

This section describes existing land uses, proposed land use designations, future potential development patterns, and evaluated land use impacts resulting from implementation of the proposed General Plan Update. Key issues addressed in this section include conflicts with land use plans/policies and incompatibilities between land uses. Refer to Section 4.2, Agricultural Resources, for discussions regarding agricultural land use.

4.1.1 EXISTING SETTING

LOCAL SETTING

The Planning Area includes the city boundaries, the City's Sphere of Influence (SOI), and the City's Planning Area. Definitions of these specialized terms used to describe geographic areas are described below.

- **City limits** are the current legal boundaries of the City of Chico.
- **Sphere of Influence (SOI)** is the incorporated city limits plus the area intended for eventual annexation to the City of Chico, to be developed at urban densities. The City is required to assign General Plan land use pre-designations and rezoning districts to those lands outside the city limits but inside the Sphere of Influence.
- **Planning Area** is approximately 150 square miles of land in the west-central portion of Butte County (Figures 1-1 and 3-1 of the 1994 General Plan). The Planning Area includes all land within the City limits, land within the City's designated SOI, and other land in unincorporated Butte County outside of these boundaries which, in the planning agency's judgment, relates to the City's planning efforts.

The existing City of Chico 1994 General Plan and the Chico Municipal Code govern the land uses in the City, while the Butte County General Plan and Zoning Ordinance apply to areas outside the City limits.

EXISTING LAND USE WITHIN AND ADJACENT TO THE CITY

A key natural feature of the City and Planning Area is the series of creeks and waterways that drain westward to the Sacramento River. Each of these creeks, including Mud Creek, Sycamore Creek, Lindo Channel (Sandy Gulch), Big Chico Creek, Little Chico Creek, Butte Creek, Dead Horse Slough, and Comanche Creek, are important physical elements in providing structure and orientation to the city. These waterways penetrate the urban fabric, providing important stormwater management corridors, human and animal movement corridors, and valuable urban open spaces and frequently form boundaries to neighborhoods and districts within the city. Another prominent feature in the city is Bidwell Park. Bidwell Park stretches over 10 miles along Big Chico Creek from the Sierra Nevada foothills to the valley floor.

Chico has expanded outward from the historic core into the surrounding landscape with parcels of a generally increasing size and lower density. The growth of the city can also be seen in the age and nature of the housing stock relative to distance from the historical core, with some of the oldest residential neighborhoods located around the core downtown area and the age of the housing stock generally decreasing as distances increase from the center of the city. The historic core of the City developed in large part upon a grid framework of blocks, streets, and public spaces. The eight- to nine-block-wide stretch between Big and Little Chico creeks, referred to as Downtown, comprises most of the original township commissioned in 1860 by John Bidwell and laid out by land surveyor J. S. Henry.

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While some notable exceptions do exist within the city, most of the recent larger-scale residential development has occurred on the periphery of the city. Examples of outward expansion of the city include the Doe Mill neighborhood, the Hancock Park development, Hillview Terraces, and the developing Northwest Chico Specific Plan area. In the newer areas of the City having more traditional suburban design, the rights-of-way for the streets are typically wider than those projects using the City's Traditional Neighborhood Development (TND) standards (Meriam Park) or new urbanist design principles, such as Doe Mill.

Manufacturing and warehousing uses are generally located on the periphery of the City with concentrations located in the southern portion of the city and around the airport (Hegan Lane, South Park Avenue, and the Airport Industrial Park). Community and regional commercial uses are mostly located along State Route (SR) 99, the primary regional roadway corridor, and community and local-serving commercial is generally located along highly used transportation corridors (such as Esplanade, East Avenue, Mangrove Avenue).

Existing uses on lands outside the boundaries of the Chico Sphere of Influence are primarily agricultural, agricultural residential, and rural residential in character. Some single-family residential homes on lots ranging from 1 acre to 20+ acres are being built on unincorporated lands adjacent to and surrounding the city. This development is particularly focused to the north of the city along Hicks Lane and Keefer Road in Butte County and to the south along Speedway Avenue and Entler Avenue. In these areas, large homes on large lots have been built along existing roads and transportation routes, though these land uses are interspersed with orchards, field crops, and grazing land. Lands northeast and east of the Sphere of Influence are used for seasonal grazing of livestock. The presence of the "Greenline" on the west side of the city has limited growth and westward expansion and has effectively reinforced the city's compact urban form and promoted infill.

Table 4.1-1 provides a breakdown of acres of existing land uses within the city limits and SOI.

**TABLE 4.1-1
EXISTING LAND USES**

Land Use Category	Acres
Single-Family Residential	5,642.8
Multi-Family Residential	1,457.6
Agricultural	2,038.5
Water Resources and Drainage	710.4
Miscellaneous (rights-of-way, common areas, vacant lands, undetermined)	4,670.9
Parks	3,614.8
Open Space	884.3
Retail	624.5
Services	625.1
Manufacturing, Assembly, Processing, and Warehousing	742.0
Recreation	394.7
Public/Quasi Public	1,160.7
Medical Services	55.1
Education and Assembly	631.6

4.1.2 REGULATORY FRAMEWORK

FEDERAL

Federal Aviation Administration

Federal law sets forth standards contained in Federal Aviation Regulations (FAR) Part 77, "Objects Affecting Navigable Airspace." This regulation requires FAA notification of any construction or alteration located within a series of imaginary surfaces established in FAR Part 77. The law was established for use by local authorities to control the height of objects near airports. The FAR Part 77, Airport Safety Areas Map and Land Use Compatibility Chart for Aircraft Noise is a graphic depiction of this regulatory criterion. Not all obstructions are a hazard to air navigation. The FAA presumes the obstruction to be a hazard until a FAA aeronautical study determines that it does not have a substantial adverse effect on the safe and efficient use of navigable airspace.

The FAA cannot prohibit the construction of any structure determined to be a hazard. However, state law may prohibit the construction of any structure that would penetrate any imaginary surface defined in FAR Part 77 unless the State Division of Aeronautics has issued a permit allowing its construction.

LOCAL

Butte County General Plan/Proposed Butte County General Plan 2030

Existing Butte County General Plan

The Butte County General Plan provides policy guidance and land uses for all of the unincorporated lands within the County of Butte. The various elements of the Butte County General Plan were adopted or amended between 1971 and 2004 and continue to serve as the guiding policy document for planning in the unincorporated areas of the county today. The Butte County General Plan establishes the following general land use designations in the Planning Area around the City of Chico;

- West: Orchard and Field Crop (5 to 40 acres/dwelling unit)
- North: Agricultural Residential (1 to 40 acres/dwelling unit)
- East: Agricultural Residential (1 to 40 acres/dwelling unit) and Grazing and Open Lands (40 to 160 acres/dwelling unit)
- South: Orchard and Field Crop (5 to 40 acres/dwelling unit) and Grazing and Open Lands (40 to 160 acres/dwelling unit)

The Butte County General Plan generally designates those lands located west of State Route 99 and west of the Chico Urban Area Greenline with the Orchard and Field Crop land use designation. North of the City of Chico, the Butte County General Plan designates the majority of the area with the Agricultural Residential land use designation extending north of the city to north of Keefer Road. The exceptions to this designation are the area west of the Chico Municipal Airport and encompassed within the North Chico Specific Plan and the area located east of the Esplanade and west of State Route 99. The North Chico Specific Plan area is designated with a combination of residential land use having urban level development densities

