



DATE: March 23, 2018

Files: S 17-08

TO: Planning Commission

FROM: Kimber Gutierrez, Associate Planner (879-6810, kimber.gutierrez@chicoca.gov)

RE: Amber Lynn Estates Vesting Tentative Subdivision Map (APN 007-190-022)

SUMMARY

The applicant proposes to subdivide an approximately 19.3 gross acre parcel into 109 lots for single-family residential development. The site is located on the south side of Eaton Road, between Morseman and Burnap Avenues. The site is currently undeveloped.

Recommendation:

Planning staff recommends that the Planning Commission adopt Resolution 18-06 (**Attachment A**) approving the Amber Lynn Estates Vesting Tentative Subdivision Map (S 17-08), subject to the attached conditions.

Proposed Motion:

I move that the Planning Commission adopt Resolution 18-06, approving the Amber Lynn Estates Vesting Tentative Subdivision Map (S 17-08), based on the required findings and subject to the conditions contained therein.

BACKGROUND

The project site consists of an approximately 19 gross acres, undeveloped parcel located on the south side of Eaton Road, between Morseman and Burnap Avenues, in north Chico (see Location Map, **Attachment B**). The site is designated Medium Density Residential in the General Plan Diagram and is zoned R2 (Medium Density Residential) with 11.3-acres under the -AOC (Airport Overflight Zone C) overlay and 1.2-acre under the -AOB2 (Airport Overflight Zone B2) overlay (see Airport Land Use Compatibility Zone Map, **Attachment C**). The proposal consists of the creation of 109 lots for single-family residential development with a remaining 1.2-acre lot for future subdivision (see Vesting Tentative Subdivision Map, **Attachment D**). The lot sizes will range in size from 3,960 square feet (SF) to 8,500 SF, with an average lot size of 4,500 SF. Typical lots would be 44 feet wide and 90 feet deep. The proposed density is 6.0 dwelling units per gross acre. Approximately 6.8 acres is to be dedicated for public right-of-way. All utilities are available to serve the project and the new homes would be connected to Cal Water and City sewer.

Street frontage adjacent to the project site includes Eaton Road, Burnap and Morseman Avenues, which are currently improved to rural standards. The proposed project would include two access roadways, one on Eaton Road directly across from Johnny Lane, and one on Morseman Avenue directly across from Marcia Court. Additionally, 15 of the lots would front Morseman Avenue with driveways directly accessing the roadway (Lots 1 – 15). Emergency access would be adequately provided by the two points of ingress and egress. The applicant will be required to install full public improvements including vertical curb, gutter, parkway and

sidewalk along the project frontage. Dedication of additional right-of-way will be required for all three streets. Abutter's rights of access, with the exception of approved internal access points into the project, will be conveyed to the City for the Eaton Road street frontage.

Site Conditions and Context

The triangularly-shaped site is highly disturbed and previously contained a single-family residence which has been removed. The topography of the project site is relatively flat with various trees along the property boundaries. Surrounding uses consist of predominantly single-family residential development on nearly all sides. Undeveloped agricultural land is located northwest of the site across Eaton Road.

Previous Approvals

On August 7, 2007, the Chico City Council adopted a General Plan Amendment and Rezone, which established the current Medium Density Residential designation and R2 zoning for the Tuscan Village Project (Resolution 106-07). The Tuscan Village Project comprised 76 single-family residential homes, 19 second dwelling units, 105 multi-family residential units, approximately 1.8 acres of commercial uses, along with associated open space and related streets. The proposed density was 12.8 units per gross acre (u/a).

On July 17, 2008, the Chico Planning Commission adopted a Vesting Tentative Subdivision Map and Planned Development Permit for the Tuscan Village Project (Resolution No. 08-15). This approval consisted of development of the site with 76 single-family residential homes and 79 multi-family residential units, along with associated open space and related streets (see Previously Approved Tuscan Village Project, **Attachment E**). The proposed density was 8.4 u/a.

On July 14, 2017, the City of Chico Map Advisory Committee approved a three-year extension of time for the Tuscan Village Vesting Tentative Subdivision Map pursuant to Subdivision Map Act 66452.6(e), resulting in a new expiration date of July 17, 2020.

Neighborhood Meeting

A neighborhood meeting was conducted at the project site on January 17, 2018 to review an earlier version of the project that included the subdivision of Lot X and access to Morseman Avenue directly across from Sandi Drive. This earlier iteration proposed nine lots within the 1.2-acre portion of the site (Lot X). The meeting was attended by approximately 40 neighbors, including four members of the applicant team and planning staff from the City of Chico. The main issues of concern voiced by the neighbors was the anticipated traffic volume produced by the proposed development, the path of travel for future residents of the proposed subdivision, and the future design of Eaton Road.

In response to concerns raised at the meeting, the developer redesigned the project to have access to Morseman Avenue opposite of Marcia Court instead of Sandi Drive.

GENERAL PLAN

The General Plan's Medium Density Residential designation is characterized by "duplexes,

small apartment complexes, single-family attached homes such as town homes and condominiums, and single-family detached homes on small lots.” With a residential density of 6.0 units per acre, the project is within the allowable range of 6 to 14 units per acre. Furthermore, the previously approved project and its densities were included in the 2030 General Plan and its Environmental Impact Report as the intended build-out of the site.

The following General Plan policies are applicable to the project:

- CD-5: Support infill and redevelopment compatible with the surrounding neighborhood.*
- CD-5.1: Ensure that new development and redevelopment reinforces the desirable elements of its neighborhood including architectural scale, style, and setback patterns.*
- H-1: Increase equal housing opportunities.*
- H-3: Promote the construction of a wide range of housing types.*
- LU-4: Promote compatible infill development.*
- LU-4.2: Support infill development, redevelopment, and rehabilitation projects that are compatible with surrounding properties and neighborhoods.*
- LU-4.2.2: For projects proposed on or adjacent to residentially zoned property, which require a discretionary approval by the Planning Commission or City Council, require applicants to have a pre-application neighborhood meeting with interested parties in the respective neighborhood to hear issues and consider input.*
- LU-4.3: For residential infill projects outside of Opportunity Sites and Special Planning Areas, maintaining neighborhood character may take precedence over meeting density goals. It may be necessary to limit project density, within the allowable density range, to ensure compatibility.*

The proposal is consistent with General Plan policies that encourage compatible infill development (CD-5, LU-4 and LU-4.2), holding a pre-application neighborhood meeting (LU-4.2.2), and providing a variety of property sizes while maintaining neighborhood character (H-1, H-3, and LU-4.3). In summary, the proposal is consistent with the General Plan in several aspects as noted above.

DISCUSSION

Subdivision Design

The proposed subdivision design provides generally compatible residential infill development with lot sizes, density, and cul-de-sac design that are consistent with surrounding development. At 6.0 units per acre, the project density is within the allowable range for the proposed land use designation and zoning and meets the minimum density allowed for the

Medium Density Residential designation. Existing subdivisions in the vicinity have been developed with less density, although in a similar single-family detached residential development format.

As a result of the site's location within Airport Overflight Zone C for the Chico Municipal Airport, standard conditions are included on Exhibit II of the resolution requiring certain airspace easements and notifications to be recorded on the project parcels. Future residential development (e.g., nine homes) on Lot X, the portion of the site located within Airport Overflight Zone B2 for the Chico Municipal Airport would be subject to a separate future application process (see Butte County Airport Land Use Commission Consistency Determination, **Attachment F**).

Neighborhood Compatibility

In comparison to the previously approved Tuscan Village project, the proposed project is more compatible with the surrounding neighborhood. As discussed, the Tuscan Village project included a mix of multi-family and single-family residential development while the proposed project only involves the creation of single-family residential development. The creation of only single-family residential lots is more consistent with the surrounding low density residential neighborhood environment which exists today. Additionally, the proposed subdivision is designed to reduce impacts on neighboring properties through physical separation including the proposed widening of Morseman Avenue and installation of the sound wall and landscaping along Eaton Road.

Requests for Modifications of Subdivision Design Criteria and Improvement Standards

Due to the unique parcel configuration and internal subdivision design, modifications of Title 18R *Subdivision Design Criteria and Improvement Standards* are requested as part of the approval, including:

1. Non-right angle and non-radial lot lines;
2. Horizontal roadway curves at centerline less than as specified in 18R.08.020.D;
3. Double frontage lots;
4. Back-up lots; and
5. Non-standard street cross sections.

Staff believes the requested modifications to design criteria are justified due to the unique parcel configuration, surrounding development, and street pattern (See Resolution No. 18-06, **Attachment A**, for findings of Modification Requests).

Environmental Review

Updated traffic, air quality and, greenhouse gas analyses were prepared in order to determine if any changes occurred relative to the significance of the previously evaluated environmental impacts. The updated technical studies concluded that there was no change in significance conclusions from the previously adopted Tuscan Village Initial Study and Mitigated Negative Declaration. An Addendum to the Tuscan Village Initial Study and Mitigated Negative Declaration was prepared for the project pursuant to CEQA Guidelines §15164 (see **Attachment A**, Exhibit I). Pursuant to CEQA §15162, an Addendum is the appropriate CEQA

document when the following criteria apply:

- No substantial changes are proposed in the project which will require major revisions of the previous negative declaration due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects.
- No substantial changes have occurred with respect to the circumstances under which the project is undertaken which will require major revisions of the previous negative declaration due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects.
- No new information of substantial importance, which was not known and could not have been known with the exercise of reasonable diligence at the time the negative declaration was adopted, shows that the project would have new or substantially more severe impacts than previously examined.

The basis of the original Tuscan Village Initial Study and Mitigated Negative Declaration was used for all previous approvals for the project site as discussed above. The current subdivision proposal would not result in any new significant impacts or increase in the severity of impacts identified in the Initial Study prepared for the Tuscan Village Project.

The Addendum is included as Exhibit I of the resolution, and all the mitigation measures have been included as conditions of approval on Exhibit II of the resolution (**Attachment A**).

The three mitigation measures identified, include:

- 1) Incorporating air quality Best Management Practices (BMPs) during construction;
- 2) Halting construction if cultural resources are discovered during excavation activities;
and
- 3) Developing measures to decrease traffic noise impacts along Eaton Road.

A minor technical change was made to Mitigation Measure I.1 (Noise). Specifically, removing lot numbers to accommodate the proposed project's lot configuration and correcting the Sound Transmission Class rating. All changes are shown in the attached Addendum. All other mitigation measures remain applicable to the proposed project and no additional changes were made.

Pursuant to CEQA §15164(c) and (d), an Addendum need not be circulated for public review, but shall be considered by the decision-making body prior to making a decision on the project. During circulation of the proposed Vesting Tentative Subdivision Map, staff received agency comments from Caltrans and Butte County Air Quality Management District (see Agency Comments, **Attachment G**). Staff's responses to the agency comment letters are also included and no major issues were identified.

FINDINGS

Modification to Subdivision Design Criteria Finding

As established in CMC 18.44, a modification to the city's subdivision design criteria or improvement standards may only be approved if one of the six findings listed in that chapter can be made. For this project, the finding in CMC 18.44.020(E) can be made:

E. That the subdivision is of such a size or shape, and/or is affected by such topographic or soil conditions that render it impossible, impractical or undesirable, in the particular case, to conform to the design criteria and improvement standards, as set forth in Title 18R of this code, and that modification of such design criteria and improvement standards is necessary by reason of such subdivision characteristics or conditions.

In the case of the proposed map, allowing backup lots, double frontage lots, non-right angle and non-radial lot lines, and a 100-foot centerline radius at the intersection of Road B and C and at the intersection of Road B and D, would allow for an acceptable lot configuration that fits within the irregularly shaped parcel and is compatible with Title 18R and 19. The existing lot is a unique shape as it is located between three existing improved streets and varies in depth and width. Therefore, pursuant to Finding E, the unique triangular parcel shape renders it impractical to have standard lot shapes and sizes. The modifications requested are necessary to meet other standards within Title 18R and 19.

The requested modifications are relatively minor in scope and balances neighborhood compatibility with detached single-family residential development and General Plan consistency.

Subdivision Findings (CMC Section 18.18.070.B)

Pursuant to Chico Municipal Code Section 18.18.070, the Planning Commission is to consider the evidence presented in the application materials, staff report, and public hearing, and then base its action on the conformity of the subdivision map with the subdivision regulations and on the design of the proposed subdivision. In order to approve a subdivision map, the Planning Commission must find that the map and its design conform with all applicable requirements of Title 18 and Title 19 of the Chico Municipal Code, and that the subdivision map and its design are consistent with the Chico General Plan.

As supported by the Conditions of Approval and the Subdivision Report (Exhibits II and III to **Attachment A**), and this staff report, the proposed subdivision map and its design conform with the requirements of Title 18 and Title 19 of the Chico Municipal Code, and would be consistent with the Chico General Plan.

PUBLIC CONTACT

A 10-day public hearing notice was mailed to all landowners and residents within 500 feet of the site and a legal notice was published in the *Chico Enterprise Record*. **Attachment H** includes public comment letters and correspondence from residents prior to and following the neighborhood meeting. Any correspondence received within the 10-day noticing period will be presented at the public hearing.

DISTRIBUTION:

PC Distribution
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File: S 17-08

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ATTACHMENTS:

- A. Planning Commission Resolution No. 18-06
 - Exhibit I Addendum Initial Study and Mitigated Negative Declaration
 - Exhibit II Conditions of Approval
 - Exhibit III Subdivision Report
- B. Location Map
- C. Airport Land Use Compatibility Zone Map
- D. Vesting Tentative Subdivision Map
- E. Previously Approved Tuscan Village Project
- F. Butte County Airport Land Use Commission Consistency Determination
- G. Agency Comment Letters
- H. Comment Letters and Correspondence

1 **RESOLUTION NO. 18-06**

2 **RESOLUTION OF THE CITY OF CHICO PLANNING COMMISSION**
3 **APPROVING VESTING TENTATIVE SUBDIVISION MAP S 17-08**
4 **(Amber Lynn Estates)**

5 WHEREAS, an application has been submitted to subdivide a 19-gross acre site into 109
6 single-family residential lots on the south side of Eaton Road, identified as Accessor's Parcel No.
7 007-190-022 (the "Project"); and

8 WHEREAS, the previously approved Tuscan Village project approved by the Planning
9 Commission on July 17, 2008 (Resolution No. 08-15) is still in effect until its extended expiration
10 date of July 17, 2020; and

11 WHEREAS, the previously approved Tuscan Village project was approved for 76 single-
12 family residential homes and 79 multi-family residential homes; and

13 WHEREAS, the Planning Commission has considered the revised Project, staff report, and
14 comments submitted at a noticed public hearing held on April 5, 2018; and

15 WHEREAS, the revised Project comprises fewer units and is less dense than the previously
16 approved Tuscan Village project; and

17 WHEREAS, the Planning Commission has considered the addendum to the Tuscan Village
18 initial study and mitigated negative declaration prepared pursuant to the California Environmental
19 Quality Act Guidelines Section 15162 and 15164; and

20 WHEREAS, the prepared addendum Tuscan Village initial study and proposed mitigated
21 negative declaration concluded that the Project, with mitigation included, will not result in a
22 significant impact on the environment.

23 NOW, THEREFORE, BE IT RESOLVED BY THE PLANNING COMMISSION OF
24 THE CITY OF CHICO AS FOLLOWS:

- 25 1. With regard to the addendum Tuscan Village initial study and mitigated negative declaration
26 the Planning Commission finds that:
- 27 A. An addendum to the adopted Tuscan Village mitigation negative declaration is the
28 appropriate California Environmental Quality Act document as the following criteria

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apply to the revised Project (California Environmental Quality Act Guidelines Section 15162);

1. No substantial changes are proposed in the project which will require major revisions of the previous negative declaration due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects.
2. No substantial changes have occurred with respect to the circumstances under which the project is undertaken which will require major revisions of the previous negative declaration due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects.
3. No new information of substantial importance, which was not known and could not have been known with the exercise of reasonable diligence at the time the negative declaration was adopted, shows that the project would have new or substantially more severe impacts than previously examined.

