

NOTICE OF PREPARATION

TO:

State Clearinghouse
1400 Tenth Street, Rm. 121
Sacramento, CA 95814

Responsible Agencies
Trustee Agencies
Interested Parties

LEAD AGENCY:

City of Chico
Planning Services Department
411 Main Street
Chico, CA 95927

SUBJECT:

Notice of Preparation of a Draft Environmental Impact Report (DEIR) for the City of Chico 2030 General Plan

In accordance with Section 15021 of the California Environmental Quality Act (CEQA) Guidelines, the City of Chico, as Lead Agency, will prepare an Environmental Impact Report (EIR) for the 2030 General Plan. Pursuant to Sections 15082(a) and 15375 of the CEQA Guidelines, the City of Chico has issued this Notice of Preparation to provide Responsible Agencies, Trustee Agencies and other interested parties with information describing the proposal and its potential environmental effects.

An Initial Study has been prepared pursuant to CEQA Section 15063, which identifies the anticipated environmental effects of the project. A copy of the Initial Study checklist is attached.

The Notice of Preparation will be circulated for a 45-day review period. The City of Chico welcomes public input during this review period. In the event that no response or request for additional time is received by any Responsible or Trustee Agency by the end of the review period, the City may presume that the Responsible or Trustee Agency has no response. Comments submitted in writing during the review period must include a contact person and phone number and be addressed to:

Brendan Vieg, Principal Planner
City of Chico
Planning Services Department
411 Main Street
P.O. Box 3420
Chico, CA 95927

The 45-day comment period begins on Wednesday, December 10th, 2008 and closes on Monday, January 26th, 2009.

A public scoping meeting to receive input of the scope of the EIR will be held on January 14th, 2009 from 2 to 3pm for public agencies and from 6 to 7 pm for members of the general public in the City Council Chambers at 421 Main Street, Chico, CA.

City of Chico 2030 General Plan INITIAL STUDY City of Chico Environmental Coordination and Review

ROUTE TO:

- [X] City of Chico – Building and Development and Planning Services Departments
- [X] State Clearinghouse (15 copies)
- [X] All Trustee and Responsible Agencies

1. PROJECT DESCRIPTION

- A. **Project Name: 2030 General Plan**
- B. **Project Location:** City of Chico, Butte County (see **Figure 1**). The 2030 General Plan Planning Area includes the City of Chico, the City’s Sphere of Influence and areas beyond. The actual Planning Area boundaries have not been changed and are consistent with the currently adopted 1994 General Plan. The Chico Planning Area (Planning Area) for the 2030 General Plan consists of approximately 150 square miles of land located in the west-central portion of Butte County (see **Figure 2**). The Planning Area includes all of the incorporated City of Chico, and surrounding land which may influence, or be influenced by, City policies.
- C. **Type of Application(s):** General Plan Update
- D. **Assessor’s Parcel Number(s):** N/A
- E. **Current General Plan Designation:** N/A
Current City zoning: N/A
- F. **Project Description:** The Chico 2030 General Plan is a comprehensive update of the existing 1994 General Plan. The 2030 General Pan includes the seven required elements of a General Plan (Land Use, Transportation, Housing, Open Space, Noise, and Safety, and Conservation) as well as a Sustainability Element, a Downtown Element, Community Design Element, Parks, Public Facilities and Services Element, Cultural Resources/Historic Preservation Element, and an Economic Development Element.

GUIDING PRINCIPLES

Draft Guiding Principles for the Chico 2030 General Plan are listed herein. While these principles consider the guiding principles from the 1994 General Plan, the main focus is to address the key issues, priorities, and vision as communicated by Chico residents and stakeholders to date, including but not limited to input from the statistically valid phone survey, the visioning workshops, stakeholder meetings, key issues workshops, GPAC meetings, and Downtown Ad Hoc Committee meetings.

- 1. **Planned and Balanced Growth and Conservation.** The General Plan establishes a citywide land use plan with a healthy balance and mix of land uses that is sustainable for the future of Chico and that maintains or enhances quality of life for Chico residents. The City will balance growth and conservation by reinforcing the City’s compact urban form, establishing urban growth limits, and

managing where and how growth and conservation will occur. 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.

2. **Healthy Environment with a Reduced Ecological Footprint.** Cities generally consume far more resources than are produced locally, and produce more wastes than can be assimilated into the local environment. Chico will actively strive to reduce our ecological footprint by using fewer natural resources, relying on locally produced goods and services, actively promoting the use of renewable versus non-renewable resources, and enhancing environmentally friendly strategies to locally assimilate wastes. The City strives to protect our air quality, climate, and human health by reducing all harmful emissions, including greenhouse gases. Chico will lead the way to a healthy environment by providing local government support, partnerships, and innovation in sustainable design principles.
3. **Strong Local Economy with Diversified Employment Base and Reliance on Local Business.** The General Plan will actively promote an appropriate mix of local jobs suited for Chico's residents and local needs, such that future generations will remain in Chico because the City supports their desired lifestyle or career. Encouraging residents to support the local economy by buying locally produced goods and services will create a more robust local economy.
4. **Resource Protection and Enhancement.** The General Plan will conserve, enhance and protect viable agricultural resources, natural resources, and unique natural environments. This Plan outlines strategies for acquisition and preservation of sensitive habitats and creekside greenways and stipulates criteria for development in resource-sensitive areas. The City's open space resources and creeks are the framework for a vast and connected open space network. Historic and cultural resources will be protected and enhanced to serve as significant visible reminders of the City's social and architectural history.
5. **Enhance Chico's Character and Identity.** The General Plan will reinforce the unique identity and character of Chico as a thriving valley town in a natural landscape setting. Promote Chico as the civic, cultural, and economic hub of the region and the North Valley at the same time maintaining the City's small town charm. The General Plan emphasizes the role of Downtown as the heart of the community.
6. **Livable Neighborhoods as Community Foundation.** The General Plan will create and reinforce a pattern well designed and walkable neighborhood environments, from the traditional downtown core to integrated new communities, with places to gather, nearby services for daily shopping needs, and multi-modal access to recreation, jobs, and other community and regional services.
7. **Development Patterns that Offer Alternatives to Automobile Use.** Chico's level topography and mature landscape offer a pleasant environment for pedestrians and bicyclists. The General Plan integrates and locates land uses to reduce distances between uses with a renewed emphasis on traditional street patterns providing easy access for all residents, including bicyclists and pedestrians. The Plan emphasizes development of a balanced, integrated, multi-modal circulation system (streets, trails, sidewalks, bikeways) that is efficient and safe, connecting neighborhoods to jobs, shopping, schools, services, local attractions, and active and passive open space.

8. **Performance Based Service Standards and Resource Allocation for Sustainability.** Sustainability indicators provide guidance in meeting our goal for a Sustainable Chico. The development of sustainability indicators allow us to analyze our progress towards achieving a sustainable community. These indicators can guide future decisions and program development, allowing for continual improvement and reallocation of resources to achieve community goals.
9. **Social Services and Systems for All Chico Residents.** The General Plan will create a community that fosters a strong sense of identity, public safety and the personal well-being of all of Chico's residents. The City will promote community engagement, lifelong learning opportunities and equal access to all community resources. Chico will provide a varied and diverse housing supply to support the needs of Chico's current and future residents.

The 2030 General Plan proposes land use designation changes. **Figure 2** illustrates the Preferred Land Use Alternative for the 2030 General Plan, which was identified by the City Council on November 17, 2008. Actual land use acreages are summarized in **Table 1**.

Table 1 Preferred Land Use Alternative – Acreage		
Land Use Designation		Acres
Rural Residential	RR	2,277.6
Very Low Density Residential	VLDR	3,929.8
Low Density Residential	LDR	5,276.4
Medium Density Residential	MDR	1,110.9
Medium High Density Residential	MHDR	801.2
High Density Residential	HDR	19.3
Residential Mixed-Use	RMU	45.5
Residential Mixed-Use (HDR)	RMUH	24.9
Mixed Use Neighborhood Commercial	MUNC	61.3
Neighborhood Commercial	NC	6.7
Community Commercial	CC	324.1
Commercial Services	CS	200.2
Regional Commercial	RC	400.6
Commercial Mixed Use	CMU	281.5
Downtown Residential Mixed Use	DRMU	26.2
Office Mixed Use	OMU	396.7
Special Mixed Use	SMU	204.7
Manufacturing & Warehousing	MW	1,424.0
Industrial/Office Mixed Use	IOMU	138.3
Public Services and Facilities	PFS	2104.8
Parks	PFS	4107.8
Creekside Greenways	CG	575.6
Open Space-Agriculture & Resource Management	OSA/RM	34,313.3
Open Space-Environmental Conservation & Safety	OSEC/S	32,356.7
Habitat Conservation Plan	RM-HCP	2,601.3
Water		109.5
Road		4,177.7
<i>Subtotal</i>		<i>97,296.6</i>
Net SPAs		2,393.9
Total		99,690.5

Source: City of Chico

The proposed 2030 General Plan also includes five Special Planning Areas (SPAs) located both inside of and outside of the existing City Limits and LAFCO approved Sphere of Influence. The SPAs are primarily undeveloped larger areas where future development is anticipated and directed. The SPAs are intended to be complete neighborhoods missing residential, commercial, and office uses, and will require subsequent detailed master planning prior to development. The SPAs include the North Chico SPA, Diamond Match SPA, South Entler SPA, Bell Muir SPA, and Doe Mill/Honey Run SPA. **Table 2** identifies the SPAs land use designations and acreages.

Table 2 Special Planning Areas									
North Chico		Diamond Match		South Entler		Bell Muir		Doe Mill/Honey Run	
Land Use	Acres	Land Use	Acres	Land Use	Acres	Land Use	Acres	Land Use	Acres
CG	47.7	CMU	8.3	LDR	23.6	LDR	330.6	CC	29.2
CMU	10.9	HDR	10.8	MDR	38.1			CG	32.5
IOMU	79.6	IOMU	13.5	HDR	20.0			LDR	139.5
LDR	52.2	LDR	14.9	RC	52.0			MDR	57.8
MDR	134.9	MDR	25.9	MW	33.7			MUNC	19.2
MHDR	52.3	OMU	18.7	IOMU	25.5			OSEC/S	123.8
P	8.0	P	10.3	P	30.3			P	638.6
PFS	9.8	RMU	9.2	OSEC/S	29.6			PFS	18.0
RM-HCP	11.9							VLDR	233.1
Total	407.6	Total	111.6	Total	252.8	Total	330.6	Total	1291.7

Source: City of Chico

In addition to the above described Special Planning Areas (SPA's), the project also includes sixteen (16) areas located within the existing City of Chico City Limits described as Opportunity Sites where land use changes have been proposed. The Opportunity Sites are primarily developed sites where opportunities exist for infill development and re-development. The acreages of these areas have been included in the land use totals shown in **Table 1** above. **Figure 2** of this document shows the locations of the Opportunity Sites in the City.

G. Applicant: City of Chico
 P.O. Box 3420, 411 Main Street, Chico, CA 95927

H. Initiated By: City of Chico, Planning Services Department
 411 Main Street
 Chico, CA

Contact: Brendan Vieg, Principal Planner (530) 879-6806

CITY OF CHICO

City Boundary, Sphere of Influence & Planning Area

- City of Chico Sphere of Influence Boundary
- City of Chico Urban Development Boundary
- City/County Greenline
- City of Chico Incorporated Area
- Chico Planning Area & Butte County Unincorporated Area

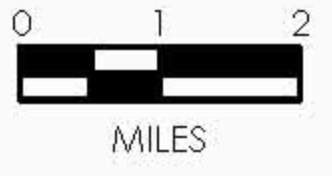
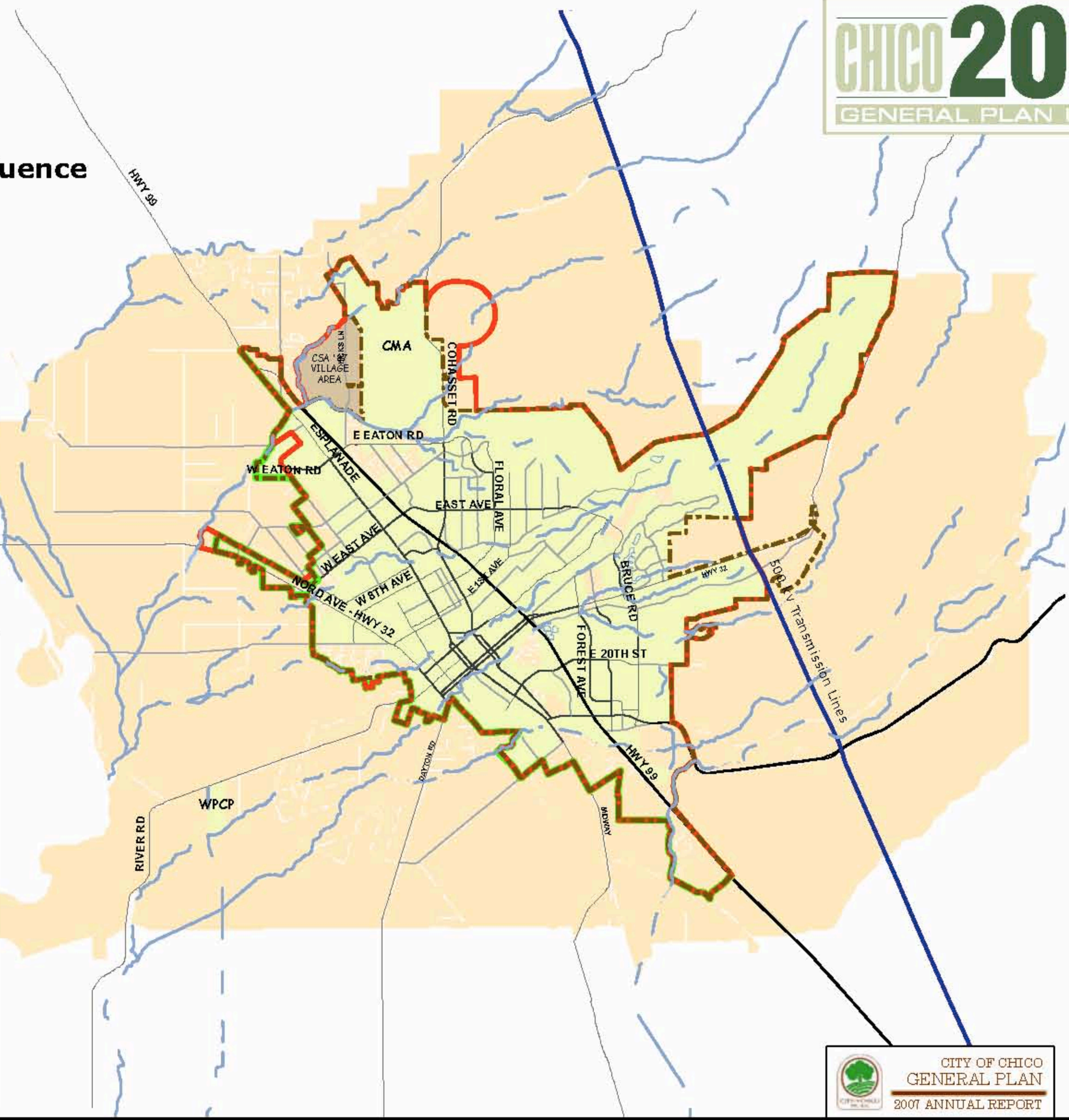
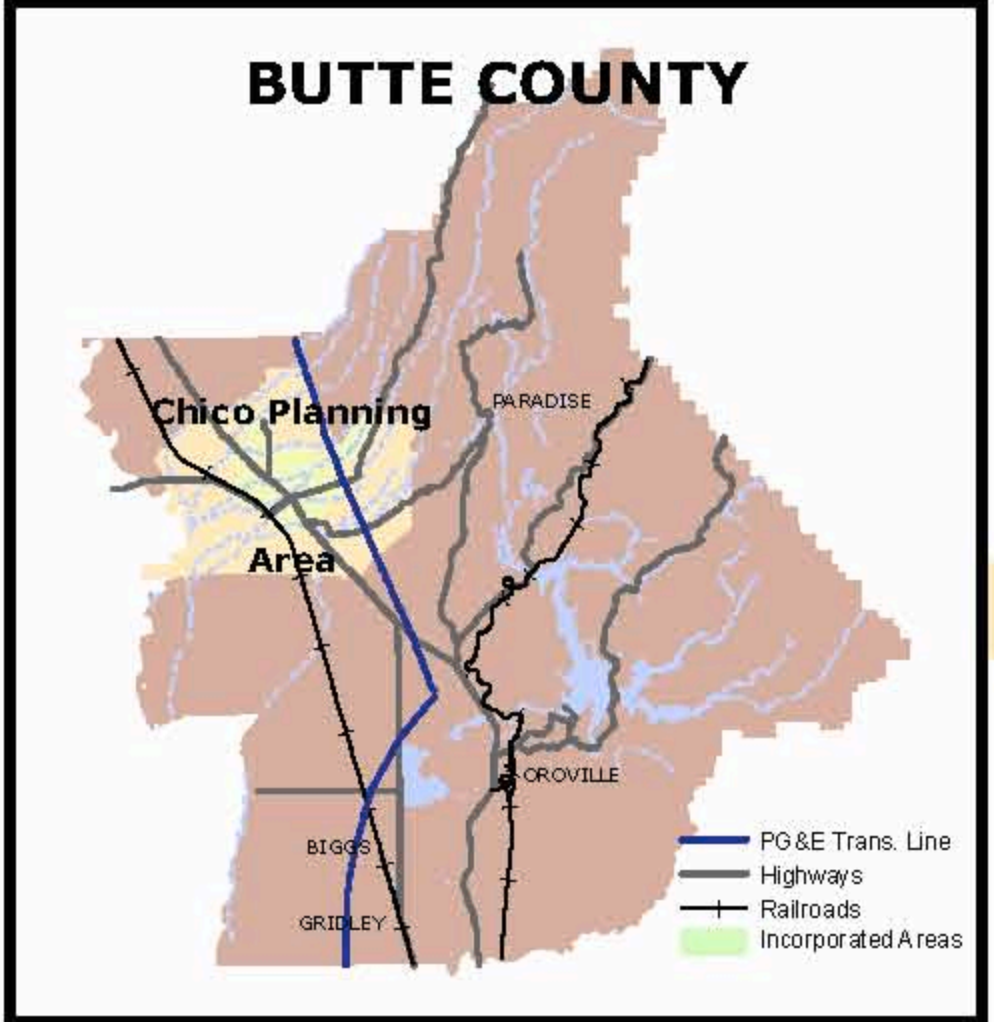