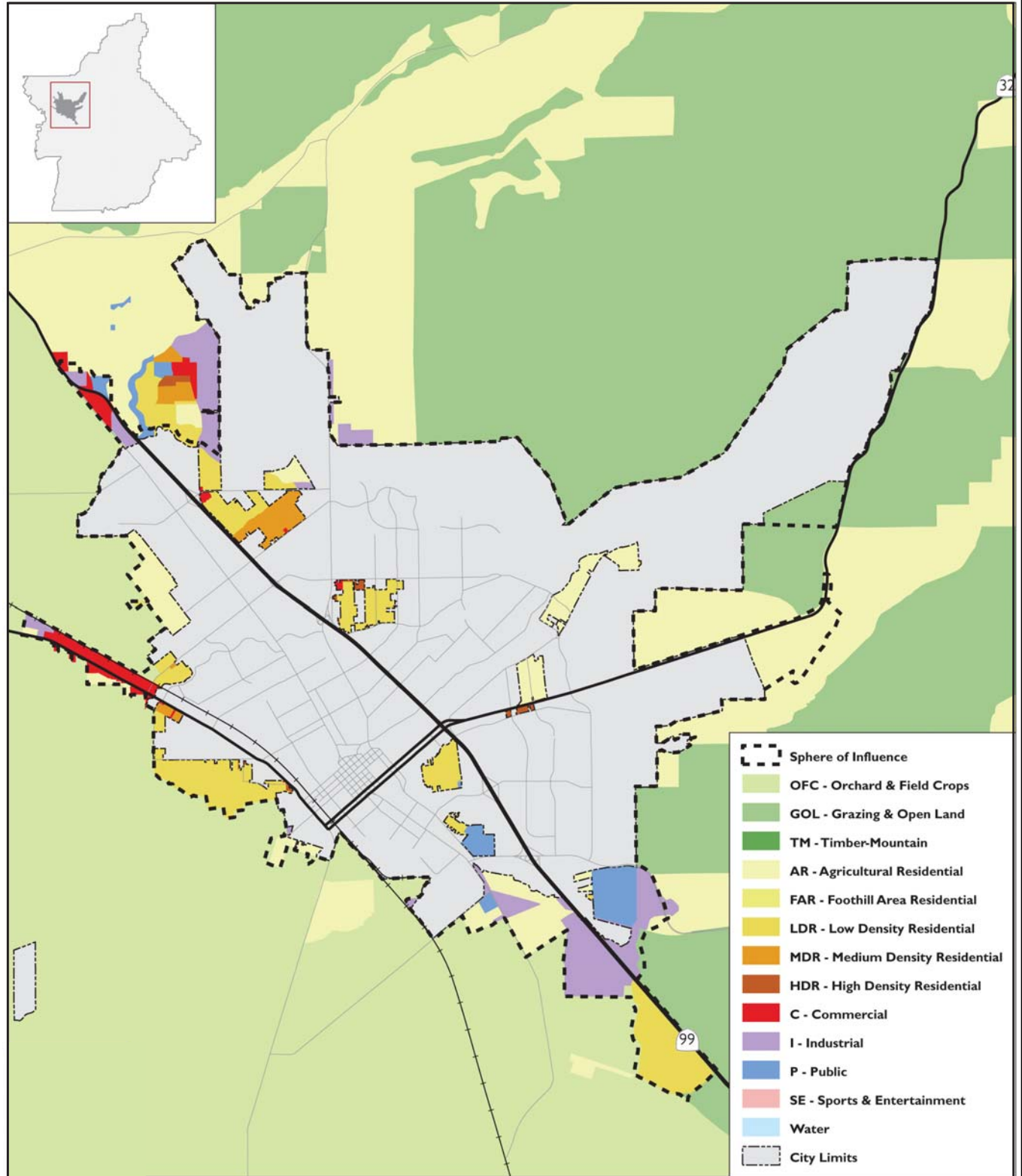
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of up to 13 dwelling units per acre (east of Mud Creek and west of Hicks Lane) and industrial land use west of the Chico Municipal Airport (east of Hicks Lane). The area east of the City of Chico is generally designated Grazing and Open Land with the exception of lands west of Cohasset Road and north of Thorntree Drive and the lands bordering State Route 32 to Humboldt Road and the Stilson Canyon area, which have the Agricultural Residential land use designation. To the south of the City of Chico, the County General Plan designates most of the area west of SR 99 with the Orchard and Field Crop designation and the area east of SR 99 with the Grazing and Open Lands designation. The exceptions in this area include the Butte Creek Country Club area, which is designated Low Density Residential (up to 6 dwelling units per acre), and the area between the Skyway and north of Honey Run Road, which is designated Agricultural Residential.

Proposed Butte County General Plan 2030

Like the City of Chico, Butte County is currently in the process of updating its general plan (public draft released in September 2009), which includes land use planning of some areas that are also addressed in the City of Chico's proposed General Plan Update. Based on the County's current project schedule, the County anticipates formal consideration of the Butte County General Plan 2030 in the fall of 2010. As shown on **Figure 4.1-1**, the Butte County 2030 General Plan designates a majority of the land to the west of the City of Chico with the Orchard and Field Crops (OFC) land use designation. The land to the south of Chico has also been designated as OFC by Butte County, as well as Industrial (I) and Medium Density Residential (MDR). To the east of Chico, the majority of the land is designated by Butte County as Grazing and Open Land (GOL), with some lands designated as Agricultural Residential (AR). The land to the north of Chico is designated by Butte County as GOL and AR.

While the two General Plan Updates (Butte County and City of Chico) have overlapping Planning Area boundaries, Butte County will have formal authority and jurisdiction over the land outside of the city boundaries unless a formal agreement is otherwise established.



Source: Butte County Geographic Information Systems

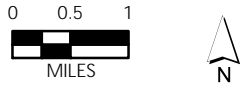


Figure 4.1-1
Proposed Butte County General Plan Update
Land Uses in Chico Area

North Chico Specific Plan (NCSP)

The Butte County-adopted North Chico Specific Plan encompasses approximately 3,590 acres of land located north of the City of Chico and bounded by Sycamore Creek on the south, State Route 99 on the west, Rock Creek on the north, and Chico Municipal Airport on the east. A small portion of the plan area (approximately 170 acres), north of Eaton Road and south of Sycamore Creek is envisioned as a "village core" with nonresidential and higher-density residential development surrounded by areas of decreasing density. To support the adopted land use map, a new north-south arterial road is planned to provide access to the core utilizing the existing Hicks Lane and a new east-west arterial is planned to provide access to the core area from SR 99.

The majority of the area is planned for low-density suburban residential development (1- to 3-acre lots) with higher-density development occurring within the village core area (up to 18 dwelling units per acre). The plan proposes development to include up to 2,803 new residential dwelling units with commercial and industrial land uses supporting the new residential areas. The plan proposes a trail system composed of class I and II bike facilities and various pedestrian paths focused on Mud and Sycamore creeks and the proposed circulation system. Implementation of the plan is supported by two financing districts. A Community Finance District (CFD) is proposed for the area east of Mud Creek and north of Eaton Road, and a Special Assessment District is planned along SR 99, north of Mud Creek.

Chapman-Mulberry Neighborhood Plan

A Butte County neighborhood plan was adopted in 1999 for the Chapman/Mulberry area, which includes two unincorporated "islands" located within the Chico urban area. The Chapman-Mulberry Neighborhood Plan area is approximately 300+ acres in size and is located in two proximate locations generally described as south of 10th Street, east of Boucher Street, north of 20th Street, and west of Guill Street (Chapman Neighborhood) and between Fair Street and Elm Street between 21st and 23rd streets (Mulberry Neighborhood).

At the time of the preparation of the Chapman-Mulberry Neighborhood Plan, the area contained approximately 800 dwelling units and had a population of approximately 2,100. The Chapman-Mulberry area is nearly fully developed with the large majority (73 percent) of the housing stock within the plan area being constructed prior to 1950. The plan area is lacking in infrastructure including sidewalks, curbs, gutters, and storm drainage facilities, but does support a healthy urban forest, is in close proximity to local and regional parks, and is served by a neighborhood school.

