



## 16.0 RELATIONSHIP TO OTHER PLANS

### 16.1 BUTTE COUNTY GENERAL PLAN

Butte County has recently started work on a comprehensive update of the *Butte County General Plan*. The existing land use plan for the Paradise area, the *Paradise Area Land Use Plan*, was adopted by the Butte County Board of Supervisors in 1981, and generally encompasses the area corresponding to the primary and secondary study areas. The area within the 1981 Paradise town limits is primarily designated for medium density residential development (seven-thirteen dwelling units per gross acre) and low density residential development (one-six dwelling units per acre). Some areas paralleling the Skyway and along Clark Road are designated for high density residential development (fourteen-twenty dwelling units per acre), and most of the length of the Skyway and an area along Clark Road are designated for commercial development. Selected sites are designated for industrial and public use. No explanation is provided regarding the relatively high residential densities shown on the plan in the absence of a community sewer system.

With regard to the secondary study area, the communities of Paradise Pines and Magalia are designated for low density residential development. Surrounding areas, north to Coutolenc Road, are primarily designated agricultural residential (one-forty acres per dwelling units). The easterly portion of the area is designated timber mountain (forty acre minimum parcel size), grazing and open lands (forty acre minimum parcel size) and public, and the westerly portion is designated grazing and open lands.

To the east of the *Paradise Area Land Use Plan* boundaries, the county has adopted the *Concow Area Land Use Map*. This map designates a majority of the area as timber-mountain, with three sizable areas designated for foothill area residential (one-forty acres per dwelling units). The majority of the area abutting the *Paradise Area Land Use Plan* boundaries to the north and east is designated timber-mountain; and to the west, grazing and open land. Within the tertiary study area, lands are designated agricultural residential, grazing and open land, and public (Butte College).

The county has adopted a general plan amendment entitled the *Paradise Urban Reserve Policy Statement* and has designated an area as "Urban Reserve" south of the town limits (south Paradise area). The area is shown in Figure 16-1. The area was formerly designated agricultural residential. This general plan amendment established the following policies for the south Paradise area:

- The county's land use policy, zoning and subdivision shall be coordinated with the Town of Paradise and any other service district within the Urban Reserve.



- The Urban Reserve designation permits rural residential development and uses on parcels of not less than forty (40) acres in those areas designated by the California Department of Fish and Game (DFG) as NO DEVELOPMENT ZONES for the protection of critical deer herd winter ranges (see Figure 6-4), and twenty (20) acres on all other properties until such time as they are needed for development and adequate services are available to serve this area.
- Any proposal for a general plan amendment, rezoning or subdivision which would permit parcels of less than twenty (20) acres to be created shall be coordinated with all public agencies which provide utility and public services as well as the plans of the Town of Paradise for extension of water, sewer, circulation, drainage, and shall be accompanied by the following plans prior to or concurrently with the adoption (summarized).
  - capital improvement plan
  - park and open space plan
  - environmental plan
  - street and transportation plan
  - health department standards
  - fiscal plan
- Any parcel which is now less than forty (40) acres which was legally created, pre-existing, and nonconforming may be developed according to its zoning.
- Development standards compatible with the Town of Paradise shall be utilized for urban development projects within the Urban Reserve.

The definitions of the "land use plan designations" contained in the *Butte County General Plan* which apply to the portions of the study areas outside the area subject to the *Paradise Urban Reserve Policy* are summarized as follows:

- **Grazing and open land** - livestock grazing, animal husbandry, intense animal uses and animal matter processing.
- **Timber-mountain** - forest management and the harvesting and processing of forest products.
- **Agricultural residential** - agricultural uses and single-family dwellings at rural densities.
- **Foothill area residential** - single family dwellings at rural densities.
- **Low density residential** - detached single-family dwellings at urban densities.
- **Medium density residential** - a mixture of urban residential uses, including detached single-family homes, condominiums, multiple-dwelling structures, mobile home parks, group quarters and care homes.



- **High density residential** - higher-density urban residential uses, including condominiums, multiple-dwelling structures, mobile home parks, group quarters and care homes.
- **Commercial** - structures and activities providing a full range of merchandise and services to the general public.
- **Industrial** - processing, manufacturing, packaging, storage and distribution of goods and commodities.
- **Public** - large facilities owned and operated by government agencies, including schools, colleges, airports, dams and reservoirs, disposal sites, recreation facilities, conservation areas, fire stations and other government buildings and property.