- B. There is no substantial evidence supporting a fair argument that the Project as mitigated, may have a significant effect on the environment;
- C. The mitigated negative declaration has been prepared in conformance with the provisions of the California Environmental Quality Act and the Chico Municipal Code Chapter 1.40, “Environmental Review Guidelines”;
- D. Mitigation Measure I.1 (Noise) has been updated to accommodate the revised Project’s lot configuration and to correct the Sound Transmission Class rating typo;
- E. In accordance with Section 15154 of the California Environmental Quality Act Guidelines, the Project will not result in a safety hazard or noise problem for persons using the Chico Municipal Airport or for persons residing or working in the Project area; and
- F. The addendum to an initial study and mitigated negative declaration prepared for the revised Project reflects the independent judgment of the City of Chico Planning Commission.

2. With regard to the vesting tentative map the Planning Commission finds that:

- 1 A. The overall density of the Project is 6.0 dwelling units per gross acre, which is consistent
- 2 with the Chico General Plan Diagram designation of Medium Density Residential and the
- 3 provisions in Title 19 of the Chico Municipal Code;
- 4 B. No substantial evidence has been presented that would require disapproval of the Project
- 5 pursuant to Government Code Section 66474;
- 6 C. The requested modifications to the City’s subdivision design criteria and improvement
- 7 standards are acceptable, due to the unique parcel configuration, surrounding
- 8 development and street pattern, rendering it undesirable to strictly conform to the design
- 9 criteria and improvement standards set forth in Title 18R; and
- 10 D. As supported by the subdivision report prepared for the Project, and the agenda report,
- 11 the Project and its design conform with both the requirements of Title 18 and 19 of the
- 12 Chico Municipal Code and the Chico General Plan.
- 13 3. Based on all of the above, the Planning Commission hereby:
- 14 A. Considers the addendum to the mitigated negative declaration and mitigation monitoring
- 15 program as set forth in Exhibit I, attached hereto, as the appropriate California
- 16 Environmental Quality Act document for the revised Project; and
- 17 B. Approves the Project, subject to the conditions set forth in Exhibit II, and the provisions
- 18 of the Subdivision Report set forth in Exhibit III, attached hereto.
- 19 4. The Planning Commission hereby specifies that the materials and documents which constitute
- 20 the record of proceedings upon which its decision is based are located at and under the custody
- 21 of the City of Chico Community Development Department.

22 THE FOREGOING RESOLUTION WAS ADOPTED at a meeting of the Planning
23 Commission of the City of Chico held on April 5, 2018, by the following vote:

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1 AYES:
2 NOES:
3 ABSENT:
4 ABSTAIN:
5 DISQUALIFIED:

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7 ATTEST:

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10 _____
11 BRUCE AMBO
12 Planning Commission Secretary
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APPROVED AS TO FORM:

Vincent C. Ewing, City Attorney*

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



ADDENDUM TO AN INITIAL STUDY AND MITIGATED NEGATIVE DECLARATION CITY OF CHICO PLANNING DIVISION

The City of Chico has prepared an Addendum for the Tuscan Village Mitigated Negative Declaration (MND) and Initial Study (IS), pursuant to the California Environmental Quality Act (CEQA). The proposal involves subdivision of an existing 19.3 gross acre site to create 109 single-family residential lots and one 1.2-acre lot (Lot X). Since the proposed subdivision change would alter the operational analysis for some topics in the CEQA document, this Addendum provides the substantial evidence for the administrative record to demonstrate that no changes to the significance findings have occurred, nor have new significant impacts been identified, to warrant a supplemental MND.

CEQA GUIDELINES

The CEQA recognizes that one or more of the following changes may occur between the date a MND is adopted and a project is fully implemented:

- 1) the scope of the project may change;
- 2) the environmental setting in which the project is located may change;
- 3) certain environmental laws, regulations, or policies may change; and/or
- 4) previously unknown information may arise.

CEQA requires a Lead Agency to evaluate these changes and determine whether they are significant or otherwise substantially affect the conclusions in a previously certified [or adopted] environmental document.

The CEQA Guidelines §15162 describes a process for determining whether a subsequent IS/MND is warranted:

- a) *When an EIR has been certified or a negative declaration is adopted for a project, no subsequent MND shall be prepared for that project unless the lead agency determines, on the basis of substantial evidence in the light of the whole record, one or more of the following:*
 - 1) *Substantial changes are proposed in the project which will require major revisions of the previous EIR or negative declaration due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects;*
 - 2) *Substantial changes occur with respect to the circumstances under which the project is undertaken which will require major revisions of the previous EIR or negative declaration due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified effects; or*
 - 3) *New information of substantial importance, which was not known and could not have been known with the exercise of reasonable diligence at the time the previous EIR was certified as complete or the Negative Declaration was adopted, shows any of the following:*
 - A) *The project will have one or more significant effects not discussed in the previous EIR or negative declaration;*
 - B) *Significant effects previously examined will be substantially more severe*

- than shown in the previous EIR;*
- C) Mitigation measures or alternatives previously found not to be feasible would in fact be feasible, and would substantially reduce one or more significant effects of the project, but the project proponents decline to adopt the mitigation measure or alternative; or*
 - D) Mitigation measures or alternatives which are considerably different from those analyzed in the previous MND would substantially reduce one or more significant effects on the environment, but the project proponents decline to adopt the mitigation measure or alternative.*

Under CEQA Guidelines §15164, an Addendum to an adopted negative declaration is appropriate if only minor technical changes or additions are necessary or none of the conditions excerpted above (CEQA Guidelines §15162) have occurred. The Addendum need not be circulated for public review (CEQA Guidelines §15164[c]); however, an addendum is to be considered by the decision making body prior to making a decision on the project (CEQA Guidelines §15164[d]). The CEQA Guidelines (§15164(e)) states that a brief explanation of the decision not to prepare a subsequent EIR [or MND] pursuant to §15162 should be included in an addendum to an EIR [or MND], the lead agency's findings on the project, or elsewhere in the record. The explanation must be supported by substantial evidence.

BACKGROUND

On August 7, 2007, the City of Chico City Council adopted a Mitigated Negative Declaration for a General Plan Amendment and Rezone, which established the current Medium Density Residential designation and R2 zoning for the Tuscan Village Project (Resolution 106-07). The Tuscan Village Project comprised 76 single-family residential homes, 19 second dwelling units, 105 multi-family residential units, approximately 1.8 acres of commercial uses, along with associated open space and related streets. The proposed density was 12.8 units per gross acre (u/a). For purposes of this Addendum this approval will be known as the Previously Analyzed Project.

On July 17, 2008, the Chico Planning Commission adopted a Vesting Tentative Subdivision Map and Planned Development Permit for the Tuscan Village Project (Resolution No. 08-15). This approval consisted of the development of the approximately 19-acre site with 76 single-family residential homes and 79 multi-family residential units, along with associated open space and related streets. The proposed density was 8.4 u/a. For purposes of this Addendum this approval will be known as the Previously Approved Project. The Previously Approved Project was found within the scope of the MND for the Previously Analyzed Project adopted by the City Council in 2007.

On July 14, 2017, the City of Chico Map Advisory Committee approved a three year extension of time for the Previously Approved Project pursuant to Subdivision Map Act 66452.6(e), resulting in a new expiration date of July 17, 2020. This extension was also found within the scope of the MND for the Previously Analyzed Project adopted by the City Council in 2007.

Since adoption of the MND, revised plans have been submitted for approval of a Vesting Tentative Subdivision Map titled Amber Lynn Estates (S 17-08) for the 19-acre site. For purposes of this

Addendum this submittal will be known as the Proposed Project.

PROPOSED PROJECT DESCRIPTION

The Proposed Project consists of the creation of 109 lots for single-family residential development with a remaining 1.2-acre lot for future subdivision. For purposes of this Addendum, the analysis includes the subdivision of Lot X into nine single-family residential lots resulting in a 118-lot subdivision. The lot sizes will range in size from 3,960 square feet (SF) to 8,500 SF, with an average lot size of 4,500 SF. Typical lots would be 44 feet wide and 90 feet deep. The proposed density is 6.0 dwelling units per gross acre. The project site consists of a 19.3-gross acre parcel, with approximately 6.8 acres to be dedicated for public right-of-way. All utilities are available to serve the project and the new homes would be connected to Cal Water and City sewer.

EVALUATION OF THE PROPOSED PROJECT

The MND prepared on August 7, 2007 evaluated all potential environmental impacts as required by the Environmental Checklist in the CEQA Guidelines, Appendix G at the time of adoption. The Proposed Project has been evaluated based on the submitted Vesting Tentative Map for the Amber Lynn Estates Subdivision (S 17-08) and updated technical studies including a Tree Health Assessment (Appendix A), Air Quality and Greenhouse Gas (GHG) Memorandum (Appendix B), and Traffic Impact Study (Appendix C). City staff has evaluated the new lot configuration and development for the Proposed Project for potential impacts related to every factor in the CEQA Checklist, including impacts that were not originally analyzed in the Tuscan Village MND (Appendix D).

It has been determined that in comparison to the Previously Approved Project, the Proposed Project is more compatible with the surrounding neighborhood. The Tuscan Village project included a mix of multi-family and single-family residential development while the proposed project only involves the creation of single-family residential development. The creation of only single-family residential lots is more consistent with the surrounding low density residential neighborhood environment which exists today. Additionally, the proposed subdivision is designed to reduce impacts on neighboring properties through physical separation including the proposed widening of Morseman Avenue and installation of the sound wall and landscaping along Eaton Road.

All impacts besides air quality and traffic remain unchanged from the adopted IS/MND. Air quality and traffic impacts of the Proposed Project are summarized below.

Air Quality and Greenhouse Gas

An air quality and greenhouse gas emissions assessment (Appendix B) was prepared by ECORP Consulting, Inc. (March 19, 2018) to determine if any new impacts would occur for the Proposed Project. The assessment concluded that the Proposed Project would not surpass any Butte County Air Quality Management District established thresholds of significance and would result in a reduction of a significant impact attributable to the Previously Analyzed Project scenario and subject of the MND.

The issue of GHG emissions and climate change impacts is not new information that was not known or could not have been known at the time of the approval of the MND. Accordingly, the City finds that GHG impacts and climate change are not “new information” under Public Resources Code Section 21166. Therefore, the impact of GHG emissions on climate change was known at the time of adoption of the MND in 2007 and therefore, under CEQA standards, it is not new information that requires analysis in an addendum. No supplemental environmental analysis of the project’s impacts on this issue is required under CEQA. Nonetheless, for purposes of full disclosure, the Proposed Project includes development contemplated in the scope of the General Plan Update EIR, and is subject to measures identified in the City-adopted Climate Action Plan (CAP). A GHG analysis of the Proposed Project has been provided in Appendix B and D.

Traffic

An updated Traffic Impact Study was prepared by Traffic Works (March 14, 2018) to determine if any new impacts would occur for the Proposed Project. The Proposed Project is anticipated to generate 1,114 daily trips, 87 AM peak hour trips and 117 PM peak hour trips. The MND concluded that the Previously Approved Project would generate 1,172 daily, 88 AM peak hour, and 104 PM peak hour trips. This shows there will be 13 more PM peak hour trips than the Previously Approved Project with fewer daily and AM peak hour trips. The results of the Previously Approved Project and the Proposed Project are essentially the same from a trip generation and traffic impact perspective.

The Eaton Road / SR 99 Southbound Ramps intersection is expected to deteriorate to LOS F during the AM peak hour. The Eaton Road / SR 99 Northbound Ramps intersection is also expected to operate at LOS F during the AM and PM peak hours with or without the Proposed Project; however, the delay is not expected to increase by more than 5 seconds. The remaining study intersections are expected to operate at acceptable levels of service.

The Eaton Road / SR 99 Southbound Ramps intersection is near its operational capacity at LOS E today. The City of Chico, Butte County, and Caltrans recognize that improvements will be needed to improve circulation and reduce congestion in the near future and have plans for major interchange improvements. Interim improvements have been considered by the City and deemed not feasible. The City and Caltrans are moving forward with long-term interchange solutions that will resolve the current and future traffic capacity needs. Therefore, no intersection specific improvements are recommended.

The Proposed Project is subject to the payment of street facility impact fees, which constitute the project’s fair share contribution toward addressing any traffic issues that arise as General Plan build out occurs.

Mitigation Measures

As shown below, an error was identified and technical change made to Mitigation Measure I.1 (Noise). Specifically, removing lot numbers to accommodate the Proposed Project’s lot configuration and correcting the Sound Transmission Class rating. The changes are shown in ~~strikeout~~ and underline.

Mitigation Measure I.1 (Noise): A 6-foot high sound barrier shall be constructed along Eaton Road with additional linear footage subject to the Public Works Department determination, between garages on the parcels along Eaton Road at a distance of 75 feet from the centerline of the road (at the lot line). No gaps between the wall and the structures shall be allowed. Units in lots along Eaton Road should have the minimum amount of window areas facing Eaton Road allowed by the City. Walls facing the road in these units should have a minimum of R13 wall insulation. All windows in all units facing Eaton Road for lots adjacent to Eaton Road should have a minimum Sound Transmission Control (STC) rating of ~~23~~ 32.

Mitigation Monitoring L.1: Public Works shall verify the extents of the sound barrier along the site's perimeter. Building Division staff shall verify residential structures constructed on lots adjacent to Eaton Road (~~proposed Lots 1 through 28 as shown on Tentative Map S-04-08~~) shall be constructed using a minimum R13 wall insulation and windows with a minimum STC rating of 32.

SUMMARY AND FINDINGS

This Addendum and attached documents demonstrate that the environmental analysis, impacts, and mitigation requirements identified in the previously approved Tuscan Village MND remain substantively unchanged by the situation described herein and supports the finding that the Proposed Project does not raise any new issues and does not exceed the level of impacts identified in the previous MND/IS (Appendix E).

In summary, the analysis concludes that none of the conditions described in §15162 of the CEQA Guidelines calling for preparation of a subsequent EIR or Negative Declaration have occurred, and thus an Addendum to the original MND is appropriate to satisfy CEQA requirements for the Proposed Project. Furthermore, all mitigation measures contained in the Tuscan Village Mitigation Monitoring and Reporting Program will remain in effect with the identified minor technical changes.

Prepared by: _____
Kimber Gutierrez, Associate Planner
Community Development Department
Date _____

Adopted via: Resolution No:18-06 _____
City of Chico Planning Commission
04/05/18
Date _____

List of Appendices:

Each appendix listed below is available at City Hall (411 Main Street, 2nd Floor) or on the City of Chico's website at http://www.chico.ca.us/planning_services/OtherPlanningDocumentsandReports.asp (Public Review Documents - Amber Lynn Estates Project).