The purpose of this Plan is to preserve and enhance the single-family residential character of these neighborhoods and to promote their revitalization. The Chapman-Mulberry Neighborhood Plan contains various policies designed to strengthen the core residential areas, address land use incompatibility issues, encourage the installation of urban infrastructure, and strengthen efforts to integrate the neighborhood into the Chico urban fabric. The Chapman/Mulberry Neighborhood Plan establishes Butte County General Plan land use designations for the area and a "Chapman/Mulberry" overlay zoning district. The Chapman/Mulberry Neighborhood Plan includes modifications to zoning for the Chapman/Mulberry Neighborhood area, identifies locations for street improvements, and establishes street design guidelines through standard street cross-sections. The street cross-sections identify lane widths, location of parking, location of sidewalk or shoulder, and location of planning strips. The zoning ordinance was modified to create a C/M (Chapman/Mulberry Combining) Zone, which is applied as an overlay in the Chapman/Mulberry Neighborhood area. This zone includes design standards that focus on

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orienting homes toward the street and requires new homes to plant street trees from an approved list. It also requires screening of parking lots and regulates lighting, noise, and visual impacts associated with commercial and industrial land uses.

The Implementation Program of the plan contains nine implementation actions to encourage coordination with the City of Chico, eliminate septic tank usage, develop neighborhood design guidelines, and encourage revitalization and reinvestment in the plan area.

In 2004, the City of Chico reviewed the County Chapman-Mulberry Neighborhood Plan for consistency with existing City General Plan policies, zoning, and code requirements, and completed a review of the status of Plan policies since its adoption in 1999. City Staff determined that several policies had already been implemented and therefore were no longer applicable, that a number of the development standards in the County's Plan were so similar to existing City standards that creating new standards was unnecessary and potentially confusing, that certain County zoning designations were inconsistent with existing uses, and, in some cases, that policies set forth in the County's Plan were not compatible with City policy. As a result, the City developed its own Chapman/Mulberry Neighborhood Plan (described below), which is consistent with the County Plan's goal to preserve and enhance the single-family residential character of the Neighborhood and promote economic revitalization.

Butte County Airport Land Use Compatibility Plan

The Butte County Airport Land Use Compatibility Plan affects lands within the Planning Area, generally within a 14,000-foot radius of the runway centerline of the Chico Municipal Airport and within a 9,000 foot radius of the runway centerline of the Ranchoero Airport. The document establishes policies and guidelines by which the Butte County Airport Land Use Commission may assess the compatibility of development projects. The Butte County Airport Land Use Commission (ALUC) adopted the Compatibility Plan in 2000. State law requires that upon adoption of such a plan, the ALUC make a determination of whether the City's General Plan and zoning are consistent with that plan. If the ALUC finds it is not consistent, then the City is required to either amend that plan or override the ALUC's findings. After adoption of the CLUP in 2000, ALUC did find that the City's General Plan was inconsistent and the City did not take either of those actions. Therefore major projects that fall within the airport compatibility zones (much of the north part of the city) have required individual ALUC review. The Airport Land Use Commission, working with the City of Chico, did adopt a development "infill map" and infill guidelines within the adopted Compatibility Plan, generally within the B2 compatibility zone at the southern end of the CMA, which provided guidelines whereby parcels of land currently zoned for or developed with development at densities not supported by the plan can be processed and completed. The reader is referred to Section 4.4, Human Health/Risk of Upset, for a discussion of hazards related to the overflight zone.

Butte County Association of Governments

The Butte County Association of Governments (BCAG) is an association of all the local governments within Butte County. Its members include the cities of Biggs, Chico, Gridley, and Oroville, the Town of Paradise, and the County of Butte. BCAG's primary responsibility is to prepare all state and federally required transportation plans and programs that are necessary for securing transportation funding for highways, streets and roads, transit, bike and pedestrian facilities, and other transportation modes. BCAG is also a forum for the study/resolution of regional transportation issues and ensures that there is public participation in the transportation planning and decision-making process. BCAG also adopts the Regional Housing Needs Plan

allocating affordable housing responsibilities (BCAG, 2009a). Additionally BCAG is leading the HCP/NCCP process described in more detail below.

Butte Local Agency Formation Commission (Butte LAFCo)

Butte LAFCo promotes efficient governmental organization and service delivery while protecting agricultural and open space lands, approves changes to local governmental boundaries (incorporations, annexations, etc.), and prepares spheres of influence designating the logical physical boundary and service areas for each city and special district. Under the Cortese-Knox Hertzberg Local Government Reorganization Act of 2000 (Government Code Section 56000, et seq.), Butte LAFCo is the agency responsible for coordinating, directing, and overseeing logical and timely changes to local governmental boundaries, incorporation of cities, reorganizations, and the formation of special districts. Under state law, Butte LAFCo is charged with:

- Ensuring orderly growth by the annexation of land within an adopted SOI;
- Promoting logical and efficient public services for cities and special districts;
- Streamlining governmental structure; and
- Discouraging urban sprawl through the premature conversion of prime agricultural and open space lands to urban uses.

Proposed Butte Regional Habitat Conservation Plan (HCP) and Natural Community Conservation Plan (NCCP)

The Butte Regional HCP/NCCP is being coordinated by the Butte County Association of Governments (BCAG) on behalf of the cities of Biggs, Chico, Gridley, and Oroville and the County of Butte. The HCP/NCCP is a voluntary plan that would provide comprehensive species, wetlands, and ecosystem conservation and contribute to the recovery of endangered species within the plan area while also providing a more streamlined process for environmental permitting. The reader is referred to Section 4.10, Biological Resources, for additional information on the HCP/NCCP.

City of Chico

Chico Municipal Code

The City of Chico Land Use and Development Regulations (Title 19, Chico Municipal Code) implement the General Plan as it pertains to parcel-specific standards for development. All development must comply with both land use and development regulations. The City's Municipal Code applies to the incorporated area of the City. By state law, the Municipal Ordinance must be consistent with the adopted General Plan. The purpose of the Code is to promote and protect the public health, safety, and general welfare through a Zoning Map and regulations that provide for:

- The classification of areas of the city into several zoning districts;
- The protection of the established character of the city and orderly development by regulating the uses of land, and the location, size, and character of structures or improvements erected or placed on the land, including alterations or additions to existing structures or improvements;

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- The implementation of the policies and goals in the Chico General Plan to achieve the arrangement of uses described in that plan that foster convenient, compatible, and workable relationships among these land uses;
- The promotion of economic stability of existing land uses consistent with the economic development policies of the General Plan;
- The preservation and enhancement of environmental resources and sensitive natural habitats, consistent with the resource management policies of the General Plan; and
- The fostering of development patterns that promote energy conservation and efficient land use, and offer alternatives to automobile use by establishing densities and intensities that provide transit feasibility, and thereby also provide air quality benefits.

Neighborhood Plans

The City of Chico is involved in several neighborhood planning efforts in partnership with neighborhood associations and other community members. Plans have recently been adopted for the Avenues Neighborhood and the Southwest Chico Neighborhood. The Chapman/Mulberry Neighborhood Plan was adopted in October 2004.

The Avenues Neighborhood Improvement Plan

In 2005 and 2006, the City, the Chico Avenues Neighborhood Association, and other community members and institutions met in an effort to improve the quality of life and enhance the established character of the Avenues Neighborhood. The Avenues Neighborhood is approximately 830 acres, or 1.3 square miles, and contains 2,120 parcels and approximately 3,860 residential units. The Avenues is an established neighborhood located north of the university, south of Lindo Channel, west of Mangrove Avenue, and east of Nord Avenue. The neighborhood also encompasses a portion of the Esplanade. The purposes of the Avenues Neighborhood Plan are to articulate a vision for the plan area; to provide guidance and set priorities for future public improvements and capital projects in the plan area; and to serve as a focal point for neighborhood involvement, programs, and projects. The Avenues Neighborhood Improvement Plan was adopted by the City Council on April 15, 2008.