*Land Use Element* policies which are particularly relevant to the Paradise area include the following:

- Regulate development in identified winter deer ranges to facilitate the survival of deer herds.
- Prevent development and site clearance other than river bank protection of marshes and significant riparian habitats.
- Protect valuable scenic areas and parks for enjoyment by residents and visitors.
- Encourage compatible land use patterns in scenic corridors and adjacent to scenic waterways, rivers, and creeks.
- Provide open space areas near and between designated urban areas on the land use map.
- Promote the development of new industry in the county.
- Allow agricultural uses and farm animals in designated residential areas where appropriate.
- Correlate residential densities to soil, slope and other natural site characteristics.
- Relate residential densities to intensity and compatibility of adjacent uses.
- Balance residential densities with traffic-carrying capacities of existing and proposed circulation plans.
- Support water development projects needed to supply local demands.
- Control development in watershed areas to minimize erosion and water pollution.
- Consult with incorporated cities and neighboring counties in the development of planning proposals for areas of mutual concern.



- Designate adequate land for free-market competition among land suppliers to avoid artificially constricting land availability.
- Encourage annexation to existing cities and existing districts.
- Encourage development in and around existing communities with public facilities.
- Encourage urban expansion toward the least productive soils.
- Allow rural residential development as a buffer between urban development and intensive crop land.
- Retain in an agricultural designation on the land use map areas where location, natural conditions and water availability make lands well suited to orchard and field crop use, while considering for non-agricultural use areas where urban encroachment has made inroads into agricultural areas and where past official actions have planned areas for development.
- Maintain extensive areas for primary use as livestock grazing land.
- Prevent scattered development in grazing areas.
- Retain in a grazing-open land category areas on the land use map where location and natural conditions make lands well suited for grazing land, while considering for nongrazing use areas where urban encroachment has made inroads into grazing areas and where past official actions have planned areas for development.
- Retain in a "timberland" category areas on the land use map where location and natural conditions make lands well suited for timberland, while considering for nontimber use areas where urban encroachment has made inroads into timber areas and where past official actions have planned areas for development.

The *Circulation Element* of the *Butte County General Plan* was adopted in 1984. It includes assessments of projected traffic growth for the following planning areas with relevance to the *Paradise General Plan*:

- **Upper Ridge** - Significant population growth in this mountain planning area will cause need for a capacity expansion of the Skyway from Paradise Pines to the Town of Paradise sometime during the 1990s. Also, it will be important to ensure adequate access for rapid evacuation in case of a wildland fire emergency in this planning area. The Upper Ridge will continue to have a very high percentage of senior citizens, and public transportation development for this area should be encouraged as part of a Paradise area transit system.
- **Paradise** - The Paradise planning area is almost entirely under the jurisdiction of the Town of Paradise. The town has developed a circulation forecast to 1990 which shows the need for several street collector extensions to better serve east-west travel demand in the community.



- **Concow** - The population of the Concow area is forecasted to triple by the year 2000. However, because of extremely low trip generation rates expected by the area's rural population, traffic growth rates will increase slowly, resulting in no needed capacity expansion of primary roads to the area.
- **Central Butte** - This foothill planning area's population growth rate forecast is the highest in Butte County to the year 2000; more than a 600 percent increase over 1980. This is due to a very large inventory of land with a designation of agricultural residential (A-R) in the *Land Use Element*. This area is located mostly south of the Town of Paradise and totals approximately 12,500 acres. The development of potential from the A-R designation is extremely variable due to its wide density range (one-forty acres per dwelling unit) allowed. This kind of density range does not allow the development of a confident traffic forecast for the planning area.

The planning area presents special problems for circulation planning and forecasting, in that the area is largely undeveloped, contains difficult terrain, and could potentially impact circulation plans and programs in the Town of Paradise and Chico. Before significant developments occur in this area, a comprehensive plan should be developed for this planning area.

*Circulation Element* policies which are particularly relevant to the Paradise area include the following:

- The transportation system shall be developed in a manner consistent with specified land use densities and estimated trip generation capabilities and which is consistent with the policy to encourage development in and around existing cities and community centers.
- Circulation plans for the county's foothill areas should be designed around patterns which encourage development near existing highway corridors and emphasize development near existing rural community centers.
- The most important roads and highways should be designed and maintained to the highest possible level of service and convenience. The least important roads and highways should receive only the improvements necessary to maintain their structural integrity and operational safety.
- Encourage development in areas that can be served by public roads in a manner that does not become an economic burden to the county, over time.
- It is suggested that the utilization of county road funds should focus on completing projects with a higher priority before completing a lower priority project.
- Rural arterial road and highway traffic capacity levels should be planned to provide a level of service "B," and be considered to be providing acceptable service at level of service "C" when fiscal, environmental, or site constraints are prohibitive.
- Land uses that would preclude the timely development of right-of-way needed for new roads or expansion of existing roads shall be prohibited.