Figure 1
Regional Location and Planning Area Map

T:_CS\Work\Chico - City of Chico General Plan Update - 27-0146\FIGURES - December 2007

Figure 2
Preferred Alternative
Land Use Map

OPPORTUNITY SITES

- 1 North Esplanade
- 2 North Valley Mall
- 3 Mangrove Avenue
- 4 Chico Nut Plant
- 5 Vanilla Orchard
- 6 Train Depot/South Campus
- 7 Downtown
- 8 East 8th & 9th Corridor
- 9 Park Avenue
- 10 The "Wedge"
- 11 East 20th Street
- 12 Skyway
- 13 Pomona Avenue
- 14 Nord Avenue
- 15 W East Avenue
- 16 Eaton Road

CONSTRAINED AREAS

- A West of Airport
- B Bruce Road / Skyway
- C Bruce Road / Stilson Canyon Road

PROPOSED GENERAL PLAN DESIGNATIONS

- RR Rural Residential
- VLDR Very Low Density Residential
- LDR Low Density Residential
- MDR Medium Density Residential
- RMU Residential Mixed Use
- MHDR Medium-High Density Residential
- HDR High Density Residential
- RMUH Residential Mixed Use (HDR)
- MUNC Mixed Use Neighborhood Commercial
- NC Neighborhood Commercial
- CC Community Commercial
- CS Commercial Services
- RC Regional Commercial
- CMU Commercial Mixed Use
- DMU Downtown Residential Mixed Use
- OMU Office Mixed Use
- SMU Special Mixed Use
- MW Manufacturing & Warehousing
- IOMU Industrial/Office Mixed Use
- PFS Public Facilities & Services
- UR Urban Reserve
- P Parks
- CG Creekside Greenway
- OSEC/S Open Space - Environmental Conservation & Safety
- OSA/RM Open Space - Agriculture & Resource Management
- RM/HCP Habitat Conservation Plan
- SPA Special Planning Area Boundary



- GP Street Classifications**
- Freeway/Expressway (4-6 lanes)
 - Arterial (4 lanes)
 - Minor Arterial (2 lanes)
 - Collector (2 lanes)
 - Local Street

CHICO 2030
GENERAL PLAN UPDATE
PREFERRED ALTERNATIVE

G:\GIS_CHICO\PLANNING\projects\gopupdate\land\alternatives\preferred\alternatives\preferred\map\fig 2008\1117.pdf

2. ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED:

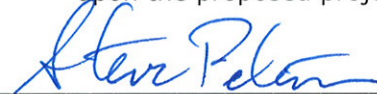
The environmental factors checked below would be potentially affected by this project, involving at least one impact that is a "Potentially Significant Impact" as indicated by the checklist on the following pages.

- | | | |
|--|--|--|
| <input checked="" type="checkbox"/> Aesthetics | <input checked="" type="checkbox"/> Geology /Soils | <input checked="" type="checkbox"/> Open Space/Recreation |
| <input checked="" type="checkbox"/> Agriculture | <input checked="" type="checkbox"/> Hazards /Hazardous Materials | <input checked="" type="checkbox"/> Public Services |
| <input checked="" type="checkbox"/> Air Quality | <input checked="" type="checkbox"/> Hydrology/ Water Quality | <input checked="" type="checkbox"/> Population/ Housing |
| <input checked="" type="checkbox"/> Biological Resources | <input checked="" type="checkbox"/> Land Use and Planning | <input checked="" type="checkbox"/> Transportation/Circulation |
| <input checked="" type="checkbox"/> Cultural Resources | <input checked="" type="checkbox"/> Noise | <input checked="" type="checkbox"/> Utilities |

PLANNING DIRECTOR DETERMINATION:

On the basis of this initial evaluation:

- I find that the proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.
- I find that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because revisions in the project have been made by or agreed to by the project proponent. A MITIGATED NEGATIVE DECLARATION will be prepared.
- I find that the proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.
- I find that the proposed project MAY have a potentially significant impact or have a potentially significant impact unless mitigated, but at least one effect has been adequately analyzed in an earlier document pursuant to applicable legal standards, and has been addressed by mitigation measures based on the earlier analysis as described on attached sheets. An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed.
- I find that although the proposed project could have a significant effect on the environment, there WILL NOT be a significant effect in this case because all potentially significant effects have been analyzed adequately in an earlier EIR or NEGATIVE DECLARATION pursuant to applicable standards and have been avoided or mitigated pursuant to that earlier EIR or NEGATIVE DECLARATION including revisions or mitigation measures that are imposed upon the proposed project. No further study is required.



Signature

12/19/08

Date

Steve Peterson

Printed Name

for Stephen Peterson, Planning Director

3. EVALUATION OF ENVIRONMENTAL IMPACTS

- Responses to the following questions and related discussion indicate if the proposed project will have or potentially have a significant adverse impact on the environment.
- A brief explanation is required for all answers except “No Impact” answers that are adequately supported by the information sources cited in the parentheses following each question. A “No Impact” answer is adequately supported if the referenced information sources show that the impact simply does not apply to projects like the one involved (e.g. the project falls outside a fault rupture zone). A “No Impact” answer should be explained where it is based on project-specific factors as well as general standards (e.g. the project will not expose sensitive receptors to pollutants based on a project-specific screening analysis).
- All answers must take account of the whole action involved , including off-site as well as on-site, cumulative as well as project-level, indirect as well as direct, and construction as well as operation impacts.
- Once it has been determined that a particular physical impact may occur, then the checklist answers must indicate whether the impact is potentially significant, less than significant with mitigation, or less than significant. “Potentially Significant Impact” is appropriate if there is substantial evidence that an effect may be significant. If there is at least one “Potentially Significant Impact” entry when the determination is made an EIR is required.
- Negative Declaration: “Less than Significant with Mitigation Incorporated” applies when the incorporation of mitigation measures has reduced an effect from “Potentially Significant Impact” to a “Less than Significant Impact.” The initial study will describe the mitigation measures, and briefly explain how they reduce the effect to a less than significant level (mitigation measures from Section 4, “Earlier Analysis,” may be cross-referenced).
- Earlier analyses may be used where, pursuant to tiering, a program EIR, or other CEQA process, an effect has been adequately analyzed in an earlier EIR or negative declaration [Section 155063(c)(3)(D)]. Earlier analyses are discussed in Section 4 at the end of the checklist.
- Initial studies may incorporate references to information sources for potential impacts (e.g. the general plan or zoning ordinances, etc.). Reference to a previously prepared or outside document should, where appropriate, include a reference to the page or pages where the statement is substantiated. A source list attached, and other sources used or individuals contacted are cited in the discussion.
- The explanation of each issue should identify:
 - a) The significance criteria or threshold, if any, used to evaluate each question: and
 - b) The mitigation measure identified, if any, to reduce the impact to less than significant.

A. Aesthetics: Will the project or its related activities:		Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
1.	Have a substantial adverse effect on a scenic vista, including scenic roadways as defined in the General Plan, or a Federal Wild and Scenic River (Big Chico Creek)?	X			
2.	Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?	X			
3.	Affect lands preserved under a scenic easement or contract?				X
4.	Substantially degrade the existing visual character or quality of the site and its surroundings including the scenic quality of the foothills as addressed in the General Plan?	X			
5.	Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	X			

DISCUSSION:

Chico lies at the transition between the foothills to the east and the agricultural lands to the west, with numerous creeks and waterways within the City. An aesthetic impact would generally be considered significant if the project results in the conversion of substantial amounts of open space, results in a demonstrable negative aesthetic, or results in a substantial change in community character (i.e., changes in open space patterns, substantial reduction in prominent public visual opportunities, etc.).

A.1

Big Chico Creek has been identified as a scenic resource in the City. The aesthetic quality of any adjacent proposed activity warrants a heightened degree of consideration. Additionally, as the valley floor gradually inclines into the foothills to the east, development within the foothill areas becomes more visual to the valley floor within areas of increasing topography. Implementation of the proposed 2030 General Plan may impact these scenic resources. As a result, impacts to scenic vistas will be further addressed in the EIR.

A.2

There are no state scenic highways in the 2030 General Plan Planning Area. However, there are many oak trees, historic structures and other features in the area that may be lost due to development resulting for implementation of the 2030 General Plan. This impact will be further addressed in the EIR.

A.3

There are no lands within the City or Planning Area that are preserved under a scenic easement. Implementation of the 2030 General plan would have no impact in this area and therefore will not be discussed in the EIR.

A.4

Undeveloped land and areas developed with residential, office, industrial and commercial uses dominate the existing visual character. The proposed project would expand urban development resulting in new roadways and other public and private facilities, and therefore change the existing visual character of the existing open space areas. The change in visual character will be further addressed in the EIR.

A.5

Future residential, office, industrial and commercial development would create new sources of light. The impact to light and glare will be further addressed in the EIR.

B. AGRICULTURE RESOURCES Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
1. Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	X			
2. Conflict with existing zoning for agricultural use, or a Williamson Act contract?	X			
3. Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland to non-agricultural use?	X			

DISCUSSION:

Agriculture has a rich history in the character of the community, development of Chico, and celebration of locally grown produce due to the fertile soils in the area. However, today there are relatively limited amounts of active agricultural lands within the City limits. Important issues in the existing General Plan that will remain significant moving forward include conversion of agricultural lands and the location of the “Greenline” along the western edge of the City.

B.1, B.3

There are areas within the Planning Area that are currently undeveloped and have been used historically for agricultural purposes. Portions of the Planning Area have been classified by the California Department of Conservation as “Prime Farmland” and “Farmland of Statewide Importance.” Implementation of the 2030 General Plan would result in the conversion of important farmland to a mix of residential, commercial, and other uses. Therefore, the loss of this land for agricultural production is considered a potentially significant impact and will be further discussed in the EIR.

B.2

Some of the current zoning in the Planning Area conflicts with proposed the land use designations of the proposed project. A portion of the area within the Planning Area is within the jurisdiction of Butte County. Proposed land use changes identified in the proposed project may conflict with the agricultural zoning designations of Butte County. Additionally, while no Williamson Act lands exist within the city boundaries some Williamson Act contract lands exist within the Planning Area. Development of existing vacant land adjacent to Williamson Act contract lands may lead to the conversion of this land to non-agricultural uses. This issue will be further discussed in the EIR.

C. Air Quality: Will the project or its related activities result in:		Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
1.	Conflict with or obstruct implementation of the applicable air quality plans (e.g. Northern Sacramento Valley Air Basin 1994 Air Quality Attainment Plan, Chico Urban Area CO Attainment Plan, and Butte County Air Quality Management District Indirect Source Review Guidelines)?	X			
2.	Violate any air quality standard or contribute substantially to an existing or projected air quality violation.	X			
3.	Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)?	X			
4.	Expose sensitive receptors to substantial pollutant concentrations?	X			
5.	Create objectionable odors affecting a substantial number of people?	X			

DISCUSSION:

Pollution potential in the Chico area is relatively high due to the combination of air pollutant emissions sources, transport of pollutants into the area, and meteorological conditions that are conducive to high levels of air pollution. Air quality in the Chico region is considered “moderately” non-attainment for ozone and particulate matter. Emission sources in the Chico area are primarily from automobiles. The primary source of ozone (smog) pollution is motor vehicles, which account for 70 percent of the ozone in the Chico region. Particulate matter is caused by dust, primarily dust generated from construction and grading activities, and smoke which is emitted from fireplaces and wood-burning stoves, and agricultural burning. Implementation of the 2030 General Plan would result in the development of residential, public, commercial and industrial land uses. This development would result in additional criteria pollutants being generated within the project area.

C.1 – C.3.

The proposed 2030 General Plan Planning Area is located within the jurisdiction of the Butte County Air Quality Management District (BCAQMD). The BCAQMD has established action-level thresholds, labeled Levels A, B and C, to assist in evaluating the amount of mitigation a project must implement to successfully reduce potential air quality impacts from indirect sources. Level A represents the lowest emissions while Level C generates the most. According to the BCAQMD Indirect Source Review Guidelines (ISRG), all projects with the potential to increase vehicular activity should implement all appropriate standard mitigation measures (SMM). Projects that are expected to exceed Level A thresholds must also implement all feasible best available mitigation measures (BAMM). These measures are intended to reduce reactive organic gas (ROG), nitrogen oxide (NOX) and particulate matter less than 10 microns (PM₁₀) emissions before, during and after construction.

Due to the size and nature of the proposed project, impacts on air quality may be considered potentially significant for the 2030 General Plan. In addition to discussing the potential impacts associated with air basin plans and regulatory and management plans, the EIR will discuss impacts associated with the implementation of the project on greenhouse gas emissions and global climate

change.

C.4

The proposed 2030 General Plan includes changes in many of the existing land use designations and the projected change may increase the emissions of ROG, NO_x, and PM₁₀ above those associated with the current land use designations and may inhibit air quality attainment efforts. Currently, the Planning Area is a mixture of different land uses. The 2030 General Plan intends to change some of the uses from agricultural and undeveloped land to urban uses and may result in exposure of sensitive receptors to substantial pollutant concentrations. Therefore, this issue will be discussed further in the EIR.

C.5

Implementation of the proposed project would result in development consisting of residential, commercial, retail, industrial, and other uses. As implementation of the 2030 General Plan could include new industrial uses potential odors or toxic air contaminants could be generated. Since odors or toxic air contaminants could be created from industrial or intensive adjacent agricultural uses, this issue could be potentially significant. This issue will be addressed further in the EIR.

D. Biological Resources: Will the project or its related activities result in:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
1. Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species as listed and mapped in the MEA or in other local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	X			
2. Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in the MEA or in other local or regional plans, policies, regulations or by the California Department of Fish and Game or US Fish and Wildlife Service.	X			
3. Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	X			
4. Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	X			
5. Result in the fragmentation of an existing wildlife habitat, such as blue oak woodland or riparian, and an increase in the amount of edge with adjacent habitats.	X			
6. Conflict with any local policies or ordinances, protecting biological resources?			X	

DISCUSSION:

Butte County consists of five different geographic subregions including the Sacramento Valley in which most of the City of Chico Planning Area is located. The very eastern portion of the 2030 General Plan Planning Area falls within the Cascade Range Foothills subregion. The upper extent of this eastern portion consists of landscape dominated (more than one half) by oak woodland natural communities. The upper elevation range of the oak woodland community varies from about 800 to 1,500 feet above mean sea level. The Sacramento Valley is part of the northern subregion of the Great Central Valley of north-central California that extends from Red Bluff in Tehama County to the Suisun Slough in southwest Solano County.

Significant riparian resources in the Planning Area occur along Butte Creek, Big Chico Creek, and several other smaller drainages. Additionally, there is significant vernal pool habitat within the Planning Area, mostly occurring in the eastern portion. Vernal pools and swales may also support a number of special-status plant species including, but not limited to, Butte County meadowfoam.

According to the Existing Conditions Report completed for the 2030 General Plan, there are 14 general types of biological communities occur in the Planning Area. (Existing Conditions Report, page 7-2) These 14 communities include urban/park, agriculture, grassland, blue oak woodland, blue oak savanna, valley oak woodland, mixed oak woodland, interior live oak woodland, cottonwood-willow riparian, valley oak riparian, mixed riparian, willow scrub, open water (including riverine), and wetlands (including emergent wetland and vernal pool).

D.1 - D.3

Implementation of the 2030 General Plan could substantially affect special-states species, riparian or other sensitive habitats, and federally protected wetlands. The City of Chico General Plan Existing Conditions Report (ECR) determined that many species of special concern occur in the Planning Area. These issues will be discussed further in the EIR.

D.4

Implementation of the 2030 General Plan may interfere with the movement of native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of wildlife nursery sites. These issues will be discussed further in the EIR.

D.5

Implementation of the 2030 General Plan may conflict with existing federal, state, and local policies and standards on tree protection, wetlands/vernal pools, or special-status species. According to the ECR, there is approximately 7,011 acres of vernal pool habitat within the Planning Area. Most of the acreage identified in the ECR also contains annual grassland and oak woodland communities. Therefore, the alteration of land where these exist may be a potentially significant impact and will be discussed further in the EIR.

D.6

The City of Chico is located in an area that is in the process of having a habitat conservation plan and natural community conservation plan prepared. The Butte County Association of Governments (BCAG) is the lead agency preparing the Butte Regional Habitat Conservation Plan and Natural Community Conservation Plan (HCP/NCCP). The HCP/NCCP includes all areas of western Butte County, including the City of Chico. The anticipated approval date for the HCP/NCCP is mid-2010. Implementation of the General Plan has the potential to conflict with the HCP/NCCP. Therefore, this issue will be further addressed in the EIR.

E. Cultural Resources: Will the project or its related activities:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
1. Cause a substantial adverse change in the significance of an historical resource as defined in PRC Section 15064.5?	X			
2. Cause a substantial adverse change in the significance of an archaeological resource pursuant to PRC Section 15064.5?	X			
3. Directly or indirectly destroy a unique paleontological resource or site or unique geological feature?	X			
4. Disturb any human remains, including those interred outside of formal cemeteries?	X			

DISCUSSION:

There are 244 known archaeological sites and isolated features/artifacts, including prehistoric and historic sites, within the City of Chico Planning Area. There are 177 prehistoric sites, 53 historic sites, and 11 sites that contain both prehistoric and historic elements. (Existing Conditions Report, page 7-6) The majority of the prehistoric sites are bedrock milling stations and lithic scatters (e.g., areas representing the manufacture of stone tools) that are located along creeks and streams such as Mud Creek and Big Chico Creek. These are areas of high archaeological sensitivity. Many Mechoopda villages were located along these drainages as recently as the late 19th century. For example, the Mud Creek Canyon Archaeological District is listed in the National Register of Historic Places (NRHP). Historic sites in the City primarily consist of residential and commercial buildings, but there are several trails and other linear features (e.g., the Southern Pacific Railroad alignment, historic roads, and wagon wheel ruts) located throughout the Planning Area.