Southwest Chico Neighborhood Improvement Plan

In March 2007, work on the Southwest Chico Neighborhood Improvement Plan began with a meeting between City staff and community representatives from the plan area. The plan area is roughly 1.2 square miles (654 acres), with a mix of residential, commercial, manufacturing, and light industrial uses. The Southwest Chico Neighborhood Improvement Plan sets a long-term vision and provides tools to steer future growth, development, and investment. The purposes of this neighborhood plan are to articulate a clear vision; to provide guidance for future public improvements and capital projects; and to serve as a focal point for neighborhood involvement, activities, programs, and projects. The Southwest Chico Neighborhood Improvement Plan was adopted by the City Council on December 2, 2008.

Chapman/Mulberry Neighborhood Plan

In 2004, at the request of Butte County and in an effort to provide consistency between City and County zoning and development standards in the Chapman and Mulberry neighborhoods, the City adopted the Chapman-Mulberry Neighborhood Plan, which closely mirrored a plan

previously adopted by the County. The plan focuses on housing rehabilitation and capital improvements within the Chapman/Mulberry area, as well as maintaining the neighborhood's unique rural character. The neighborhood plan is applied as portions of the Chapman/Mulberry neighborhood are annexed into the city. The Chapman/Mulberry Neighborhood Plan was adopted by the City Council on October 5, 2004.

City of Chico Redevelopment Areas

The Chico Redevelopment Agency was formed in 1980. Since that time, the Agency has been providing public improvements, economic development activities, and affordable housing. The Chico Redevelopment Agency currently has four adopted Redevelopment Projects Areas, each of which is governed by a Redevelopment Plan. The four existing Redevelopment Projects Areas are as follows:

- Southeast Chico Redevelopment Project Area
- Chico Municipal Airport Redevelopment Project Area
- Central Chico Redevelopment Project Area
- Greater Chico Urban Area Redevelopment Project Area

As required by law, each Redevelopment Plan contains the proposed redevelopment actions, the permitted land uses in the project area, the methods to finance the projects, and various provisions outlining how the redevelopment areas will function and operate. All of the Redevelopment Project Areas within the Chico Urban Area provide land use maps and goals and objectives for each area. In all four of the Redevelopment project areas, the land uses permitted within the project area are consistent with the land uses outlined in the City's proposed General Plan Update.

The goal of redevelopment is to rebuild and improve commercial and industrial areas as well as neighborhoods that already exist through focusing attention and financial investment to reverse deteriorating trends. Redevelopment benefits all inhabitants and property owners in the community by enhancing property values, economic health, and the quality of life of a community.

4.1.3 IMPACTS AND MITIGATION MEASURES

STANDARDS OF SIGNIFICANCE

Based on Appendix G of the CEQA Guidelines, land use impacts are considered to be significant if the following could result from the implementation of the proposed General Plan Update:

- 1) Physically divide an established community.
- 2) Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to, the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect.

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- 3) Conflict with any applicable habitat conservation plan or natural community conservation plan.

METHODOLOGY

Evaluation of potential land use impacts within the City of Chico resulting from implementation of the proposed General Plan Update was based on a review of planning documents pertaining to the City of Chico, including the existing 1994 City of Chico General Plan, Neighborhood Plans, Redevelopment Area Plans, and the City of Chico Municipal Code; a field review of the city and surrounding areas; a review of planning documents pertaining to lands adjacent to the proposed project including the Butte County General Plan; and consultation with appropriate agencies.

The analysis herein is based on build-out conditions for the City of Chico as provided in Section 4.0, Introduction to the Environmental Analysis and Assumptions Used. This analysis does not assess impacts associated with the phasing of projects or interim improvements.

The focus of this land use analysis is on land use impacts that would result from the General Plan Update policy document and Land Use Diagram. Specific impacts and issues associated with population and housing, hazards, geology and soils, hydrology, aesthetics, recreation, cultural resources, biological resources, and public services and utilities are addressed in each technical section, and the reader is referred to other EIR sections for detailed analyses of other relevant environmental effects as a result of plan development.

The following proposed General Plan Update policies and actions address impacts to land use compatibility and land use consistency:

- Action LU-1.1.2 (Coordinated Planning) – Consult with Butte County and other entities, as appropriate, to facilitate a coordinated approach to land use planning within the Planning Area.*
- Policy LU-1.2 (Growth Boundaries/Limits) – Maintain long-term boundaries between urban and agricultural uses in the west and between urban uses and the foothills in the east, and limit expansion north and south to ensure a more compact urban form.*
- Action LU-1.2.1 (Greenline) – Retain the Greenline.*
- Action LU-1.2.2 (Foothill Development) – Apply the City's Foothill Development Standards to projects in foothill areas.*
- Policy LU-1.3 (Growth Plan) – Maintain balanced growth by encouraging infill development where City services are in place and allowing expansion into Special Planning Areas.*
- Action LU-1.3.2 (Special Planning Area Studies) – Require financing plans, infrastructure phasing plans, and other studies as applicable in connection with development applications for Special Planning Areas.*
- Action LU-1.3.3 (LAFCo Coordination) – Require that applications for sphere of influence updates and amendments, as well as annexations, are consistent with Local Agency Formation Commission requirements,*

and include a conceptual plan for the affected territory, including pre-zoning and a plan for infrastructure financing and phasing.

- Policy LU-2.3 (Sustainable Land Use Pattern) – Ensure sustainable land use patterns in both developed areas of the City and new growth areas.
- Action LU-2.3.1 (Provide Incentives) – To support desired development patterns and economic development opportunities, continue use of, and expand as appropriate, City incentives, including but not limited to:
- Priority project processing
 - Deferral of development impact or permit fees
 - Flexibility in development standards such as parking, setbacks, and landscaping requirements
 - Density bonuses
 - Support for infrastructure upgrades
- Action LU-2.3.2 (Allowed Uses) – Amend the Municipal Code to reflect the General Plan's land use designations.
- Policy LU-2.4 (Land Use Compatibility) – Promote land use compatibility through use restrictions, development standards, and special design considerations.
- Action LU-2.4.1 (Update Zoning Code) – Establish 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 the Zoning Map to be consistent with the General Plan Land Use Diagram.
- Action LU-2.4.4 (Design Guidelines) – Maintain and update, as necessary, the City's Design Guidelines Manual.
- Action LU-2.5.1 (Resource Constraint Overlay) – For properties with the Resource Constraint Overlay, which highlights known sensitive resource areas, allow land owners to conduct more detailed environmental studies and coordinate with resource agencies to determine actual development potential. Development proposals for a density or intensity of use above that assumed for the purposes of General Plan projections and the General Plan Update EIR will require additional environmental review.
- Policy LU-2.6 (Agricultural Buffers) – Require buffering for new urban uses along the City's Sphere of Influence adjacent to commercial crop production. Landscaping, trails, gardens, solar arrays, and open space uses are permitted with the buffer. Design criteria for buffers are as follows:

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- A minimum 100-foot-wide physical separation, which may include roadways and creeks, between the agricultural use and any habitable structure.
 - Incorporate vegetation, as may be needed to provide a visual, noise, and air quality buffer.
- Policy LU-2.7 *(General Plan Consistency Requirement) – Ensure consistency between the General Plan and implementing plans, ordinances, and regulations.*
- Action LU-2.7.1 *(General Plan Consistency Review) – Conduct a General Plan review in conjunction with adoption of policy and regulatory documents to ensure consistency with relevant provisions of the General Plan.*
- Policy LU-3.1 *(Complete Neighborhoods) – Direct growth into complete neighborhoods with a land use mix and distribution to reduce auto trips and support walking, biking, and transit use.*
- Policy LU-3.3 *(Neighborhood Services) – Recognize existing neighborhoods and continue to facilitate the development of neighborhood plans in partnership with residents and property owners to preserve and enhance neighborhood character, identity, and livability.*
- Policy LU-3.4 *(Neighborhood Enhancement) – Strengthen the character of existing residential neighborhoods and districts.*
- Action LU-3.4.1 *(Rehabilitation) – Provide flexibility in development standards for building retrofits when doing so will advance Policy LU-4.2.*
- Action LU-3.4.2 *(Improve Substandard Properties) – Continue the Housing Rehabilitation Program to provide deferred-payment loans and grants to low-income homeowners to improve their properties.*
- Policy LU-4.2 *(Infill Compatibility) – Support infill development, redevelopment, and rehabilitation projects, which are compatible with surrounding properties and neighborhoods.*
- 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.*
- Action LU-4.2.2 *(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 to ensure compatibility.*
- Action LU-6.2.2 *(Bell Muir SPA Planning) – Plan the Bell Muir SPA with primarily low density housing compatible with existing residential development and ongoing agricultural uses in the area. Subsequent planning will:*

- Identify locations for community gardens or small-scale farms, and develop design guidelines and buffering requirements to address potential incompatibilities.
- Address infrastructure needs with particular attention to storm drainage and circulation, including north-south connections to East Avenue and improved access to State Route 32.
- Develop special lighting and street standards appropriate for the rural character of the area.