- Appendix A – Tree Health Assessment for the Amber Lynn Estates Property
- Appendix B – Tuscan Village Addendum Air Quality and Greenhouse Gas Emissions
- Appendix C – Addendum Traffic Impact Study
- Appendix D – Environmental Impact Analysis for Amber Lynn Estates
- Appendix E – Tuscan Village Initial Study/Mitigated Negative Declaration

EXHIBIT “II”
CONDITIONS OF APPROVAL
Amber Lynn Estates Vesting Tentative Subdivision Map S 17-08

1. The creation and improvement of 109 lots is authorized, as depicted on the “Amber Lynn Estates – Vesting Tentative Subdivision Map (S 17-07)” and accompanying project materials date stamped February 27, 2018, except as revised by any other condition of approval.
2. All development shall comply with all other State and local Code provisions, as well as any applicable requirements of the Fire Department, the Public Works Department, Butte County Environmental Health, and the Community Development Department. The developer is responsible for contacting these offices to verify the need for permits.
3. In the event that all fees have not been paid prior to recordation of the final map, the following notation shall be included on the final map:

“In accordance with the provisions of the Chico Municipal Code, a transportation facility fee, park facility fee, and building and equipment fee may be assessed and levied upon the owner of any lot or parcel within this subdivision at the time a new building or structure is constructed on such lot or parcel, at the time an alteration or addition is made to an existing building or structure constructed on such lot or parcel which results in the expansion of building or structure, or at the time of a change in use of an existing building or structure constructed on the lot or parcel. In addition, a storm drainage facility fee may be assessed and levied upon the owner of any lot or parcel within this subdivision at the time such lot or parcel is first used for any residential or nonresidential purpose, at the time the area of the lot or parcel devoted to such residential or nonresidential use is expanded, or at the time of a change in the use of the lot or parcel. Such transportation facility fee, park facility fee, building and equipment fee and storm drainage facility fee will be calculated from the schedule of such fees adopted by resolution of the City Council and in effect on the date of approval of such final map or parcel map, together with any adjustments to such schedules of fees made in accordance with the provisions of the Chico Municipal Code subsequent to the date of approval of the final map or parcel map to account for any changes in the type or extent of transportation facilities, park facilities, buildings and equipment and/or storm drainage facilities which will be required as a result of the development and/or use of real property during the period upon which such fees are based, any change in the estimated cost of the transportation facilities, park facilities, buildings and equipment and/or storm drainage facilities upon which such fees are based, or any change in that portion of the estimated cost of such transportation facilities, park facilities, buildings and equipment and/or storm drainage facilities which cannot be funded from revenue sources available to the City other than such fees.”

4. Prior to recording the final map, any taxes and/or assessments against the property shall be paid.
5. Impacts to school facilities within the Chico Unified School District shall be fully mitigated by payment of school impact fees to the extent permitted by State Law.

Exhibit “II”

6. No future development shall have wood-burning stoves or fireplaces.
7. Any future project within Lot X (Airport Overflight Zone B2) shall undergo a consistency review determination by the Butte County Airport Land Use Commission.
8. Prior to recordation of the final map, record as a separate instrument an Avigation Easement dedication with Acknowledgement of Airport Proximity.
9. Prior to recordation of the final map, record as a separate instrument a Recorded Overflight Notification.
10. Place a note on a separate document which is to be recorded concurrently with the final map or on an additional map sheet that states: "An Avigation Easement is recorded above the parcels for the Chico Municipal Airport and acknowledging any and all existing or potential airport operational impacts."
11. Place a note on a separate document which is to be recorded concurrently with the final map or on an additional map sheet that states: "The project parcels are in the proximity of the Chico Municipal Airport and are subject to aircraft overflight."
12. Place a note on a separate document which is to be recorded concurrently with the final map or on an additional map sheet that states: "Airspace review by the Airport Land Use Commission is required for all objects over 70 feet in height above ground level."
13. As required by Chico Municipal Code (CMC) Chapter 16.66, existing trees removed from the site shall be replaced as follows:
 - a. On-site. For every six inches in DBH removed, a new 15-gallon tree shall be planted on-site. Replacement trees shall be of similar species, unless otherwise approved by the urban forest manager, and shall be placed in areas dedicated for tree plantings. New plantings' survival shall be ensured for three years after the date of planting and shall be verified by the applicant upon request by the director. If any replacement trees die or fail within the first three years of their planting, then the applicant shall pay an in-lieu fee as established by a fee schedule adopted by the City Council.
 - b. Off-site. If it is not feasible or desirable to plant replacement trees on-site, payment of an in-lieu fee as established by a fee schedule adopted by the City Council shall be required.
 - c. Replacement trees shall not receive credit as satisfying shade or street tree

requirements otherwise mandated by the CMC.

- d. All trees not approved for removal shall be preserved on and adjacent to the project site. A tree preservation plan, shall be prepared by the project developer pursuant to CMC 16.66.110 and 19.68.060 for review and approval by planning staff prior to any ground-disturbing activities. The plan shall note measures that are to be taken for above and below ground impacts on trees that are to remain, and best management practices to ensure their survivability, including fencing around drip lines and methods for excavation within the drip lines of protected trees to be preserved.
- e. Removal of trees shall take place outside the bird nesting season (February 1 to October 1). In the event trees need to be removed during the nesting season, a nesting bird study shall be submitted noting that no birds are present.

Mitigation Measures from the Addendum to Tuscan Village Initial Study/Mitigated Negative Declaration:

14. MITIGATION B.1 (Air Quality): To minimize fugitive dust during construction activities and ensure enforcement of General Plan policies pertaining to air quality, the following mitigation measures shall be included in all future construction plans and documents for the subject parcels:
- a. All grading operations shall be suspended when winds (as instantaneous gusts) exceed 20 miles per hour as directed by the BCAQMD.
 - b. Provide temporary traffic control during all phases of construction to improve traffic flow (e.g. flag persons) as determined appropriate by the Engineering Division
 - c. Water active construction sites at least twice daily as directed by the Engineering Division. Frequency should be based on the type of operation, soil, and wind exposure.
 - d. All trucks hauling dirt, sand, soil, or other loose materials should be covered or should maintain at least two feet of freeboard (i.e. minimum vertical distance between top of the load and the trailer in accordance with the requirements of CVC Section 23114. This provision is enforced by local law enforcement agencies.
 - e. Sweep streets at the end of the day if visible soil materials are carried onto adjacent public paved roads (recommend water sweeper with reclaimed water).
 - f. Cover inactive storage piles.
 - g. Post a publicly visible sign with the telephone number and person to contact regarding dust complaints. This person shall respond and take corrective action within 24 hours. The telephone number of the BCAQMD shall also be visible to ensure compliance with BCAQMD Rule 201 & 207 (Nuisance

and Fugitive Dust Emissions)

15. MITIGATION D.1 (Cultural Resources): Development Engineering staff with the Engineering Division will ensure that a note be placed on the final grading plans and improvement plans which states “Should cultural resources be encountered, the supervising contractor shall be responsible for reporting any such findings to the Planning Division, and a qualified archaeologist will be contacted to conduct meetings with on-site employees and monitor the required mitigation measures.” All mitigation measures determined by the Planning Director to be appropriate for this project shall be implemented pursuant to the terms of the archaeologist’s report.

16. MITIGATION I.1 (Noise): A 6-foot high sound barrier shall be constructed along Eaton Road with additional linear footage subject to the Public Works Department determination. Units in lots along Eaton Road should have the minimum amount of window areas facing Eaton Road allowed by the City. Walls facing the road in these units should have a minimum of R13 wall insulation. All windows in all units facing Eaton Road for lots adjacent to Eaton Road should have a minimum Sound Transmission Control (STC) rating of 32.



Subdivision Report

Meeting Date 4/5/18

DATE: March 23, 2018

File: S 17-08

TO: PLANNING COMMISSION

FROM: Matt Johnson, Senior Development Engineer, 879-6910
Public Works Department

RE: **Vesting Tentative Subdivision Map S 17-08 Amber Lynn Estates**

Exhibit "III"

This office has reviewed the Vesting Tentative Subdivision Map S 17-08 Amber Lynn Estates and herewith submits the following findings and recommendations for same.

A. MODIFICATIONS TO TITLE 18R - DESIGN CRITERIA AND IMPROVEMENT STANDARDS OF THE CHICO MUNICIPAL CODE

The Subdivider has requested certain modifications to Titles 18R of the Chico Municipal Code (CMC). These requests have been listed on the Tentative Map application, described by the Subdivider and/or their engineer, or appear on the Tentative Map. The requests and staff recommendations are as follows:

1. **Request:** Allow non-radial lot lines.

Recommendation: Acceptable.

2. **Request:** Allow non-standard horizontal alignment.

Recommendation: Acceptable.

3. **Request:** Allow double frontage lots.

Recommendation: Acceptable.

4. **Request:** All back-up lots.

Recommendation: Acceptable.

5. **Request:** Allow non-standard street cross-sections.

Recommendation: Acceptable.

THE CONDITIONS CONTAINED IN THE REMAINDER OF THIS REPORT REFLECT, WHERE APPLICABLE, THE RECOMMENDATIONS ABOVE.

B. TIMING AND NATURE OF PUBLIC IMPROVEMENTS

The Public Works Director will determine the nature, extent, timing, and limits of required Eaton Road public improvements to be constructed as part of any development (including phased development) versus payment of an in-lieu fee as well as reimbursements for construction of future Nexus/CIP facilities.

C. PUBLIC FACILITY CONSTRUCTION

1. Streets

- a) The Subdivider shall construct City standard streets and appurtenant facilities in conformance with the typical sections depicted on the Tentative Map. Structural sections to be determined in conjunction with the Soils Report.
 - 1) Interior to subdivision - Full urban improvements.
 - 2) Eaton Road - Urban improvements as depicted on the Tentative Map and/or as determined by the Public Works Director.
 - 3) Adjacent to subdivision - Half street urban improvements consistent with City Standards and as depicted on the Tentative Map. Morseman and Burnap Avenues half street improvements shall include widening on the non-Development side to provide a 12-foot travel lane and a 2-foot aggregate base shoulder.
- b) All corner lots shall be subject to intersection sight distance criteria as established by the Public Works Director. Appropriate easements shall be dedicated as needed on the Final Map.
- c) Street names shall be approved concurrent with the improvement plans and prior to recordation of the Final Map.

2. Storm Drainage

a) Facility Construction

The Subdivider shall design and install the following City standard storm drain facilities:

- 1) Interior to Subdivision - Curb, gutter, and an underground storm drain system with all appurtenances.
 - 2) Adjacent to Subdivision - Curb, gutter and an underground storm drain system with all appurtenances along the subdivision frontage.
 - 3) Exterior to Subdivision - An underground storm drain system discharging to existing facilities in Sandi Drive.
- b) Post Construction Standard Plans

Implement City Post Construction Standard Plans to evapo-transpire, infiltrate, harvest and reuse, or bio treat storm water runoff.

c) NPDES Requirements

Storm drain drop inlets shall be marked with Illustrative Storm Markers to achieve City of Chico NPDES Requirements.

d) Storm Drainage Master Plan

In conjunction with the first submittal of improvement plans, the Subdivider shall submit a Storm Drainage Master Plan to the Public Works Department for review and approval. Said Master Plan shall cover the entirety of the natural storm drain tributary area affected by the proposed subdivision.

The Storm Drainage Master Plan shall address the following elements:

1) Storm Water Runoff Management

The runoff management plan shall establish specific measures to accomplish the following:

- No net increase in peak flow into existing City infrastructure.
- Erosion control.
- Pollutant runoff control, including first flush mitigation, (the first 1/2-inch of runoff shall be intercepted and treated).
- Restricted area protection.
- Reference CASQA BMP Hand Book

The plan shall stipulate the measures to be implemented and the means of implementation by the Subdivider during construction and after construction but prior to lot development.

The plan shall establish any design constraints to be placed upon both public and private facility construction.

2) Storm Drainage Analysis

The storm drain analysis shall establish tributary area, size, grade, depth, and location for all the following storm drain facilities:

- Underground pipes.
- Storm water runoff management facilities.
- Both ultimate and interim facilities serving streets exterior to the subdivision that are required to be constructed herein.

e) Statement of Effective Storm Water Disposal

The storm drainage system for this project shall meet the following standards:

- No net increase in the peak flow into existing City infrastructure.

- Intercept and treat the first flush runoff (defined as the first 1/2-inch of runoff).

These standards are to be met through the preparation and implementation of a site-specific Storm Water Pollution Prevention Plan (SWPPP) which shall incorporate CASQA BMPs. A review of this project, including the project location, has been made. Based on this review, it has been concluded that the use of one or more such BMPs will provide an adequate mechanism to meet the standards set forth herein and, therefore, provide the required mitigation of storm drainage effects resulting from the project.

- f) The subdivider shall pay a storm drain fee calculated in accordance with the current fee schedule under the requirements of the Chico Municipal Code, prior to recordation of the Final Map.

3. Sanitary Sewer

a) Facility Construction

The Subdivider shall design and install the following City standard sanitary sewer facilities:

- 1) Interior to Subdivision - An underground sanitary sewer system, with all appurtenances, serving all lots.
- 2) Adjacent to Subdivision - An underground sanitary sewer system, with all appurtenances, along the subdivision frontage.
- 3) Exterior to Subdivision - An underground sanitary sewer extension, with all appurtenances, connecting to the existing City of Chico sanitary sewer system in compliance with the Application for Sewer Connection.

b) Sanitary Sewer Fees

The Subdivider shall complete an Application for Sewer Connection.

The Subdivider shall pay a sanitary sewer main fee to the City of Chico prior to recording the Final Map, plus applicable trunk line and water pollution control plant capacity fees in conjunction with building permits. All of the aforementioned fees will be subject to the terms and conditions of the Application for Sewer Connection.

If applicable, the Subdivider shall pay the remaining balance owed on any "Assessment In Lieu of Payment of Sewer Connection Fees" prior to filing the Final Map.

4. Well and Septic Abandonment

The Subdivider shall obtain all necessary permits from Butte County Environmental Health Department and abandon all wells and septic systems in accordance with their requirements.

5. Street Signs and Striping

The Subdivider shall install City standard street signs, regulatory signs, pavement striping and pavement markings on all streets, and bicycle facilities that they are required herein to construct.

6. Street Lights

The Subdivider shall install City standard street lights on steel poles with concrete bases on all streets that they are required herein to construct.

7. Bicycle Facilities

The Subdivider shall construct signing and striping for Class II bicycle lanes along the Eaton Road frontage.

8. Transportation Facilities

If applicable, the Subdivider shall construct bus turnouts and benches and shelters.

9. Street Trees

Street trees shall be planted in accordance with Public Works Department recommendations.

10. Landscaping

The Subdivider shall install landscaping and an irrigation system at the following locations:

- a) Within the Eaton Road raised medians.
- b) Between the back of curb and property line along Eaton Road, limits to be determined by the Public Works Director.

D. MAINTENANCE

Prior to recordation of the Final Map, the Subdivider shall be required to make provisions to fund the maintenance of certain public improvements. The improvements to be covered shall be:

1. Onsite storm water runoff mitigation measures.
2. Landscape and irrigation within the raised medians in Eaton Road.
3. Landscape and irrigation between the back of curb and property line along Eaton Road.
4. The "Landscape Wall" feature along the Morseman/Eaton/Burnap frontages as determined by the Public Works Director.

The Subdivider shall prepare the necessary documents and provide the required supporting documents. Formation of a maintenance district requires action by the City Council. The district or alternate funding mechanism shall be complete and formed prior to recordation of the Final Map.

E. SUBDIVISION GRADING

1. Soils Report

The Subdivider shall submit a Geological and/or Soils Report, prepared by a registered engineer, that includes, but is not limited to, the following:

- a) An investigation of the nature, distribution and strength of existing soils.
- b) A description of site geology.
- c) Conclusions and recommendations covering the adequacy of the site for the proposed development, storm drainage disposal, grading procedures and corrective measures.
- d) Verification that the site is suited to proposed BMPs.

2. Grading Standards

All subdivision grading shall be in conformance with Chapter 16R.22, Grading Standards, of the Chico Municipal Code.

3. Grading Plan

The Subdivider's engineer shall submit a subdivision grading plan that includes, but is not limited to, the following:

- a) The subdivision limits, contours and details of existing terrain and drainage.
- b) Existing structures or other topographic features that are to remain undisturbed.
- c) The proposed subdivision lots and streets, together with a schematic layout of the proposed storm drain system.
- d) Existing ground elevations at all corners of proposed lots.
- e) Proposed finished lot corner grades and finished pad grades.
- f) Proposed lot grades indicating lot drainage.
- g) Pertinent recommendations from the above required Geological and/or Soils Report.
- h) Pertinent construction details to assure compliance with City of Chico Grading Standards.

