses within the project area).

Have no significantly greater traffic, air quality, or noise impacts than those analyzed in the General Plan environmental analysis (residential and non-residential development assumptions for each SPA are provided in Appendix C).

Action LU-7.1.1 (Airport Compatibility) – ~~Amend~~ Maintain the City's Municipal Code and Zoning Map to implement airport overflight zoning district overlays, consistent with the boundaries and general policy direction contained within the Butte County Airport Land Use Compatibility Plan, which address the following:

Circulation Element

On pg. 4-11, revise language regarding *Bikeways* as follows:

Chico prides itself as being a premier bicycle-friendly city. The Chico Urban Area Bicycle Plan (~~CUABPBike Plan~~), a comprehensive bicycle system plan for the City, was originally created in 1991 and is updated regularly. The existing and planned Bikeway/Pedestrian System Maps from the ~~CUABP-Bike Plan~~ are shown in **Figure CIRC-2**. Future updates to the ~~CUABP-Bike Plan~~ will include bicycle facilities in addition to those shown in **Figure CIRC-2**.

The Circulation Element seeks to enhance bicycle travel by providing bicycle facilities on new roadways, enhancing connectivity within the existing bicycle system, and establishing policies to ~~incorporate the consideration of promote~~ bicycle transportation in a ~~Mm~~multimodal ~~environment. Level of Service (MMLOS) assessment.~~

On pg. 4-15 and 4-17, revise language regarding *Transit* as follows:

Public Bus. The B-Line offers both fixed-route and demand-responsive services to City residents through local, commuter, and rural bus routes. There are currently 13 local fixed-routes within Chico. ~~Figure CIRC-3~~~~The following link~~ identifies current B-Line routes and the Downtown transit center - <http://www.blinetransit.com/documents/routes/ChicoStops.pdf>. In addition, CSU Chico and Butte College offer select routes to serve the specific needs of their students.

The Circulation Element advances the City's efforts to promote transit by requiring transit facilities on new roadways, implementing land use policies that support increased densities and intensities along transit corridors, ~~and~~ encouraging BCAG to implement a Central City Transit Route with frequent headways, ~~and including transit as part of a Multimodal Level of Service assessment.~~

Delete Figure CIRC-3 Transit System.

On pg. 4-17 – 4.19, insert discussion regarding *Vehicle Miles Travelled Regulations* and delete discussion regarding *Multimodal Level and Service*, as follows:

Vehicles Miles Travelled Regulations

On September 27, 2013, Governor Brown signed Senate Bill (SB) 743, which created a process to change the way that transportation impacts are analyzed under the California Environmental Quality Act (CEQA). Currently, environmental review of transportation impacts focuses on the delay that vehicles experience at intersections and on roadway segments. That delay is measured using a metric known as "level of service," or LOS. Mitigation for increased delay generally involves increasing capacity (i.e., the width of a roadway or size of an intersection),

which may increase auto use and emissions and discourage alternative forms of transportation. Under SB 743, the focus of transportation analysis has shifted from driver delay to reduction of greenhouse gas emissions, creation of multimodal networks, and promotion of a mix of land uses.

LOS has been the standard by which local jurisdictions measure the transportation impacts of major developments and changes to roads. LOS is basically a measurement of how many cars can be pushed through an intersection in a given time. If a project reduced a road's LOS it was considered bad — no matter how many other benefits the project may have created.

When measuring transportation impacts of a project based solely on car delay, communities were often fighting against their own environmental goals. Using LOS, it is easier and cheaper to build projects in outlying areas where individual intersections show less delay resulting from new development. At the same time it is harder and more expensive to build in dense areas where there is already existing traffic, and where measured LOS impacts may require expensive mitigations or reduced project size — but also where higher density can make transit, walking, and bicycling more viable transportation choices.

Under the new regulations, projects that are shown to decrease vehicle miles traveled — for example, bike lanes or a grocery store that allows local residents to travel shorter distances to shop — may be automatically considered to have a “less than significant” impact under CEQA.

Another change will come in how developments mitigate their transportation impacts. In many urban areas, under LOS analysis, the only way a development can lessen its impact is to widen a roadway. This can be particularly frustrating along major bus routes or anywhere bicyclists want to travel safely. Under the new rules, a development may instead mitigate transportation impacts by funding better transit, creating better access to transit, building better pedestrian facilities, or a host of other improvements that may improve travel choices.