Action LU-6.2.3 (Diamond Match SPA Planning) – Plan the Diamond Match SPA with a mix of low, medium and high residential densities, a neighborhood core or commercial mixed-use center, office and light industrial uses, and parks and open space. Subsequent planning will:

- Address circulation with a focus on extending and improving existing streets into the site that will distribute traffic on multiple streets, and improving connectivity to the south in order to reduce traffic impacts on the existing residential neighborhood.
- Incorporate adaptive reuse of existing buildings, where feasible.

Action LU-6.2.4 (Doe Mill/Honey Run SPA Planning) – Plan the Doe Mill/Honey Run SPA with a broad range of housing types and densities integrated with significant open space and recreational areas, supporting commercial services, and public facilities. Subsequent planning will:

- Address circulation with primary connections to the site via Skyway and E. 20th Street.
- Incorporate significant accessible open space on the eastern portion of the SPA, a community park, as well as neighborhood and pocket parks.
- Maintain open space by clustering development and providing open space buffers on the northern, eastern, and southern edges of the SPA.
- Include visual simulations to ensure that development is not visually intrusive as viewed from lower elevations.
- Incorporate special lighting standards to reduce impacts on the nighttime sky.

Action LU-6.2.5 (North Chico SPA Planning) – Plan the North Chico SPA with a combination of residential densities and supporting commercial mixed-use along with industrial and office uses. Subsequent planning will:

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- Address the Hicks Lane/Eaton Road/SR 99 intersection and include an arterial roadway originating at Hicks Lane, extending to State Route 99.
- Address Chico Municipal Airport overflight zone compatibility.
- Avoid FEMA-designated flood zones, or incorporate strategies that allow development to occur in flood zones.

Action LU-6.2.6 (South Entler SPA Planning) – Plan the South Entler SPA with regional and community commercial uses integrated with office and industrial uses; a mix of residential densities, and open space. Subsequent planning will:

- Address circulation with a focus on the intersection at Southgate Avenue and State Route 99 and providing multiple access points to the site.
- Ensure that the SPA serves as a visually attractive “landmark” gateway at the south end of the City with freeway visibility.
- Preserve and/or provide trees along the southern border of the SPA to provide a buffer to adjacent agricultural uses and open space.

Policy LU-7.1 (Airport Protection) – Safeguard the Chico Municipal Airport from intrusion by uses that could limit expansion of air services and prohibit development that poses hazards to aviation.

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

- Airport noise-related compatibility issues and noise-resistant construction techniques.
- Height limitations for both structures and landscaping.
- Lighting, electrical interference, glare, or other issues which may endanger the landing, takeoff, or maneuvering of aircraft.
- Prohibition of incompatible land uses and limitations on the density and/or intensity of land uses.
- Infill compatibility criteria consistent with the 2005 agreement between the City and the Butte County Airport Land Use Commission.

- Action LU-7.1.2 *(Aviation Easements) – Continue to require avigation easements and deed notices for new development within the Airport Compatibility Land Use Plan area.*
- Action LU-7.1.3 *(Airport Certification) – Maintain Federal Aviation Agency Airport Certification for commercial passenger traffic.*
- Action LU-7.1.4 *(Request ALUCP Amendment) – Request that the Butte County Airport Land Use Commission revise the boundaries between the C1 and C2 subzones on the west side of the Chico Municipal Airport to aid in a determination of consistency between the General Plan Land Use Diagram and the Butte County Airport Land Use Compatibility Plan.*
- Policy CIRC-4.2 *(Continuous Network) – Provide a pedestrian network in existing and new neighborhoods that facilitates convenient and continuous pedestrian travel free of major impediments and obstacles.*
- Action CD-2.1.2 *(Bike Trails, Paths and Medians) – Establish linkages and an improved sense of place through enhanced bike trails, pedestrian paths, landscaped medians and parkways.*
- Policy CD-5.1 *(Compatible Infill Development) – Ensure that new development and redevelopment reinforces the desirable elements of its neighborhood including architectural scale, style, and setback patterns.*
- Action OS-1.1.1 *(Development Preservation Balance) – Direct development to appropriate locations consistent with the Land Use Diagram, and protect and preserve areas designated Open Space.*
- Action OS-1.1.2 *(Regional Conservation Planning) – Actively participate in regional conservation planning efforts, in particular the Butte County Habitat Conservation Plan process, which seeks the preservation of habitat areas needed for the ongoing viability of native species, sponsored by the Butte County Association of Governments.*
- Action OS-1.1.3 *(Sustainable Community Strategy) – Work with Butte County Association of Governments to implement the Sustainable Community Strategy (SB 375), which directs smart growth development to urbanized areas.*
- Policy S-6.1 *(Airport Operation) – Promote safe air operations by limiting the height of structures and regulating uses that would have adverse impacts on airport safety.*
- Policy S-6.2 *(Safety in Airport Vicinity) – Continue to consider relevant public safety factors prior to approving development projects in the vicinity of airports.*
- Policy N-1.1 *(New Development and Transportation Noise) - New development of noise-sensitive land uses will not be permitted in areas exposed to existing or planned transportation noise sources that exceed the levels*

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specified in Table N-1, unless the project design includes measures to reduce exterior and interior noise levels to those specified in Table N-1.

Policy ED-1.1 (Maintain the Economic Development Strategy) – Ensure that the Economic Development Strategy is current and relevant to the City's short and long term economic goals.

The impact analysis provided below utilizes these proposed policies and actions to determine whether implementation of the proposed General Plan Update would result in significant land use impacts. The analyses identify and describe how specific policies and actions as well as other City regulations and standards provide enforceable requirements and/or performance standards that address land use and avoid or minimize significant impacts.

PROJECT IMPACTS AND MITIGATION MEASURES

Physically Divide an Established Community (Standard of Significance 1)

Impact 4.1.1 Implementation of the proposed General Plan Update would not result in the division of an existing community nor would it result in substantial land use compatibility issues. **No impact** would occur.

Division of an established community commonly occurs as a result of development and construction of physical features that constitute a barrier to easy and frequent travel between two or more constituent parts of a community. For example, a large freeway structure with few crossings could effectively split a community. Likewise, geographic features could similarly affect the community, such as the development of a large residential project on the opposite side of a river from the existing community.

No aspect of the proposed General Plan Update would divide the city or any of its identified Neighborhood Plan areas, Special Planning Areas, or Redevelopment project areas. One of the objectives of the proposed General Plan Update is for the City to balance growth and conservation by reinforcing Chico's compact urban form, establishing urban growth limits, and managing where and how growth and conservation would occur. For example, Policy LU-1.2 seeks to maintain long-term boundaries between urban and agricultural uses in the west and between urban uses and the foothills in the east, as well as limit expansion north and south to ensure a more compact urban form. Orderly development contiguous to existing developed areas that can be efficiently served by the extension of infrastructure and municipal services in a fiscally responsible manner is a priority for Chico. This objective is vital to addressing future growth as future expansion of the boundaries of the city is constrained by the Greenline to the west, and identified environmental constraints limit development opportunities on Chico's eastside foothill/valley interface. Policy LU-1.3 seeks to maintain balanced growth by encouraging infill development where City services are in place while Policy LU-3.3 facilitates the development of neighborhood plans in partnership with residents and property owners to preserve and enhance neighborhood character, identity, and livability.