E.1 – E.2

Implementation of the 2030 General Plan could result in significant impacts to historical and/or archaeological resources. There are 497 properties and one historic district in the City of Chico listed in the current Office of Historic Preservation Directory of Properties and an additional 17 properties listed within the vicinity of Chico. The directory identifies 122 properties listed in the National Register of Historic Places (NRHP) and California Register of Historical Resources (CRHR), 80 properties that are eligible for inclusion in the NRHP, 121 properties that appear eligible for listing in a local historic register and 168 properties that are not eligible for inclusion in the NRHP. Implementation of the 2030 General Plan may adversely affect historical or archeological resources. Therefore, these issues will be discussed further in the EIR.

E.3 – E.4

Implementation of the 2030 General Plan could result in the destruction of a unique paleontological resource or the disruption of human remains. These issues will be discussed further in the EIR.

F. Geology/Soils: Will the project or its related activities:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
1. Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:				
a. Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.	X			
b. Strong seismic ground shaking?	X			
c. Seismic-related ground failure, including liquefaction?	X			
d. Landslides?	X			
2. Result in substantial soil erosion or the loss of topsoil?	X			
3. Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?	X			
4. Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property?	X			
5. Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water, or is otherwise not consistent with the Chico Nitrate Action Plan or policies for sewer service control?	X			

DISCUSSION:

Several geologic formations underlie the City of Chico Planning Area. These include the Tuscan Formation, Chico Formation, Red Bluff Formation, and Modesto Formation. The USGS *Swelling Clays Map of the Conterminous United States, Soil Map of California* (Geology.com) identifies regions of expansive soils to exist within the Planning Area. The Central Valley region, in which the Planning Area is located, is an area where soils with slight to moderate swell potential exist. Chico is located within Butte County, an area of low seismic activity relative to other areas of California. There are a number of faults either within Butte County or relatively nearby that could be considered potentially active, based on the fairly restrictive criteria developed by the California Mining and Geology Board.

F.1

There are no Alquist-Priolo Special Studies Zones identified in the Chico Planning Area. However, the potential for seismic activity affecting the Planning Area does exist. Chico Monocline fault

which extends northwesterly from Chico was considered potentially active in an unpublished 1988 report by the California Geological Survey. Based on its length of approximately 42 miles, this fault could produce at least a magnitude 7.0 earthquake, which would cause major damage in the Planning Area. (Existing Conditions Report, page 7-43). As such, potential impacts as a result of seismic activity will be addressed in the EIR.

F.2

There are two general types of erosion: geologic and accelerated. Geologic erosion is basically a natural type of erosion that occurs at a very slow rate. This type of erosion is not usually associated with areas where human activity takes place. The process of accelerated erosion is influenced and perpetuated by human disturbance and is therefore an issue of concern for development within the Planning Area. Causes for accelerated erosion include activities such as bulldozing for urban development. Development of the Planning Area may result in increased soil erosion, wind and water erosion, and siltation of local drainage during and after construction from excavation and grading activities. This issue will be further discussed in the EIR.

F.3

The topography of the Planning Area is generally flat, and it is unlikely that any hazards associated with landslides or mudflows would occur. Withdrawal of fluids (e.g., groundwater, natural gas, and oil) can, in some cases, result in subsidence. As currently proposed, the Planning Area may utilize the groundwater resources. Therefore, the chance for subsidence could be significant. In addition, other geologic stability issues may be present in portions of the Planning Area. This issue will be discussed further in the EIR.

F.4

Expansive soils are common in western and central California, particularly where clay-rich parent materials are present or within seasonally wet basin area. Near-surface expansive clays shrink and swell, particularly in areas subject to seasonal soil moisture variations. Expansive soils can be recognized by the appearance of soil cracks that open during the dry season and close during the rainy season. Structures, pavements, concrete slabs, and other improvements can experience significant damage from this seasonal shrinking and swelling process if not designed to address the presence of expansive soils. Expansive soils can also accelerate landslides and the process of soil creep on slopes.

The USGS *Swelling Clays Map of the Conterminous United States, Soil Map of California* (Geology.com) identifies regions of expansive soils to exist within the Planning Area. As such, the potential for impacts due to expansive soils as a result of implementation of the 2030 General Plan will be addressed in the EIR.

F.5

Some sections of the Planning Area are within the jurisdiction of Butte County. Many of these areas are on existing septic systems and annexation to the City, does not require connection to the City wastewater facility if the septic system is functioning according to City regulations. Therefore, future annexations could result in an impact regarding soils incapable of adequately supporting the use of septic tanks. This issue will be discussed further in the EIR.

G. Hazards/ Hazardous Materials: Will the project or its related activities:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
1. Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	X			
2. Create a significant hazard to the public or the environment through reasonable foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	X			
3. Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?			X	
4. Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	X			
5. For a project located within the airport land use plan, would the project result in a safety hazard for people residing or working in the project area?	X			
6. For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?	X			
7. Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	X			
8. Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?	X			

DISCUSSION:

Within the City, various commercial and industrial activities use and/or store hazardous materials for their operations. Medical wastes are another growing source of hazardous wastes in the City. Hazardous materials, used in many household products (e.g., drain cleaners, waste oil, cleaning fluids, insecticides, and car batteries) are often improperly disposed of as part of normal household trash. These hazardous materials could interact with other chemicals which can create risks to people and can also result in soil and groundwater contamination.

Currently, there are 28 hazardous material sites in the vicinity of the Planning Area known to handle and store hazardous materials and are associated with a hazardous material related release or occurrence listed on the State of California Hazardous Waste and Substances Site List (also

known as the "Cortese List") or the CAL-SITES (ASPIS) Database. (Existing Conditions report, page 8-14)

G.1 – G.2

Heavy industrial uses could be permitted within industrial land use designations, and potentially hazardous materials may be used as part of commercial businesses and light industrial firms. Due to some current land uses and known contaminated sites within the Planning Area, there may be some hazardous material within the Planning Area, such as pesticides, chemical fertilizers, or waste materials. The impacts related to exposure of persons to hazardous materials would be potentially significant and will be discussed in the EIR.

G.3

Section 17213 of the California State Education Code mandates that a school site must not be located within one-quarter of a mile of a hazardous materials site. Because of this mandate, the impact of hazardous waste sites on schools is less than significant, but will be further addressed in the EIR.

G.4

There are many hazardous materials sites in the Planning Area such as the Humboldt Road Burn Dump and the Chico Municipal Airport. As a result, the sites could create a significant hazard to the public or the environment. This issue will be discussed further in the EIR.

G.5

Chico Municipal Airport is located within the Planning Area. Chico Municipal Airport serves the needs of the Northern Sacramento Valley for commercial aviation, general aviation, and air cargo operations as well as provides services for fire-fighting aircraft. Operation of this airport and potential conflicts with new development resulting from implementation of the 2030 General Plan could result in significant impacts to nearby existing and future residents and/or workers. This issue will be discussed further in the EIR.

G.6

There is one private airport, Ranchoero Airport, located within Planning Area. This airport is located west of the City of Chico, adjacent to the City boundaries. Operation of this airport and potential conflicts with new development resulting from implementation of the 2030 General Plan could result in significant impacts to nearby existing and future residents and/or workers. This issue will be discussed further in the EIR.

G.7

As a result of future development within the Planning Area, the existing emergency response plan may or may not be suitable to future needs. This issue will be discussed further in the EIR.

G.8

The Planning Area has areas located near or intermixed with wildlands. These areas are identified as having a moderate, high, and very high risk of fires in the Fire Hazard Severity Zones Map for Butte County as provided by the California Department of Forestry and Fire Protection and Butte County Fire Department. (County of Butte) Development of these areas as a result of implementation of the 2030 General Plan would have a potentially significant impact for the exposure of people or structures to wildland fires. This issue will be discussed further in the EIR.

H. Hydrology/ Water Quality: Will the project or its related activities result in:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
1. Violate any water quality standards or waste discharge requirements?	X			
2. Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g. the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted?)	X			
3. Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on- or off-site?	X			
4. Substantially increase the rate or amount of surface runoff in a manner which would result in flooding on-or off-site?	X			
5. Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?	X			
6. Otherwise substantially degrade water quality?	X			
7. Place real property within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?	X			
8. Place within a 100-year flood hazard area structures which would impede or redirect flood flows?	X			
9. Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?	X			
10. Inundation by seiche, tsunami, or mudflow?				X

DISCUSSION:

Stormwater runoff has, at times, created localized flooding problems in the City of Chico and the agricultural area west of the City. Flooding hazards within the Big Chico Creek Watershed are attributed to potential high flows from Lindo Channel, Sycamore Creek, Mud Creek, Rock Creek, Keefer Slough, and Big Chico Creek. Flooding hazards in the Little Chico Creek/Butte Creek Watershed are attributed to potential high flows from Little Chico Creek, the Little Chico Creek-Butte Creek Diversion Channel, Comanche Creek, and Dead Horse Slough. Dam failure, the

collapse or failure of an impoundment that causes significant downstream flooding, is a potential hazard for the City of Chico.

The sole source of domestic water to the Planning Area is groundwater. The California Water Service Company (Cal Water) supplies approximately 25.5 million gallons of water per day to the Chico area. Water quality is generally adequate to meet current demands; however groundwater nitrate contamination could threaten supply in areas with a high density of septic systems. Regulation of non-point source agricultural return water may also become an issue in the near future.

H.1, H.6

Development of the Planning Area would include construction-related activities that could expose soil to erosion during storm events, causing degradation of water quality. Also, after construction, the run-off from urban uses may contribute to the degradation of water quality in the area. These impacts may be potentially significant and will be discussed further in the EIR.

H.2

The Planning Area is currently being served by groundwater. The Groundwater Resource Analysis study (Butte County Water Inventory and Analysis, Camp, Dresser & McKee 2001) evaluated local groundwater and concluded that groundwater resources will support build-out conditions as specified by the 1994 City General Plan through 2012. However, it is unknown at this time how the 2030 General Plan will impact groundwater supply and recharge. This is considered to be a potentially significant impact. This issue will be discussed further in the EIR.

H.3 – H.5

Implementation of the proposed General Plan would increase impervious surfaces and, as a result, alter drainage patterns. This would result in a potentially significant impact and will be discussed further in the EIR.

H.7 – H.8

Portions of the Planning Area are within the 100-year floodplain of Big Chico Creek, Little Chico Creek, Butte Creek, and Comanche Creek. In addition to being located within the 100-year floodplains listed above, the City is located within the geographical area described by Senate Bill 5 as an area potentially subject to 200-year floodplain mapping and analysis requirements. Preliminary information from the Department of Water Resources (DWR) suggests that a small area within the Planning Area generally located west of Meridian Road and south of the Union Pacific Railroad line but outside of the City Limits or Sphere of Influence may be within a 200-year flood hazard area. Flood hazards and floodplain status issues will be discussed further in the EIR.

H.9

Dam failure, the collapse or failure of an impoundment that causes significant downstream flooding, is a potential hazard for the City of Chico. Paradise and Magalia Reservoirs, owned and operated by the Paradise Irrigation District (PID), are located on Butte Creek, above Paradise. Failure of Paradise Dam would overtop Magalia Dam and result in temporary flooding in the Planning Area along Butte Creek. (Butte County Flood Mitigation Plan, Appendix D, 2006). Dam failure will be discussed further in the EIR.

H.10

The Planning Area is not located in an area that would be affected by a seiche, tsunami, or mudflow. Therefore, development of the project would result in no impact regarding inundation and will not be discussed further in the EIR.

I. Land Use and Planning: Will project or related activities be inconsistent with	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
1. General Plan or Specific Plan policies or zoning regulations?	X			
2. Physically divide an established community?			X	
3. Conflict with any applicable Resource Management or Resource Conservation Plan?	X			
4. Result in substantial conflict with the established character, aesthetics or functioning of the surrounding community?	X			
5. Be a part of a larger project involving a series of cumulative actions?				X
6. Result in displacement of people or business activity?				X
7. Conversion of viable prime agricultural land and/or land under agricultural contract to non-agricultural use, or substantial conflicts with existing agricultural operations? (Viable agricultural land is defined as land on Class I or Class II agricultural soils of 5 acres or greater, adjacent on no more than one side to existing urban development.)	X			

DISCUSSION:

The City of Chico encompasses 32 square miles of land between the Sierra Nevada foothills to the east and agricultural lands of the Central Valley to the west. The current land use mix and distribution includes approximately 54 percent residential land, 20 percent parks and open space, 14 percent industrial, and the remaining 12 percent commercial, office, and mixed uses.

Given the City's historic development patterns and multiple annexations (26 in recent years), the City is focused on ensuring compatibility in the interface between residential and non-residential development. As described in the Project Description, the 2030 General Plan Preferred Land Use Alternative proposes land use designation changes, which are illustrated in **Figure 2**. The proposed 2030 General Plan also includes five Special Planning Areas (SPAs), identified in **Table 2**.

In addition to the Special Planning Areas (SPA's), the project also includes sixteen (16) areas located within the existing City of Chico City Limits described as Opportunities Sites where land use changes have been proposed, are also shown in **Figure 2**.

I.1

Implementation of the General Plan may conflict with the City's existing zoning ordinance as well as general plan provisions of adjoining jurisdictions (Butte County). This issue would be discussed further in the EIR.

I.2

The implementation of the General Plan would not physically divide an established community. This impact would be less than significant and will not be discussed further in the EIR.

I.3

The City of Chico is located in an area in the process of preparing a habitat conservation plan and

natural community conservation plan. The Butte County Association on Governments (BCAG) is preparing the Butte Regional Habitat Conservation Plan and Natural Community Conservation Plan (HCP/NCCP). The HCP/NCCP includes all areas of western Butte County, including the City of Chico. The anticipated approval date for the HCP/NCCP is mid-2010. Implementation of the 2030 General Plan may conflict with the HCP/NCCP. Therefore, this issue will be further addressed in the EIR.

I.4

Undeveloped land and areas developed with residential, office, industrial and commercial uses dominate the existing visual character. The proposed project would expand urban development resulting in new roadways and other public and private facilities, and therefore may conflict with the established character, aesthetics or functioning of the surrounding community, which could be considered a significant impact. The conflicts with existing character will be further addressed in the EIR.

I.5

Implementation of the 2030 General Plan would result in necessary changes to the existing zoning ordinance, however, the General Plan, by nature, is the predominate governing document for a jurisdiction. All subsequent activities tier off the General Plan and are required to be consistent with the General Plan. As such, while additional actions may be required with implementation of the 2030 General Plan, these actions will be a part of the whole of the process. Therefore the proposed project would have no impact with regard to being a part of a larger project involving a series of cumulative actions.

I.6

Implementation of the proposed project does not provide goals, policies or land use changes which would result in the displacement of persons or businesses as those persons or businesses have the right to continue the use of their dwelling or business until such time that they wish to quit that dwelling or business even if General Plan land use changes result in a re-designation of their land for a different use. This would have no impact and will not be discussed further in the EIR.

I.7

Implementation of the proposed project would allow development in, or adjacent to, areas of designated prime agriculture lands which may result in the conversion of the agricultural use to a non-agricultural use. This is considered a potentially significant impact and will be further discussed in the EIR.

J. Noise: Will the project or its related activities result in:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
1. Exposure of residents in new hotels, motels, apartment houses, and dwellings (other than single-family dwellings) to interior noise levels (CNEL) higher than 45 dBA in any habitable room with windows closed?	X			
2. Exposure of sensitive receptors (residential, parks, hospitals, schools) to exterior noise levels of 60 dBA L or higher?	X			
3. Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?	X			
4. A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?	X			
5. A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?	X			
6. For a project located within the airport land use plan, would the project expose people residing or working in the project area to excessive noise levels?	X			
7. For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?	X			

DISCUSSION:

The Existing Conditions Report identified several sources of noise that could affect the City of Chico. These sources include noise generated from stationary activities (e.g., recreational, commercial and industrial uses), aircraft and railroad operations, and traffic on major roadways and highways. Based on monitoring conducted, hourly-average daytime noise levels within the City generally range from the low 50s to the low 70s, dependent primarily on distance from area roadways. Ambient noise levels during the quieter nighttime hours are typically five to ten dBA less than daytime noise levels. Major stationary noise sources noted within the City of Chico are commercial and industrial land uses and the Silver Dollar Speedway. Major transportation related noise sources in the City are Chico Municipal Airport, Enloe Medical Center Heliport, and the Union Pacific Railroad tracks.

J.1 – J.5

Implementation of the 2030 General Plan would result in the potential to create a substantial increase in stationary and transportation noise from the existing levels. Any new development could cause a significant impact in noise and/or generate excessive levels of groundborne vibrations. Additionally, any future development could permanently increase ambient noise levels. These issues will be discussed further in the EIR.

Chico Municipal Airport is located within the Planning Area. Any future development adjacent to or near the airport could potentially expose residents or workers to excessive noise levels. This issue will be discussed further in the EIR.

J.7

There is one private airport, Ranchoero Airport, located within Planning Area. This airport is located west of the City of Chico, adjacent to the City boundaries. Operation of this airport and potential conflicts with new development resulting from implementation of the 2030 General Plan could result in significant noise impacts to nearby existing and future residents and/or workers. This issue will be discussed further in the EIR.

K. Open Space/Recreation: Will the project or its related activities:		Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
1.	Affect lands preserved under an open space contract or easement?				X
2.	Affect an existing or potential community recreation area?	X			
3.	Increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	X			
4.	Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?	X			

DISCUSSION:

Abundant parkland, open space, and recreation facilities are available in the City and the Planning Area. The Chico General Services Department, Parks Division and Chico Area Recreation District (CARD) provide park and recreation facilities and services in the City and Planning Area.

Chico General Services Department, Parks Division is responsible for maintaining City parks, street trees, landscaping within public rights-of-way, and developing and maintaining Bidwell Park. Bidwell Park totals approximately 3,670 acres and is one of the nation’s largest municipally owned parks. Bidwell Mansion State Historic Park is a three-story, 26-room Victorian House Museum that stands as a memorial to John and Annie Bidwell. The Silver Dollar Fairgrounds and Speedway offer a wide variety of racing events as well as other exhibitions. Lindo Channel (Sandy Gulch) Greenway is approximately 156 acres in size and stretches over 5.5 miles. Other greenways include Little Chico Creek and Comanche Creek totaling approximately 41 acres.

Chico Area Recreation District (CARD) is a special district that was formed in 1948 and includes the City of Chico and the areas immediately surrounding the City. CARD’s 255-square-mile service area includes a large portion of the Planning Area and extends north to the Tehama County border. CARD is responsible for the acquisition, development, and operation of community parks, as well as recreation programs, indoor recreation areas, and management of various facilities in the Chico area. Their facilities include the 20th St. Community Park, Oak Way Park, Pleasant Valley Community Center and Pool, Rotary Park, Hooker Oak Recreation Area, and the recently completed Phase I of DeGarmo Park, which is a collaborative effort between the City of Chico and CARD to provide recreation opportunities to the rapidly expanding north Chico community.