4. Final Grading Report

Upon completion of the subdivision grading and prior to final inspection by the City, the Subdivider's engineer shall submit a Final Grading Report that certifies the following:

- a) That final grading complies with the approved grading plan or any approved revisions.
- b) That the subdivision grading complies with the recommendations included in the Geological and/or Soils Report. Any changes made during grading that affected these recommendations shall be assessed.

- c) That the subdivision soils are adequately compacted for their intended use, in conformance with City of Chico Grading Standards. The results of all field density tests and all other substantiating data shall be included in the Final Grading Report.

The subdivision grading plan shall be submitted to the Public Works Director for review and approval prior to the start of any work and shall be considered as part of the construction plans.

F. PROPERTY CONVEYANCES

1. Dedications

In conjunction with recordation of the Final Map for this subdivision, the Subdivider shall:

- a) Burnap Avenue: Dedicate right-of-way to the City of Chico as depicted on the Tentative Map.
- b) Morsemen Avenue: Dedicate right-of-way to the City of Chico as depicted on the Tentative Map.
- c) Eaton Road: Dedicate right-of-way to the City of Chico as depicted on the Tentative Map.
- d) Convey to the City all abutter's rights of access as depicted on the Tentative Map.
- e) Dedicate an Avigation Easement to the City over the existing lots within the subdivision boundary as required by the Public Works Director.
- f) Dedicate a 10-foot-wide public service easement adjacent to public rights-of-way.
- g) Dedicate a 3-foot-wide public utility easement adjacent to all side lot lines.

G. OTHER PERMITS

The Subdivider shall submit a completed "Application Requesting Permission to Plant, Remove, Alter, or Disturb Public Trees" form to the Public Works Department. The Subdivider shall comply with any and all recommendations/requirements prior to commencing any construction activities on the site.

H. OTHER PUBLIC SERVICES

1. Public Utilities

- a) **Underground Requirements**

The Subdivider shall install the following utilities underground:

- 1) All new utilities serving this subdivision.

- b) **Easement Obstructions**

All public utility and/or public service easements shall be kept free and clear of any and all obstructions, including but not limited to, structures, longitudinal fencing and/or soundwalls, which may impede the construction, operation and maintenance of public utility facilities within such easements.

c) **Utility Company Comments**

- 1) AT&T, as of the date of this report, did not respond to a request for comments.
- 2) Pacific Gas and Electric Company, as of the date of this report, did not respond to a request for comments.
- 3) California Water Service Company, as of the date of this report, did not respond to a request for comments.

2. Fire Protection

The Subdivider shall comply with all recommendations of the City of Chico Fire Department.

3. United States Postal Service

The Subdivider shall install concrete pads for NDCBU delivery to the lots of this subdivision. The pads shall be depicted on the subdivision improvement plans and are subject to approval by both the local office of the United States Postal Service and the Community Development Department.

I. PERMITS FROM OUTSIDE AGENCIES

The Subdivider shall obtain all required permits from outside agencies having pertinent jurisdiction prior to commencing any construction activities on the site.

J. DESIGN CRITERIA AND IMPROVEMENT STANDARDS

All public improvements shall be designed in accordance with Chapter 18R.08, Design Criteria, of the Chico Municipal Code, except as modified by the conditions of approval for this subdivision.

The Subdivider shall submit improvement plans, profiles, typical sections, details and specifications to the Public Works Department for review and approval prior to the start of any construction of public improvements.

All public improvements shall be constructed in conformance with Chapter 18R.12, Improvement Standards, of the Chico Municipal Code and in conformance with the details shown on the approved improvement plans.

K. ADMINISTRATIVE REQUIREMENTS

1. Revised Tentative Map

If applicable, the Subdivider shall prepare a Project Map, consisting of a copy of the Tentative Map modified to depict all requirements of this subdivision report or the resolution of approval that alter the street layout, the lot configuration, or any other substantive item depicted on the Tentative Map as originally submitted.

The revised Tentative Map shall be submitted, reviewed, and approved by the Community Development Director and the Senior Development Engineer prior to initial submittal of the improvement plans or Final Map for this subdivision.

2. Subdivision Improvement Agreement

If the public improvements required herein are not satisfactorily completed prior to recordation of the Final Map, the Subdivider shall enter into a subdivision improvement agreement in conformance with Chapter 18.36, Subdivision Improvement Requirements, of the Chico Municipal Code.

3. Subdivision Fees

a) Plan Checking Fee

The Subdivider shall pay to the City of Chico a subdivision plan checking fee upon filing the Final Map and/or improvement plans and specifications for checking in the following amount:

An initial deposit of 1½% of the estimated cost of all public and/or joint use private improvements exclusive of private utility facilities (\$750 minimum). A final fee equal to actual City costs.

b) Inspection Fee

The Subdivider shall pay to the City of Chico an inspection fee prior to commencing construction in the following amount:

An initial deposit of 2% of estimated cost of all public and/or joint use private improvements exclusive of private utility facilities. A final fee equal to actual City costs.

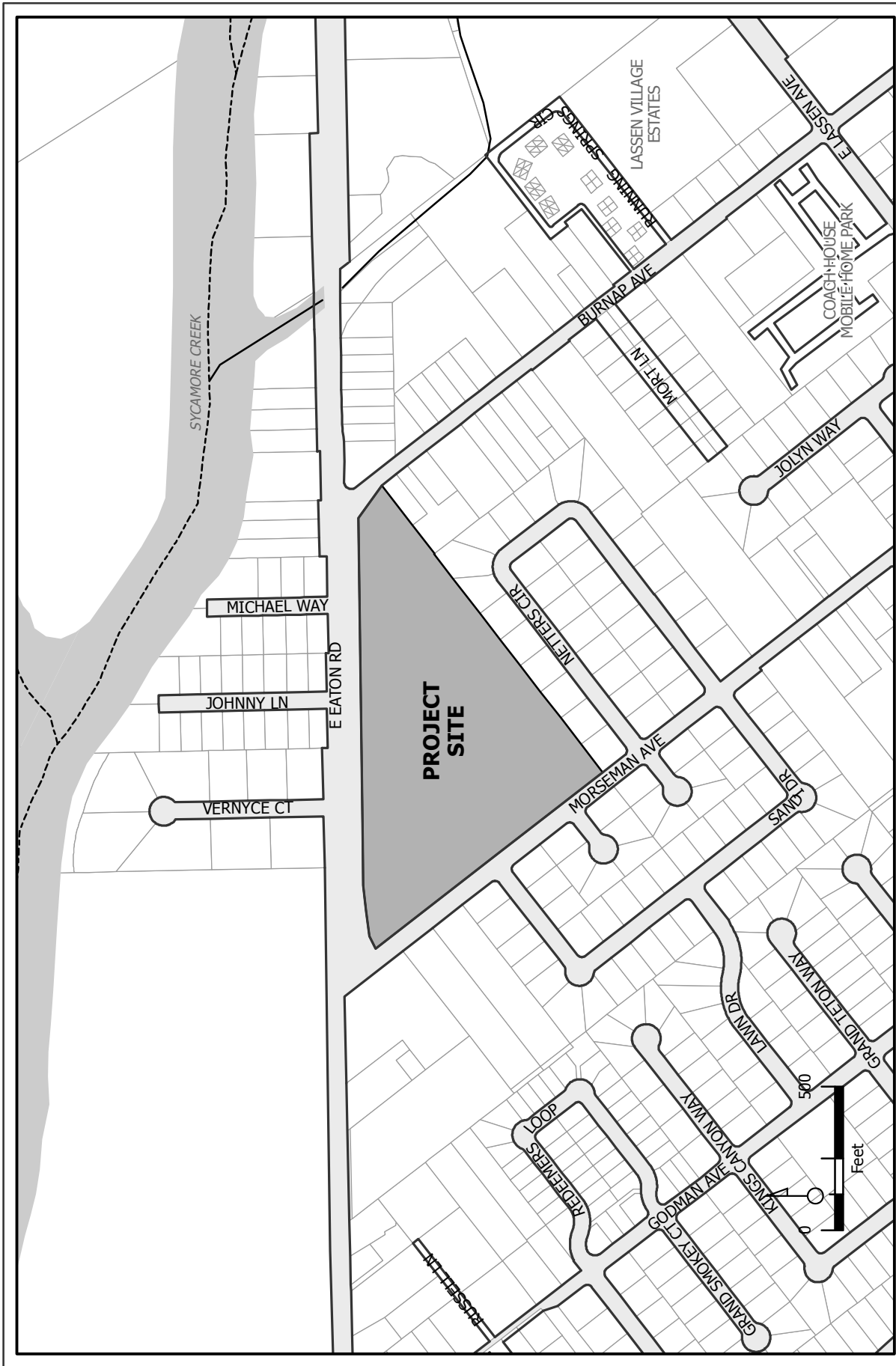
Recommendations and comments of all parties to whom the Tentative Map was circulated for review are on file with the respective parties and in Community Development Department.



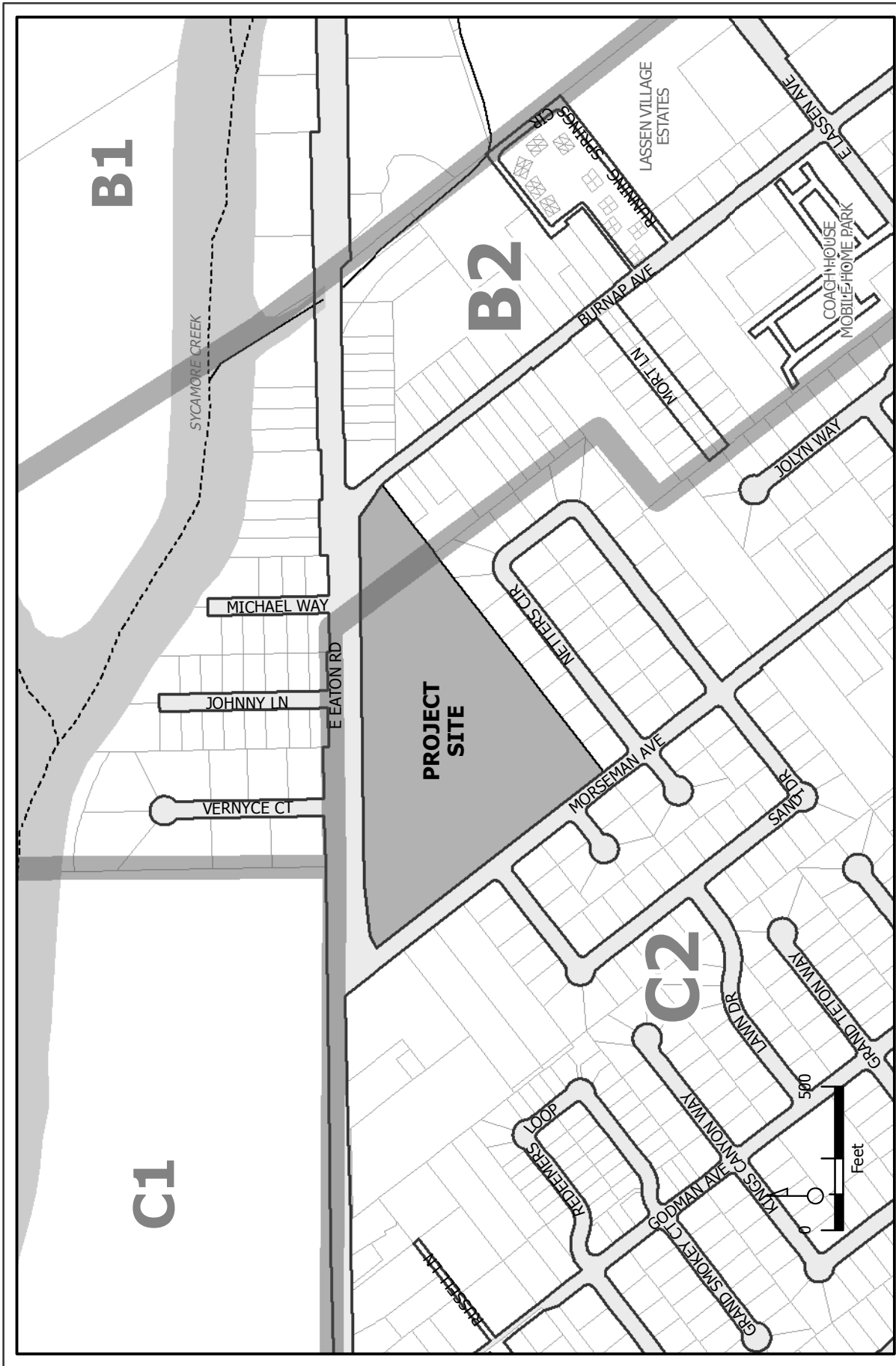
Matt Johnson, Senior Development Engineer

Distribution:

Original - Community Development Department S 17-08 File
Development Engineering Subdivision File

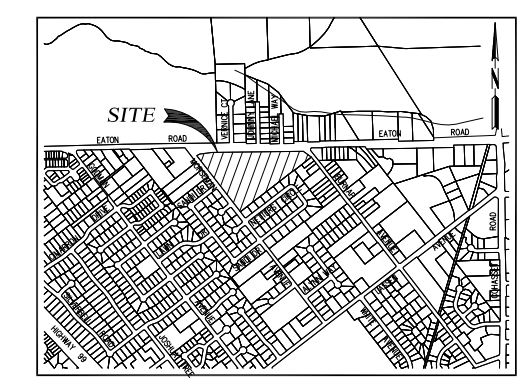
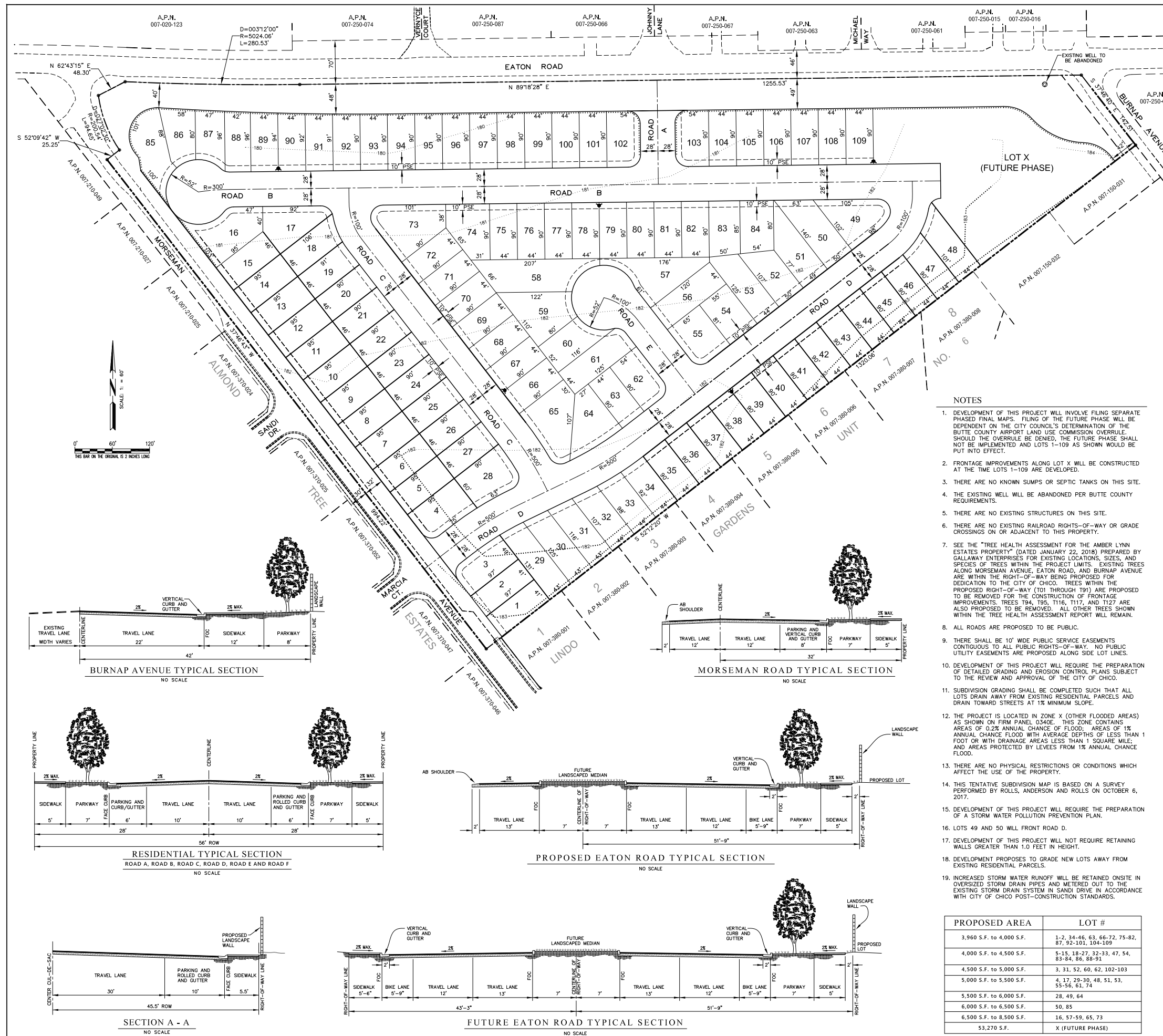