The new regulations are to be phased in over 2 years starting in 2017. The change in law does not require local governments to change the way they analyze traffic impacts for other purposes. The City will continue to use its LOS standards consistent with General Plan provisions, to promote safety and reduce congestion, and to support the impact fee program.

Multimodal Level of Service

This section of the Circulation Element contains a discussion of the City's transition from a traditional Level of Service to a Multimodal Level of Service assessment of the circulation system's performance for all modes of travel.

The traditional vehicle-based Level of Service (LOS) is a quantitative measurement of a driver's delay or congestion experienced on a street or at an intersection. It assigns a letter (A through F) to measure how well a street is functioning. LOS A indicates freely flowing traffic with little to no congestion or delay, while LOS F indicates that the traffic flow is congested and vehicles

will experience travel delay. LOS measurements allow the City to identify how well a street segment or intersection is functioning to prioritize funding for roadway improvements, to measure the potential impacts of new development on the City's circulation system, and to identify transportation improvements needed for new development.

Vehicle-based LOS measurements are consistent with traditionally accepted traffic engineering and transportation planning practice. The primary limitation with the LOS approach is that it does not account for the level of service experienced by people using other modes of travel (bicyclists, pedestrians, and transit riders). This element establishes modifications to the existing LOS standards within Downtown and where transit, sidewalks, or bicycle lanes are provided along arterials. Additionally, the element introduces a new method for evaluating performance of the circulation system, a Multimodal Level of Service (MMLOS), which considers all modes of travel: vehicle, transit, bicycle, and pedestrian.

Instead of evaluating vehicle movement only, as with the traditional LOS method, the MMLOS method will consider the performance of each mode of travel when assigning a letter (A through F) to a certain intersection or road segment.

Level of service considerations for the four primary modes of travel could include the following:

Vehicles. Length of delay, number of stops per mile, average speed, vehicle demand, capacity, posted speed limit, number of lanes, signal timing, signal coordination, and interference from other modes.

Transit. Frequency and speed of service, passenger load, reliability, accessibility, and bus stop amenities.

Bicycles. Quality of bicycle facilities, bicycle traffic volumes, vehicle traffic and speeds, lateral separation from vehicles (barriers, buffers), percent of traffic as trucks, pavement quality, connectivity, and driveway conflicts.

Pedestrians. Quality of pedestrian facilities, vehicle traffic and speeds, percent of traffic as trucks, lateral separation between vehicles and pedestrians, crossing difficulty (at intersections, mid-block), and pedestrian density.

While MMLOS considerations can be identified, an agreed upon system to analyze, measure, and calibrate these multiple factors has yet to be developed. This element establishes the City's commitment to adopt an MMLOS system with standards for measuring traffic impacts in the future, and it acknowledges that implementation of that methodology is dependent upon forthcoming industry guidelines. It is anticipated that future editions of the Highway Capacity Manual will include guidelines which will aid in the development and adoption of MMLOS standards in Chico. Prior to adopting MMLOS standards, interim LOS standards will be used. Subsequent adoption of an MMLOS methodology will replace the more traditional LOS standards.

~~Below is a generalized schematic of an MMLOS assessment system, showing the input variables used to determine individual LOS for the four primary modes of travel.~~

On pg. 4-19, revise language regarding Airports as follows:

The CMA is a modern, integrated air facility capable of accommodating air carriers as well as both general and commercial aviation planes. ~~In December 2014, There is~~ daily commercial service to San Francisco International Airport ~~was discontinued, and t~~ The City is actively working to secure commercial flight service ~~to additional cities~~. The CMA also serves as a primary regional base for fire-suppression aircraft.

Insert, revise, and delete Policies and Actions as follows:

Policy CIRC-1.4 (Level of Service Standards) – ~~Until a Multimodal Level of Service (MMLOS) methodology is adopted by the City, m~~ Maintain LOS D or better for roadways and intersections at the peak PM period, except as specified below:

Policy CIRC-1.5 (Vehicle Miles Travelled Analysis) – Consistent with State law, implement Vehicle Miles Travelled (VMT) assessments as part of the environmental review process under CEQA.