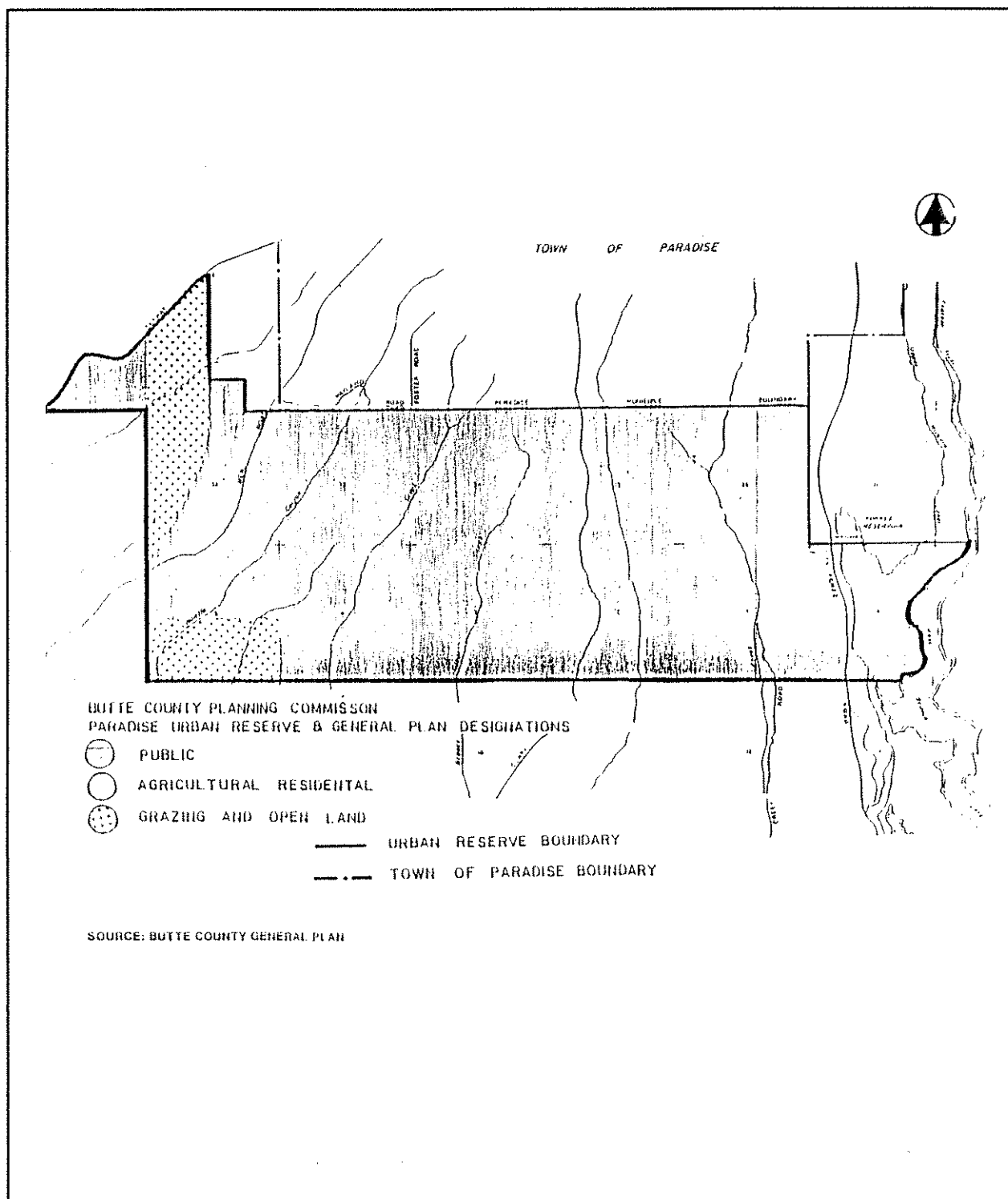
- All road systems, both public and private, shall provide for the safe evacuation of residents and adequate access for fire and other emergency services by providing at least two means of emergency access to an interconnected collector system.
- The county will work with the Butte County Fire Department and the California Division of Forestry towards developing emergency evacuation routing plans for developing foothill and mountain areas with extreme fire hazard potential.
- The county will consider city-initiated circulation element amendments to the county transportation element.
- The county and its cities should develop mutual and complementary policies regarding the timing and phasing of new urban area developments, as necessary for the logical and timely development of each urban area circulation network.
- The county will jointly coordinate circulation capital improvement programs with the respective cities.
- Urban street and highway traffic capacity levels should be planned to provide a level of service "C," and be considered to be providing acceptable service at level of service "D" when fiscal, environmental or site constraints are prohibitive.
- Urban area street improvement standards should conform to city street standards and circulation plans for each respective city.
- The county shall support local public transportation services in the three largest urban areas and adequate intercity service to the Chico, Oroville, Paradise, Gridley-Biggs, and Palermo areas.
- The county will encourage the cities to prepare and propose comprehensive urban area bicycle plans to the county for review and adoption.
- Construction or expansion of all major arterials shall consider bicycle paths of Class II or better.
- The county shall implement measures in unincorporated areas that provide for the continued safe operation of airports.
- The county will support the cities in the encouragement of ridesharing and carpooling programs by large employers and public agencies.

