

## **18 STUDY AREA 18: DURHAM DAYTON/ HIGHWAY 99**

Study Area 18, Durham Dayton/Highway 99, consists of 113 acres located southwest of the intersection of Highway 99 and the Durham-Dayton Highway. This study area is currently undeveloped, and is characterized by open grazing land.

- ◆ Alternatives 1 and 2 follow the existing General Plan, designating the entire study area for Agriculture.
- ◆ Under Alternative 3, the majority of the study area would be designated for industrial uses, as well as about 15 acres of retail uses.

### *A. Economics*

Alternatives 1 and 2 are identical, and so would have the same economic effects.

#### **1. Market Viability**

##### a. Alternatives 1 and 2

Because Alternatives 1 and 2 do not call for significant new residential or commercial development, market viability is not a concern for these alternatives.

##### b. Alternative 3

The new retail development proposed under Alternative 3 is the equivalent of a large-sized neighborhood shopping center anchored by a full-sized supermarket plus a range of other smaller stores and restaurants. Typically, this amount of retail space requires a minimum population of about 12,000 people within a 1½- to 2-mile radius for adequate market support. With a lack of residential development existing or planned in this study area, the retail development would be dependent upon drive-by traffic for market support. Passing traffic on Highway 99 and on Durham-Dayton Road might support a small variety of highway commercial uses, such as a service station/convenience store and a fast food establishment; however, this would represent a small portion of the planned 196,000 square feet of retail space.

This study area would gain some additional market support if planned new residential development went forward nearby in Study Area 15.

The 1.7 million square feet of industrial development planned in this study area under Alternative 3 may struggle to find adequate market support, due to its isolation from the county's established markets for industrial development in the Oroville and Chico areas. Although the study area benefits from Highway 99 frontage, with no planned residential development in the study area, prospective industrial users might be concerned with convenient access to labor.

Since both the retail and industrial components of Alternative 3 are unlikely to be absorbed, it receives a D.

## **2. Fiscal Impacts**

### **a. Alternatives 1 and 2**

Because these alternatives do not propose significant new residential or commercial development, fiscal impacts would be neutral, and Alternatives 1 and 2 receive a C.

### **b. Alternative 3**

This Study Area lies in a TRA in which Butte County receives an above-average 20.5 percent of the property tax revenues. The mix of commercial uses in Alternative 3 is predominantly industrial, with some retail. Industrial development is not always a strong revenue generator; however it also does not typically create substantial service demands. At the same time, this Study Area appears to be at or beyond the eight-minute travel time range of the nearest full-time staffed fire station (Butte County Station #45). Since industrial and retail uses typically combine high fire danger with assets of high economic value, they usually require high fire and emergency service levels. Costs to operate a new fire station to serve this area may outweigh new revenues, meaning this alternative has the potential to create fiscal deficits. Alternative 3 receives a D.

### 3. Jobs/Housing Balance

#### a. Alternatives 1 and 2

Because these alternatives do not call for any new residential or commercial development, they will have no effect on jobs/housing balance.

#### b. Alternative 3

This alternative would support approximately 2,000 industrial employees and about 400 retail employees at buildout. At the same time, it would provide no new residential development. However, it is unlikely that the full amount of retail or industrial development would occur. Therefore Alternative 3 may be expected to generate a smaller number of new jobs, which could potentially help alleviate Durham's job deficit. Alternative 3 receives a B.

### *B. Public Services*

#### 1. Fire and Emergency Services

The Butte County Fire Department and CAL FIRE provide fire protection and emergency services to Study Area 18. In general, there is not adequate staffing to handle more than two serious fire events or several less-serious emergencies at once in Butte County. Any new development in the county will impact the level of fire protection and emergency services

There are no fire stations within the boundaries of Study Area 18. The closest fire station is the Butte County/CALFIRE Fire Station 25, a volunteer-staffed station located less than 5 miles away.

The majority of Study Area 18 has adequate service levels for rural residential development, as it is located within a 14-minute travel area for a first-due unit. The roadway frontage along Durham-Dayton Road has adequate service levels for very low density residential development, as it is within an eight-minute travel area for a first-due unit. None of the study area has adequate service levels for suburban residential, retail or industrial development.

a. Alternatives 1 and 2

There would be no new development under Alternatives 1 and 2, so fire and emergency services would not be an issue.

b. Alternative 3

Alternative 3 calls for industrial and retail development, which typically require high fire and emergency service levels because they include assets of high economic value and generate customers that depend on those services. All development under Alternative 3 would not have adequate fire and emergency service levels due to high travel times and a low concentration of fire stations in the immediate area. Moreover, the level of development under this alternative would not support a new fire station, so there would be little opportunity to improve fire protection. Therefore, this alternative receives a D.