Public trails and corridors provide opportunities for expanded and varied hiking, mountain bicycling, jogging, bicycling, equestrian, and other recreational experiences. There are approximately 80 miles of trails within Bidwell Park available for one or more of these activities.

Additionally, there are a number of neighborhood parks and three community parks as well as 994 acres of area designated as open space/greenway within the City. There are over 4,870 acres of parkland, open space and recreational facilities in the City.

K.1

The City of Chico does not currently control any lands preserved under an open space contract or easement, however the City does own in fee-title approximately 307 acres of land (Foothill East Preserve and Potter/Warfield Preserve) that are protected for conservation purposes (Butte County

Meadowfoam) and which have protective covenants on the property. No changes have been proposed on these properties. In addition, the City owns an approximately 760-acre property that is currently not protected for conservation or open space purposes, but which is being studied for such purpose. No changes have been made to the city-owned properties that would affect lands preserved under an open space contract or easement. Therefore, this issue will not be discussed in the EIR.

K.2 – K.3

Implementation of the 2030 General Plan would generate additional population that would require construction of new recreational facilities. Therefore, development of the Planning Area may result in a significant impact regarding recreation and will be discussed further in the EIR.

K.4

The 2030 General Plan will include policies that will likely promote the development of recreation facilities. These policies may create an adverse physical effect on the environment by initiating the implementation of additional recreational facilities in the Planning Area. This issue will be discussed in the EIR.

L. Public Services: Will the project or its related activities have an effect upon or result in a need for altered governmental services in any of the following areas:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
1. Fire protection?	X			
2. Police protection?	X			
3. Schools?	X			
4. Parks and recreation facilities? (See Section K Open Space/Recreation)	X			
5. Maintenance of public facilities, including roads, canals, etc.?	X			
6. Other government services?	X			

DISCUSSION:

The Chico Fire Department provides fire suppression, emergency medical, rescue, hazardous materials response, public assistance, and fire prevention/life safety services to the City of Chico and the unincorporated areas within the City's Sphere of Influence through the Chico Urban Area Fire and Rescue Agreement. In 2006, the City of Chico Fire Department provided 480 automatic aid responses and received 1,264 automatic aid responses. The City of Chico currently charges a Fire Impact Fee, which is used to fund buildings and equipment, on all new development.

The Chico Police Department provides police protection services to the City of Chico. Chico Police patrol teams are responsible for providing uniformed patrol coverage and answering emergency and routine calls for service 24 hours a day, seven days a week, 365 days a year. Currently 157 people are employed at the Chico Police Department. Of these, 102 are sworn Police Officers. The remaining personnel hold positions within the Department as Dispatchers, Community Service Officers, and other support staff. Within the Planning Area, outside of existing Chico city limits, law enforcement activities are provided by the Butte County Sheriffs Office and the California Highway Patrol. Butte County Sheriffs Office is responsible for law enforcement, criminal investigation, marijuana eradication, and crime prevention in the unincorporated areas of the county including the unincorporated portions of the Planning Area. The California Highway Patrol (CHP) provides law enforcement services, primarily traffic control, for the State roads and roads in the unincorporated portions of the Planning Area. This City of Chico has mutual aid agreements with the Butte County Sheriffs Office to provide police protection services to areas outside of the existing city limits if requested.

Chico is rich in educational institutions. California State University (CSU), Chico was founded in 1887 and is the second oldest institution of higher learning in the California State University system. Today, CSUC boasts more than 16,000 students. Butte College is located south of Chico and opened a local community college center in 2004. Butte College's total student population today is more than 14,000 students. Chico is also home to the Cal Northern School of Law and a branch campus of the University of Phoenix. Additionally, the Chico Unified School District (CUSD) provides K-12 level educational facilities to residents of the City of Chico and surrounding areas. Currently, CUSD operates 23 school site facilities consisting of 13 elementary school sites, three junior high school sites, two high school sites, and various special education and alternative education facilities.

L.1

The Chico Fire Department would serve the area within the city limits. The Butte County Fire Department and the California Department of Forestry and Fire Protection (CalFire) would serve the remainder of the Planning Area outside of the incorporated areas of the City of Chico. Development of the Planning Area would increase the population, thereby resulting in the probable

need for additional fire resources. The potential lack of adequate fire protection is a potentially significant impact that will be addressed in the EIR.

L.2

The Chico Police Department would serve the incorporated area within the city limits. The Butte County Sheriff's Department would serve the remainder of the Planning Area that excludes the incorporated areas of the City of Chico. Implementation of the 2030 General Plan would increase the population for the area and, thus, increase the demand on the personnel and time of the Chico Police Department as well as the County Sheriff's Department. The potential reduction of services to the area may be a potentially significant impact that will be addressed further in the EIR.

L.3

The City is served by the Chico Unified School District. The increase of students to this district may have an adverse impact on school services. This is a potentially significant impact that will be discussed further in the EIR.

L.4

Development of the proposed project would generate additional population that would require construction of new recreational facilities. Therefore, development of the Planning Area may result in a potentially significant impact regarding recreation and will be discussed further in the EIR.

L.5

Government service providers would serve the proposed project. Because the proposed project may add to the current population, the need for these services, including the potential maintenance of public facilities, including roads and canals, would increase from the existing level. The need would create a potentially significant impact that will be discussed further in the EIR.

M. Population and Housing: Would the project or its related activities:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
1. Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?	x			
2. Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?			X	
3. Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?			X	
4. Conflict with General Plan population growth rates for its planning areas in conjunction with other recently approved development?			X	

DISCUSSION:

City of Chico 2008 population has been established by the California Department of Finance (DOF) at 89,949 and housing units at 36,484. Regional and state growth projections predict the City to grow at approximately two percent annually, resulting in an additional 40,262 residents and approximately 16,376 additional housing units by the year 2030.

M.1

The implementation of the 2030 General Plan would increase the population of Chico. The City has not adopted any type of management program to control residential growth. Thus, this impact is potentially significant and will be discussed further in the EIR.

M.2 – M.3

The Planning Area does contain some houses that may be displaced at full buildout. However, the number of houses and persons displaced would not be considered significant. Additionally, the project would create additional residential homes and increase the overall housing stock in Chico. Therefore, development of the proposed project would result in a less than significant impact on displacement of houses and will not be discussed further in the EIR.

M.4

Implementation of the proposed project, which is the updating of the City's General Plan, would not conflict with the population growth rates in the General Plan as the proposed project would establish new population growth rates. This issue will not be discussed in the EIR.

N. Transportation/Circulation Factors: Will the project or its related activities result in:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
1. Traffic volumes which exceed established Level of Service (LOS) standards on roadway segments or at intersections, or which do not meet applicable safety standards? Based on General Plan policies, significant impacts would generally result if traffic exceeded LOS C on residential streets, LOS D on arterial and collector streets/intersections, and (under specific circumstances) LOS E in built-out areas served by transit.	X			
2. The absence of bikeway facilities in the general locations identified in the General Plan, consistent with guidelines in the <i>Chico Urban Area Bicycle Plan</i> , or failure to meet applicable design requirements and safety standards?			X	
3. Travel characteristics which are not consistent with standards established in the <i>Butte County Congestion Management Plan</i> (CMP), or other General Plan policies related to Transportation Systems Management (TSM)?	X			
4. Substantial impact on existing or proposed public transit systems including rail and air traffic?	X			
5. Effects on existing parking facilities or demand for new parking not provided for by the project?	X			
6. Increase traffic hazards to motor vehicles, bicycles, pedestrian or other traffic?	X			
7. A change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?	X			

DISCUSSION:

As in most communities, the Chico General Plan establishes a traffic operation Level of Service (LOS) measure as a capacity performance threshold for various roadway typologies/classifications. The measure applies to both roadway segments and intersection performance. Currently, the City has adopted a LOS C threshold for local residential streets and LOS D or better for arterial and collector streets. Level of Service E may be permitted in fully developed areas of the City (e.g., Downtown) served by transit with specific findings. According to traffic counts collected on roadway segments in 2007, the City's roadways operate at acceptable levels during the PM peak hour with the exception of four roadway segments along Nord Avenue, East Park Avenue, Skyway, and Mangrove Avenue. The most recent intersection traffic counts (conducted in 2005) identified 37 intersections in the City that were operating at or near the adopted LOS threshold. Roadway Segment and Intersection traffic counts will be conducted as part of the General Plan Update.

Chico is celebrated as one of the most bike-friendly communities in the nation, with more than 61 miles of bikeways throughout the City. The current General Plan and 2007 Bicycle Plan express a strong commitment to enhancing the existing system, improving connectivity, and addressing constraints to bicycle mobility into the future.

Chico offers three public transportation services: public bus, paratransit, and commercial transit. Butte County Transit (B-Line) currently runs 20 bus routes (including trips to Paradise and Oroville)

and serves approximately 850,000 riders annually. Commercial transit (bus and rail) to other areas in the region is offered by Greyhound and Amtrak.

N.1, N.3

Implementation of the 2030 General Plan could substantially increase the number of vehicle trips, the volume-to-capacity ratio on roads, and the congestion at intersections. It could also exceed LOS standards and result in traffic impacts within adjoining jurisdictions (Butte County). Additionally, increased growth could present travel characteristics which are not consistent with standards established in the *Butte County Congestion Management Plan*. These impacts are potentially significant and will be discussed further in the EIR.

N.2

Implementation of the 2030 General Plan would not conflict with the *Chico Urban Area Bicycle Plan* or fail to meet applicable bicycle design requirements and safety standards as the project would be the guiding document on which the Bicycle Plan is based as well as the guiding document for bicycle facility design requirements and safety standards. This issue will not be discussed in the EIR.

N.4

Implementation of the 2030 General Plan would potentially increase area population. This increase in population may require additional public transit services. This impact is potentially significant will be discussed further in the EIR.

N.5, N.6

Implementation of the 2030 General Plan could potentially create hazards due to design features, inadequate emergency access, and parking capacity issues. These impacts are potentially significant and will be discussed further in the EIR.

N.7

The proposed project does not include any land use changes that would interfere with the air traffic in the region. However, an increase in population as a result of implementation of the 2030 General Plan may increase the number of flights to serve this additional population and increase air traffic levels in the region. Therefore, the proposed project would have a potentially significant impact on air traffic levels. This issue will be discussed in the EIR.

O. Utilities: Will the project or its related activities have an effect upon or result in a need for new systems or substantial alterations to the following utilities:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
1. Water for domestic use and fire protection?	X			
2. Natural gas, electricity, telephone, or other communications?	X			
3. Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?	X			
4. Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	X			
5. Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	X			
6. Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?	X			
7. Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?	X			
8. Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?	X			
9. Comply with federal, state, and local statutes and regulations related to solid waste?			X	

DISCUSSION:

The California Water Service Company (Cal Water) currently provides potable water to the City of Chico and its residents. The City works cooperatively with this company to provide an acceptable level of service to City residents. The California Water Service Company has recently completed documentation satisfying the requirements of SB610 and SB221 documenting an available and safe potable water supply for its client base. Groundwater is the sole source of the City's domestic water supply.

The City of Chico Water Pollution Control Plant provides an advanced secondary level of wastewater treatment for the City. That Plant operates under a valid Certificate of Compliance from the State of California and meets all discharge requirements associated with the permit. The City is currently undertaking an effort to expand the Water Pollution Control Plant to accommodate growth projections established in the existing 1994 General Plan. New development is charged a Water Pollution Control Plant Capacity Impact Fee, as well as service and facilities fees for the sewer system.

The City does not have a formal storm drainage service area but does provide for and require storm drainage facilities adequate to accommodate the storm drainage needs of existing and new development. The City operates in compliance with Phase II regulations of the National Pollutant Discharge Elimination System (NPDES) and charges a Storm Drainage Impact Fee for all new

development within the City.

Solid waste services for the City are provided by North Valley Waste Management and Norcal Waste Systems and include curbside recycling services. Solid waste is disposed of at the Neal Road Sanitary Landfill. Seasonal leaf collection services are also provided to City residents. Additionally, the City operates a "greenwaste" composting facility to assist in the implementation of waste stream reduction requirements.

O.1, O.3, O.4

Any new development in the Planning Area would require additional water and wastewater facilities or the expansion of existing facilities as well as exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board. As such, this could result in a potentially significant impact. These issues will be discussed further in the EIR.

O.2

SBC provides telephone services and Pacific Gas & Electric provides electric and natural gas services to the City. An increase in population and development may require an expansion of existing service facilities from these suppliers. These impacts are potentially significant and will be discussed further in the EIR.

O.5

Any future development in the Planning Area would create new impervious surfaces that would increase the runoff to downstream areas and the need for additional drainage facilities. This is considered to be a potentially significant impact. This issue will be discussed further in the EIR.

O.6

Groundwater is the sole source of the City's domestic water supply. The California Water Service Company has recently completed documentation satisfying the requirements of SB610 and SB221 documenting an available and safe potable water supply for its client base. However, land use changes which would be implemented as a result of project adoption would increase the potential population of the City and thereby increase the potential water demand. As development occurs, groundwater usage could increase, and supply may not be sufficient enough to meet the demand. New water sources may be necessary to serve the Planning Area. This is considered to be a potentially significant impact. This issue will be discussed further in the EIR.

O.7

Increased population as a result of the proposed project could impact wastewater services and capacity to serve the City. This is considered to be a potentially significant impact. Wastewater service issues will be discussed further in the EIR.

O.8

North Valley Waste Management and Norcal Waste Systems provide solid waste, recyclable materials, and greenwaste services to the City's residents and businesses. Solid waste generated in the city is disposed of at the Neal Road Sanitary Landfill, which is owned by Butte County and operated by the Butte County Public Works Department.

A 2006 municipal services review conducted by the Butte County Local Agency Formation Commission (LAFCO) determined that remaining capacity in the Neal Road Landfill is adequate to accommodate planned growth in the City's SOI, recent island annexations, and the Northwest Chico Specific Plan. However, this determination was based on land use designations identified in the 1994 General Plan. As the proposed project would increase the population and development potential in the City, it is no longer assured that the Neal Road Landfill will have adequate capacity to accommodate future growth of the City. This is considered to be a potentially significant impact. This issue will be discussed further in the EIR.

4. MANDATORY FINDINGS OF SIGNIFICANCE

Pursuant to Section 15382 of the State EIR Guidelines, a project shall be found to have a significant effect on the environment if any of the following are true:

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
1. The project has the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory.	X			
2. The project has possible environmental effects which are individually limited but cumulatively considerable. (Cumulatively considerable means that the incremental effects of an individual project are considerable when viewed in connection with the effects of past, current and probable future projects.	X			
3. The environmental effects of a project will cause substantial adverse effects on human beings, either directly or indirectly.	X			

DISCUSSION:

- a) Potentially Significant Impact. The proposed project does have the potential to eliminate animal and plant habitats, to reduce or restrict the range of endangered species, and to eliminate important prehistorical resources. This will be discussed further in the EIR.
- b) Potentially Significant Impact. The proposed project does have impacts that would be cumulatively considerable. These issues will be discussed further in the EIR.
- c) Potentially Significant Impact. The proposed project does contain environmental effects that would either directly or indirectly affect human beings. This issue will be discussed further in the EIR.

REFERENCES:

California Department of Finance (DOF). 2008. Table E.5 Population and Housing Estimates. Available at: http://www.dof.ca.gov/research/demographic/reports/estimates/e-5_2001-06/

City of Chico. 1994. *City of Chico General Plan*. Available at: http://www.chico.ca.us/common/_mod_resource.asp?p=179&f=54

City of Chico. 1999. *Master Environmental Assessment for Chico General Plan*.

City of Chico. 2008. *Existing Conditions Report. February 2008*. Available at: <http://www.chicogeneralplan.com/library.html#GeneralPlanBackgroundDocuments>

County of Butte. 2008. *Proposed Fire Hazard Severity Zones in SRA*. Available at: <http://buttefire.org/Fireprevention/protplan/newsrafhszmap.pdf>

NOP COMMENT SUMMARY REPORT



MARCH 2009

Prepared by:

CITY OF CHICO
Community Services Department, Planning Division
411 Main Street
Chico, CA 95928

Consultant:



The following report provides a summary of input received concerning the scope of the City of Chico General Plan Environmental Impact Report associated with the Notice of Preparation.

In accordance with Section 15021 of the California Environmental Quality Act (CEQA) Guidelines, the City of Chico, as Lead Agency, will prepare an Environmental Impact Report (EIR) for the 2030 General Plan. Pursuant to Sections 15082(a) and 15375 of the CEQA Guidelines, the City of Chico issued a Notice of Preparation in December 2008 in order to provide Responsible Agencies, Trustee Agencies and other interested parties with information describing the proposal and its potential environmental effects. The Notice of Preparation was circulated for a 45-day review period with the purpose of generating public input.

A public scoping meeting to receive input on the scope of the EIR was held on January 13th, 2009 from 2 to 3pm for public agencies and from 6 to 7 pm for members of the general public in the City Council Chambers at 421 Main Street, Chico, CA. While several verbal comments were provided throughout both meetings, no written comments were offered. Therefore, the following report is a documentation of comments received by the City during the 45-day review period only, as no written comments were provided during the two scoping meetings described above.

The following comments are arranged by topic area. Multiple comments of the same nature and topic from two or more commenters are combined herein. Subtext following each comment represents the source(s) of the comments, according to the sources listed in **Table 1**. The specific comments arranged by topic area are shown in **Table 2**. Comment letters are also attached.