The *Circulation Element* also identifies the following state highway and other road projects in the Paradise area which have current or projected capacity-safety problems that will need correction during the 1981-2000 planning period:



- **State Route 99** - 0.8 mile north of Pentz Road to 0.4 mile south of the Skyway overcrossing. This segment of highway is presently near capacity and should be widened to a four-lane expressway in the near future.
- **Skyway**(Paradise area) - Realignment of the Skyway between Coutolenc Road and 0.2 mile inside of the northern Town of Paradise limits. This portion of the Skyway between the Town of Paradise and Paradise Pines is at or near capacity. The realignment would follow the improved grade of the abandoned Southern Pacific rail line to Stirling City, making construction of a two-lane expressway along this segment possible.

The county has circulated a draft *Natural Resources, Recreation and Energy Element*. The existing *Noise* and *Safety Elements* were discussed in previous sections of this document.



**PARADISE URBAN RESERVE**

**FIGURE 16-1**





## 16.2 SPHERES OF INFLUENCE

Spheres of influence are adopted by the Butte County Local Agency Formation Commission (LAFCo) for all cities, towns and special districts (excluding school districts) within Butte County. A "sphere of influence" is defined in state law as a plan for the probable ultimate physical boundaries and service area of a local agency. Annexations to cities, towns and districts must be consistent with adopted spheres of influence.

The secondary study area follows the sphere of influence boundary adopted by LAFCo for the Town of Paradise.

Special districts which provide services to the Paradise area, and whose spheres of influence lie at least partially within the study area, include:

<u>Special District</u>	<u>Services Provided</u>
Paradise Irrigation District	Water, hydroelectric power generation, recreation
Magalia County Water District	Water for residential and commercial use
Lime Saddle Community Services District (Del Oro)	Water for residential use
Paradise Recreation and Park District	Parks and recreation programs
Butte County Mosquito Abatement District	Mosquito abatement
Paradise Cemetery District	Operation and maintenance of Paradise Cemetery
Nimshew Cemetery District	Operation and maintenance of eight cemeteries
County Service Area No. 4	Storm drainage



## 16.3 TOWN OF PARADISE

### Paradise Downtown Revitalization Plan

The *Paradise Downtown Revitalization Plan* was adopted in 1986 to provide the town with a tool leading to an improved economic climate in the Central-Business district (CBD) by providing sets of time-phased programmatic goals to be attained by a partnership between town government and downtown businesses. The plan focuses on the area bounded by the Skyway, Pearson Road, Almond Street, and Elliott Street. The plan includes a design concept plan and phasing plan, as well as recommendations regarding parking, circulation, land use, business organizations, marketing and promotion, target businesses and industries, beautification, improvements and financing.

### Redevelopment Plan

The town does not currently have a redevelopment agency or a redevelopment plan



## 16.4 BUTTE COUNTY AIR QUALITY ATTAINMENT PLAN

The California Clean Air Act transportation planning requirements mandate that nonattainment areas for ozone and carbon monoxide develop air quality plans by July 1991. Therefore, the Butte County Air Pollution Control District, in coordination with transportation agencies (BCAG), is required to coordinate, adopt and implement various transportation controls to meet specific performance standards outlined in the Act. Butte County is coordinating with other Northern Sacramento Valley counties (Shasta, Tehama, Glenn, Colusa, Sutter and Yuba) in the preparation of this plan.