S 17-08 (Amber Lynn Estates)
 APN 007-190-022-000



— Airport Land Use Compatibility Zones with Zone ID

S 17-08 (Amber Lynn Estates)
 APN 007-190-022-000



LOCATION MAP
NO SCALE

- SUBDIVISION AREA SUMMARY**
- EXISTING PARCEL 19.3 AC.
 - A.P.N. 007-190-022
 - RIGHT-OF-WAY DEDICATION 2.7 AC.
 - MORSEMAN AVENUE
 - EATON ROAD
 - BURNAP AVENUE
 - RIGHT-OF-WAY DEDICATION 4.1 AC.
 - INTERIOR ROADS
 - SINGLE FAMILY (R-2) 19.3 AC.
 - TOTAL AREA (GROSS) 11.3 AC.
 - TOTAL AREA (LOT X) 1.2 AC.
 - NUMBER OF LOTS 109 UNITS
 - AVERAGE LOT SIZE 4,500 SF
 - DENSITY 6.0 UNITS/AC

- OWNER:**
SCOTT REVOCABLE INTER VIVOS TRUST
10642 CHAYOTE DRIVE
DURHAM, CA. 95938
(530) 519-8946
- SUBDIVIDER:**
AMBER LYNN LLC. / KEVIN AVILA
250 VALLEMBROSA AVE, SUITE 175
CHICO, CA. 95926
(530) 588-5682
- ENGINEER:**
ROLLS, ANDERSON & ROLLS
ATTN: PAUL RABO
P.C.E. 72209
115 YELLOWSTONE DRIVE
CHICO, CA 95973
(530) 895-1422

- DESIGN MODIFICATIONS**
- NON-RADIAL LOT LINES.
 - HORIZONTAL ROADWAY CURVES AT CENTERLINE LESS THAN AS SPECIFIED IN 18R.08.020.D.
 - DOUBLE FRONTAGE LOTS.
 - BACK-UP LOTS.
 - NON-STANDARD STREET CROSS SECTIONS (SEE SECTION A-A)

- ASSESSORS' PARCEL NUMBER:**
007-190-022
- EXISTING ZONING:**
R2 MEDIUM DENSITY RESIDENTIAL
- PROPOSED ZONING**
LOTS 1-109:
R2: MEDIUM DENSITY RESIDENTIAL
AOC: AIRPORT OVERFLIGHT ZONE C
LOT X:
R2: MEDIUM DENSITY RESIDENTIAL
A0B2: AIRPORT OVERFLIGHT ZONE B2

- LEGEND**
- PROJECT BOUNDARY
 - PROPOSED RIGHT-OF-WAY
 - PROPOSED PROPERTY LINES
 - PROPOSED CENTERLINE
 - PROPOSED CONVEYANCE OF ABUTTER'S RIGHTS
 - PROPOSED LOT NUMBER
 - APPROXIMATE EXISTING PROPERTY LINE
 - EXISTING EDGE OF PAVEMENT
 - EXISTING EDGE OF CONCRETE
 - EXISTING GROUND CONTOUR (1' INTERVAL)
 - EXISTING TREE
 - PROPOSED FIRE HYDRANT

- EXISTING LAND USE:**
UNDEVELOPED
- PROPOSED LAND USE:**
SINGLE-FAMILY RESIDENTIAL
- UTILITY SERVICE**
A. SEWER - CITY OF CHICO
B. STORM DRAIN - CITY OF CHICO
C. WATER - CALIFORNIA WATER SERVICE
D. GAS & ELECTRIC - P.G.&E.
E. TELEPHONE - AT&T
F. CABLE T.V. - COMCAST

- NOTES**
- DEVELOPMENT OF THIS PROJECT WILL INVOLVE FILING SEPARATE PHASED FINAL MAPS. FILING OF THE FUTURE PHASE WILL BE DEPENDENT ON THE CITY COUNCIL'S DETERMINATION OF THE BUTTE COUNTY AIRPORT LAND USE COMMISSION OVERRULE. SHOULD THE OVERRULE BE DENIED, THE FUTURE PHASE SHALL NOT BE IMPLEMENTED AND LOTS 1-109 AS SHOWN WOULD BE PUT INTO EFFECT.
 - FRONTAGE IMPROVEMENTS ALONG LOT X WILL BE CONSTRUCTED AT THE TIME LOTS 1-109 ARE DEVELOPED.
 - THERE ARE NO KNOWN SUMPS OR SEPTIC TANKS ON THIS SITE.
 - THE EXISTING WELL WILL BE ABANDONED PER BUTTE COUNTY REQUIREMENTS.
 - THERE ARE NO EXISTING STRUCTURES ON THIS SITE.
 - THERE ARE NO EXISTING RAILROAD RIGHTS-OF-WAY OR GRADE CROSSINGS ON OR ADJACENT TO THIS PROPERTY.
 - SEE THE "TREE HEALTH ASSESSMENT FOR THE AMBER LYNN ESTATES PROPERTY" (DATED JANUARY 22, 2018) PREPARED BY GALLAWAY ENTERPRISES FOR EXISTING LOCATIONS, SIZES, AND SPECIES OF TREES WITHIN THE PROJECT LIMITS. EXISTING TREES ALONG MORSEMAN AVENUE, EATON ROAD, AND BURNAP AVENUE ARE WITHIN THE RIGHT-OF-WAY BEING PROPOSED FOR DEDICATION TO THE CITY OF CHICO. TREES WITHIN THE PROPOSED RIGHT-OF-WAY (T01 THROUGH T91) ARE PROPOSED TO BE REMOVED FOR THE CONSTRUCTION OF FRONTAGE IMPROVEMENTS. TREES T94, T95, T116, T117, AND T127 ARE ALSO PROPOSED TO BE REMOVED. ALL OTHER TREES SHOWN WITHIN THE TREE HEALTH ASSESSMENT REPORT WILL REMAIN.
 - ALL ROADS ARE PROPOSED TO BE PUBLIC.
 - THERE SHALL BE 10' WIDE PUBLIC SERVICE EASEMENTS CONTIGUOUS TO ALL PUBLIC RIGHTS-OF-WAY. NO PUBLIC UTILITY EASEMENTS ARE PROPOSED ALONG SIDE LOT LINES.
 - DEVELOPMENT OF THIS PROJECT WILL REQUIRE THE PREPARATION OF DETAILED GRADING AND EROSION CONTROL PLANS SUBJECT TO THE REVIEW AND APPROVAL OF THE CITY OF CHICO.
 - SUBDIVISION GRADING SHALL BE COMPLETED SUCH THAT ALL LOTS DRAIN AWAY FROM EXISTING RESIDENTIAL PARCELS AND DRAIN TOWARD STREETS AT 1% MINIMUM SLOPE.
 - THE PROJECT IS LOCATED IN ZONE X (OTHER FLOODED AREAS) AS SHOWN ON FIRM PANEL 0340E. THIS ZONE CONTAINS AREAS OF 0.2% ANNUAL CHANCE OF FLOOD. AREAS OF 1% ANNUAL CHANCE FLOOD WITH AVERAGE DEPTHS OF LESS THAN 1 FOOT OR WITH DRAINAGE AREAS LESS THAN 1 SQUARE MILE, AND AREAS PROTECTED BY LEVEES FROM 1% ANNUAL CHANCE FLOOD.
 - THERE ARE NO PHYSICAL RESTRICTIONS OR CONDITIONS WHICH AFFECT THE USE OF THE PROPERTY.
 - THIS TENTATIVE SUBDIVISION MAP IS BASED ON A SURVEY PERFORMED BY ROLLS, ANDERSON AND ROLLS ON OCTOBER 6, 2017.
 - DEVELOPMENT OF THIS PROJECT WILL REQUIRE THE PREPARATION OF A STORM WATER POLLUTION PREVENTION PLAN.
 - LOTS 49 AND 50 WILL FRONT ROAD D.
 - DEVELOPMENT OF THIS PROJECT WILL NOT REQUIRE RETAINING WALLS GREATER THAN 1.0 FEET IN HEIGHT.
 - DEVELOPMENT PROPOSES TO GRADE NEW LOTS AWAY FROM EXISTING RESIDENTIAL PARCELS.
 - INCREASED STORM WATER RUNOFF WILL BE RETAINED ONSITE IN OVERSIZED STORM DRAIN PIPES AND METERED OUT TO THE EXISTING STORM DRAIN SYSTEM IN SANDI DRIVE IN ACCORDANCE WITH CITY OF CHICO POST-CONSTRUCTION STANDARDS.

PUBLIC STREET SUBDIVISION
VESTING TENTATIVE SUBDIVISION MAP
(17-08)

AMBER LYNN ESTATES

FOR
AMBER LYNN, INC.
A SUBDIVISION OF LOTS 23 AND 34 OF THE "HOBART SUBDIVISION", BOOK 54 OF MAPS, PAGE 24, BUTTE COUNTY, CALIFORNIA

RAR
ROLLS ANDERSON & ROLLS
CIVIL ENGINEERS
115 YELLOWSTONE DRIVE - CHICO, CALIFORNIA 95973-5811
TELEPHONE 530-895-1422

PROPOSED AREA	LOT #
3,960 S.F. to 4,000 S.F.	1-2, 34-46, 63, 66-72, 75-82, 87, 92-101, 104-109
4,000 S.F. to 4,500 S.F.	5-15, 18-27, 32-33, 47, 54, 83-84, 86, 88-91
4,500 S.F. to 5,000 S.F.	3, 31, 52, 60, 62, 102-103
5,000 S.F. to 5,500 S.F.	4, 17, 29-30, 48, 51, 53, 55-56, 61, 74
5,500 S.F. to 6,000 S.F.	28, 49, 64
6,000 S.F. to 6,500 S.F.	50, 85
6,500 S.F. to 8,500 S.F.	16, 57-59, 65, 73
53,270 S.F.	X (FUTURE PHASE)

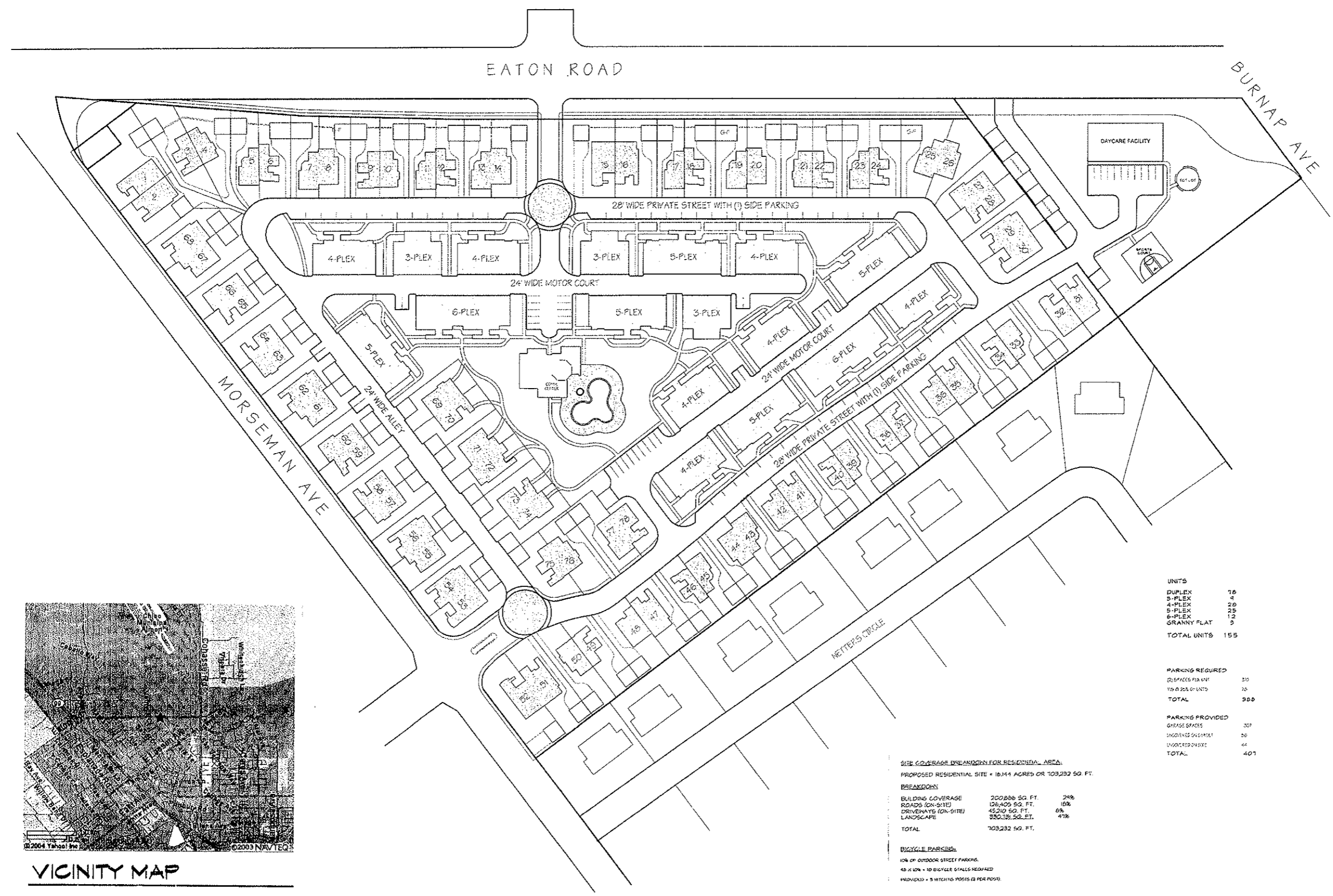
REVISIONS

William L. Elliott
VISION ARCHITECTURAL
1150 CHERRYMAN AVE., CHICAGO, IL
60607-2118

TUSCAN VILLAGE
SCHUSTER / SCOTT DEVELOPMENT

SCALE:
1" = 50'-0"

OF 1



UNITS

DUPLEX	70
3-PLEX	4
4-PLEX	20
5-PLEX	25
6-PLEX	12
GRANNY FLAT	9
TOTAL UNITS	155

PARKING REQUIRED

2 SPACES PER UNIT	310
150 6' X 20' GV UNITS	150
TOTAL	460

PARKING PROVIDED

GAZEBO SPACES	207
INDOOR GARAGES	50
UNCOVERED DRIVE	44
TOTAL	401

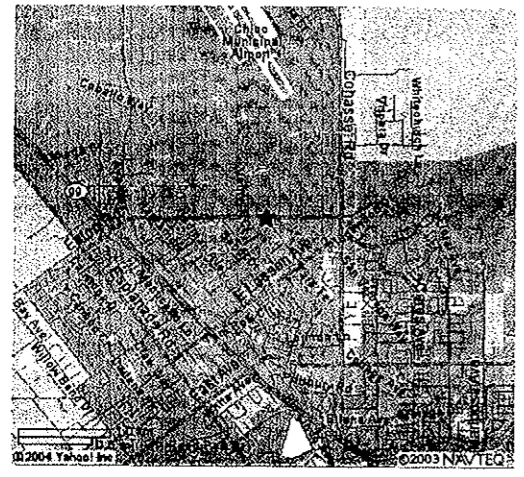
SITE COVERAGE REQUIREMENTS FOR RESIDENTIAL AREA

PROPOSED RESIDENTIAL SITE = 16.14 ACRES OR 703,232 SQ. FT.