**2. Sheriff Services**

Study Area 18 is served by the Northern Division of the Butte County Sheriff's Office (BCSO). The BCSO is currently understaffed and has limited capacity for expansion of its services. The Northern Division typically has about two deputies on duty in the Chico area. Because Study Area 18 is accessible to the Chico area via Highway 99, response times to this location are relatively quick.

There is no police station located within the boundaries of Study Area 18; however, the Butte County Sheriff station in the City of Chico is located approximately 6 miles away from the study area.

a. Alternatives 1 and 2

There would be no new development under Alternatives 1 and 2, so sheriff services are not an issue.

b. Alternative 3

Alternative 3 calls for significant retail and industrial development that would likely generate the need for between one and five new officers in an area with quick response times. Therefore, this alternative receives a B.

**3. Capacity of School Districts**

Study Area 18 is served by the Durham Unified School District (DUSD). This District has been experiencing declining enrollment, but is operating near capacity. As described in more detail under the Paradise Urban Reserve study area and Study Area 15, DUSD currently has capacity for approximately 30 additional students and does not have any specific expansion plans.

Under Alternatives 1, 2 and 3, Study Area 18 would not generate any new students, so schools are not an issue.

*C. Water*

**1. Water Supply**

Study Area 18 is located within the Sacramento Valley Inventory Unit. As discussed in more detail under Study Area 14, the Valley aquifers typically allow greater recharge and access to groundwater than the foothill and mountain aquifers, and they provide water for municipal, irrigation and domestic wells.

Study Area 18 is located within the Esquon Inventory Sub-Unit. As discussed in more detail under the Durham study area, the primary land use in the Esquon Sub-Unit is agriculture. There are no water service providers operating within or near Study Area 18.

a. Alternatives 1 and 2

There would be no new development in this study area under Alternatives 1 and 2, so water supply is not an issue.

b. Alternative 3

Alternative 3 calls for approximately 115 acres of retail and industrial development. Because there is no identified water supply for this development, this alternative receives a D.

**2. Groundwater Recharge Potential**

Study Area 18 is located within the Valley Inventory Unit. It may serve as a moderate or high potential recharge area.

a. Alternatives 1 and 2

There would be no new development under Alternatives 1 and 2. Therefore, these alternatives receive an A.

b. Alternative 3

Alternative 3 allows significant retail and industrial development in a region that may serve as a moderate or high potential recharge area. Therefore, this alternative receives a D.

*D. Wastewater*

There is currently no publicly managed sewer service in Study Area 18. The current wastewater treatment method is individual septic systems.

a. Alternatives 1 and 2

There would be no new development under Alternatives 1 and 2, so wastewater is not an issue.

b. Alternative 3

Alternative 3 calls for significant industrial and retail development. This development can effectively be served by sewers due to the amount of development. Furthermore, it appears likely that this development would

create the ability to form a new sewer system because it is all part of one development proposal. Therefore, this alternative receives a B.

### *E. Circulation*

The Durham-Dayton/ Highway 99 study area is served by two major regional roadways, Highway 99 and Durham-Dayton Highway.

#### **1. Proximity to Freeways and Major Roadways**

Highway 99 forms the study area's eastern boundary. Durham-Dayton Highway runs adjacent to the northeast boundary of the study area and provides a connection to Highway 99. This study area receives an A for access proximity to major roadways. Since Alternatives 1 and 2 do not include any new development, proximity to roadways is not an issue.

#### **2. Bicycle Circulation**

Adjacent to the Durham Dayton/ Highway 99 area, a planned bicycle facility is located along Durham-Dayton Highway. Due to the study area's high level of access to planned bicycle facilities and location more than 1 mile from existing urban areas, the area receives a C. Since Alternatives 1 and 2 do not include any new development, bicycle circulation is not an issue.

#### **3. Transit Service**

Transit service is currently provided along Highway 99, which is within ¼-mile of the study area. This receives a B. Since Alternatives 1 and 2 do not include any new development, transit service is not an issue.

### *F. Airport Compatibility Zone Conflicts*

The Durham Dayton/ Highway 99 study area is not located within an Airport Compatibility Zone. Therefore, airport compatibility issues would not limit development under Alternatives 1, 2 or 3.

*G. Potential Loss of Agricultural Land*

Of the 133 acres in Study Area 18, 110 acres are identified as Grazing Land. This Grazing Land is located throughout the study area, except in a small pocket on the northern boundary.

a. Alternatives 1 and 2

Under Alternatives 1 and 2, the entire 133 acres in Study Area 18 would be designated for agricultural uses. Therefore, Alternatives 1 and 2 receive an A.

b. Alternative 3

Alternative 3 designates the entire study area for industrial and retail uses, which would convert all 110 acres of Grazing Land to non-agricultural uses. Therefore, Alternative 3 receives a D.