TABLE 1 – LIST OF COMMENT SOURCES

Reference Number	Commenter	Date of Comment
1	Katy Sanchez, Native American Heritage Commission	12/15/2008
2	Daniel Kevin, Public Utilities Commission	12/16/2008
3	Andrew Rush, Governor's Office of Emergency Services	12/30/2008
4	Greg Melton, Land Image	1/22/2009
5	Jon Luvaas	1/25/2009
6	Peggy Mead, Tom Dauterman, and Bill Webb	1/26/2009 & 8/1/2008
7	Jolene Francis, Chico Chamber of Commerce	1/26/2009
8	Patrick R. McGill, Union Pacific	1/26/2009
9	Doug Fogel, Butte County Public Health	1/26/2009
10	Stephen Lucas & Carl Leverenz, Butte Local Agency Formation Commission	1/26/2009 & 6/19/2007
11	Sukhvinder Takhar, Caltrans	1/26/2009
12	January 13, 2009 2:00 p.m. Scoping Meeting <ul style="list-style-type: none"> • Doug Fogel (Butte County Environmental Health) • Damion Farley (Caltrans) • Fritz McKinley (City of Chico) • B. Vlamis (BEE) 	1/19/09
13	January 13, 2009 6:00 p.m. Scoping Meeting <ul style="list-style-type: none"> • Jason Bougie (BCBA) • Michael Pike 	1/19/09

TABLE 2 –COMMENTS BY TOPIC (ANNOTATED)

Topic Area	Comments
<p>Transportation and Traffic</p>	<ul style="list-style-type: none"> • The Draft EIR should incorporate the findings of a traffic study that addresses at-grade road crossings of the railroad line in the City Planning Area and the possible need for closures or grade separations. (8) • The Draft EIR should address impacts to the State Highway System resulting from the General Plan with the use of a traffic impact study. The traffic impact study should include State Routes 32 and 99 and consider all possible traffic impacts to all ramps, ramp intersections, and mainline segments. The commenter provides ten locations. (11) (12) • The Draft EIR should address fair share costs toward funding improvements. (11) (12) • Caltrans requested a separate scoping meeting to address their concerns. (12) • Concerns regarding a bridge and potential roadway connection associated with the Thomason property. (13)
<p>Scenic Resources</p>	<ul style="list-style-type: none"> • The Draft EIR should address the General Plan's effect on aesthetic problems created by increase in vandalism and graffiti due to development near the railroad right-of-way. (8)
<p>Planning Process</p>	<ul style="list-style-type: none"> • The Land Use Plan is not as flexible as it should be and should be reconsidered before the Scope of the Draft EIR is completed. (6) • The General Plan should accommodate more single family dwellings with large lots. (6) • The General Plan Land Use map should be reviewed before the completion of the scope of the Draft EIR to ensure the availability of lands designated to meet the needs of commercial and industrial employers, a true mix of densities and housing types, and future development. (7) • Guiding Principle #2 of the General Plan should be revised to include, "actively promote improvements in the public health." (9) • If the proposed General Plan Update requires changes to local governmental organization, extensions of services, and/or changes to adopted spheres of influence, Butte LAFCo would be a Responsible Agency for any environmental review. (10) • In reviewing changes to the sphere of influence, Butte LAFCo weighs four determinations which include present and planned land uses, existing and needed facilities, capacity and adequacy of facilities, and the existence of any social or economic communities. • The commenter suggests an update to the current Nexus study and fee program with the General Plan Update. (11) • The commenter notes the goal of 6-lanes segments of State Route 99 as well as an alternate alignment for State Route 32. (11) • The commenter recommends the development of a series of Corridor System Management Plans for portions of State Route 99. (11) • The commenter relates the requirement to obtain an Encroachment Permit for all work proposed within the State right-of-way. (11) • Will the proposed general plan update establish a population growth control? (12) • Is the definition of the "Planning Area" the same as the current General

NOP/SCOPING COMMENTS

	<p>Plan? (12)</p> <ul style="list-style-type: none"> • City Council provided direction to minimize impacts of the proposed General Plan Update, what specific direction will be provided? (12) • Is Table 1 in the Initial Study the proposed General Plan? (12)
Public Services	<ul style="list-style-type: none"> • The fiscal and public service impacts of increased population and acreage of development should be addressed within the Draft EIR. (5) • The Draft EIR should include discussion of how the Planning Area is proposed to receive public services and the ability of existing agencies to provide services, as well as a description of existing infrastructure and capability, availability, and capacity. (10) • The Draft EIR should include the latest information regarding water supply and groundwater resource studies and allow for information to be added after completion of the Draft EIR. (12)
Land Use (incl. Design Requirements, Landscaping, etc.)	<ul style="list-style-type: none"> • The commenter requests the Draft EIR consider the issues of future development along the "North West Esplanade route." (4) • The commenter identifies several properties in Northwest Chico and suggests specific land use designation options which could be incorporated into the Draft EIR as alternatives to the proposed General Plan land use designations for these properties. (4) • The Draft EIR should include a discussion and analysis of the effects of jurisdictional, sphere of influence, and municipal service review changes. (10) • Full consideration and evaluation should be should be applied through the environmental review process regarding any City Sphere of Influence changes before making a formal request to Butte LAFCo. (10)
Climate Change	<ul style="list-style-type: none"> • The Draft EIR should address the General Plan's contribution to carbon emissions and the ability to meet the requirements of Assembly Bill 32 and Executive Order S-3-05. (5)
Hazards	<ul style="list-style-type: none"> • The Draft EIR should include consideration of potential project-related rail safety impacts and mitigation measures to reduce adverse impacts to rail safety within the Planning Area. (2) • Changes inland use should not be allowed that would permit housing adjacent to existing rail yards. (2) • New development should not be placed adjacent to at-grade highway rail crossings or within the footprint of land needed for future grade-separation structures. (2) • The Draft EIR should address the requirements in state planning law and determine if there are hazard issues within the community. If it is determined that state planning law requirements have not been met within the General Plan, the Draft EIR should recommend mitigation measures to compensate. (3) • The Draft EIR should consider contamination issues and provide the opportunity for the incorporation of additional information on hazards after release of the Draft EIR. (12)
Air Quality	<ul style="list-style-type: none"> • The Draft EIR should analysis odor impacts from increased train and vehicle activity in the area near the railroad right-of-way. (8)
Cultural Resources	<ul style="list-style-type: none"> • Contact the appropriate Information Center in order to determine if the area of project effect has previously been surveyed for cultural resources, whether cultural resources have already been found in the area of project effect or near the area of project effect, the probability that cultural resources are located in the area of project effect, and whether any future surveys are necessary regarding cultural resources and the Project site. (1)

NOP/SCOPING COMMENTS

	<ul style="list-style-type: none">• In the case that future surveys are necessary, it should contain site forms, site significance, and mitigation measures to be submitted to the City Planning Division. (1)• All information regarding site locations, Native American human remains, and associated funeral objects should be located in a separate confidential document and not be made available to the public. (1)• All such reports should be submitted to the appropriate archaeological Information Center within three months after work has been completed. (1)• The Native American Heritage Commission found no Sacred Lands associated with the City Planning Area after a Sacred Lands File Check. (1)• The Native American Heritage Commission has provided a list of appropriate contacts for consultation concerning the Project site and to assist in mitigation. (1)• The City should include mitigation regarding accidentally discovered archeological resources, Native American remains, and the disposition of recovered artifacts; and in areas of identified archaeological sensitivity, a certified archeologist and a culturally affiliated Native American should monitor all ground-disturbing activities. (1)
Noise	<ul style="list-style-type: none">• The Draft EIR should analysis noise impacts from increased train and vehicle activity in the area near the railroad right-of-way. (8)

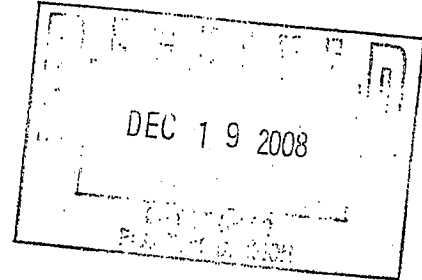
NATIVE AMERICAN HERITAGE COMMISSION

915 CAPITOL MALL, ROOM 364
 SACRAMENTO, CA 95814
 (916) 653-4082
 (916) 657-5390 - Fax



December 15, 2008

Brendan Vieg
 City of Chico
 P.O. Box 3420
 411 Main Street
 Chico, CA 95927



RE: SCH# 2008122038 City of Chico 2030 General Plan; Butte County.

Dear Mr. Vieg:

The Native American Heritage Commission has reviewed the Notice of Preparation (NOP) regarding the above referenced project. The California Environmental Quality Act (CEQA) states that any project that causes a substantial adverse change in the significance of an historical resource, which includes archeological resources, is a significant effect requiring the preparation of an EIR (CEQA guidelines 15064(b)). To adequately comply with this provision and mitigate project-related impacts on archaeological resources, the Commission recommends the following actions be required:

- ✓ Contact the appropriate Information Center for a record search to determine:
 - If a part or all of the area of project effect (APE) has been previously surveyed for cultural resources.
 - If any known cultural resources have already been recorded on or adjacent to the APE.
 - If the probability is low, moderate, or high that cultural resources are located in the APE.
 - If a survey is required to determine whether previously unrecorded cultural resources are present.
- ✓ If an archaeological inventory survey is required, the final stage is the preparation of a professional report detailing the findings and recommendations of the records search and field survey.
 - The final report containing site forms, site significance, and mitigation measures should be submitted immediately to the planning department. All information regarding site locations, Native American human remains, and associated funerary objects should be in a separate confidential addendum, and not be made available for public disclosure.
 - The final written report should be submitted within 3 months after work has been completed to the appropriate regional archaeological Information Center.
- ✓ Contact the Native American Heritage Commission for:
 - A Sacred Lands File Check. **Sacred Lands File check completed, no sites indicated**
 - A list of appropriate Native American Contacts for consultation concerning the project site and to assist in the mitigation measures. **Native American Contacts List attached**
- ✓ Lack of surface evidence of archeological resources does not preclude their subsurface existence.
 - Lead agencies should include in their mitigation plan provisions for the identification and evaluation of accidentally discovered archeological resources, per California Environmental Quality Act (CEQA) §15064.5(f). In areas of identified archaeological sensitivity, a certified archaeologist and a culturally affiliated Native American, with knowledge in cultural resources, should monitor all ground-disturbing activities.
 - Lead agencies should include in their mitigation plan provisions for the disposition of recovered artifacts, in consultation with culturally affiliated Native Americans.
 - Lead agencies should include provisions for discovery of Native American human remains in their mitigation plan. Health and Safety Code §7050.5, CEQA §15064.5(e), and Public Resources Code §5097.98 mandates the process to be followed in the event of an accidental discovery of any human remains in a location other than a dedicated cemetery.

Sincerely,

Katy Sanchez

Katy Sanchez
 Program Analyst
 (916) 653-4040

CC: State Clearinghouse

Native American Contact
Butte County
December 15, 2008

Berry Creek Rancheria of Maidu Indians
Cultural Resources Rep
#5 Tyme Way Tyme Maidu
Oroville , CA 95966
gmix@berrycreekrancheria.
(530) 534-3859
(530) 534-1151 FAX

Mechoopda Indian Tribe of Chico Rancheria
Paula Cuddeford, Tribal Administrator
125 Mission Ranch Blvd Mechoopda Maidu
Chico , CA 95926 Concow
pcuddeford@mechoopda-nsn.
(530) 899-8922 ext-209
Fax: (530) 899-8517

Mechoopda Indian Tribe of Chico Rancheria
Dennis Ramirez, Chairperson
125 Mission Ranch Blvd Mechoopda Maidu
Chico , CA 95926 Concow
award@mechoopda-nsn.gov
(530) 899-8922 ext 215
(530) 899-8517 - Fax

KonKow Valley Band of Maidu
Patsy Seek, Chairperson
1706 Sweem Street KonKow / Concow
Oroville , CA 95965 Maidu
(530) 533-1504

Butte Tribal Council
Ren Reynolds
1693 Mt. Ida Road Maidu
Oroville , CA 95966
(530) 589-1571

Mooretown Rancheria of Maidu Indians
James Sanders, Tribal Administrator
#1 Alverda Drive Maidu
Oroville , CA 95966 KonKow/Concow
(530) 533-3625
(530) 533-3680 FAX

Mooretown Rancheria of Maidu Indians
Gary Archuleta, Chairperson
#1 Alverda Drive Maidu
Oroville , CA 95966 KonKow / Concow
frontdesk@mooretown.org
(530) 533-3625
(530) 533-3680 Fax

Berry Creek Rancheria of Maidu Indians
Jim Edwards, Chairperson
#5 Tyme Way Tyme Maidu
Oroville , CA 95966
gmix@berrycreekrancheria.
(530) 534-3859
(530) 534-1151 FAX

This list is current only as of the date of this document.

Distribution of this list does not relieve any person of statutory responsibility as defined in Section 7050.5 of the Health and Safety Code, Section 5097.94 of the Public Resources Code and Section 5097.98 of the Public Resources Code.

This list is only applicable for contacting local Native Americans with regard to cultural resources for the proposed SCH# 2008122038 City of Chico 2030 General Plan; Butte County.

Native American Contact
Butte County
December 15, 2008

Enterprise Rancheria of Maidu Indians
Frank Watson, Vice Chairperson
1940 Feather River Blvd., Suite B Maidu
Oroville , CA 95965
eranch@cncnet.com
(530) 532-9214
(530) 532-1768 FAX

Enterprise Rancheria of Maidu Indians
Glenda Nelson, Chairperson
1940 Feather River Blvd., Suite B Maidu
Oroville , CA 95965
eranch@cncnet.com
(530) 532-9214
(530) 532-1768 FAX

This list is current only as of the date of this document.

Distribution of this list does not relieve any person of statutory responsibility as defined in Section 7050.5 of the Health and Safety Code, Section 5097.94 of the Public Resources Code and Section 5097.98 of the Public Resources Code.

This list is only applicable for contacting local Native Americans with regard to cultural resources for the proposed SCH# 2008122038 City of Chico 2030 General Plan; Butte County.

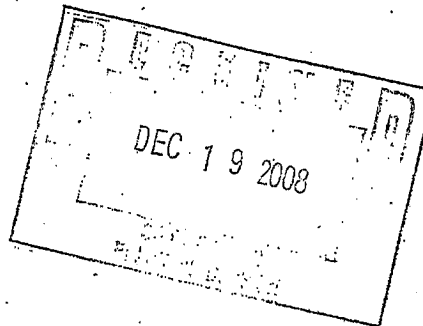
PUBLIC UTILITIES COMMISSION

505 VAN NESS AVENUE
SAN FRANCISCO, CA 94102-3298



December 16, 2008

Brendan Vieg
City of Chico
P.O. Box 3420
411 Main Street
Chico, CA 95927



Re: Notice of Preparation, Draft Environmental Impact Report (DEIR)
City of Chico 2030 General Plan
SCH# 2008122038

Dear Mr. Vieg:

As the state agency responsible for rail safety within California, the California Public Utilities Commission (CPUC or Commission) recommends that development projects proposed near rail corridors be planned with the safety of these corridors in mind. New developments and improvements to existing facilities may increase vehicular traffic volumes, not only on streets and at intersections, but also at at-grade highway-rail crossings. In addition, projects may increase pedestrian traffic at crossings, and elsewhere along rail corridor rights-of-way. Working with CPUC staff early in project planning will help project proponents, agency staff, and other reviewers to identify potential project impacts and appropriate mitigation measures, and thereby improve the safety of motorists, pedestrians, railroad personnel, and railroad passengers.

The Commission urges your agency to include consideration of potential project-related rail safety impacts, and measures to reduce adverse impacts in the DEIR for the update to your General Plan. In general, the major types of impacts to consider are collisions between trains and vehicles, and between trains and pedestrians. Changes in land use should not be allowed that would permit housing adjacent to existing rail yards. Similarly, where a need for grade-separated crossings is identified, new development should not be placed adjacent to at-grade highway rail crossings, within the footprint of land needed for future grade-separation structures.

Thank you for your consideration of these comments. If you have any questions in this matter, please call me at (415) 703-1306.

Sincerely,

A handwritten signature in cursive script that reads "Daniel Kevin".

Daniel Kevin
Regulatory Analyst
Consumer Protection and Safety Division

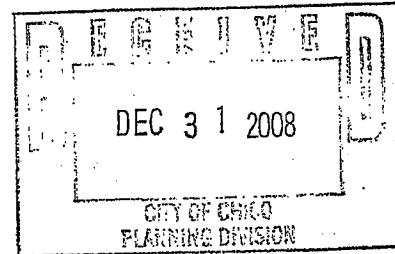


GOVERNOR'S OFFICE OF EMERGENCY SERVICES
DISASTER ASSISTANCE PROGRAMS BRANCH
3650 SCHRIEVER AVENUE
MATHER, CALIFORNIA 95655
PHONE: (916) 845-8101 FAX: (916) 845-8381



December 30, 2008

Brendan Vieg
City of Chico
411 Main Street
Chico, CA 95927



RE: Notice of Preparation for a Draft Environmental Impact Report for the City of Chico's 2030 General Plan Update, SCH# 2008122038

Dear Mr. Vieg:

Thank you for the opportunity to comment on your Notice of Preparation for a Draft Environmental Impact Report (DEIR) for the city's general plan update. In preparing the general plan and accompanying DEIR, the city should examine the sections of state planning law that involve potential hazards the city may face. For your information, I have underlined specific sections of state planning law where identification and analysis of hazards are discussed (see Attachment A).

Prior to the release of the draft general plan or within the DEIR, city staff or your consultants should examine each of the requirements in state planning law and determine if there are hazard issues within the community which the general plan should address. A table in the DEIR (or general plan) which identifies these specific issues and where they are addressed in the general plan would be helpful in demonstrating the city has complied with these requirements. If the DEIR determines that state planning law requirements have not been met, it should recommend that these issues be addressed in the general plan as a mitigation measure.

We note that state planning law includes a requirement for consultations with state agencies in regard to information related to hazards. OES would be happy to share all available information at our disposal to facilitate the city's ability to comply with state planning and environmental laws.

If you have any questions about these comments, please contact Andrew Rush at (916) 845-8269 or andrew.rush@OES.ca.gov.

Sincerely,

A handwritten signature in cursive that reads "Andrew Rush".

for Dennis Castillo
Environmental Officer

cc: State Clearinghouse

Attachment A
Hazards and State Planning Law Requirements

General Plan Consistency

65300.5. In construing the provisions of this article, the Legislature intends that the general plan and elements and parts thereof comprise an integrated, internally consistent and compatible statement of policies for the adopting agency.