Some future growth outside the city limits is anticipated and described previously, which includes the individual Special Planning Areas (SPA) as part of the General Plan Land Use Diagram. None of the SPAs propose to divide the city or an established community. For instance, proposed General Plan Update Action LU-6.2.2 states that the Bell-Muir SPA will be planned with primarily low density development housing compatible with existing residential development and ongoing agricultural uses in the area. Lighting and street standards will be developed for the rural character of the area and locations for community gardens or small-scale farms will be

identified in the effort to adequately blend new development with the existing disposition (refer to General Plan Actions LU-6.2.2 through LU-6.2.6 for additional provisions to individual SPAs). The reader is referred to Section 4.2, Agricultural Resources, for a further discussion of compatibility with existing agricultural operations.

Several of the policies and actions would improve connectivity and compatibility of the existing and future residential areas of the city through development design, buffering, improved access, and establishment of desired development patterns. Circulation Element Policy CIRC-4.2 aims to provide a pedestrian network in existing and new neighborhoods that facilitates convenient and continuous pedestrian travel free of major impediments and obstacles and Community Design Element Action CD-2.1.2 establishes linkages through enhanced bike trails, pedestrian paths, landscaped medians and parkways. Policy LU-2.4 promotes land use compatibility through use restrictions, development standards, and special design considerations while Policy LU-4.2 supports infill development, redevelopment, and rehabilitation projects which are compatible with surrounding properties and neighborhoods. Action LU-4.2.1 proposes to 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. General Plan Community Design Element Policy CD-5.1 seeks to ensure that new development and redevelopment reinforces the desirable elements of its neighborhood including architectural scale, style, and setback patterns.

As previously mentioned, no aspect of the proposed General Plan Update would divide the city or any of its identified Neighborhood Plan areas, Special Planning Areas, or Redevelopment project areas. In addition, the General Plan Update includes provisions that directly address land use compatibility and encroachment of new development on existing neighborhoods and land uses. Thus, the proposed General Plan Update would result in **no impact** regarding division of an established community or land use compatibility issues and no mitigation measures are required.

Consistency with Adopted Land Use Regulations (Standard of Significance 2)

Impact 4.1.2 Implementation of the proposed General Plan Update could lead to inconsistency with other land use plans and ordinances, including the City's land use plans and regulations that address physical effects to the environment. This is considered a **less than significant** impact given proposed policy provisions of the General Plan Update.

Consistency with City Land Use Plans and Regulations

The proposed General Plan Update includes policies and actions that call for the update of the City's Municipal Code, Zoning Map, Design Guidelines, and other regulations to be consistent with the new General Plan and/or to address compatibility issues. For example, proposed General Plan Land Use Element Action LU-2.3.2 would amend the Municipal Code to reflect the General Plan's land use designations while Actions LU-2.4.1 and LU-2.4.2 would both establish zoning districts, use regulations, development standards, and performance requirements in the Municipal Code consistent with the General Plan as well as amend the Zoning Map to be consistent with the General Plan Land Use Diagram. Action LU-2.4.4 would maintain and update, as necessary, the City's Design Guidelines Manual. Policy LU-2.7 ensures consistency between the General Plan and implementing plans, ordinances, and regulations. These changes are expected to improve the quality of development and better address compatibility issues and would not result in the loss of environmental protections or mitigation associated with existing policies and standards. This includes such provisions as ensuring that infill development is

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consistent with existing neighborhood character (see Policy LU-4.2 and Actions LU-4.2.1 and LU-4.2.2).

It is also important to note that a key guiding principle for the proposed General Plan Update land use and development pattern is the promotion of a compact urban form within and contiguous to the city's existing developed areas and a reduced ecological footprint (Guiding Principles 1 and 2). This approach in the proposed General Plan Update benefits the physical environment by minimizing outward growth and the associated loss of agricultural lands, open space, and natural resources, as well as increased traffic and air quality and climate change impacts from increased vehicle miles traveled. Thus, inconsistency with City land use plans and regulations would be **less than significant**.

Consistency with Butte County Land Use Plans and Regulations

As identified below, the proposed General Plan Update includes policies and actions that support existing Butte County policies (e.g., Action LU-1.2.1 regarding the Butte County-designated Greenline) and coordination with the County on land use planning in general as well as for the Bell Muir SPA and the North Chico SPA (Action LU-6.2.2 and Action LU-6.2.5). In addition to General Plan Update provisions pertaining specifically to the Bell Muir SPA and the North Chico SPA, Action LU-1.1.2 mandates consultation with Butte County and other entities, as appropriate, to facilitate a coordinated approach to land use planning within the Planning Area. The land uses of the Chapman/Mulberry Neighborhood Plan have been incorporated into the proposed General Plan Update.

In addition, the general development pattern of the Planning Area is generally consistent with the current Butte County General Plan (see Figure LU-1 of the Butte County General Plan). It should also be noted that the general development pattern of the Planning Area is also generally consistent with the proposed land use designations for the Chico area in the currently proposed Butte County General Plan Update (though the mix and density of land uses associated with North Chico SPA, Bell Muir SPA, Doe Mill/Honey Run SPA, and South Entler SPA do vary from the proposed Butte County General Plan Update). No conflicts that would trigger environmental effects with County policies and regulations are expected, and this impact would be **less than significant**.

Consistency with Butte County Airport Land Use Compatibility Plan

Prior to adoption of the proposed General Plan Update by the City Council, the General Plan will be referred to the ALUC for review, as required by state law (Public Resources Code Section 21676(b)), for a determination of whether or not the proposed General Plan Update is consistent with the Compatibility Plan. If the ALUC determines that the proposed General Plan Update is consistent, then no further action is needed in relation to airport issues, other than to implement the policies and land use designations called for in the proposed General Plan Update. If the ALUC determines that the proposed General Plan Update is inconsistent with the Compatibility Plan, then the City must either (a) alter the proposed General Plan Update to make it consistent or (b) override the ALUC's determination of inconsistency by making a finding, supported by substantial evidence, that the proposed General Plan Update carries out the intent of both protecting the airport (from encroachment which would jeopardize its air carrier certification) and protecting the general public (from noise and hazards associated with the airport) as established in Public Resources Code Section 21670. It should be noted that overrides have a two-thirds majority vote requirement.

The proposed General Plan Update identifies that the Chico Municipal Airport is one of the community's greatest assets and promotes its long-term protection and development. The Ranchoero Airport is beyond the Butte County-designated Greenline and the proposed General Plan Update does not propose substantial land use changes in its vicinity. The proposed General Plan Update includes a policy framework related to airport land use compatibility, which the City believes renders the General Plan consistent with the Compatibility Plan at a programmatic level. General Plan Action LU-7.1.1 requires that the City amend its Municipal Code to establish airport compatibility overlay zoning districts that conform to the boundaries and general policy direction of the Compatibility Plan's overflight zones. The overlay districts would enforce development standards that closely mirror the standards in the Compatibility Plan, including noise-resistant construction, structure and tree height limitations, density/intensity limitations on the use of land, and establishing infill criteria consistent with the 2005 agreement between the City and the ALUC. Actions 7.1.2 and 7.1.3 direct that the City continue requiring aviation easements and deed notices, and state the City's goal of maintaining Federal Aviation Administration passenger certification for the Chico Municipal Airport.