Action CIRC-1.5.1 (VMT CEQA Analysis) – For projects that require a full traffic analysis as part of the CEQA review process, perform a VMT analysis consistent with the California Office of Planning and Research CEQA Guidelines.

~~Policy CIRC 1.5 (Multimodal Level of Service Program) – Support implementation of a Multimodal Level of Service (MMLOS) assessment methodology.~~

~~Action CIRC 1.5.1 (Traffic Analysis) – Monitor the development of MMLOS standards by the Transportation Research Board and other jurisdictions. When a valid methodology for Chico is identified, develop and adopt Transportation Impact Analysis Guidelines that include MMLOS standards specific to Chico to supersede the LOS standards. The MMLOS standards will apply to City maintained roadways and will allow for flexibility as necessary to recognize site-specific constraints, such as protecting sensitive resources, or ensuring pedestrian and bicycle safety.~~

~~Policy CIRC 1.6 (Multimodal LOS Standards) – After adoption of MMLOS standards, maintain adequate MMLOS at intersections and along roadway segments as defined in the City's Transportation Impact Analysis Guidelines called for in Action CIRC 1.5.1.~~

~~Action CIRC 1.6.1 (Collect Multimodal Data) – Collect and analyze multimodal data for the City's intersections and roadway segments, paying particular attention to higher traffic volume~~

~~intersections. Use this information on multimodal travel behavior to update, refine, and recalibrate, if necessary, the City's Travel Demand Forecasting Model, which projects future traffic volumes.~~

~~Action CIRC 1.6.2 (Travel Demand Model) — Enhance the City's Travel Demand Forecasting Model to include the effects of smart growth on travel behavior and measure how changes in land uses and transportation facilities can reduce vehicle miles traveled and greenhouse gas emissions.~~

Policy CIRC-3.1 (Bikeway Master Plan) – Implement ~~and update the Chico's Urban Area~~ Bicycle Master Plan. ~~(CUABP) consistent with the goals and policies of the General Plan.~~

Action CIRC-3.1.1 (Add Bicycle Facilities) – Incorporate bicycle facilities identified in the CUABP Bicycle Master Plan into public road construction projects and private development projects.

Action CIRC-3.1.3 (Bicycle Crossings) – Identify and pursue funding to construct crossings at creeks, railroads, and roadways consistent with the Bicycle Master Plan~~Chico Urban Area Bicycle Plan~~ to improve bicycle and pedestrian connectivity.

Action CIRC-3.1.5 (Bikeway Map) – Promote bicycle use by providing an updated map of Chico's bikeways, as necessary, to bicycle stores, CSU Chico, and other key meeting places for bicyclists.

Action CIRC-3.3.1 (Bikeway Requirements) – Require pedestrian and bicycle connections to the Citywide bikeway system every 500 feet, where feasible, as part of project approval and as identified in the Bicycle Master Plan.~~Chico Urban Area Bicycle Plan.~~

Action CIRC-3.6.1 (Bicycle Parking and Facilities) – ~~Update~~ Maintain standards in the Municipal Code ~~requirements~~ for bicycle parking, and ~~include where appropriate, requirements for~~ bicycle-support facilities, ~~such as personal lockers and showers.~~

Policy CIRC-4.1 (Pedestrian Master Planning) – Continue to integrate and highlight pedestrian access and dual use bicycle and pedestrian pathways in the Bicycle Master Plan.~~Chico Urban Area Bicycle Plan.~~

Action CIRC-4.2.2 (Neighborhood Planning of Street Improvements) – ~~Continue to use the neighborhood planning process~~ Use neighborhood plans to identify neighborhood priorities for the improvement of existing streets, including pedestrian facilities.

Action CIRC-6.2.1 (Routing Alternatives) – ~~Continue to p~~ pursue ~~additional~~ passenger flights to and from Chico with varied origins and destinations.

Action CIRC-8.1.1 (Parking Standards) – ~~Amend~~ Maintain the Municipal Code ~~to establish~~ parking standards that support trip reduction goals by:

Action CIRC-8.1.2 (Parking Requirements) – ~~Amend the~~ Maintain standards in the Municipal Code ~~to that~~ include minimum and maximum parking requirements that reduce surface parking area and ensure areas are not over-parked based on development intensity, proximity to transit stations, and availability of nearby on-street parking and parking facilities.