Seven Mandated Elements

65302. The general plan shall consist of a statement of development policies and shall include a diagram or diagrams and text setting forth objectives, principles, standards, and plan proposals. The plan shall include the following elements:

(a) A land use element that designates the proposed general distribution and general location and extent of the uses of the land for housing, business, industry, open space, including agriculture, natural resources, recreation, and enjoyment of scenic beauty, education, public buildings and grounds, solid and liquid waste disposal facilities, and other categories of public and private uses of land. The location and designation of the extent of the uses of the land for public and private uses shall consider the identification of land and natural resources pursuant to paragraph (3) of subdivision (d). The land use element shall include a statement of the standards of population density and building intensity recommended for the various districts and other territory covered by the plan. The land use element shall identify and annually review those areas covered by the plan that are subject to flooding identified by flood plain mapping prepared by the Federal Emergency Management Agency (FEMA) or the Department of Water Resources. The land use element shall also do both of the following:

(1) Designate in a land use category that provides for timber production those parcels of real property zoned for timberland production pursuant to the California Timberland Productivity Act of 1982, Chapter 6.7 (commencing with Section 51100) of Part 1 of Division 1 of Title 5.

(2) Consider the impact of new growth on military readiness activities carried out on military bases, installations, and operating and training areas, when proposing zoning ordinances or designating land uses covered by the general plan for land, or other territory adjacent to military facilities, or underlying designated military aviation routes and airspace.

(A) In determining the impact of new growth on military readiness activities, information provided by military facilities shall be considered. Cities and counties shall address military impacts based on information from the military and other sources.

(B) The following definitions govern this paragraph:

(i) "Military readiness activities" mean all of the following:

(I) Training, support, and operations that prepare the men and women of the military for combat.

(II) Operation, maintenance, and security of any military installation.

(III) Testing of military equipment, vehicles, weapons, and sensors for proper operation or suitability for combat use.

(ii) "Military installation" means a base, camp, post, station, yard, center, homeport facility for any ship, or other activity under the jurisdiction of the United States Department of Defense as defined in paragraph (1) of subsection (e) of Section 2687 of Title 10 of the United States Code.

(b) A circulation element consisting of the general location and extent of existing and proposed major thoroughfares, transportation routes, terminals, any military airports and ports, and other local public utilities and facilities, all correlated with the land use element of the plan.

(c) A housing element as provided in Article 10.6 (commencing with Section 65580).

(d) (1) A conservation element for the conservation, development, and utilization of natural resources including water and its hydraulic force, forests, soils, rivers and other waters, harbors, fisheries, wildlife, minerals, and other natural resources. The conservation element shall consider the effect of development within the jurisdiction, as described in the land use element, on natural resources located on public lands, including military installations. That portion of the conservation element including waters shall be developed in coordination with any countywide water agency and with all district and city agencies, including flood management, water conservation, or groundwater agencies that have developed, served, controlled, managed, or conserved water of any type for any purpose in the county or city for which the plan is prepared. Coordination shall include the discussion and evaluation of any water supply and demand information described in Section 65352.5, if that information has been submitted by the water agency to the city or county.

(2) The conservation element may also cover all of the following:

(A) The reclamation of land and waters.

(B) Prevention and control of the pollution of streams and other waters.

(C) Regulation of the use of land in stream channels and other areas required for the accomplishment of the conservation plan.

(D) Prevention, control, and correction of the erosion of soils, beaches, and shores.

(E) Protection of watersheds.

(F) The location, quantity and quality of the rock, sand and gravel resources.

(3) Upon the next revision of the housing element on or after January 1, 2009, the conservation element shall identify rivers, creeks, streams, flood corridors, riparian habitats, and land that may accommodate floodwater for purposes of groundwater recharge and stormwater management.

(e) An open-space element as provided in Article 10.5 (commencing with Section 65560).

(f) (1) A noise element which shall identify and appraise noise problems in the community. The noise element shall recognize the guidelines established by the Office of Noise Control in the State Department of Health Care Services and shall analyze and quantify, to the extent practicable, as determined by the legislative body, current and projected noise levels for all of the following sources:

(A) Highways and freeways.

(B) Primary arterials and major local streets.

(C) Passenger and freight on-line railroad operations and ground rapid transit systems.

(D) Commercial, general aviation, heliport, helistop, and military airport operations, aircraft overflights, jet engine test stands, and all other ground facilities and maintenance functions related to airport operation.

(E) Local industrial plants, including, but not limited to, railroad classification yards.

(F) Other ground stationary noise sources, including, but not limited to, military installations, identified by local agencies as contributing to the community noise environment.

(2) Noise contours shall be shown for all of these sources and stated in terms of community noise equivalent level (CNEL) or day-night average level (Ldn). The noise contours shall be prepared on the basis of noise monitoring or following generally accepted noise modeling techniques for the various sources identified in paragraphs (1) to (6), inclusive.

(3) The noise contours shall be used as a guide for establishing a pattern of land uses in the land use element that minimizes the exposure of community residents to excessive noise.

(4) The noise element shall include implementation measures and possible solutions that address existing and foreseeable noise problems, if any. The adopted noise element shall serve as a guideline for compliance with the state's noise insulation standards.

(g) (1) A safety element for the protection of the community from any unreasonable risks associated with the effects of seismically induced surface rupture, ground shaking, ground failure, tsunami, seiche, and dam failure; slope instability leading to mudslides and landslides; subsidence, liquefaction, and other seismic hazards identified pursuant to Chapter 7.8 (commencing with Section 2690) of Division 2 of the Public Resources Code, and other geologic hazards known to the legislative body; flooding; and wild land and urban fires. The safety element shall include mapping of known seismic and other geologic hazards. It shall also address evacuation routes, military installations, peakload water supply requirements, and minimum road widths and clearances around structures, as those items relate to identified fire and geologic hazards.

(2) The safety element, upon the next revision of the housing element on or after January 1, 2009, shall also do the following:

(A) Identify information regarding flood hazards, including, but not limited to, the following:

(i) Flood hazard zones. As used in this subdivision, "flood hazard zone" means an area subject to flooding that is delineated as either a special hazard area or an area of moderate or minimal hazard on an official flood insurance rate map issued by the Federal Emergency Management Agency. The identification of a flood hazard zone does not imply that areas outside the flood hazard zones or uses permitted within flood hazard zones will be free from flooding or flood damage.

(ii) National Flood Insurance Program maps published by FEMA.

(iii) Information about flood hazards that is available from the United States Army Corps of Engineers.

(iv) Designated floodway maps that are available from the Central Valley Flood Protection Board.

(v) Dam failure inundation maps prepared pursuant to Section 8589.5 that are available from the Office of Emergency Services.

(vi) Awareness Floodplain Mapping Program maps and 200-year flood plain maps that are or may be available from, or accepted by, the Department of Water Resources.

(vii) Maps of levee protection zones.

(viii) Areas subject to inundation in the event of the failure of project or nonproject levees or floodwalls.

(ix) Historical data on flooding, including locally prepared maps of areas that are subject to flooding, areas that are vulnerable to flooding after wildfires, and sites that have been repeatedly damaged by flooding.

(x) Existing and planned development in flood hazard zones, including structures, roads, utilities, and essential public facilities.

(xi) Local, state, and federal agencies with responsibility for flood protection, including special districts and local offices of emergency services.

(B) Establish a set of comprehensive goals, policies, and objectives based on the information identified pursuant to subparagraph (A), for the protection of the community from the unreasonable risks of flooding, including, but not limited to:

(i) Avoiding or minimizing the risks of flooding to new development.

(ii) Evaluating whether new development should be located in flood hazard zones, and identifying construction methods or other methods to minimize damage if new development is located in flood hazard zones.

(iii) Maintaining the structural and operational integrity of essential public facilities during flooding.

(iv) Locating, when feasible, new essential public facilities outside of flood hazard zones, including hospitals and health care facilities, emergency shelters, fire stations, emergency command centers, and emergency communications facilities or identifying construction methods or other methods to minimize damage if these facilities are located in flood hazard zones.

(v) Establishing cooperative working relationships among public agencies with responsibility for flood protection.

(C) Establish a set of feasible implementation measures designed to carry out the goals, policies, and objectives established pursuant to subparagraph (B).

(3) After the initial revision of the safety element pursuant to paragraph (2), upon each revision of the housing element, the planning agency shall review and, if necessary, revise the safety element to identify new information that was not available during the previous revision of the safety element.

(4) Cities and counties that have flood plain management ordinances that have been approved by FEMA that substantially comply with this section, or have substantially equivalent provisions to this subdivision in their general plans, may use that information in the safety element to comply with this subdivision, and shall summarize and incorporate by reference into the safety element the other general plan provisions or the flood plain ordinance, specifically showing how each requirement of this subdivision has been met.

(5) Prior to the periodic review of its general plan and prior to preparing or revising its safety element, each city and county shall consult the California Geological Survey of the Department of Conservation, the Central Valley Flood Protection Board, if the city or county is located within the boundaries of the Sacramento and San Joaquin Drainage District, as set forth in Section 8501 of the Water Code, and the Office of Emergency Services for the purpose of including information known by and available to the department, the office, and the board required by this subdivision.

(6) To the extent that a county's safety element is sufficiently detailed and contains appropriate policies and programs for adoption by a city, a city may adopt that portion of the county's safety element that pertains to the city's planning area in satisfaction of the requirement imposed by this subdivision.

Consistency with Airport Land Use Plans

65302.3. (a) The general plan, and any applicable specific plan prepared pursuant to Article 8 (commencing with Section 65450), shall be consistent with the plan adopted or amended pursuant to Section 21675 of the Public Utilities Code.

Review of Safety Element

65302.5. (a) At least 45 days prior to adoption or amendment of the safety element, each county and city shall submit to the Division of Mines and Geology of the Department of Conservation one copy of a draft of the safety element or amendment and any technical studies used for

developing the safety element. The division may review drafts submitted to it to determine whether they incorporate known seismic and other geologic hazard information, and report its findings to the planning agency within 30 days of receipt of the draft of the safety element or amendment pursuant to this subdivision. The legislative body shall consider the division's findings prior to final adoption of the safety element or amendment unless the division's findings are not available within the above prescribed time limits or unless the division has indicated to the city or county that the division will not review the safety element. If the division's findings are not available within those prescribed time limits, the legislative body may take the division's findings into consideration at the time it considers future amendments to the safety element. Each county and city shall provide the division with a copy of its adopted safety element or amendments. The division may review adopted safety elements or amendments and report its findings. All findings made by the division shall be advisory to the planning agency and legislative body.

(1) The draft element of or draft amendment to the safety element of a county or a city's general plan shall be submitted to the State Board of Forestry and Fire Protection and to every local agency that provides fire protection to territory in the city or county at least 90 days prior to either of the following:

(A) The adoption or amendment to the safety element of its general plan for each county that contains state responsibility areas.

(B) The adoption or amendment to the safety element of its general plan for each city or county that contains a very high fire hazard severity zone as defined pursuant to subdivision (b) of Section 51177.

(2) A county that contains state responsibility areas and a city or county that contains a very high fire hazard severity zone as defined pursuant to subdivision (b) of Section 51177, shall submit for review the safety element of its general plan to the State Board of Forestry and Fire Protection and to every local agency that provides fire protection to territory in the city or county in accordance with the following dates as specified, unless the local government submitted the element within five years prior to that date:

(A) Local governments within the regional jurisdiction of the San Diego Association of Governments: December 31, 2010.

(B) Local governments within the regional jurisdiction of the Southern California Association of Governments: December 31, 2011.

(C) Local governments within the regional jurisdiction of the Association of Bay Area Governments: December 31, 2012.

(D) Local governments within the regional jurisdiction of the Council of Fresno County Governments, the Kern County Council of Governments, and the Sacramento Area Council of Governments: June 30, 2013.

(E) Local governments within the regional jurisdiction of the Association of Monterey Bay Area Governments: December 31, 2014.

(F) All other local governments: December 31, 2015.

(3) The State Board of Forestry and Fire Protection shall, and a local agency may, review the draft or an existing safety element and report its written recommendations to the planning agency within 60 days of its receipt of the draft or existing safety element. The State Board of Forestry and Fire Protection and local agency shall review the draft or existing safety element and may offer written recommendations for changes to the draft or existing safety element regarding both of the following:

(A) Uses of land and policies in state responsibility areas and very high fire hazard severity zones that will protect life, property, and natural resources from unreasonable risks associated with wildland fires.

(B) Methods and strategies for wildland fire risk reduction and prevention within state responsibility areas and very high hazard severity zones.

(b) Prior to the adoption of its draft element or draft amendment, the board of supervisors of the county or the city council of a city shall consider the recommendations made by the State Board of Forestry and Fire Protection and any local agency that provides fire protection to territory in the city or county. If the board of supervisors or city council determines not to accept all or some of the recommendations, if any, made by the State Board of Forestry and Fire Protection or local agency, the board of supervisors or city council shall communicate in writing to the State Board of Forestry and Fire Protection or to the local agency, its reasons for not accepting the recommendations.

Open Space Plans

65560. (a) "Local open-space plan" is the open-space element of a county or city general plan adopted by the board or council, either as the local open-space plan or as the interim local open-space plan adopted pursuant to Section 65563.

(b) "Open-space land" is any parcel or area of land or water that is essentially unimproved and devoted to an open-space use as defined in this section, and that is designated on a local, regional or state open-space plan as any of the following:

(1) Open space for the preservation of natural resources including, but not limited to, areas required for the preservation of plant and animal life, including habitat for fish and wildlife species; areas required for ecologic and other scientific study purposes; rivers, streams, bays and estuaries; and coastal beaches, lakeshores, banks of rivers and streams, and watershed lands.

(2) Open space used for the managed production of resources, including but not limited to, forest lands, rangeland, agricultural lands and areas of economic importance for the production of food or fiber; areas required for recharge of groundwater basins; bays, estuaries, marshes, rivers and streams which are important for the management of commercial fisheries; and areas containing major mineral deposits, including those in short supply.

(3) Open space for outdoor recreation, including but not limited to, areas of outstanding scenic, historic and cultural value; areas particularly suited for park and recreation purposes, including access to lakeshores, beaches, and rivers and streams; and areas which serve as links between major recreation and open-space reservations, including utility easements, banks of rivers and streams, trails, and scenic highway corridors.

(4) Open space for public health and safety, including, but not limited to, areas which require special management or regulation because of hazardous or special conditions such as earthquake fault zones, unstable soil areas, flood plains, watersheds, areas presenting high fire risks, areas required for the protection of water quality and water reservoirs and areas required for the protection and enhancement of air quality.



January 22, 2009

Brendan Vieg
City of Chico - Principal Planner
421 Main Street
Chico, CA 95928
(530) 879-6806

From: North West Esplanade Property Assoc.
c/o Greg Melton - Land Image
627 Broadway, Ste. 100
Chico, CA 95928
899-1913 / 518-7593
greg@elandimage.com

RE: Comments on Draft EIR for Chico 2030 GP
Chico General Plan Update 2030

Dear Brendan:

This letter will serve as comments in response to the notice of preparation for the City of Chico General Plan DEIR.

The property owners group North West Esplanade Property Association (NWEPA) want to express their concern with the future of Chico in regards to the recommendations in the new Land Use Alternatives. They would like their concerns addressed in the EIR.

The NWEPA currently uses and leases 156.87 acres of land (see exhibit A) within the existing zoning (AG – 20 and VLDR). Currently 122 acres are in walnuts and 22 acres in wheat. Half of the properties are owner operated and half are under contract.

The NWEPA's intention is to look at the surrounding uses to see what issues and/or opportunities may come from the new zoning of adjacent properties (SR99/Garner Lane, (previous North Wal-Mart site) and the extension of the utilities to the north.

The NWEPA understands that they have not been involved with the GP process and that their property is not currently considered by the City as a possible "Opportunity Site" or "Special Planning Area" within the current time frame of this General Plan Update 2030. They understand they are outside the "green line" and that infill is a GP priority.

However, the NWEPA is of course interested in the future growth of Chico and feel that their property adjacent to a newly zoned property (Old Wal-Mart site) and a primary collector "the Esplanade" will experience more traffic and development.

The NWEPA considers these north properties a future growth area of Chico and see the potential as being similar to the Bell / Muir SPA.

The Bell / Muir property was a part of the 1994 GP as a potential future "growth area," outside the green line and now in 2008 is a Special Planning Area.

The NWEPA is interested in a process much like that of the Bell / Muir SPA. NWEPA understands that any development in this area is a breach of the "green line", and at the same time feel that the proposed land uses of their property will create a new transition buffer from the developing Esplanade corridor to the prime agricultural land to the west and has the potential to accommodate public service facilities as well.

The NWEPA respectfully requests the City of Chico consider the issues and opportunities of future development along the North West Esplanade route. The following information illustrates our concerns and recommendations and the reasons why we feel it is necessary to have the EIR look at the possible impacts.



Land Owners Request:

The NWEPA would like to identify their property to be reviewed in the EIR as available for future planning and be available for banking in the Urban Reserve. For current zoning please see Exhibit A and Exhibit B.

Future uses of the property should be based on needs of North Chico when timing is appropriate. Our suggestions are as follows: (see Exhibits B and C)

1. UR - Urban Reserve (Future banking) (see Exhibit B)
2. P - Parks and Open Space buffer from agriculture (buffer and pedestrian connectivity)
3. CMU - Commercial Mixed-Use along Esplanade (opposite community commercial)
4. PFS - Public Facilities and Services use along esplanade (school / fire)
5. VLDR - Very Low Density Residential on the north end to buffer existing VLDR
6. LDR or MDR Low or Medium Density Residential on the interior of the site

The NWEPA believes that the above land use alternatives are compatible with the Esplanade corridor and the following concepts describe these options. (see Exhibit C)

1. A change of land use designation can create a buffer between the existing residents to the north (5 acre parcels) and new Community Commercial to the east. This would require a green line adjustment along with a new 300' Agriculture buffer along the north and west sides establishing a strong growth limit with appropriate buffer for agriculture.
 - a. This change would have the CC and PFS along Esplanade with VLDR or LDR inland including a 300' buffer of open space with pedestrian connectivity
 - b. A commercial or residential option also would aid in the development of a gateway and create identity when entering north Chico along the Esplanade.
 - c. The large greenway buffer along the agriculture area offers open space, passive and or active park space along with connectivity of pedestrian traffic from new developments into future commercial area either on this property or adjacent properties already zoned CC.
 - d. Economically, with the number of housing units slated for North Chico, this property can aid in providing an appropriate amount of commercial, light industrial and or Ag-tourism opportunities.
 - e. Current owners also want to stress the availability of this property for public uses such as school and or fire stations and police / sheriff substations.
 - f. Currently the site has agriculture uses along the Esplanade with Community Commercial across the Esplanade that would possibly impact farming operations.
2. The existing residential property zoned (VLDR - Very Low Density Residential) sits adjacent and centered in our properties and with that precedent it may be possible to convert a portion of the remaining AG-20 properties to VLDR and commercial.
3. An alternative requiring a land use designation change can be an AG-Tourism use. This use can keep the site in agriculture but develop processing and possibly commercial and office space to serve this new area, (no exhibit available).
4. We also would like the property to be considered as possible public space such as a middle or high school along with a fire station and police substation.