The ALUC does not have authority over existing incompatible land uses. Therefore, the potential for incompatibilities between the ALUCP and the proposed General Plan would primarily result where the General Plan allows for new development, redevelopment, and infill (i.e. "Opportunity Sites" and Special Planning Areas). Specifically, portions of the North Chico SPA are located in Chico Municipal Airport Compatibility Zones D, C1, and C2 and the Medium-High Density Residential (MHDR)-designated Webb property on Eaton Avenue (includes Opportunity Site 15) is located within the C1 zone. Compatibility Zone D (Other Airport Environs) includes areas within the airport vicinity which are overflown less frequently or at a higher altitude by aircraft arriving and departing the airport. There are few development constraints within Zone D. Subzone C1 (Traffic Pattern Zone) is applied to "areas in which urban density residential development neither exists nor is planned" (ALUCP section 2.1.2.(d)). However, it is important to note that a substantial amount of residential development does already exist in C1 subzone areas surrounding the Chico Municipal Airport (see **Figure 4.4-2**). In addition, the MHDR-designated Webb property on Eaton Avenue has been designated for MHDR development since 1994; thus, the C1 zone covering the Webb property should have been designated Zone C or C2 when the CLUP was adopted in 2000. Subzone C2 (Traffic Pattern Zone) is generally intended for the comparatively less impacted locations lateral to the runways or for areas where extensive urban residential develop already exists. All compatibility criteria set forth in the ALUCP are the same for the C1 and the C2 Zones, with the exception of the residential density limitations of 1 dwelling unit per 5 acres and 4 dwelling units per acre, respectively. This is because the intrusiveness of aircraft noise is considered the most significant compatibility factor in Zone C and the concept is that noise concerns can be minimized by limiting the number of dwellings in an affected area or by allowing high densities with comparatively higher ambient noise levels.

As part of the City's referral of the proposed General Plan Update to the ALUC for its consideration, and as included in proposed General Plan Update Action LU-7.1.4, the City is requesting that the ALUC consider altering the boundary between the C1 and C2 subzones on the west side of the Chico Municipal Airport to aid in a determination that the proposed General Plan Update is consistent with the Compatibility Plan. The General Plan Update proposes the North Chico SPA to consist of a combination of multi-family, single-family, commercial mixed-use, industrial-office mixed-use, public facilities, open space, and parks. It is due to these proposed land uses that the City is requesting that the ALUC consider altering the boundary between the C1 and C2 subzones on the west side of the Chico Municipal Airport so that the proposed North Chico SPA would lay primarily in subzone C2. General Plan Action LU-6.2.5 states that the North Chico SPA shall be planned with a combination of residential densities and

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supporting commercial mixed-use along with industrial and office uses and that subsequent planning will address Chico Municipal Airport overflight zone compatibility.

In the event that the ALUC does not amend the subzones in its Compatibility Plan, inconsistencies between the two documents will require that the City Council override the Compatibility Plan at the time of proposed General Plan Update adoption. The City will also be required to override the Compatibility Plan associated with subzones B1 and B2 for the Ranchoero Airport that currently covers existing developed areas. Because the majority of this land is already developed and is in an "area of stability" as envisioned in the General Plan, new development in this area is expected to be minimal. Because the Aeronautics Act only gives ALUCs authority over new land development, not existing development, the total acreage which is in the overflight zones which will be subject to development will be minimal. As previously mentioned, a local government body may override an ALUC compatibility determination for any proposed incompatible land use by a two-thirds majority vote adopting specified findings; however, they must notify the Division of Aeronautics and the ALUC of this intent 45 days prior to approving the override. While inconsistencies are not desired, they are anticipated and provided for by state law governing airport operations. The *CalTrans California Airport Land Use Planning Handbook* acknowledges that the sole responsibility of an ALUC is to prevent incompatible land use development adjacent to an airport, whereas cities have to balance many, sometimes competing, issues. The proposed General Plan Update is balancing many goals, including retaining a compact urban form, developing complete and connected neighborhoods, strengthening the local economy, and efficiently utilizing infrastructure. These larger community goals need to be balanced against the focused purview of the Compatibility Plan.

In general, land use compatibility concerns addressed by ALUCP's can be grouped under four categories: safety, airspace protection, noise, and overflight (Butte County, 2000). These compatibility concerns as they relate to the proposed General Plan Update are discussed below. As previously mentioned, the ALUC does not have authority over existing incompatible land uses and the potential for incompatibilities between the ALUCP and the proposed General Plan would primarily result at the North Chico Special Planning Area and the Webb property on Eaton Avenue. The below discussion focuses on these areas. The reader is also referred to Section 4.4, Human Health/Risk of Upset, and Section 4.7, Noise, for further discussion of airport – related hazard and noise impacts.

Safety

Safety concerns associated with airport land use compatibility include 1) risks to people and property on the ground in the event of an aircraft accident; and 2) land use characteristics which may affect the survivability of an accident for occupants of an aircraft (Butte County, 2000). As discussed in Section 4.4, Human Health/Risk of Upset, the General Plan Update does not allow for any new development in Chico Municipal Airport's Runway Protection Zone or the immediately surrounding area and both the North Chico SPA and the Webb property on Eaton Avenue are outside of the 80 percent aircraft accident risk contour. Given the low amount of daily flights in and out of the Chico Municipal Airport and the particularly low probability for an aircraft accident to occur within Zone C and D (the only airport zones where new and infill development will be allowed), the General Plan Update is not expected to result in increased safety hazards associated with development allowed in Zones C and D.

In regards to the ALUCP's specific land use compatibility criteria, safety concerns are addressed in Zone C by restricting uses where evacuation of occupants is difficult (hospitals, children's schools) and by providing open areas in the airport vicinity where small aircraft can make a

survivable landing if necessary. Specifically, the ALUCP compatibility criteria prohibit children's schools, daycares, libraries, hospitals, and nursing homes in Zone C and require 10 percent of the land within Zone C to remain open. The proposed General Plan does not identify site-specific land uses such as hospitals or nursing homes. However, General Plan Policy LU-6.2.5 requires that future land use planning for the North Chico SPA address Chico Municipal Airport overflight zone compatibility. As such, future land use planning would ensure that incompatible land uses would not be located in Zone C. The MHDR designation of the Webb property on Eaton Avenue does not allow for non-residential uses such as hospitals or libraries that are prohibited in Zone C. Furthermore, if the North Chico SPA and the Webb property on Eaton Road were to be built out consistent with its proposed General Plan land use designations, well over 10 percent of the overall Zone C would remain open, primarily because the proposed General Plan Update identifies a large portion of Zone C to the immediate west of the Chico Municipal Airport as an environmentally constrained area which is not expected to accommodate any further development. As previously mentioned, there are few development constraints within Zone D. Therefore, the General Plan Update is consistent with the ALUCP in regards to safety policies/compatibility criteria.

Airspace Protection

Airspace protection is in effect a safety factor as its objective is to avoid development of land use conditions which, by posing hazards to flight, can increase the risk of an accident occurring. The particular hazards of concern are: tall structures creating hazards to navigable space around airports; land uses that attract wildlife hazards, particularly birds; electronic hazards to flight (interference radio communication or navigation signals); and visual hazards to flight (sources of smoke, glare, or lights) which could be confused with airport lights. The ALUCP's specific land use compatibility criteria, addresses airspace protection in Zones C and D by requiring airspace review for objects over 100 feet tall and by prohibiting hazards to flight including physical, visual, and electronic interference with the safety of airport operations. The ALUCP states that in both Zones C and D, generally there are no concerns with any object up to 100 feet tall unless it is located on high ground or a solitary object such as an antennae. Future development proposed under the General Plan Update will by default fall within this height limitation as the maximum allowed structure height as allowed by the Zoning Code for any zoning district in the City is currently 65 feet (with limited exceptions, such as cell towers). Furthermore, General Plan Policy LU-6.2.5 requires that future land use planning for the North Chico SPA address Chico Municipal Airport overflight zone compatibility and Action LU-7.1.1 requires that the City amend the Municipal Code and Zoning Map to implement airport overflight zoning district overlays, consistent with the boundaries and general policy direction contained within the ALUCP. This will include restrictions on lighting, electrical interference, glare, or other airspace protection issues. Therefore, the General Plan Update is consistent with the ALUCP in regards airspace protection policies/compatibility criteria.