BREAKDOWN:

BUILDING COVERAGE	200,888 SQ. FT.	29%
ROADS (ON-SITE)	126,405 SQ. FT.	18%
DRIVEWAYS (ON-SITE)	45,210 SQ. FT.	6%
LANDSCAPE	330,729 SQ. FT.	47%
TOTAL	703,232 SQ. FT.	

BICYCLE PARKING:
10% OF OUTDOOR STREET PARKING.
40 AT 10% = 10 BICYCLE STALLS REQUIRED
PROVIDED = 5 BICYCLE STALLS PER POST.



VICINITY MAP

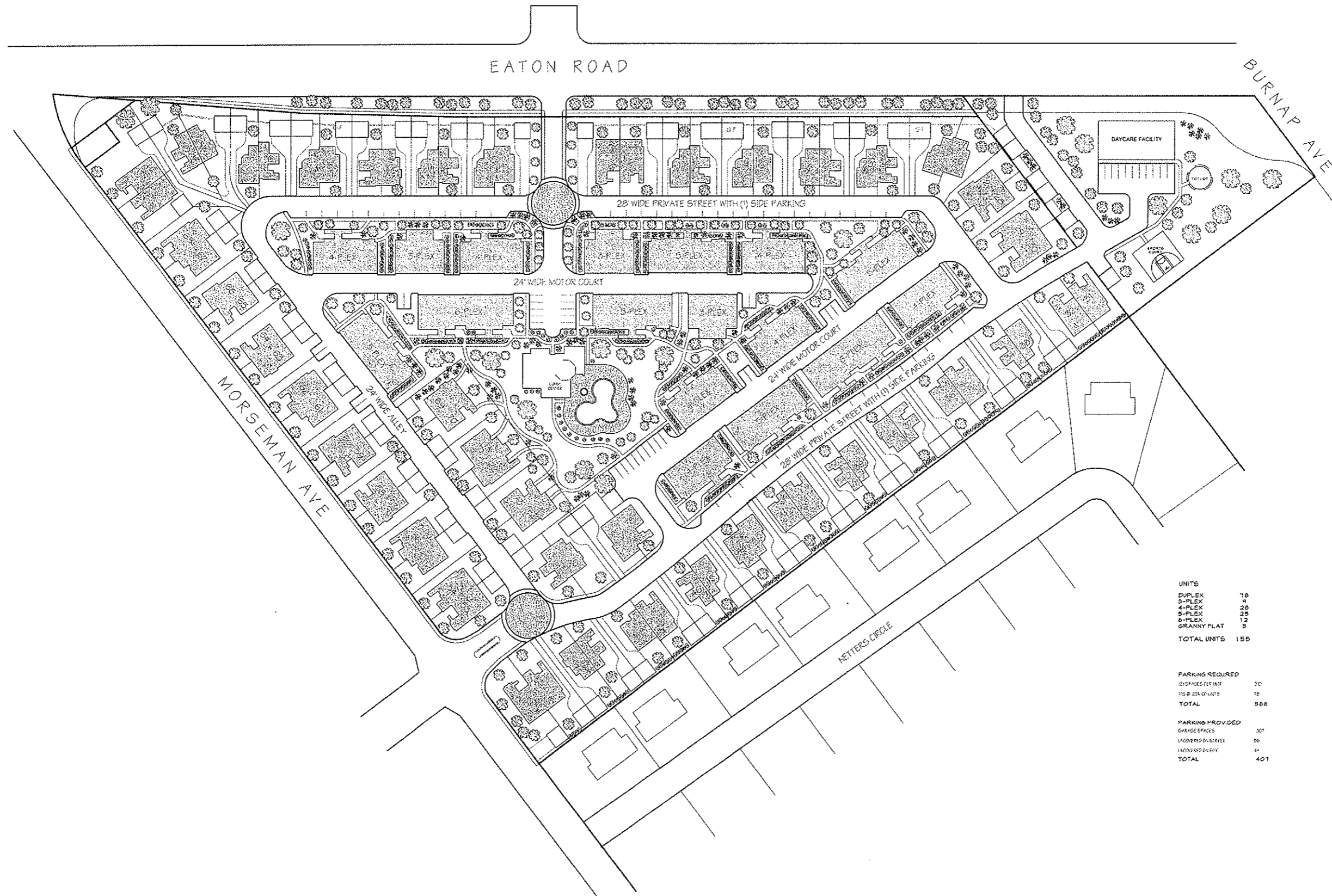
REVISIONS

William L. Elliott
 VISION ARCHITECTURAL
4100 CUMMINGS DRIVE, FORT COCKER, CA
 (925) 381-2000

TUSCAN VILLAGE
 SCHUSTER / SCOTT DEVELOPMENT

SCALE:
 1" = 50'-0"

OF 1



UNITS	
DUPLEX	78
3-PLEX	124
4-PLEX	128
5-PLEX	128
6-PLEX	128
GRANNY FLAT	128
TOTAL UNITS	195
PARKING REQUIRED	
21 SPACES PER UNIT	30
15 @ 231 @ UNITS	72
TOTAL	808
*PARKING PROVIDED	
GARAGE SPACES	307
UNCOVERED SPACES	26
UNDERGROUND	44
TOTAL	407



PLAN 1/6 FRONT (DUPLEX)



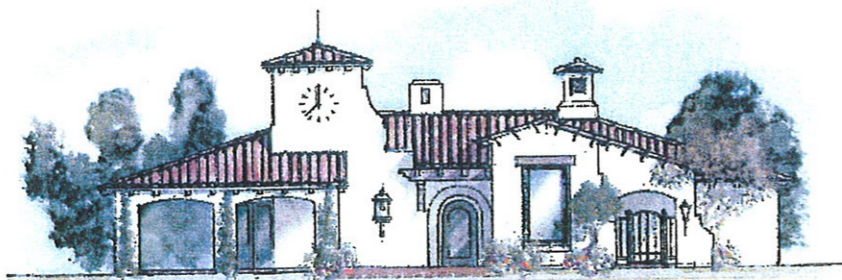
PLAN 2R/4 FRONT (DUPLEX)



PLAN 3/2 FRONT (DUPLEX)



PLAN 6R/5 FRONT (DUPLEX)



CABANA FRONT (DUPLEX)



GRANNY FLAT FRONT


TUSCAN VILLAGE
CHICO, CALIFORNIA

MARCH 30, 2004

SCHUSTER / SCOTT



DEVELOPMENT



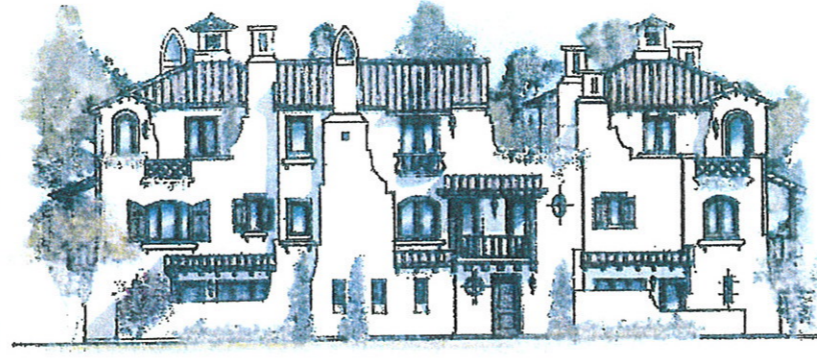
MURRAY DUNCAN ARCHITECTS

SANTA BARBARA SACRAMENTO

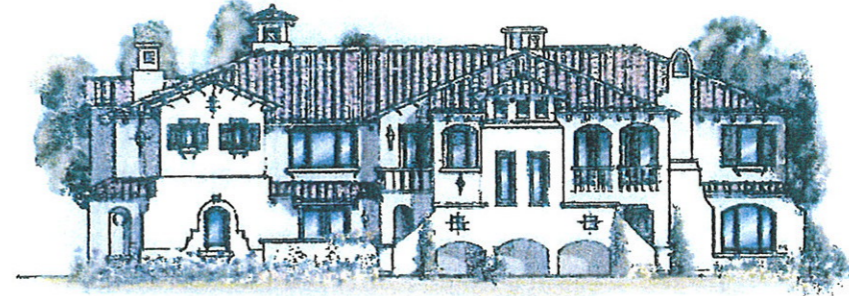
(805) 664-1270 (916) 780-1701



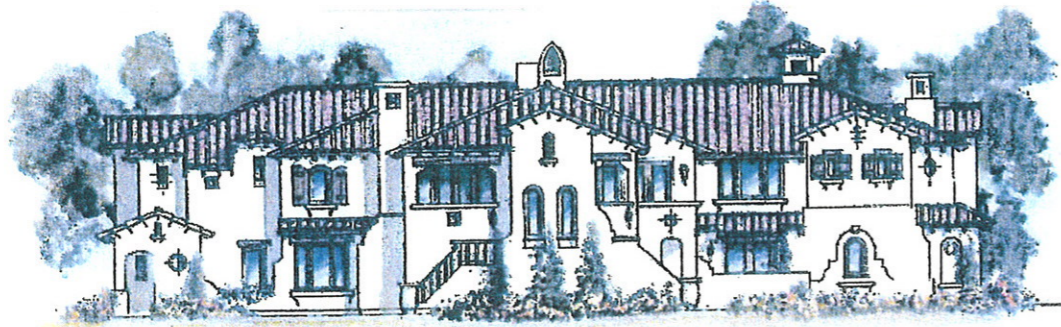
3 PLEX FRONT (2 STORY)



3 PLEX FRONT (3 STORY)



4 PLEX FRONT



5 PLEX FRONT



6 PLEX FRONT

TUSCAN VILLAGE
CHICO, CALIFORNIA

MARCH 30, 2004

SCHUSTER / SCOTT



DEVELOPMENT



MURRAY DUNCAN ARCHITECTS

SANTA BARBARA
(805) 962-1270

SACRAMENTO
(916) 780-1701

Butte County Department of Development Services

TIM SNELLINGS, DIRECTOR | PETE CALARCO, ASSISTANT DIRECTOR

7 County Center Drive
Oroville, CA 95965
(530) 538-7601 Office
(530) 538-7785 Fax
www.buttecounty.net/dds



MEMORANDUM

TO: Kimber Gutierrez, Associate Planner

FROM: Mark Michelena, Senior Planner

DATE: February 21, 2018

SUBJECT: Butte County Airport Land Use Commission staff review determination – Proposed Vesting Tentative Subdivision Map (Amber Lynn Estates) to divide 19.3 acres (gross) into 109 lots and future phase lot. APN 007-190-022

This memorandum is to notify you that the project referenced above is located within the “C” and “B2” Compatibility Zones of the Chico Municipal Airport. The project, a proposed vesting tentative subdivision map dividing a 19.3 acres (gross) into 109 lots and a future phase lot, is considered a Major Land Use Action, per Section 1.4.4, by the Butte County Airport Land Use Compatibility Plan (BCALUCP). The proposed project development is located within the “C” Compatibility Zone and the future phase lot is located within the “B2” Compatibility Zone.

This staff review determination is based upon the revised February 2018 Public Street Subdivision Vesting Tentative Subdivision Map (17-08) for Amber Lynn Estates prepared for Amber Lynn, Inc. by Rolls Anderson Rolls Engineers. A prior version of this Vesting Tentative Subdivision Map was reviewed by the Butte County Airport Land Use Commission on January 17, 2018 (A18-0001). The Commission found this earlier version of the Vesting Tentative Subdivision Map inconsistent with the 2017 Airport Land Use Compatibility Plan for the Chico Municipal Airport.

The “C” Compatibility Zone does regulate density to either four (4) or more dwellings per acre (average lot size of 0.25 acres or smaller) or one (1) dwelling per five acres. The proposed density within the “C” Compatibility Zone is approximately 9.6 dwelling units per acre, which satisfies the four (4) or more dwelling units per acre and is therefore in compliance with the Butte County Airport Land Use Compatibility Plan.

The acreage in the “B2” Compatibility portion of the project has no development proposed and will remain the same size and therefore no compatibility issues. Any future project within the “B2” Compatibility Zone portion will need separate a consistency review determination.

If the applicant would like a consistency determination for the proposed project, an application is required, which will be presented to the Butte County Airport Land Use Commission. The BCALUCP does include requirements associated with discretionary projects. Please include the following conditions as part of the project:

1. Prior to recordation of the final map, record as a separate instrument an Avigation Easement dedication with Acknowledgment of Airport Proximity.
2. Prior to recordation of the final map, record as a separate instrument a Recorded Overflight Notification.

3. Place a note on a separate document which is to be recorded concurrently with the final map or on an additional map sheet that states: "An Avigation Easement is recorded above the parcels for the Chico Municipal Airport and acknowledging any and all existing or potential airport operational impacts."
4. Place a note on a separate document which is to be recorded concurrently with the final map or on an additional map sheet that states: "The project parcels are in the proximity of the Chico Municipal Airport and are subject to aircraft overflight."
5. Place a note on a separate document which is to be recorded concurrently with the final map or on an additional map sheet that states: "Airspace review by the Airport Land Use Commission is required for all objects over 70 feet in height above ground level."

If you have any questions, please do contact me at 538-7376, or by email at mmichelena@buttecounty.net.

Sincerely,



Mark Michelena
ALUC Staff

CC: Kevin Avila, Amber Lynn LLC
Paul W. Rabo P.E, Rolls Anderson & Rolls

RECEIVED

FEB 21 2018

**CITY OF CHICO
PLANNING SERVICES**



CITY OF CHICO MEMORANDUM

TO: Planning Commission (Mtg. 04/05/2018) DATE: March 26, 2018
FROM: Kimber Gutierrez, Associate Planner FILE: S 17-06
SUBJECT: Subdivision 17-08 (Amber Lynn Estates) Eaton Road, APN 047-560-120

Staff received a letter from the Department of Transportation (District 3) on March 15, 2018 requesting a transportation impact study for the proposed project (Attachment 1). In response, staff has been in contact with a Caltrans representative and explained that the proposed project is an updated subdivision design and is less dense than the previously analyzed and approved Tuscan Village project. Staff has sent a copy of the updated traffic impact study (Attachment 2).

ATTACHMENTS

Attachment 1 – Caltrans Letter dated March 15, 2018
Attachment 2 – Email Correspondence with Caltrans Representative

DEPARTMENT OF TRANSPORTATION

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



*Serious drought.
Help save water!*

RECEIVED**MAR 15 2018****CITY OF CHICO
PLANNING SERVICES****GTS# 03-BUT-2018-00080
03-BUT-99 PM 35.318**

March 15, 2018

Mrs. Kimber Guitierrez
Chico Community Development
411 Main Street
Chico, CA 95927

Amber Lynn Estates Subdivision Map (S 17-08)

Dear Kimber Guitierrez:

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

The project consists of a vesting tentative subdivision map to create 109-single family residential lots and one 1.2 acre lot of an approximately 19.3 gross acre parcel. The project is located on the south side of Eaton Road, between Morseman and Burnap Avenues, 1-mile east of Highway 99. The following comments are based on the Early Application package received.