*H. Biological Resources*

This small study area is located on the valley floor at elevations of approximately 160-180 feet, and is within the Butte Regional Conservation Plan (HCP/NCCP) area. The predominant land cover type is grassland and grassland with vernal swale complex in the western portion occupying approximately one-third of the study area.

No occurrences of special-status plants or animals are recorded in the study area.

There is Butte Regional Conservation Plan (HCP/NCCP)-modeled habitat in this study area for the following 18 species:

- ◆ Ahart's dwarf rush
- ◆ Bald eagle
- ◆ Butte County golden clover
- ◆ Butte County meadowfoam

- ◆ Conservancy fairy shrimp
- ◆ Ferris' milkvetch
- ◆ Greater sandhill crane
- ◆ Greene's tuctoria
- ◆ Hairy Orcutt grass
- ◆ Hoover's spurge
- ◆ Peregrine falcon
- ◆ Swainson's hawk
- ◆ Tricolored blackbird
- ◆ Vernal pool fairy shrimp
- ◆ Vernal pool tadpole shrimp
- ◆ Western burrowing owl
- ◆ Western spadefoot
- ◆ White-tailed kite

Virtually the entire area is within Vernal Pool Critical Habitat (Unit 7J) for vernal pool tadpole shrimp. The study area is also adjacent to the Oroville State Wildlife Area along the west and northwest edge.

Grassland with vernal swale complex occupies approximately one third of the western portion the study area.

There is no deer herd habitat in the study area.

#### **1. Alternatives 1 and 2**

Under Alternatives 1 and 2 the existing General Plan designation of Agriculture would remain for the entire area. These alternatives would not result in changes in land use and could preserve existing sensitive biological resources, but grazing range improvements (e.g. fertilizing or disking grasslands) may be allowed that would damage vernal pool habitat. Therefore, these alternatives receive a C for Special-Status Animal and Plant Species, a C for Critical Habitat and other protected lands, a C for Sensitive Habitats, and an A for Deer Herd Habitat.

## 2. Alternative 3

Under Alternative 3 the General Plan would designate the study area for a mix of industrial and retail use. The whole area would be converted from open habitat to industrial uses and it would not be possible to avoid sensitive vernal pool habitat. Therefore, this alternative receives a D for Special-Status Animal and Plant Species, a D for Critical Habitat and other protected lands, a D for Sensitive Habitats, and an A for Deer Herd Habitat.

### *I. Safety and Hazards*

#### 1. Fire Hazards

The Durham Dayton/ Highway 99 study area is located in a moderate fire severity zone. Fire hazards would not limit development under Alternatives 1, 2 or 3, therefore, these alternatives receive an A.

#### 2. Flood Hazards

The Durham Dayton/ Highway 99 study area is not in the 100-year or 500-year FEMA flood zones. Therefore, Alternatives 1, 2 and 3 receive an A.

#### 3. Geologic Hazards

The Durham Dayton/ Highway 99 study area has slight and moderate erosion potential, low to moderate landslide potential, no earthquake faults within the study area or within a 50-foot radius, and low to moderate potential for liquefaction. There are potentially significant subsidence hazards in over half of this study area, and approximately 80 acres of land in the northern and southern portions of this study area have a high potential for soil expansion, with moderate soil expansion potential throughout the remainder of the study area.

##### a. Alternatives 1 and 2

Alternatives 1 and 2 do not include any development and receives an A.

b. **Alternative 3**

Under Alternative 3, approximately 80 acres of land designated for development have potentially significant subsidence hazards and 78 acres have very high potential for soil expansion. Alternative 3 receives a C.

**J. Cultural Resources**

The Durham Dayton/ Highway 99 study area lies within the Hamlin Canyon USGS 7.5' quadrangles. Approximately 30 percent of the land in the Hamlin Canyon Quadrangle has been surveyed for cultural resources. To date, no cultural resources sites have been recorded in this study area. This study area lies within a foothill and valley region, and appears to have no water source within it. The lack of previously recorded sites within this small area indicates that this study area is of low sensitivity for cultural resources.

**1. Alternatives 1 and 2**

Alternatives 1 and 2 would result in the entire study area remaining agriculture, devoted to grazing. Grazing, as a land use, is not particularly destructive to most types of cultural resources. Because there is little potential for impacts to cultural resources, Alternatives 1 and 2 receive an A.

**2. Alternative 3**

Alternative 3 does not include designated Resource Conservation land use areas that could be used to protect significant cultural resources. Because the entire study area would be devoted to industrial and retail development with no designated Resource Conservation, Alternative 3 receives a D.

**K. Notes**

BUTTE COUNTY GENERAL PLAN 2030  
ALTERNATIVES EVALUATION  
STUDY AREA 18: DURHAM DAYTON/ HIGHWAY 99