Noise

As discussed in Section 4.7, Noise, the ALUCP provides that a normally acceptable level of aircraft noise for residential areas is 55 decibels CNEL. As shown in Figure 4.7-4, Chico Municipal Airport Noise Contours for Year 2018, all of the Webb property on Eaton Avenue and most of the North Chico Special Planning Area are within the 55 CNEL noise contour. Only a small portion in the northeast corner of the Special Planning Area is within the 60 CNEL noise contour.

The proposed General Plan Update contains policies and actions that include specific performance standards addressing transportation/aircraft noise. As previously mentioned, new development of noise-sensitive land uses will not be permitted in areas exposed to existing or

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planned transportation noise sources that exceed the levels specified in Table N-1, unless the project design includes measures to reduce exterior and interior noise levels to those specified in Table N-1 (Table 4.7-4 of this section) (Policy N-1.1). The proposed General Plan Update includes policies (i.e., policies N-1.1 and N-1.3) by which the compatibility of noise-sensitive land uses that would be exposed to transportation noise sources would be reviewed and appropriate mitigation measures incorporated to achieve acceptable noise levels. General Plan Action LU-7.1.1 requires that the city amend its Municipal Code to establish airport compatibility overlay zoning districts that conform to the boundaries and policy direction of the ALUCP's overflight zones. The overlay districts would enforce development standards consistent with the standards in the ALUCP, including noise-resistant construction.

Overflight

A general definition of overflight incompatibilities is that they are noise-related human annoyances with frequent overflight of aircraft. Overflight incompatibilities are more subtle and subjective than other airport land use compatibility concerns. As such, the basic means to address overflight concerns consist of buyer awareness measures such as avigation easement dedication, deed notices, and real estate disclosures. The City currently requires avigation easements and deed notices for new development within the ALUCP area. Proposed General Plan Action LU-7.1.2 requires the City to continue this practice consistent with the ALUCP policies.

As described above, successful implementation of the identified policies and actions from the proposed General Plan Update would result in consistency with the Compatibility Plan at a programmatic level. If the ALUC does not alter the boundaries of its C1 and C2 subzones as identified by Action LU-7.1.4, a small number of inconsistencies would remain, primarily related to density/intensity of future land uses in certain locations, primarily the North Chico SPA area and the Medium-High Density Residential-designated Webb property on Eaton Avenue. In either case, when the programmatic protections provided by the proposed General Plan Update policies and actions are taken into account, coupled with a City Council override of the Compatibility Plan (if necessary), the result will be consistency of the respective planning documents and therefore a **less than significant** impact.

As noted above, the proposed General Plan Update contains provisions that include specific, enforceable requirements to address consistency issues with Butte County land use plans and regulations as well as the Butte County Airport Land Use Compatibility Plan. In addition, the proposed General Plan Update includes policies and actions that call for the update of the City's Municipal Code, Zoning Map, Design Guidelines, and other regulations to be consistent with the new General Plan and/or to address compatibility issues. Proposed General Plan impacts to adopted land use regulations are therefore **less than significant** and no mitigation measures are required.

Conflict with Habitat Conservation Plan or Natural Community Conservation Plan (Standard of Significance 3)

Impact 4.1.3 The Butte Regional Habitat Conservation Plan (HCP) and Natural Community Conservation Plan (NCCP) has not yet been adopted. However, the proposed General Plan Update would support the HCP effort. Therefore, conflicts to an applicable habitat conservation plan or natural community conservation plan are considered **less than significant**.

As described above, the Butte Regional HCP/NCCP is being coordinated by the Butte County Association of Governments (BCAG) on behalf of the cities of Biggs, Chico, Gridley, and Oroville

and the County of Butte. The HCP/NCCP is a voluntary plan that would provide comprehensive species, wetlands, and ecosystem conservation and contribute to the recovery of endangered species within the plan area while also providing a more streamlined process for environmental permitting. To memorialize the limited development potential in areas with known significant environmental resources, the proposed General Plan Update establishes a new Resource Constraint Overlay designation for three areas within the City of Chico and Sphere of Influence including west of the airport, Bruce Road, and Stilson Canyon. The most significant environmental constraints that limit development opportunities at these locations are vernal pools and habitat for Butte County meadowfoam. These resources are located on Chico's east side along the foothill/valley interface. The reader is referred to Section 4.10 (Biological Resources) for a further discussion of vernal pools and Butte County meadowfoam.

The new Resource Constraint Overlay is designated in conjunction with underlying land use designations in each of the three resource areas. Land use policies and corresponding actions in the proposed General Plan Update acknowledge a reduced development potential in these areas with known significant environmental constraints. Land owners of RCO parcels may conduct more detailed studies, including environmental review, and coordinate with resource agencies to determine actual development potential (see Action LU-2.5.1).

The Land Use Element and Open Space and Environment Element include policies that address conservation of natural habitats, the protection of wetlands, vernal pools, and rare, threatened, and endangered species of both plants and animals. Action OS-1.1.1 directs development to appropriate locations consistent with the Land Use Diagram, and protect and preserve areas designated Open Space. Action OS-1.1.3 seeks to work with Butte County Association of Governments to implement the Sustainable Community Strategy (SB 375), which directs smart growth development to urbanized areas. These policies would not impede the protection of resources that are the goal of the HCP/NCCP. As a matter of fact, Action OS-1.1.2 directs the City to actively participate in regional conservation planning efforts, in particular the Butte County Habitat Conservation Plan process, which seeks the preservation of habitat areas needed for the ongoing viability of native species, sponsored by the Butte County Association of Governments.

The proposed 2030 General Plan Update actions described above are included to preserve open space in areas with significant environmental resources as identified in the HCP/NCCP. These actions would preserve and restore sensitive habitats and direct the City to participate in the regional conservation plan process. These actions would support the Butte HCP/NCCP. In addition, the City of Chico would be subject to the Habitat Conservation Plan as a participant. Therefore, conflicts with a habitat conservation plan or natural community conservation plan created by the implementation of the proposed General Plan Update would be **less than significant** and no mitigation measures are required.

4.1.4 CUMULATIVE SETTING, IMPACTS, AND MITIGATION MEASURES

CUMULATIVE SETTING

Land use impacts are typically isolated to a jurisdiction, except where land uses may interact or conflict with adjacent jurisdictions. The cumulative setting for land use includes existing, approved, proposed, and reasonably foreseeable development within the Planning Area and the region as described in Section 4.0, Introduction to the Environmental Analysis and Assumptions Used. This includes consideration of implementation of the Butte County General Plan Update (September 4, 2009, draft).

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CUMULATIVE IMPACTS AND MITIGATION MEASURES

Cumulative Land Use Impacts (Standards of Significance 1 through 3)

Impact 4.1.4 Implementation of the proposed General Plan Update, in addition to existing, proposed, approved, and reasonably foreseeable development in the City of Chico and Butte County, would contribute to cumulative land use impacts associated with the division of an established community or conflicts with land use plans and regulations that provide environmental protection. This would be a **less than cumulatively considerable** impact.

Under cumulative conditions, the proposed General Plan Update and subsequent development would not contribute to land use conflicts beyond those discussed in Impacts 4.1.1, 4.1.2, and 4.1.3. There would be no further contribution to the division of an established community or conflicts between planning documents and regulations. As identified under Impacts 4.1.1 through 4.1.3, proposed General Plan Update policies and actions provide for land use compatibility within the Planning Area and coordination with County land use planning as well as the HCP. Thus, this impact is **less than cumulatively considerable**.

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