Traffic Operations

This project may not have direct impacts to the State facilities, but it will contribute traffic to an already congested access to State Route (SR) 99. Fair share should be determined for impacts to the Eaton Road interchange.

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

Vehicles Miles Traveled (VMT) and Forecasting

In response to the provisions of Senate Bill 743, we encourage the integration of transportation and land use in a way that reduces VMT and Greenhouse Gas (GHG) emissions by facilitating the provision of more proximate goods and services to shorten trip lengths, as well as achieve a high level of non-motorized travel and transit use. As such, we encourage the evaluation of the potential of Transportation Demand Management (TDM) strategies and Intelligent Transportation System (ITS) applications in order to better manage the transportation network, as well as transit service and bicycle or pedestrian connectivity improvements. The Department also seeks to reduce serious injuries and fatalities, as well as provide equitable mobility options for people who are economically, socially, or physically disadvantaged. Therefore, we encourage the evaluation of the project site for access problems, VMT, and service needs that may need to be addressed.

The proposed development could have significant traffic impacts at the existing location.

The environmental document should include an analysis of the multimodal travel demand expected from the proposed project. This analysis should also identify potentially significant adverse impacts from such demands and avoidance, minimization, and mitigation measures needed to address them.

Early collaboration, such as sharing the analysis for review and comment prior to the environmental document, leads to better outcomes for all stakeholders.

Given that Caltrans current guidelines are in the process of being updated, a transportation impact study scoping meeting with District staff could be used to discuss the most appropriate methodology for this analysis. At a minimum, the analysis should provide the following:

1. Vicinity maps, regional location map, and a site plan clearly showing project access in relation to nearby roadways and key destinations. Ingress and egress for all project components should be clearly identified. Clearly identify the State right-of-way (ROW). Project driveways, the State Highway System and local roads, intersections and interchanges, pedestrian and bicycle routes, car/bike parking, and transit routes and facilities should be mapped.
2. Project-related VMT should be calculated factoring in per capita use of transit, rideshare or active transportation modes and VMT reduction factors. The

Mrs. Kimber Guitierrez
March 15, 2018
Page 3

assumptions and methodologies used to develop this information should be detailed in the study, should utilize the latest place based research, and should be supported with appropriate documentation. Mitigation for any roadway section or intersection with increasing VMT should be identified and mitigated in a manner that does not further raise VMT.

3. Schematic illustrations of walking, biking and auto traffic conditions at the project site and study area roadways, trip distribution percentages and volumes as well as intersection geometrics, i.e., lane configurations, for AM and PM peak periods. Operational concerns for all road users that may increase the potential for future collisions should be identified and fully mitigated in a manner that does not further raise VMT.

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

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

Sincerely,



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

Kimber Gutierrez

From: Kimber Gutierrez
Sent: Monday, March 26, 2018 10:58 AM
To: 'Kabirinassab, Nima@DOT'
Subject: RE: 03-2018-00079 - Amber Lynn Estates Subdivision Map

Hi Nima,

Any update on a new letter or response?

Thanks,

Kimber Gutierrez
Associate Planner

From: Kabirinassab, Nima@DOT [mailto:Nima.Kabirinassab@dot.ca.gov]
Sent: Monday, March 19, 2018 2:25 PM
To: Kimber Gutierrez
Subject: RE: 03-2018-00079 - Amber Lynn Estates Subdivision Map

Ok noted!!

From: Kimber Gutierrez [mailto:kimber.gutierrez@Chicoca.gov]
Sent: Monday, March 19, 2018 1:35 PM
To: Kabirinassab, Nima@DOT <Nima.Kabirinassab@dot.ca.gov>
Subject: RE: 03-2018-00079 - Amber Lynn Estates Subdivision Map

Our final reports need to be done (including attachments) by March 27th so if you can get it to me next week that would be amazing. If not just as soon as you can will suffice.

Kimber Gutierrez
Associate Planner

From: Kabirinassab, Nima@DOT [mailto:Nima.Kabirinassab@dot.ca.gov]
Sent: Monday, March 19, 2018 1:13 PM
To: Kimber Gutierrez
Subject: RE: 03-2018-00079 - Amber Lynn Estates Subdivision Map

Hey Kimber,

Yeah no problem! Thank you for responding back quickly! I just routed the attachments you sent me, it looks as though it answered our concerns, but I want to be thorough. Is it ok if I have the comments ready by the 3rd of April or less?

-Thanks!

From: Kimber Gutierrez [mailto:kimber.gutierrez@Chicoca.gov]
Sent: Monday, March 19, 2018 12:48 PM

To: Kabirinassab, Nima@DOT <Nima.Kabirinassab@dot.ca.gov>
Subject: RE: 03-2018-00079 - Amber Lynn Estates Subdivision Map

Hi Nima,

Thank you for talking through this with me. I have attached the TIS. The addendum will be posted on the website so I will let you know when that is up as well.

If you could issue a new letter per our discussion I would really appreciate it. The Planning Commission date for this project is April 5th.

Thanks,

Kimber Gutierrez
Associate Planner

From: Kabirinassab, Nima@DOT [<mailto:Nima.Kabirinassab@dot.ca.gov>]
Sent: Thursday, March 15, 2018 3:35 PM
To: Kimber Gutierrez
Cc: State.Clearinghouse@opr.ca.gov
Subject: 03-2018-00079 - Amber Lynn Estates Subdivision Map

Dear Kimber Gutierrez,

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

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

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

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

Thank you,

NIMA KABIRINASSAB
TRANSPORTATION PLANNER
CALTRANS - DISTRICT 3
703 B STREET
MARYSVILLE, CA 95901
(530) 741-5452
NIMA.KABIRINASSAB@DOT.CA.GOV



Kimber Gutierrez

From: Jason Mandly <jmandly@bcaqmd.org>
Sent: Thursday, March 22, 2018 7:59 AM
To: Kimber Gutierrez
Subject: RE: Comments on Amber Lynn Estates Subdivision

Hi Kimber,

We appreciate the response and acknowledge that the project falls below District thresholds for both annual and daily emissions.

Thank you,

Jason Mandly
Senior Air Quality Planner

Butte County Air Quality Management District
629 Entler Avenue, Suite 15 - Chico, CA 95928
Phone: (530) 332-9400 ext. 108
FAX: (530) 332-9417
www.butteairquality.com

From: Kimber Gutierrez <kimber.gutierrez@Chicoca.gov>
Sent: Wednesday, March 21, 2018 8:05 AM
To: Jason Mandly <jmandly@bcaqmd.org>
Subject: RE: Comments on Amber Lynn Estates Subdivision

Hello Jason,

We had our consultant prepare a response to the Air District's comments. Please see attached. Should you have any questions please let me know. This project is scheduled to be presented at the April 5th Planning Commission meeting. If you plan on writing a response I ask that you send it in as soon as possible.

Thank you for your comments,

Kimber Gutierrez
Associate Planner

From: Jason Mandly [<mailto:jmandly@bcaqmd.org>]
Sent: Thursday, March 15, 2018 8:29 AM
To: Kimber Gutierrez
Subject: Comments on Amber Lynn Estates Subdivision

Hi Kimber,

Thanks again for providing additional information about the Amber Lynn Estates project. We did have several comments (attached). I mainly wanted to highlight that our District does have tons/yr thresholds in addition to lbs/day thresholds for certain construction-related pollutants (so your consultants can be aware in the future). Additionally, we recognize that this project overall has less of an air quality impact than previously studied projects at that location.

Thanks,

Jason Mandly
Senior Air Quality Planner

Butte County Air Quality Management District
629 Entler Avenue, Suite 15 - Chico, CA 95928
Phone: (530) 332-9400 ext. 108
FAX: (530) 332-9417
www.butteairquality.com

629 Entler Avenue, Suite 15
Chico, CA 95928

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



W. James Wagoner
Air Pollution Control Officer

Robert McLaughlin
Asst. Air Pollution Control Officer

March 14, 2018

City of Chico
Attn: Kimber Gutierrez
411 Main Street, 2nd Floor
Chico, CA 95928

RE: Amber Lynn Estates Subdivision (S-17-08)

Dear Ms. Gutierrez:

The Butte County Air Quality Management District (District) appreciates the opportunity to comment on the Tentative Subdivision Map and associated Air Quality and Greenhouse Gas Emissions Assessment for the project listed above. Based on the information reviewed, the District has the following comments:

1. Per the District's 2014 CEQA Air Quality Handbook, the District considers construction-related emissions in excess of 4.5 tons per year for NO_x and ROG to be significant. This is in addition to the significance threshold of 137 pounds per day for NO_x and ROG.
2. The District recommends reviewing the default grams per liter (g/l) value used for architectural coatings in CALHEMOD model runs. District Rule 230, *Architectural Coatings* includes VOC content limits for flat (100 g/l) and non-flat (150 g/l) coatings. This may result in a reduced value for construction-related ROG emissions if the default value (300 g/l) was used.
3. The District recognizes that the revised project is expected to have less air quality impacts than the previously analyzed project.
4. Incorporate best practices to minimize air quality and greenhouse gas impacts from diesel particulate matter exhaust from construction equipment, operational toxic air contaminant emissions from mobile and stationary sources, diesel idling during construction phases, and fugitive dust. Examples of best practice measures may be found in Appendix C-1 *Best Practices* of the Handbook. Some of the listed best practice measures are required by federal, state or local regulations.

If you have any questions, please contact me at 530-332-9400 x108.

Sincerely,

A handwritten signature in blue ink, appearing to read "Jason Mandly", is written over a circular stamp. The signature is fluid and cursive.

Jason Mandly
Senior Air Quality Planner

RECEIVED

MAR 15 2018

CITY OF CHICO
PLANNING SERVICES

Attachment G
BCAQMD

Kimber Gutierrez

From: Kimber Gutierrez
Sent: Wednesday, February 14, 2018 8:21 AM
To: 'bbaurmt'
Subject: RE: Amber Lynn (Eaton-Morseman Lot Development)

Hello Betina,

Thank you for reaching out and sharing your concerns. I have added your contact information to the project's interested parties list and will include your email as part of the public record. There is a more extensive traffic study being done and the map is currently undergoing an internal completeness review. There are no plans for a follow-up neighborhood meeting as the applicant is only required to do one. The next meeting where notices will be sent out is for the Planning Commission, which has not been scheduled at this time.

Please let me know if you have any further questions.

Thank you,

Kimber Gutierrez
Associate Planner

From: bbaurmt [mailto:bbaurmt@sbcglobal.net]
Sent: Wednesday, February 14, 2018 7:29 AM
To: Kimber Gutierrez
Subject: Amber Lynn (Eaton-Morseman Lot Development)

Hello Kimber,

Can you please add me to the mailing group regarding the Amber Lynn Development off Eaton/Morseman. I am just out of the 500ft notification zone (by a few feet) but have concerns about traffic and road improvement plans as I am on the South corner of Morseman and Sandi. I also heard original plans of a median on Eaton Road. That poses great concern for the traffic in our development and limited access to the highway without using neighborhood streets. (Morseman/Sandi/Lawn).

I noticed 2 cameras, one at Eaton/Morseman and one at Eaton/99 but only saw them up for one day. Is there a more extensive traffic study planned?

Are there plans for a follow-up meeting at this time?

I appreciate your help.

Sincerely,

Betina Baur

bbaurmt@sbcglobal.net

Sent from my Verizon, Samsung Galaxy smartphone

Kimber Gutierrez

From: Kevin Serrao <kevindserrao@gmail.com>
Sent: Friday, February 09, 2018 12:55 PM
To: Kimber Gutierrez
Subject: Eaton-Morseman lot development

Hi Kimber,

I live on Sandi Dr. and got you email from a neighbor. I was not able to attend the meeting at the lot on Morseman that is going to be developed. Someone that did attend the meeting told me that at the meeting they were told the county was responsible for the west side of Morseman road and that side of the road wasn't the city's responsibility to improve. I wasn't there so I don't know if they maybe just misunderstood or not. I have done some research on my own and while the parcels on the west side of Morseman are in the county the right of way on which Morseman road is situated was annexed to the city. The right of way the city owns is 50' wide from the south end of the lot all the way out to Eaton road. As the road stands now it is difficult for two cars to pass each other on the north end of Morseman. With this development the traffic will increase exponentially, I would like to see both sides of Morseman improved as part of this development either by the developer or the city. In addition to that I'm sure you are aware that the entire neighborhood would like to see the entrance to the development moved so it does not line up with Sandi Dr. I don't see why there couldn't also be a temporary entrance on Eaton road as well, I know the plan is to put one onto Eaton once it is improved but realistically that could be years after the completion of the development or never.

If there is any correspondence sent out by the city to neighbors regarding the development or upcoming meetings, either by email or mail I would like to be included on that list.

My address is 2999 Sandi Dr.

Thank you for your time,

Kevin Serrao

Sent from my iPhone, please excuse and spelling or grammatical mistakes.

3015 Sandi Drive
Chico, CA 95973

Jan 30, 2018

Kimber Gutierrez
Associate Planner
City of Chico
411 Main Street
Chico, CA 95928

Dear Ms. Gutierrez:

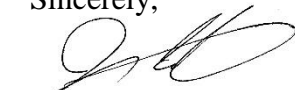
I am writing this letter to comment on the development of Amber Lynn Estates, which is proposed to be constructed on the corner of Eaton Road and Morseman Avenue. In general, my view of the project is favorable. I am pleased with the design of the development and I am pleased with the changes that were made from the original drawings based on resident concerns. The main points I wish to bring up are in regards to traffic on Morseman Avenue and congestion at the intersection at Morseman and Eaton.

I have a concern that the intersection at Morseman Avenue and Eaton Road will be severely impacted by the projected increase in traffic from Amber Lynn Estates. Previous traffic studies, conducted Whitlock and Weinberger transportation and submitted to the City of Chico in 2005, projected just under 1200 weekday vehicle trips generated from this project. Based on their analysis, the increased traffic would cause a "Category D" Level of Service at the Morseman-Eaton intersection, which is not consistent with the City's General Plan policy of maintaining a "Category C" Level of Service on residential roads. The previous development plan addressed this by indicating the addition of a roundabout at the Eaton-Morseman intersection. In the aforementioned traffic study it was also specifically stated that "The project should be conditioned to construct either a left turn lane on Eaton Road at Morseman Avenue or a single-lane roundabout which [sic] meets Federal design guidelines." However, this improvement does not seem to be indicated on the current plans.

Additionally, the current physical condition of Morseman is a concern even without the consideration of additional traffic. At this point, Morseman is more-or-less a one lane road. Many of the cars using Morseman travel at speeds in excess of the 35 MPH posted limit, creating a dangerous situation. I would like to suggest that a stop sign placed at the project access point to reduce traffic speeds on Morseman and improve safety.

Thank you for considering my concerns, I look forward to hearing the City's solution for improved traffic flow and reduction of traffic impacts to the neighborhood streets.