Finally, the NWEPA would also like to discuss an interim scenario where their property remains agricultural and how that agricultural land is affected by the new land use designations at the properties across the Esplanade.

The NWEPA would like to set up a meeting with you once you have reviewed this letter to discuss long term possibilities and proper strategies for these properties.

Sincerely,

A handwritten signature in black ink, appearing to read "Greg Melton".

Greg Melton, ASLA, Principal
Land Image Landscape Architects

PROPERTY OWNERS – Existing Site Exhibit

Steve Depa – APN: 006-680-005, APN:006-680-002
Marty Luger – APN: 006-680-005, APN:006-680-002
Clifford & Elaine Ashby Trust - APN:006-680-004
Sam Sanchez Trust - APN: 006-680-003
Jeffrey & Jo Anne Cripe Trust - APN:006-400-038
Bonakdar Mohammad Trust / Ghassemi Hassan Trust - APN:006-400-039

PROPERTY DESCRIPTION

The property consists of AG-20 and VLDR zonings. It is 156.87 acres and is bound by Mud Creek to the South, the Esplanade to the east, and Agriculture to the west and smaller Ag-5/10 residential to the North.

Currently, the majority of the property is in walnuts (122 ac) and wheat (22 ac) with a single road (CAMAS Ct.) running into the site. The property is half owner operated and half contracted.

Brendan Vieg - General Plan EIR scoping

From: "Jon Luvaas" <jonluvaas@gmail.com>
To: "Brendan Vieg" <bviieg@ci.chico.ca.us>
Date: 1/25/2009 2:31 PM
Subject: General Plan EIR scoping

Hi Brendan,

Two impacts of the General Plan update are significantly understated or ignored in the NOP. It is imperative that these be fully analyzed in the EIR:

1. The relative impacts of the various growth area alternatives on public costs, services and infrastructure.
 2. The relative impacts of growth area alternatives on carbon emissions, the City's ability to meet its emissions reduction target of 25% below 2005 levels by 2020, and the State's target of 80% below 2005 levels by 2050.
1. Cost and public service impacts: The fiscal and public service impacts resulting from a city's growth choices are seldom adequately considered in general plans and their EIRs. As a result, most cities stumble into dramatic cost increases and service declines as they grow outward, without knowing and deciding in advance that this will inevitably occur with an expansive land use choice. The NOP for our General Plan update fails to acknowledge this problem and fails to target it for in depth analysis. I urge that the EIR fully evaluate the comparative costs and service and infrastructure/maintenance impacts of the various growth alternatives. Specifically, the relative per capita costs and service impacts of compact infill "opportunity" areas must be compared to the costs and long-term impacts of each "special planning area" being considered.

The costs and service impacts of expansion into any of the SPAs are likely to be significantly greater than in the infill opportunity areas. Studies by many organizations and interests over the years (e.g. Bank of America, Sierra Club and many others, often cited in American Planning Association and other planning references) have uniformly found this to be the case in all cities studied. Expansion areas will inevitably increase our costs and reduce the quality of our services and infrastructure. This must be fully understood by our decision makers in finally approving the land use map and policies.

2. Carbon emissions and the City's reduction target: The City's adopted 25% emissions reduction goal is consistent with the State's goal and emerging mandates. Nothing more significantly affects the City's ability to meet this target than the General Plan. Thus, no City policies will be more carefully scrutinized by the State and its Attorney General than the General Plan's ability to meet these targets and its EIR's sufficiency to demonstrate this. Thus, the EIR must thoroughly demonstrate the emissions potential and reductions probability of each infill and expansion area, as well as the adequacy or inadequacy of General Plan policies to ensure these reductions. Assurances are unacceptable to the Attorney General. Nothing less than clear, unequivocal, binding and realistic reductions measures, with firm timelines and clear financing, will be sufficient to meet State mandates.

To that end, the relative impacts of the infill opportunity sites versus each area identified as a preferred Special Planning Area for expansion must be specifically analyzed and compared, in order to adequately inform City decision makers about the impacts of each SPA it approves in adopting the General Plan. If emissions will be increased by any SPA, the EIR must identify concrete, realistic steps which will in fact be taken, with timelines and financing, in order to offset those impacts and further reduce citywide emissions consistent with the overall 25% reductions target.

Please assure that these matters are fully considered in this EIR and in the upcoming General Plan policies.

Respectfully,
Jon Luvaas

January 26, 2009

Mr. Steve Peterson, Planning Director
City of Chico
P O Box 3420
Chico, CA 95926

RECEIVED
JAN 26 2009
CITY CLERK
CITY OF CHICO

Re. City of Chico Initial Study Project-2030 General Plan EIR Scope

Dear Mr. Peterson,

A cornerstone has been set within the process of the General Plan that threatens the integrity of the EIR, the goals of this community, and the validity of Chico's 2030 General Plan. That cornerstone is the Land Use Map adopted by the Chico City Council. BCBA has many concerns for this EIR Scope while using a land use map that challenges the guiding principles used to focus this General Plan process.

Our organizations, along with consultants hired by the City of Chico (PMC, BAE), continue to enlighten the City Council (BCBA letter attached, submitted to City Council 8/1/08) of the problems within formulas and data used to create the future needs assessments. Based on desires of homebuyers that have been attracted to Chico we know there is an imbalance in the type and amount of properly identified land within the adopted Land Use Map. These imbalances create a situation where the guiding principles and the strategies to achieve them will only amount to a complete failure of the plan.

Chico needs to be prepared to accommodate what makes Chico a great community on all levels. If Chico is not prepared, this community cannot maintain its appeal. Housing choice and supply, as well as economic and employment opportunities must have flexibility and room to grow in order to succeed. When the economy does cycle upward, we cannot be left behind. The General Plan must foster economic vitality where quality employment is combined with housing stock that meets community needs. There needs to be a better plan that addresses these concerns.

Mitigation for the insufficient room to grow equates to a much higher density than Chico has traditionally experienced. Additionally, the plan relies heavily upon extremely challenging infill areas (Opportunity Sites) along with several Special Planning areas that require many of the hurdles that exist today to be lowered or removed. The adopted Land Use Plan has little flexibility and no room to make adjustments when needed. Ultimately there is consensus that this style of development (higher density) will not be achieved due to the desires of homebuyers of this community.

A land use plan, as constrained as the one City Council adopted, contradicts important comments and direction of City-hired experts not to mention public comments regarding the need for low density housing.

DATE 1/26/09 AGENDA _____ COUN 7
ADD. INFO _____ CM ACM _____ CA _____
GSD _____ CPSD _____ ASD _____ CLK _____ PSD
BDS _____ HR/RM _____ FIN.D _____ COP _____ FC _____
MNSD _____ File _____ OTHER *PP Reeler*

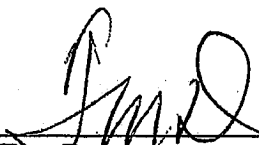
City of Chico's consultant's comments include:

- * Buyers "overwhelmingly prefer SFD detached homes to higher density housing types"
- * Demand is overwhelmingly dominated by a desire on buyers' part for detached single-family homes with LARGE YARDS (emphasis added) priced in the low to median range (between \$250,000 and \$450,000)
- * If the amount of available land does not keep pace with population growth, vacancy is likely to decline, increasing housing costs, and forcing people to pay more for housing or seek housing elsewhere in the region
- * Interviewees felt infill opportunities have already been developed
- * Major challenge to high density development in the Chico market, at the present time, is buyer preference.
- * As housing costs increase due to the foreseen build out of residential land, market pressures are likely to impact the affordability of low density housing products

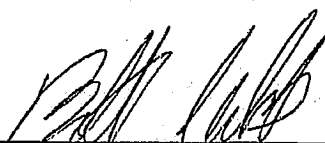
At this time, our organizations request reconsideration of the Land Use Plan before the Scope of the EIR is completed. The adopted land use map cannot accommodate future housing needs, our local economy, and future job growth of Chico. Consequently, this threatens the ability to achieve many important goals and Draft Guiding Principles, ultimately threatening the validity of the 2030 General Plan.



Peggy Mead, Association Executive
Chico Association of Realtors



Tom Daughterman
Butte Tax Payers Association -- In Formation



Bill Webb - Board Chair
Butte Community Builders Association

CC:
City of Chico Mayor - Ann Schwabe
Chico City Manager - Dave Burkland
Encl. - Letter dated 8/1/09 from BCBA



August 1, 2008

Mayor Andy Holcombe
411 Main Street
Chico, Ca 95928

Mr. Mayor and Council,

As we enter into discussions amongst our community regarding the preferred land use alternatives, it is imperative to consider the implications and logical probabilities of impacts created by any given land use choices. Butte Community Builders Association (BCBA), along with other groups, consultants and citizens within the community have taken extensive amounts of time to digest and understand the scenarios that we have before us. During this analysis, several questions have been raised that must be answered before the next step is taken in the decision process.

Additionally there is ample amount of data provided by the City's consultant. Some facts and figures are important discussion points that need further Council direction to staff, consultants and the public. Below is a list of findings provided to the City by their consultant during this GP process.

1. Godbe phone survey found
 - a. 81%+ Chico residents prefer SFD with large yard
 - b. 71%+Chico residents prefer SFD with small yard
 - c. 79% said NO to living above commercial
 - d. 56% said NO to living in an apartment
 - e. 51% said NO to living in a townhouse-condo
2. Comparing 10 college cities PMC ranks Chico
 - a. 5th in residential land comparing 10 college cities
 - b. 9th (second lowest) in SFD
 - c. 2nd (second highest) in MFD
 - d. 3rd (third highest) in public land
 - e. Davis has higher percent residential land 64% vs. 43% Chico
 - f. Davis has higher percent of SFD 54% vs. 52% Chico
 - g. Davis has lower percent of MFD 44% vs. 48% Chico
3. BAE report survey of RE professionals in Chico found
 - a. Buyers "overwhelmingly prefer SFD detached homes to higher density housing types"
 - b. 70% of all jobs in Butte County are located in Chico
 - c. "major challenge to high density development in the Chico market, at the present time, is buyer preference"
 - d. "demand is overwhelmingly dominated by a desire on buyers' part for detached single-family homes with LARGE YARDS (emphasis added) priced in the low to median range (between \$250,000 and \$450,000"

- e. "approximately 85% of single-family housing units priced below \$450,000 are purchased by households already residing in the Chico area"
- f. "median sales price of single-family detached unit is \$315,000"
- g. "the market's desire for low-density residential unit could have implications for affordability in the long range"
- h. "as housing costs increase due to the foreseen build out of residential land, market pressures are likely to impact the affordability of low density housing products"
- i. "if the amount of available land does not keep pace with population growth, vacancy is likely to decline, increasing housing costs, and forcing people to pay more for housing or seek housing elsewhere in the region"
- j. affordability/land availability are linked "in order to significantly impact development trends, the issue of consumer preference will need to be addressed"
- k. "Interviewees felt infill opportunities have already been developed..."
- l. "...significant environmental infrastructure constraints...including the Chico Greenline, wetland and vernal pool preservation....challenge Chico's ability to identify land sufficient to offset a potential housing shortage and its associated impact on affordability"
- m. "it is not recommended the City plan strictly for this amount of land to be available, but rather to include a "cushion"". Our terminology is a market multiplier.

4. BAE Conclusions: 2 Scenarios

	acres	acres	
	SFD	MFD	Total
Scenario A @7 dua sfd/20dua mfd	2313	358	2671
Scenario B @8 dua sfd/22dua mfd	1590	514	2103

BCBA Forecast: We have reviewed city and consultant acreage numbers for SFD to compare these numbers to what has actually occurred on the land over the past 15 years. Based on our findings 7.9 land years remain for SFD. This leaves a shortfall of 2894 acres in 2030 assuming a market multiplier of 2.

- 1. 7.9 years of supply to 2030. Includes approved SFD sub & vacant land
- 2. <12.1> years unmet SFD land to 2030
- 3. 2930 Total SFD Acres Needed
- 4. 1446 Acres new SFD land to 2030 104ac per yr (437 permits yr/4.21dua)
- 5. 2x Market Multiplier (Cushion)

BCBA Conclusions:

- 1. < 581> acre difference Scenario A (2313-2894)
- 2. 1301 acre difference Scenario B (1590-2894)
- 3. 15% reduction for streets and infrastructure in the BAE report does not meet current building practices (analysis of recent projects is in the 25%-40% range).
- 4. Scenario A:
 - a. Increases SFD density from 4.5 to 7 dua 155% increase
 - b. Increases MFD density from 12 to 20 dua 166% increase

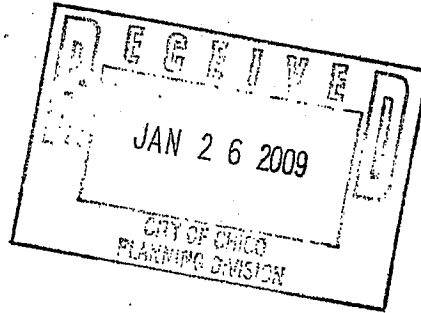
5. If building height limits are not increased, would covenants running with the land be required to insure parking ratios are met? Impact on neighborhoods? Impact of higher density on off-street parking? Will current ordinances allow 20-22 dua? Parking and landscape requirements?
6. Scenario B:
 - a. Increases SFD density from 4.5 to 8 dua 178% increase
 - b. Increases MFD density from 12 to 22 dua 183% increase
 - c. Similar questions here as in Scenario A
7. There is lack of detail for Single Family Residential designation clarity.
 - Large Yard SFR 1.01 to 4.5 units per acres
 - Small Yard SFR 4.5 to 6.01 Units Per acre
 - No Yard SFR 6.0 to 14 units per acre

In order to understand how the Chico City Council plans to deal with their consultants findings we ask that the following questions be discussed to allow a better public dialogue of the possible alternatives.

What is the Council's strategy?

- For dealing with the consultants findings?
- Regarding the Community Design element with proposed increase densities?
 - Open space
 - Tree canopy
- To change buyer preferences from SFD to MFD?
- To provide ample land for low density SFD?
 - Please identify those acreages
- To move homeowners from SFD to high density?
- To provide needed infrastructure for all housing types including SFD?(Lack if infrastructure is a man made condition)
- For reducing Chico's carbon footprint if families are forced to live outside the urban area in order to purchase the home of their choice?
- To achieve average MFD density of 20-22 DUA without 3-4-5 story buildings?
- For reducing parking requirement from 2:1 to allow higher density in both Scenarios' and allow only 2 story buildings?
- For reducing landscape requirements to allow higher density in both Scenarios'?
- With neighbors when 3-4-5 story apartment buildings are proposed in their neighborhood?
- To reduce retail leakage in order to generate more sales tax?

Bill Webb
Chairman Butte Community Builders Association



January 26, 2009

Mr. Steve Peterson
Planning Director
City of Chico
P.O. Box 3420
Chico, CA 95927

Office Address
300 Salem Street
Chico, CA 95928

Re: City of Chico Initial Study Project-2030 General Plan

Dear Mr. Peterson,

(800) 852-8570
(530) 891-5556
FAX 891-3613

The Chico Chamber of Commerce would like to take this opportunity to reiterate comments made in our letter of October 3, 2008 to members of the City Council with regard to the Land Use Map adopted by the Council as part of the General Plan Update process.

As previously stated, the Chamber of Commerce believes that the future vision of our community must emphasize a healthy business climate. The Plan must recognize and encourage the linkage of job creation to a prosperous economy.

We also believe there is an optimal balance that must be achieved in order to create and retain jobs in any community, including the availability of properly designated and available land that meets the needs of commercial and industrial employers.

Additionally, the Plan must designate residential properties that will provide for a true mix of densities and housing types, as well as a realistic probability of availability for future development.

We have significant concerns that the current Land Use Map falls short in both quantity and diversification of the land designations, and we urge you to review the Land Use Map prior to completion of the Scope of the EIR.

The Chamber of Commerce stands ready to work with staff and the City Council on this subject to help ensure a truly viable, realistic Plan with a goal of higher probability for long-term success.



The Chico Chamber recognizes the Challenges facing staff and the City Council as you consider the many demands and interests of various groups and individuals who are participating in the General Plan update. We appreciate your commitment to the update process and encourage you to keep a prosperous local economy in the forefront of your deliberations.

Thank you for the opportunity to comment.

Respectfully,

Office Address

300 Salem Street
Chico, CA 95928

(800) 852-8570
(530) 891-5556
FAX 891-3613

A handwritten signature in cursive script, appearing to read 'Jolene Francis', is written over the typed name.

Jolene Francis
President & CEO
Chico Chamber of Commerce

Cc: Dave Burkland
Mayor Ann Schwab



Patrick R. McGill
Senior Counsel - Real Estate

January 26, 2009

VIA FACSIMILE (530-895-4726)
and e-mail bviieg@ci.chico.ca.us

City of Chico Planning Services Department
Attn: Brendan Verg, Principal Planner
P.O. Box 3420
Chico, CA 95928

Re: Notice of Preparation of City of Chico ("City") 2030 General Plan,
Chico, California

Dear Mr. Sawley:

Union Pacific Railroad Company ("UP") provides this letter in response to the above notice. The proposed 2030 General Plan Planning Area includes the City of Chico, the City's Sphere of Influence and areas beyond (the "Project") and is in close proximity to UP's main line rail corridor. Accordingly, UP wishes to raise the following issues.

Any development near the UP main line can negatively impact freight rail service and create unintended consequences that are in neither UP's nor the City's best interests. New housing and other development will attract more cars and pedestrians to the areas around UP lines, and people may trespass onto the railroad right of way as well, contributing to increased safety issues, vandalism and graffiti.

In addition to the obvious safety concerns of which UP remains vigilantly aware, these factors also have the result that trains may be forced to proceed more slowly because of the Project, and/or to make more frequent emergency stops, which makes rail service less effective and efficient. In the event of train slow-downs or stoppages, train cars may be forced to block at-grade roadway intersections, causing traffic disruptions. Moreover, the interaction of people and trains may contribute to increases in, and make people all the more aware of, the natural and unavoidable features of rail service, including noise, mechanical odors and vibration.