The *Air Quality Attainment Plan* for the Northern Sacramento Valley Air Basin has been prepared in compliance with the Clean Air Act and submitted to the Air Resources Board. The plan is designed to achieve a reduction in district-wide emissions of five percent or more per year for each nonattainment pollutant or its precursors, averaged every consecutive three-year period. By law, the five percent requirement is calculated against the 1987 actual emission level of each nonattainment pollutant or its precursor.

According to the plan, it does not demonstrate a five percent reduction of the pollutant levels, as the control efficiencies and cost-effectiveness are not available for many of the proposed control strategies. The plan states that it does, however, include every feasible control measure and a schedule of adoption for the control measures.

The plan provides that Butte County must reduce reactive organic gases (ROG) emissions by 12.39 tons per day, and reduce nitrogen oxides (NO<sub>x</sub>) emissions by 7.58 tons per day by 1994, in order to comply with the requirements of the Clean Air Act. The county must reduce ROG emissions by 17.70 tons per day and reduce NO<sub>x</sub> emissions by 10.83 tons per day by 1997, and must reduce ROG emissions by 23.00 tons per day and reduce NO<sub>x</sub> emissions by 14.08 tons per day by 2000.

The draft plan contains proposed community contact, educational and public information elements designed to reduce emissions from transportation and area wide sources. The plan also contains a list of feasible control measures, which are proposed to be implemented according to the following schedule:

- All measures ranked No. 1 shall be proposed and implemented by applicable districts no later than July 1, 1992.
- All measures ranked No. 2 shall be proposed and implemented by applicable districts no later than July 1, 1993.



- All measures ranked No. 3 shall be proposed and implemented by applicable districts no later than July 1, 1994 only if attainment of the state ambient air standard for ozone is not achieved by January 1, 1994.

A complete listing of these control measures is included in the plan. The ranking of feasible control measures is based upon technical feasibility, cost-effectiveness, emission reduction potential, rate of emission reductions, public acceptability, and enforceability. The control measures include a new source review rule (requirements for permitting new and modified stationary sources of air pollution), indirect source review (sources which generate or attract motor vehicle activity, including shopping centers, residential and commercial developments, government buildings, medical facilities, office buildings, hospitals, hotels, restaurants, etc.), and transportation control measures, for which each district will develop measures that are appropriate for only its own jurisdiction.



## 16.5 BUTTE COUNTY HAZARDOUS WASTE MANAGEMENT PLAN

The County of Butte has prepared a Hazardous Waste Management Plan in accordance with state law. The plan contains information on sites that may be potentially suitable for various hazardous waste facilities, including transfer and storage facilities, treatment and recovery facilities, and solidification for storage or residuals repositories. The plan describes the various facilities as follows:

### Transfer and Storage Facilities

Hazardous waste transfer and storage facilities generally serve as collection stations for industrial waste, but could also be used for household waste. Materials are frequently stored on site until quantities are sufficiently large to be shipped economically to treatment or recycling facilities.

At transfer stations, hazardous wastes are examined and analyzed to confirm their identity, degree of hazard, and compatibility with other wastes. They are then separated as liquids, solids, and sludges according to their overall chemical characteristics, and are kept separate from incompatible wastes. Drums may be transferred directly out of the transporting vehicle to the storage area, or they may be transferred by forklift from a receiving area to the storage buildings. Uncontainerized dry solid hazardous waste is transferred to bins or tanks by dump truck or a conveyor system. Uncontainerized liquids, sludges and slurries are transferred by pipeline from tank trucks to appropriate storage tanks. Wastes are subsequently transported from a transfer/storage facility to a treatment, recovery, incinerator or residuals repository.

- **Treatment and Recovery Facilities:** Hazardous waste treatment facilities can occupy anywhere from three to thirty acres. A large facility can treat up to 200,000 tons of liquid wastes annually. This volume would likely require 185 tanker trucks or 120 rail cars annually. Visually, the aqueous treatment center resembles a municipal sewage treatment plant.

Water contaminated with hazardous wastes, for example, arrives at a treatment facility from a transfer station, from a liquid organics recovery facility or sometimes from a large waste generator. Various processes are used to remove heavy metals, reactive ions and organic matter. The segregated wastes are then neutralized and/or oxidized to precipitate metals or to detoxify selected chemicals. Treated wastewater effluent is discharged either to a sewer or to an evaporation pond. The sludges that are formed are sent to an incinerator, to a biological waste converter or are stabilized for land disposal.