Sincerely,



Jackson Webster

Kimber Gutierrez

From: Chris Persson <cpersson18@gmail.com>
Sent: Thursday, January 25, 2018 10:22 AM
To: Kimber Gutierrez; prabo@rarcivil.com
Subject: Re: Amber Lynn Estates Concerns

Dear Kimber,

Thank you for your email. Like others, I welcome our new neighbors and have known that at some point that property would be developed. I am writing in response to the discussions held at the meeting on the property on January 17th. My largest concerns:

- I sincerely believe that the concrete barrier on Eaton is ill conceived. It will disrupt neighbors' driving choices and cause traffic and safety disturbances. First, most neighbors in our area use Eaton road to turn either left to reach the freeway or The Esplanade, or right to reach Cohasset and all areas beyond. This is true of Sandi Drive and of neighbors on Netters (69 households, 138 vehicles). Add another 117 households and 234 vehicles from Amber Lynn and with that barrier a nightmare is created. To avoid being unable to turn left onto Eaton, neighbors will be forced to take Morseman to reach Lassen and points beyond. Even worse, drivers will cut over to Godman using Sandi Drive and Lawn Avenue, two quiet, country streets. I am certain that the developers of that property and anyone making planning decisions would not want that kind of traffic on their quiet streets.
- I strongly recommend that there be no concrete barrier. I also recommend that a traffic light be placed at Eaton and Morseman, and either a four way stop or a traffic light at Lassen and Morseman. I know this neighborhood and walk it daily. It is already difficult to turn left onto Lassen from Morseman because of the traffic on Lassen. It is obvious that with the increased traffic we will need a light at Eaton.
- Please move the egress, as originally planned, away from Sandi Drive to Marcia to help alleviate the huge amount of traffic and safety issues that will be caused by a Sandi Drive egress. If this is not done, the character of our neighborhood will be changed forever.
- Lastly, I do hope the traffic study examines the speeds people drive on Morseman. It is sometimes frightening to cross Morseman while walking. People of all ages walk this neighborhood: healthy young runners, elderly folks, parents walking with babies in strollers, young children on scooters and bicycles, people of all ages walking their dogs, etc. Perhaps because I am retired and walk every day, I see more than those who jump in their cars and head off to work each day.

Careful planning and decision making before construction begins will determine and protect the character of this neighborhood forever. This careful planning is worth however long it takes.

Sincerely,

Christine Persson
3013 Sandi Drive

Cc: Paul Rabo via email

On Fri, Jan 19, 2018 at 6:27 PM, Chris Persson <cpersson18@gmail.com> wrote:

NOTE THAT KIMBER IS ASKING FOR ANY ADDITIONAL QUESTIONS. I JUST READ THIS.

----- Forwarded message -----

From: **Kimber Gutierrez** <kimber.gutierrez@chicoca.gov>

Date: Fri, Jan 19, 2018 at 9:45 AM

Subject: RE: Amber Lynn Estates Concerns

To: Chris Persson <cpersson18@gmail.com>

Hello Chris,

Thank you for your comments.

Your email will be kept on file and included in the staff report for future public hearings.

Please let me know if you have any additional questions.

Thank you,

Kimber Gutierrez

Associate Planner

From: Chris Persson [mailto:cpersson18@gmail.com]

Sent: Wednesday, January 10, 2018 4:55 PM

To: prabo@rarcivil.com; Kimber Gutierrez

Subject: Amber Lynn Estates Concerns

To: Don Scott and Mr. Avila

Re: Amber Lynn Estates Development

First, please note that our concerns are not NIMBY ones. This development will affect the surrounding neighborhoods long into the future. Good planning for that future must be done and work completed or at least approved with an honest start date before the trucks and bulldozers come onto the property.

We are concerned that there is only one egress for all of the vehicles on the property to use. If 117 homes each have two vehicles, which is typical for most families, that means that 234 vehicles will be entering and exiting the property at the very least, once daily. Before any building is started, good long term solutions must be put into place to reduce noise and traffic and to protect the safety of all neighbors. We suggest the following:

- Eaton must finally be addressed. The road is barely a two lane road, has heavy traffic (including trucks traveling to and from 99 to businesses in the airport area) and is full of pot holes. Putting around about near the 99 entrance is not enough of an improvement. It is imperative that Eaton Road is upgraded before building begins. If Eaton cannot truly be widened, at the very least a frontage road should be built into the development similar to the one at the development bordering Godman and Eaton. This would allow a second egress exiting traffic onto Eaton and well as Morseman.
- It is extremely difficult for residents turning onto Eaton to see eastbound traffic. With 200+ more vehicles attempting to get on to Eaton, we recommend a stop light be placed at that corner, similar to the light at Godman.
- These plans are very confusing. Phase Two and Phase Three need to be fully explained.
- Mr. Shuster and Mr. Scott agreed to move the egress away from Sandi drive in 2007 to a much better egress across from Marcia or Halie, dead end streets that would not be affected by a huge volume of vehicles attempting to cross a very busy street where drivers frequently exceed the speed limit. We encourage anyone involved with planning or reviewing this project to drive over to our neighborhood and to turn onto Sandi Drive, the first right off Morseman off of Eaton where the egress is planned, and then take a right onto Lawn, and follow Lawn in both directions to see how foolish it would be to have Sandi Drive be the egress and serve as a “cut through” for 200+ new vehicles. This is a small and quiet neighborhood with many children and bicyclists on the street. A huge increase of traffic on Lawn would especially be a safety and noise disaster. The 12 homes on Lawn have an abundance of trailers, boats and extra vehicles on the very curvy street, requiring drivers on Lawn to be extremely cautious. If the developers agreed to change the egress in 2007, why do they not do that now as well?
- Netters Circle has two entrances onto Morseman. Drivers entering and exiting Netters will have a difficult time with the increased traffic. Perhaps two four way stop signs need to be placed at these entrances to the cul de sac. A four way stop upgrade at Morseman and Lassen would also improve the ability for drivers to turn left or right onto Lassen. That corner is already a safety challenge for neighbors exiting Morseman.
- This is a small, but not insignificant point. If the developers REALLY want neighborhood input, why did they schedule a meeting on the property itself at 4:30 in the afternoon when many neighbors are at work, knowing that sunset on that day is at 5:10 PM? Did they consider that it might be raining? We find this treatment of the existing neighborhood to be insulting.

Unfortunately, we will not be at the meeting on January 17th due to plans we cannot change, but we will continue to be involved. We hope solid answers are provided by the developers, the City and perhaps the County before any work is started.

Sincerely,

Tom Sharp and Christine Persson
3013 Sandi Drive

CC: Paul Rabo, Kimber Gutierrez via email.

Kimber Gutierrez

From: Karin Willhoit <karinwillhoit@gmail.com>
Sent: Friday, January 19, 2018 2:16 PM
To: Kimber Gutierrez
Cc: prabo@rarcivil.com
Subject: Re: Amber Lynn Estates

Thank you for the reply. Following the meeting in the field, I would like to add a few notes of concern. First, let me say thank you for attending that meeting and extend appreciation to Mr. Rabo for keeping a cool head while being peppered with questions. Speaking for myself, I will welcome new neighbors to our area. This is a lovely part of Chico. Please also know that we realize 117 single family homes beats 200+ condos - for sure. I think I speak for most of my neighbors in wanting to ensure that we have the best possible design - one that makes sense, is safe and includes long term planning.

The items most concerning:

1. The proposed concrete divider on Eaton that will only allow right turns out of the new sub division and out of the existing neighborhoods across the street seems like an extremely poor idea. This will force anyone from Amber Lynn Estates to use Morseman if they want to get on the freeway using Eaton. That intersection already backs up in the morning and at other times during the day. Morseman is City on one side and County on the other - improvements to the road on BOTH sides will need to be made regardless of how many new cars use it, but forcing all these new home owners to use it to get to the freeway will create a traffic nightmare. We know people will cut over to Godman using Sandi and Lawn so they can reach the light. Please help us ensure that this possibility is minimized. There will be 15 new driveways along Morseman, that alone will generate enough new traffic. If everyone needing the freeway comes out on Morseman, those homes with driveways lining that street will likely have to sit and wait to get out. Additionally, people coming home from Cohasset will also have to come all the way down to Morseman to make a left turn. This corner is the County side of the road and is currently gravel. It fills up with rain water during the rainy season and would be terribly degraded by all that additional traffic. To solve this potential problem, Road A needs to allow a left and right turn onto Eaton Rd.
2. Regardless of the decision about point 1 above, a light at Morseman seems totally necessary. We hope your traffic study will agree. Traffic studies are a bit frustrating however because they often don't reflect the actual experience of the people who use the roads daily. We know that the current problems will get exponentially more difficult with all those extra cars.
3. Again, please move the egress on to Morseman down to aligning with Marci court. As we mentioned at the meeting, this is in keeping with the last design agreed on by the Planning Commission. We really must discourage traffic cut through on Sandi. IF IT MUST STAY where it is for some reason, please put in a concrete berm that forces people to either go left or right on Morseman, but not straight through to Sandi. I have no idea if these are effective, but it would be better than nothing. Alternatively, as some suggested, move both exits from the subdivision over to Eaton, eliminating any concern about safety and road conditions on Morseman. The 15 new driveways along Morseman (potentially 30 cars) will be enough new traffic for this road.
4. The speed limit on Morseman needs to be reduced. I walk my dog daily along this road and know that people break the speed limit - I don't carry a speed tracking device, but its safe to say that 50mph is not at all unusual. I am greatly concerned about the 15 new driveways that will need access to this road daily. I would not want my front yard facing this busy street. I think potential home owners will agree.

Thank you for taking the neighborhood's concerns into consideration. I look forward to participating in this process in any and every way possible as a member of the surrounding area. Please keep me on every list you have informing neighbors of next steps and chances to be included and heard.

Let's build a great place for people to live safely and happily together!

Karin Willhoit
3017 Sandi Dr.

On Fri, Jan 19, 2018 at 9:47 AM, Kimber Gutierrez <kimber.gutierrez@chicoca.gov> wrote:

Hello Chris,

Thank you for your comments.

Your email will be kept on file and included in the staff report for future public hearings.

Please let me know if you have any additional questions.

Thank you,

Kimber Gutierrez
Associate Planner

From: Karin Willhoit [mailto:karinwillhoit@gmail.com]
Sent: Wednesday, January 10, 2018 11:59 AM
To: prabo@rarcivil.com
Cc: Kimber Gutierrez
Subject: Amber Lynn Estates

Hello Mr. Rabo,

Thank you for providing your contact information for questions/comments regarding the proposed development at the corner of Eaton Road and Morseman Ave. While we have encouraged our neighbors to contact you individually, I believe you can consider the information in this email to be reflective of the concerns of many neighbors in the surrounding area.

We look forward to hearing more about the development at the meeting scheduled on Jan 17th.

I think the items that are at the top of the concern list are as follows:

1. In 2007 our neighborhood group was very vocal about not having egress to the development line up with Sandi Drive. The planning commission agreed with our reasoning and stated they would recommend moving egress to another location along Morseman Ave. However, when preparing written recommendations, the Commission made an error and stated egress SHOULD be on Sandi Dr. When we raised our concerns again, they acknowledged the error. This is evidenced by several designs put forward after their written recommendations were made. I have attached one such design for your information. Since the current design proposal for Amber Lynn Estates has moved the egress back to aligning with Sandi Dr, we are concerned that perhaps the Planning Commission's report containing the incorrect recommendation was used in designing the current plot layout.

We are very concerned about the potential increase in traffic that will occur on Sandi Dr and Lawn Dr once 200 plus cars are added to our surrounding area. With egress aligned with Sandi, this will encourage motorists to cut through Sandi and Lawn to reach Godman Ave and continue to either the light at Godman/Esplanade or to access Lassen Ave. We feel strongly that moving the egress somewhere else along Morseman will encourage motorists to turn left or right and stay on Morseman Ave.

This brings us to another major concern:

2. General condition of Morseman Ave.- This road is already full of pot holes and is especially bad at the corner where it intersects with Eaton Ave. We are concerned that construction vehicles using this road as the only access to the development will further degrade the condition of the road. We are hoping improvements to the Morseman will be included in the City's conditions for project approval. Perhaps there would be a way to use Eaton as an entrance during construction to avoid congestion and further degrading of Morseman Ave.

3. We are hoping that a stop light at the corner of Eaton and Morseman will be included in the plan. The traffic is heavy during peak hours and will obviously be impacted by the additional cars once the new development is complete.

4. We would like clarification of what improvements, if any, will be necessary to Eaton Ave before the development will be allowed to open "Road A" on the proposal map to residents inside the new development. We are glad that this egress is included to the proposal because it will help divert traffic off Morseman, but are wondering if it will indeed be accessible once those homes intended to use it are ready for inhabitants.

We are hoping discussion of these concerns will be included at the pre-application meeting on the 17th. We realize there is a housing shortage in Chico and we look forward to having a high quality project, that incorporates great long term planning, as the outcome of this process.

Thank you so much for your time,

Karin and Andy Willhoit
3017 Sandi Drive

To: Paul Rabo at Rolls, Anderson & Rolls
City of Chico Planning Division

RECEIVED

JAN 17 2018

From: Gina Flores
3023 Sandi Drive
Chico, CA 95973
408-646-5603
ginaflores75@gmail.com

CITY OF CHICO
PLANNING SERVICES

RE: Amber Lyon Estates – Eaton Road – APN 007-190-022

I am a resident of Sandi Drive and recently received a letter regarding the proposed development at the corner of Eaton Road and Morseman Drive. I have two main areas of concern regarding this development. One is the flow of traffic on Eaton Road and Morseman. Eaton Road already backs up significantly at the intersection with Highway 99 during peak traffic hours. The addition of several hundred more cars (based on 117 additional units) would add to the already dangerous problem of cars backing up onto the right lane of Northbound 99. Morseman Road is also in bad repair and is a single lane at the intersection with Eaton Road. Additional cars would create unsafe conditions without improvements.

My second area of concern has to do with cars from the development using Sandi Drive as a way to avoid the Eaton Road back-up. In addition to my two young children (ages 4 and 8), I have counted over a dozen other future and current school age children that live on the part of Sandi that is closest to Morseman. We often have kids walking, riding their bikes and skateboards, and playing with each other in the neighborhood and an influx of cars onto this street would create a dangerous situation for them. Given that the current plans don't include any outlet onto Eaton Road from the development, it is very likely that our street would become significantly more congested. I would ask that the entry to the development be moved across from Marcia Ct. (a dead end cul-de-sac) so that cars would be more likely to continue on to Lassen Drive rather than cutting through our street.

I believe that both of these issues must be addressed in order for this development not to create safety and traffic hazards in our neighborhood. I look forward to receiving more information from the City and the developers on what they plan to do to address these concerns.

Sincerely,

Gina Flores

Kimber Gutierrez

From: Gregory Frank <thehoneybunnies@sbcglobal.net>
Sent: Wednesday, January 10, 2018 1:44 PM
To: prabo@rarcivil.com
Cc: Kimber Gutierrez
Subject: Amber Lynn Estates

Hello!

My name is Greg Frank and I live at 705 Lawn Drive on the corner of Lawn and Godman with my family. I am aware of the pending development of Amber Lynn Estates. I would strongly recommend you consider the potential traffic flow that will result from this subdivision.

Currently, Eaton Avenue has several times of day that traffic is bumper to bumper. Residents of this subdivision will be looking for a faster way to go about their business. Heading south on Morseman or cutting through Sandi and Lawn to reach Godman will be favorable routes as things exist currently. Godman is currently severely impacted by traffic running north and south as there are no stop signs between Lassen and Eaton. Under the proposed plan, Godman, most assuredly, will become even more of a mess! I would suggest you research ways to make traffic flow on Morseman more conducive. Perhaps a stop light at Eaton/Morseman and a 3-way stop at Morseman and Lassen Avenue. I would also suggest a different exit out of the subdivision than the one directly across from the entrance to Sandi. Or, make the exit right turn only so drivers are diverted to Eaton.

Cars currently traveling on Godman rarely follow the 25mph speed limit. Many of us who live in this area are trying to wave at people to follow the speed limit. We are always ignored. With the advent of the new homes and increased traffic, people attempting to go work or carry on business will be faced with congestion and will feed a need to drive even faster. All of the families in this community are often walking or riding bikes. Safety is of utmost importance.

I do not ask the development be stopped or even postponed, I simply ask you use common sense in developing the traffic flow to maintain a safe area for people to live.

Sincerely,
Greg