City of Chico
January 26, 2009
Page 2

UP requests that the scope of the City EIR include analysis of the impact the 2030 General Plan may have on the UP rail service and the greater Project area by including the following: a traffic study of any at-grade road crossings of the railroad line in the Project area and the possible need for closures or grade separations of such crossings as part of the 2030 General Plan due to projected new development; aesthetic problems created by increases in vandalism and graffiti due to the projected increased development near the railroad right of way; and a study of the noise and odor impacts from increased train and vehicle activity in the area near the railroad right of way.

Please give notice to UP of all future hearings and other matters with respect to the Project as follows:

Mr. Terrell Anderson
Manager of Industry and Public Projects
Union Pacific Railroad Company
10031 Foothills Blvd.
Roseville, CA 95747

With a copy to:

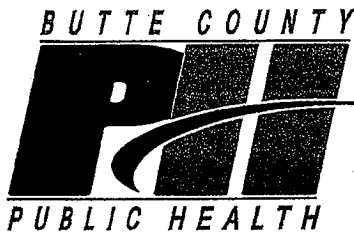
Ms. Donna Coltrane
Union Pacific Railroad Company
1400 Douglas Street - STOP 1580
Omaha, Nebraska 68179-1580

Please do not hesitate to contact the undersigned if you have any questions or concerns.

Sincerely,



cc: Mr. Terrell Anderson



PHYLLIS L. MURDOCK, DIRECTOR
MARK A. LUNDBERG, M.D., M.P.H., HEALTH OFFICER
WWW.BUTTECOUNTY.NET/PUBLICHEALTH

ENVIRONMENTAL HEALTH DIVISION

DATE: January 26, 2009

TO: City of Chico Planning Services Department
FROM: Doug Fogel, Program Manager
RE: Scope of the EIR for Chico 2030 General Plan Update

Our comment concerns Guiding Principle #2:

This principle now states: "The City strives to protect air quality, climate, and human health..."

The air quality in Chico is in non-attainment status and Chico is impacted by nationwide trends in chronic health conditions such as obesity, type-two diabetes, and asthma, which are all exacerbated by lifestyle conditions related to urban design features such as the walk and bike ability of neighborhoods, the opportunity for transportation alternatives to automobiles, and the compact design or lack thereof of the urban area.

Therefore we recommend that Guiding Principle #2 be changed in order to not only protect but also to "**actively promote improvements in the public health**" through the future design of Chico as reflected in the Chico 2030 General Plan Update. This change would help assure that the public health will be given appropriate consideration in the analysis of every applicable element in the EIR.



BUTTE LOCAL AGENCY FORMATION COMMISSION

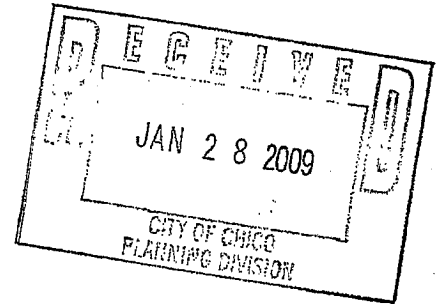
1453 Downer Street, Suite C ◦ Oroville, California 95965-4950
(530)538-7784 ◦ Fax (530)538-2847 ◦ www.buttelafco.org

January 26, 2009

City of Chico Planning Services Department
Attn: Brendan Vieg, Principal Planner
P.O. Box 3420
Chico, CA 95927

Re: City of Chico General Plan EIR Notice of Preparation

Dear Mr. Vieg:



Thank you for providing the Butte Local Agency Formation Commission (LAFCo)* with the opportunity to review the notice of preparation for the City of Chico 2030 General Plan Update Environment Impact Report, which may include an amendment to the City of Chico's Sphere of Influence. LAFCo is empowered by the California State Legislature with discretionary authority over proposed changes to local government organization, extension of municipal services, and any associated sphere of influence actions.

LAFCo is typically a responsible agency for environmental review under the California Environmental Quality Act (CEQA) when a proposed project requires LAFCo discretionary approval(s). As a responsible agency, LAFCo would utilize the City's EIR for an update to the City's Sphere of Influence. Therefore, it is important for the EIR to include, at a minimum: a discussion of how the project area is proposed to receive public services; the ability of existing agencies to provide services; a description of existing infrastructure and the capability, availability, and capacity of services (e.g., connection distances to facilities, response times for police and fire protection, capacity of regional facilities, etc.); and an analysis of the associated jurisdictional, sphere of influence, and municipal service review changes. The failure of the City's 2030 General Plan Update EIR to adequately analyze a sphere of influence update will require that either the City prepare a new CEQA document (such as an EIR) or that LAFCo will take over as lead agency for environmental review and prepare its own EIR, which would be done at the City's expense.

LAFCo is directed to exercise its discretionary authority in a manner that encourages orderly development and growth while fulfilling many regional priorities, such as accommodating additional growth within, or through the expansion of local agency boundaries. LAFCo is also required to consider the impact that proposed jurisdictional changes may have on providing necessary governmental services, impacts to agricultural land, and housing for persons of all incomes.

If the proposed General Plan Update requires changes to local governmental organization, extensions of services, and/or changes to adopted spheres of influence, then Butte LAFCo would be a responsible agency for any associated environmental review. As a responsible agency under CEQA, we will submit comments related to the Draft General Plan Update EIR to ensure conformance with LAFCo policies, procedures, and requirements in State Law.

Brendan Vieg
January 26, 2009
Page 2 of 2

Our June 19, 2007, letter to the City encouraged the City to fully consider and evaluate any proposed Sphere of Influence changes as a part of its General Plan update process. The June 19 letter is attached for your reference.

Thank you again for providing Butte LAFCo the opportunity to comment on the 2030 General Plan Update EIR. Should you have any questions concerning our comments please feel free to contact me at 538-7784 or via e-mail at slucas@buttecounty.net.

Sincerely,



Stephen Lucas
Executive Officer

Attachment: June 19, 2007, letter to Greg Jones, City Manager, City of Chico

cc: LAFCO Commissioners
Scott Browne, LAFCO Counsel



BUTTE LOCAL AGENCY FORMATION COMMISSION

1453 Downer Street, Suite C • Oroville, California 95965-4950
(530)538-7784 • Fax (530)538-2847 • www.buttelafco.org

June 19, 2007

Greg Jones, City Manager
City of Chico
411 Main Street
P.O. Box 3420
Chico, CA 95927

Re: Updates to LAFCO Adopted Spheres of Influence

Dear Mr. Jones:

The City of Chico and the Butte Local Agency Formation Commission (LAFCO) have enjoyed a productive relationship over the past year in which the City's Municipal Service Review (MSR) was adopted and the long standing and very successful island annexation effort further reduced the remaining pockets of unincorporated territory to just four areas. We are hopeful that this cooperative relationship continues as we pursue the future steps necessary for the City to implement its land use planning goals with respect to its General Plan Update, Sphere of Influence Update requests and eventual annexations.

Countywide Planning Efforts

The LAFCO has reviewed and discussed the land use planning processes currently underway countywide, finding that the County and all five cities are in the process of updating their general plans with various stages of progress. It has been reported that the City of Chico anticipates achieving this goal over the next two years. The Butte County Association of Governments (BCAG) is currently preparing a countywide Habitat Conservation Plan (HCP). The HCP will greatly benefit agencies in the preparation of their general plan updates by establishing a baseline environmental assessment. In addition, BCAG will also begin considering a new Regional Housing Allocation Plan in 2008, which will evaluate and assign housing needs to each jurisdiction in the county.

It is the combination of these planning milestones aligning over the next two years that has led the Commission to determine that initiating city sphere of influence updates prior to their completion, would be premature and not the most efficient use of scarce local funding. Therefore, it is the Commission's direction to encourage each city, as a part of its General Plan Update and corresponding environmental review process, to fully consider and evaluate its proposed Sphere of Influence request prior to making a formal request to LAFCO. This course of action will reduce unnecessary speculation and offer the most efficient use of resources to produce all necessary long term planning documents. If the City elects not to accept this suggestion and submits a request to LAFCO to conduct a sphere of influence update, the Commission would be required to conduct its own analysis of the City's growth needs, which would include a separate environmental review process, all of which would be funded by the City.

Effect of Decision

It is of critical importance to fully communicate the potential constraints imposed by State law when an agency has not updated its Sphere of Influence. Government Code Section 56425(g) states that "on or before January 1, 2008, and every five years thereafter, the Commission shall, as necessary, review and update each sphere of influence." As a prerequisite to this direction, each commission shall conduct a service review of the municipal services provided in the City (§56430). As mentioned above, the City of Chico MSR was adopted in October 2006. However, based on the progress of the City's General Plan Update and the Commission's decision to await the outcome of the process, it is apparent that the City's Sphere of Influence Update will not be completed by the January 1, 2008 legislative deadline. The consequence of this scenario is that without an updated City Sphere of Influence, the Commission is by law, greatly restricted when considering future sphere amendment and annexation requests. This restriction is grounded in the vertical consistency concept that has been the rule in Planning and Zoning Law which establishes that all land use decisions must be consistent with county and city general plans. Therefore, it is the Commission's determination that:

1. Major sphere amendments and annexations will be deferred until such time the City's General Plan and Sphere of Influence Updates are completed; and
2. Minor amendments and/or annexations to address public health and safety issues will be considered on a case by case basis, provided a complete environmental review is conducted.

Other Considerations

Timing and resources are not the only considerations at play. Intergovernmental coordination in the process of land use planning is an essential component for sustainable long term planning documents and offers a higher degree of predictability for the public. Therefore, when considering growth scenarios, it is important to understand that the necessity for integration between agencies who share common borders is the intent of the Cortese Knox Hertzberg Local Government Reorganization Act of 2000. In reviewing a proposed Sphere of Influence, the Commission will strongly weigh four primary determinations found in §56425(e) as follows:

1. The present and planned land uses in the area, including agricultural and open-space lands;
2. The present and probable need for public facilities and services in the area;
3. The present capacity of public facilities and adequacy of public services that the agency provides or is authorized to provide;
4. The existence of any social or economic communities of interest in the area if the commission determines that they are relevant to the agency.

These four primary determinations are explored and discussed further pursuant to §56425(b), which requires the City and County to meet and discuss the City's proposed sphere and explore methods to reach agreement on boundaries, development standards and zoning requirements within the sphere. In addition, such discussions will most likely include methods to achieve revenue neutrality with respect to future annexation proposals. The City must understand the importance of integrating these needs into its General Plan update which will provide the foundational support for any proposed Sphere of Influence Update considered by LAFCO.

Greg Jones, City Manager
City of Chico
June 19, 2007
Page 3

Summary

LAFCO understands that the issues referenced in this letter may have significant consequences and will require extensive consideration as the process of updating the City's General Plan and Sphere of Influence unfold. The Commission may be open to further discussion of any and all concerns if appropriate to address unique scenarios or provide greater understanding for all involved. The Commission staff is available to fully discuss these issues and welcomes all dialogue that leads to a successful Sphere of Influence Update process. If you have any questions please contact Stephen Lucas, Executive Officer at 538-7784 or slucas@buttecounty.net

Sincerely,



Carl Leverenz, Chair
Butte Local Agency Formation Commission

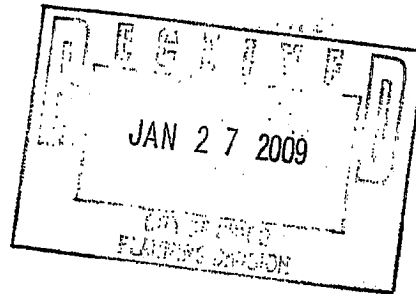
cc: LAFCO Commissioners
Scott Browne, LAFCO Counsel
Tim Snellings, Butte County Development Services Director
Paul McIntosh, Butte County Chief Administrative Officer

DEPARTMENT OF TRANSPORTATION

DISTRICT 3
703 B STREET
P. O. BOX 911
MARYSVILLE, CA 95901-0911
PHONE (530) 741-4025
FAX (530) 741-4825
TTY (530) 741-4509



*Flex your power!
Be energy efficient!*



January 26, 2009

08BUT0065
Route VAR
City of Chico 2030 General Plan

Brendan Vieg
P.O. Box 3420
411 Main Street
Chico, CA 95927

Dear Mr. Vieg,

Thank you for the opportunity to review and comment on the Notice of Preparation (NOP) and Initial Study (IS) for the City of Chico 2030 General Plan Update. Caltrans has the following comments:

Initial Study

The IS, Section N Transportation/Circulation Factors has not addressed the State Highway System (SHS). The SHS provides major transportation corridors for the City of Chico. It is important that the Environmental Impact Report (EIR) adequately address all potential significant impacts that the General Plan Update will have on the SHS.

A Traffic Impact Study (TIS), should be completed as part of the Circulation Element and include an analysis of impacts to the SHS. We would like to meet with the City to review the scope of the TIS before the Study begins. The TIS should include State Route (SR) 32 and 99. The TIS should consider all possible traffic impacts to all ramps, ramp intersections and mainline segments. The "Guide for the Preparation of Traffic Impact Studies", updated December 2002, can be downloaded at:

<http://www.dot.ca.gov/hq/traffops/developserv/operationalsystems/reports/tisguide.pdf>.

Initial Guidance includes the need to analyze the following locations:

- SR 99 Corridor from Southgate to Gardner
- The intersections of SR 99 and Southgate (planned interchange)
- The intersections of SR 99 and Gardner

Mr. Brian Vieg
January 26, 2009
Page 2 of 3

- The ramp intersections at:
Skyway interchange
20th St. interchange
SR 32 interchange
E. 1st Ave. interchange
Cohasset interchange
East Ave. interchange, and
Eaton interchange

Freeways and Expressways serve both intra-regional and inter-regional travel through the City of Chico. It is imperative that new developments within the City that use freeways and expressways for intra-regional and local travel contribute fair share cost towards funding improvements that will be needed to maintain acceptable level of service.

Impacts from single or small development and rural lot divisions often go through the California Environmental Quality Act (CEQA) process without assessment or collection of mitigation fees. Cumulatively, this segmented development is an impact on the transportation system as a whole. We applaud the City for its past efforts in creating a mechanism to assess and collect fees for some of these cumulative impacts. We suggest an update to the current Nexus study and fee program with the General Plan update.

General Plan

Caltrans appreciates the City for the cooperative meeting on January 21, 2009. As discussed in the meeting, the General Plan update should include the appropriate designations for SR 99, namely the ultimate facility to include 6-lanes with auxi lanes. In addition, the General Plan update should include discussion about an alternate alignment for SR 32; East Avenue was discussed as a possible alternate alignment option.

It is apparent that the City has been working hard to ensure that the updated General Plan promotes sustainable community strategies. We agree with the City's approach and are pleased the City is working toward developing a plan that includes policies, strategies, and land development patterns that work to reduce vehicle trips and increase transit, passenger rail, walking and bicycling trips associated with future land development.

Caltrans is developing a series of Corridor System Management Plans (CSMPs) one of which includes SR 99 through the Chico area. The goal of the CSMP is to improve mobility along the corridor including non-freeway, transit and bicycle components of the corridor. Achieving this goal would include making the best use of existing facilities, operational improvements, and targeting capacity increases where needed. Please

Mr. Brian Vieg
January 26, 2009
Page 3 of 3

include language in the General Plan stating that the City will work with Caltrans and other area partners to develop and implement corridor system management practices.

Hydrology

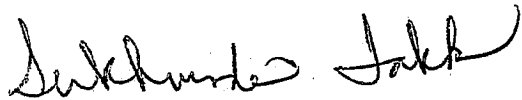
Hydrologically, there is not a problem with the general plan update. Additional requirements (as cited in Appendix A) will be suggested when future applicants propose development on their parcels which require consistency with the general plan.

Encroachment Permit

All work proposed and performed within the State right-of-way must be in accordance with Caltrans' standards and require a Caltrans Encroachment Permit prior to commencing construction, surveying or other activities in the right-of-way. For more information on encroachment permits, the requirements, and an application form, please visit our web page at www.dot.ca.gov/doingbusiness and click on "Encroachment Permits" or contact the Caltrans District 3, Office of Permits at (530) 741-4403.

If you have questions or need additional information, please contact Sarah (Sadie) Smith, Butte County IGR Coordinator, at (530) 741-4004 or e-mail at sarah_smith@dot.ca.gov.

Sincerely,



SUKHVINDER (SUE) TAKHAR, Chief
Office of Transportation Planning – North

Appendix A

Hydrology Comments

Runoff from the proposed project that will enter the State's highway right of way and/or Caltrans drainage facilities, whether discharged directly or indirectly, must meet all RWQCB water quality standards prior to entering the State's highway right of way or Caltrans drainage facilities. The developer is responsible for insuring that runoff from the site meets these clean water standards (i.e., is free of oils, greases, metals, sands, sediment, etc.). This may be accomplished through the implementation of appropriate stormwater quality Best Management Practices (BMPs) (i.e., oil/water separators, clarifiers, infiltration systems, etc.) as applicable. Once installed, these systems must be properly maintained by the property owner.

No net increase to the surface water (stormwater) peak runoff discharge (100 year storm event) may be realized within the State's highway right of way and Caltrans drainage facilities as a result of the completion of the project. The developer is responsible for ensuring that stormwater runoff discharge from the project site that will enter the State's right of way and/or Caltrans drainage facilities, whether discharged directly or indirectly, does not increase peak flows within the State's highway right of way or the Caltrans drainage facility. This may be accomplished through the implementation of stormwater management BMPs (i.e., detention/retention ponds or basins, sub-surface galleries, on-site storage and/or infiltration ditches, etc.) as applicable. Once installed, these systems must be properly maintained by the property owner.

The proponent/developer must perpetuate, maintain or improve existing drainage patterns and/or facilities affected by the proposed development/project to the satisfaction of the State and Caltrans. This includes, but is not limited to, altering stormwater pathways and storage areas, whether engineered or naturally occurring. Altering existing drainage patterns and/or facilities without proper mitigation may lead to adverse drainage impacts to State highway facilities or to other local public or private properties. The proponent/developer may be held liable for future damages caused by diverted or increased drainage flows determined to be the result of the proposed development/project that were not properly mitigated for.

For the future developments detailed drainage plans, drawings and calculations need to be submitted with the IGR-CEQA project package as well as a hydrologic/hydraulic study or report. In order to adequately evaluate project impacts upon the State's right of way and Caltrans drainage facilities, the aforementioned documents will be required. Please request these documents from the project proponent and send them to D-3 Hydraulics in Marysville for review prior to final project approval.