Liquid hazardous wastes containing solvents, oils and other organics arriving at the recovery facility are analyzed at an onsite laboratory to identify those constituents valuable enough to recycle. Decisions are made regarding those components which will be reclaimed, incinerated



recycle. Decisions are made regarding those components which will be reclaimed, incinerated or converted to usable or stable residues. Solvents and oils are separated and clarified, respectively, by physical processes such as distillation, condensation and filtration. Toxic vapors are destroyed by incineration or are collected on adsorbents. The purified solvents and oils are sorted, recycled, blended into fuels, or shipped out as industrial raw materials. Residues or sludges from this facility are incinerated, extracted for metals, or "stabilized" prior to land disposal. Wastes remaining after recovery procedures have been completed are then sent to an aqueous waste treatment facility for further processing.

- **Solidification for Storage or Residuals Repositories:** Some hazardous wastes that cannot be recycled, treated or destroyed can be solidified or stabilized. Liquid wastes and sludges can be solidified by use of special additives. Inorganic sludges can be fixed by adding lime and fly ash. Other wastes can be encapsulated in asphalt or plastic coatings for lengthy storage or ultimate retrieval.

A solidification facility would constitute a large industrial building with several tall silos attached for storage of dry chemicals. These facilities generally require one-ten acres. Transportation requirements would vary depending on the volume of waste handled.

- **Residuals Repositories:** Residuals repositories are designed for long-term storage of wastes that have been treated and/or reduced to the maximum extent feasible. They would be sited only in areas that meet conditions set forth in Subchapter 15, Title 23 of the California Administrative Code governing the disposal of wastes to land. The residuals to be stored at these facilities are solids, with low organic content, and with inorganic components that are relatively insoluble. These solids are among the most inert and least mobile wastes presented for land disposal. An example of residuals potentially suitable for long-term storage would be the solids from pretreatment from sewage treatment facilities. The facility would be designed and operated to keep materials dry in order to prevent the formation of leachate. Thus, a properly designed and well operated residuals repository should present very low environmental risk.

Using a "constraints and opportunities mapping" process, the county has selected candidate areas that may be "appropriate for siting the various facilities." Maps contained in the plan show portions of the Town of Paradise, the secondary and tertiary study areas, as "potentially suitable" or "potentially usable with adequate mitigation measures. The plan also recognizes, however, that:

Butte County does not generate enough hazardous waste to warrant siting more than community transfer and collection stations...potential areas for siting treatment and residuals repository facilities are reflected in the plan only to comply with DHS (Department of Health Services) guidelines. The advisory committee will, however, meet with the surrounding rural counties to establish multi-county agreements for any treatment or residuals repository facilities determined to be needed in the larger geographical area.



## 16.6 BUTTE COUNTY AIRPORT LAND USE COMMISSION

The Butte County Airport Land Use Commission has adopted the *Paradise Skypark Airport Land Use Plan* (1985) for the airport and the surrounding area. The plan establishes planning boundaries around the Paradise Skypark Airport area of influence, and sets forth appropriate land uses, including building height restrictions, to the extent that such land is not already devoted to incompatible uses. The plan's stated objective is "to promote the orderly development of lands contiguous to the Paradise Skypark Airport in a manner which safeguards the general welfare of the inhabitants, assures the safety of air navigation, and maintains the utility" of the airport.

According to this plan, "In general, the Paradise Skypark Airport may be described as a safe airport because the past accident record is entirely free of incidents involving the public or the public welfare. In addition, structures do not now intrude into the air space requirement of the airport and no future problem with height restrictions is foreseen." The plan also includes noise policies to assure that new land uses in the airport environs are compatible with aircraft-generated noise. The plan recommends that Butte County, in conjunction with the Town of Paradise, begin negotiations with owners of the land in each of the clear zones to purchase, exchange, or acquire avigation easements for the land. Appendix E includes the plan's "Land Use Guidelines for Safety Compatibility," and the clear zones and approach zones are shown in Figure 7-4.



## **16.7 BUTTE COUNTY REGIONAL TRANSPORTATION PLAN/CONGESTION MANAGEMENT PROGRAM**

The Butte County Regional Transportation Plan and Congestion Management Program constitutes a strategy for regional transportation in Butte County. The program and plan were prepared by Butte County with the assistance and participation of local municipalities.