Community Design Element

Revise and delete Policies and Actions as follows:

~~Action CD-2.2.1 (Update Design Guidelines) – Update the City Design Guidelines Manual to incorporate desired edge treatment solutions for a variety of conditions.~~

Action CD-6.1.1 (Gateway Integration) – As part of roadway improvement projects, integrate artistic gateway features at the following locations:

- State Route 99 near Southgate and Entler Avenues
- Park Avenue near 20th Street
- East 8th and 9th Streets between State Route 99 and Main Street
- State Route 99 near Garner Lane
- Highway 32 between ~~WE~~. East Avenue and Lindo Channel
- Highway 32 near Yosemite Drive.

Downtown Element

Revise and delete Policies and Actions as follows:

Action DT-2.3.1 (Allowed Uses) – ~~Amend~~ Maintain the Municipal Code to allow frequently visited, resident-serving uses by right in Downtown.

Action DT-3.2.1 (Ground-floor Uses) – ~~Amend~~ Maintain the Municipal Code to ~~establish a retail zoning district in~~ ensure the North Downtown zoning district that requires development to incorporate retail or other uses that contribute to increased pedestrian activity on the ground-floor and requires use permit approval for other ground-floor uses.

Action DT 4.2.1 (New Construction) – New construction in Downtown North will have a minimum building height of two-stories, or no less than the average height of the existing buildings on both sides of the block in which the building is located, whichever is greater.

Action DT-4.3.1 (South Downtown Zoning) – ~~Amend~~ Maintain the Municipal Code to allow uses that attract pedestrian activity and limit uses that could detract from the pedestrian-oriented character of South Downtown.

Action DT-7.2.1 (Downtown Parking Requirements) – ~~Amend~~ Maintain the Municipal Code to eliminate minimum parking requirements in North Downtown, and reduce or eliminate minimum parking requirements in South Downtown.

Action DT-8.1.2 (Historic Building Preservation) – ~~Apply the Landmark Overlay zoning district to~~ preserve and protect buildings of special historic or architectural interest within a Downtown ~~Historic Overlay Zoning District.~~

Economic Development Element

On pg. 7-4 – 7.5, delete discussion regarding *Redevelopment Agency Tools*, as follows:

~~Redevelopment Agency Tools~~

~~Redevelopment is a tool created by State law to assist local governments in revitalizing deteriorated and blighted areas. When a redevelopment agency is formed, it adopts a redevelopment plan defining one or more redevelopment project areas and the blight which will be eliminated within those areas. After a project area is established, future increases in property taxes within that area are allocated to the redevelopment agency; this is referred to as the tax increment and is the source of funding for redevelopment agencies.~~

~~Redevelopment agencies are limited in the ways they can spend money. For example, agencies can use funds to acquire property and build public buildings and infrastructure, but they cannot pay for maintenance or providing services. Redevelopment agencies are generally required to spend money for projects located within designated project areas, although there are some exceptions. Redevelopment agencies can be useful tools in assembling land for redevelopment and providing public infrastructure which is necessary to encourage private development and investment that will expand business opportunities and create jobs.~~

~~The Chico Redevelopment Agency (RDA) project area is shown in **Figure ED-1**. While the RDA is distinct from the City, its activities are closely coordinated with City priorities. The RDA Five Year Implementation Plan identifies criteria for RDA investment, including meeting General Plan goals such as improving infrastructure, supporting infill, readying sites for investment, redeveloping the Opportunity Sites, and developing mixed-use projects. **Page 3-9** of the Land Use Element identifies specific tools that the RDA possesses that can spur investment and economic development.~~

Revise and delete Goals, Policies, and Actions as follows:

Action ED-1.3.2 (Development Standard Enhancements) – ~~Amend the Municipal Code Continue to seek opportunities~~ to simplify and streamline the permitting process, including allowing more uses outright subject to development standards.

~~Goal ED 3: — Maintain a redevelopment strategy that encourages revitalization of existing neighborhoods, along with successful commercial and employment centers.~~

~~Policy ED 3.1 (Redevelopment Project Areas) — Consistent with the General Plan and the City's Economic Development Strategy, identify areas and projects that support infill, mixed use, and redevelopment in the Opportunity Sites which could benefit from Redevelopment Agency participation and support.~~

~~Action ED 3.1.1 (Five Year Implementation Plan) — Partner with the Redevelopment Agency to update, adopt, and realize the Redevelopment Agency's Five Year Implementation Plan.~~

Parks, Public Facilities, and Services Element

Revise and delete Actions as follows:

~~Action PPF5-5.1.4 (Groundwater Protection Development Standards) — Amend the Municipal Code to include development standards that protect groundwater recharge areas.~~

Action PPF5-5.1.5 (Monitor Groundwater Levels ~~as Indicator~~) – Utilize the annual comprehensive groundwater monitoring data collected by the Butte County Department of Water & Resource Conservation to assess the quality and quantity of water for the Chico area. ~~se groundwater levels as one of the sustainability indicators to measure the City's progress toward sustainability as directed by SUS 1.2.1.~~

Action PPF5-8.1.7 (Commercial and Industrial Recycling) – ~~Amend the sections of the Municipal Code pertaining to solid waste and recycling to apply to~~ Require compliance with the State-wide Mandatory Commercial Recycling requirements for commercial and industrial customers.

Open Space and Environment Element

Revise and delete Policies, and Actions as follows:

Action OS-2.1.1 (Open Space Plan) – Develop ~~and adopt~~ an Open Space and Greenways Master Plan that catalogues the City's open space land holdings, ensures that management and maintenance programs are in place, identifies long-term funding, coordinates with other public

and private open space holdings, and prioritizes additional open space acquisitions, dedications, and easements to enhance connectivity, protect resources, and facilitate public access and circulation.

~~Action OS-2.4.2 (Foothill Design Guidelines) — Update City’s Design Guidelines Manual to address viewshed issues associated with foothill development.~~

~~Action OS-4.1.1 (Air Quality Impact Fee) — In cooperation with the Butte County Air Quality Management District, ensure the District or the City develops an air quality impact fee for projects in the City of Chico as one method to further mitigate air quality impacts.~~

Action OS-4.1.~~12~~ (Air Quality Impact Mitigation) – During project and environmental review, evaluate air quality impacts and incorporate applicable mitigations, including payment of air quality impact fees, to reduce impacts consistent with the Butte County Air Quality Management District’s CEQA Air Quality Handbook.~~requirements.~~

Action OS-4.1.~~23~~ (Wood Burning) – Implement measures to reduce air pollution from wood burning.

Action OS-4.1.~~34~~ (Pollution from City Equipment) – As viable alternatives become available, replace City-owned, gas-powered equipment with less polluting models.

Action OS-4.1.~~45~~ (Leaf Removal) – Enforce the City’s no burn regulations, encourage composting, and continue the residential leaf pick-up program.

Action OS-4.1.~~56~~ (Reduce Traffic Pollution) – Reduce pollution from traffic by providing a well-connected circulation system with complete streets, enhancing bicycle facilities, supporting transit, and implementing traffic calming techniques such as roundabouts, narrowed streets, and chicanes.

Policy OS-4.3 (Greenhouse Gas Emissions) – Implement and ~~periodically~~ update, as necessary, the Climate Action Plan to achieve incremental greenhouse gas emissions reductions.

~~Action OS-6.1.3 (Tree Planting Program) — Develop and implement a tree planting program as a mitigation method to reduce air quality impacts and improve carbon sequestration.~~

Cultural Resources and Historic Preservation Element

No revisions.

Safety Element

No revisions.

Noise Element

No revisions.

Appendix A. Glossary

No revisions.

Appendix B. Opportunity Sites

On pg. B-15 delete text regarding Pomona Avenue Opportunity Site (#14) as follows:

~~14) Pomona Avenue Opportunity Site~~

~~This site, located adjacent to the Greenline, is partially within the City limits and includes a mixture of residential densities. Due to the site's proximity to CSU Chico and Downtown, it presents an opportunity for increased residential densities. The site also includes a small area designated for Neighborhood Commercial development along Dayton Road to allow for expansion of the existing, small commercial center. New development within this site will need to be compatible with commercial agriculture operations to the west, south and east.~~

Delete Figure 14 – Pomona Avenue.

Appendix C. Special Planning Areas

No revisions.

Appendix D. Land Use Projections

No revisions.