



COLUSA COUNTY GENERAL PLAN UPDATE STEERING COMMITTEE

AGENDA PACKET

Meeting #3 – November 3, 2010

TO: Steering Committee Members

FROM: Steve Hackney, Director of Planning and Building; Ben Ritchie and Beth Thompson, De Novo Planning Group

SUBJECT: Land Use and Community Character

DATE: October 20, 2010

INTRODUCTION

Please note that this meeting packet includes an agenda for the upcoming meeting, includes specific reading materials related to land use and community character, and raises key issues to consider prior to the third Steering Committee meeting. Select pages from the 1989 General Plan, Background Report, and Issues and Opportunities Report have been provided with this packet; please make sure to read these materials prior to the meeting.

This Steering Committee meeting will focus on the topics of Land Use and Community Character. Land Use is one of the State mandated elements of a General Plan and must be addressed. A key component of the Land Use Element is the General Plan Land Use Map. A General Plan is not required to include specific policy sets related to community character. However, community character and the need to focus new growth around existing communities were identified as key issues by residents and stakeholders.

As part of the Visioning process, County residents and stakeholders identified the following priorities:

- Maintain the County's rural character and quality of life
- Designate additional lands for commercial and industrial uses near existing communities as well as along the I-5 corridor and Highway 20 corridor;
- Focus new residential development adjacent to and within existing communities;
- Promote in-fill development within existing communities;
- Orderly growth that avoids leapfrog development and isolated pockets;
- Make land use changes that address the County's housing and service needs;
- Prioritize creation of jobs over new housing; and
- Provide young people with a future in the County, in terms of employment and housing options.

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The County's 1989 General Plan includes a stand-alone Land Use element and a stand-alone Community Plan element.

REQUIRED READING

Prior to the meeting on November 3rd, please review the following materials:

1. November 3, 2010 General Plan Steering Committee Agenda
2. General Plan Background Report: Pages 1-1 through 1-34
3. Issues and Opportunities Report: Pages 2-2 through 2-8
4. Colusa County 1989 General Plan

Goals and Objectives: pages 1 through 3.

Land Use Element: All policies on pages 21 through 27.

Community Plan Element: Read the "Proposed Land Use Plans" and policies for each community on pages 10, 12, 13, 19, 20, 22, 23, 25, 27, 29, 31, 33, 35, 37, 40, 41, and 43.

5. Description of Agricultural Transition and Urban Reserve Area Designations.

REQUIRED MAP REVIEW

Property Owner Land Use Change Requests: The County has provided opportunities for property owners to request a change to the General Plan land use designation of their property. The timeframe to submit these requests closed on October 15th, 2010. A summary of all of the property owner land use change requests is provided as Attachment 6, accompanied by a map illustrating each of the requests.

Planning Commission Preferred Land Use Map: The Planning Commission reviewed the 3 land use alternative maps presented in the Issues and Opportunities Report and also reviewed property owner land use change requests that had been received through February 2010. The Planning Commission generally preferred Land Use Map Alternative 1 (as shown in the Issues and Opportunities Report), which emphasized economic development and moderate residential growth. The Planning Commission recommended some modifications to Land Use Map Alternative 1, which have been incorporated in order to create the Planning Commission Preferred Land Use Map, which is shown in Attachment 7.

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WORK EXERCISE

As you are reading through each of the Issues and Opportunities topics related to land use and community character, please review and think about the questions posed at the end of each topic. After reading the materials identified for this meeting, please consider and draft a written response to the following questions:

1. What revisions should be made to existing land use designations, and what (if any) new land use designations should be added to the General Plan? (see pages 2-5 and 2-8 of the Issues and Opportunities Report).
2. What are the land use priorities for each of the communities? (Arbuckle, Maxwell, Princeton, etc.) Are there key characteristics that should define each community?
3. In reviewing the property owner land use change requests, are there any requests that should or should not be included in the General Plan Land Use Map?
4. Please review the Planning Commission Preferred Land Use Map and be prepared to make revisions or edits to this map as part of a group activity. (You may want to review Section 3 of the Issues and Opportunities Report, which includes 3 Land Use Map Alternatives and different growth scenarios.)

ADDITIONAL BACKGROUND MATERIALS

The Colusa County General Plan Update website is an excellent source of information for this project. Full copies of the Background Report, Issues and Opportunities Report, the 1989 General Plan, and the General Plan newsletters can be viewed and downloaded from the website located at: www.countyofcolusageneralplan.org.

Attachment 1

November 3, 2010 General Plan Steering Committee Agenda

**GENERAL PLAN STEERING COMMITTEE MEETING
NOVEMBER 3, 2010**

AGENDA

Public Comment: If you wish to speak on an item contained in the Agenda or an issue within the purview of the General Plan Steering Committee, please complete a Speaker Card identifying the Item(s) and provide it to the Clerk prior to consideration of the item. When addressing the Committee, please state your name for the record, and please address the Committee. The total amount of time allotted to each item is 25 minutes and each individual or speaker will be limited to no more than 5 minutes within the 25 minutes.

1. Call to Order – 1:00 P.M.

- a. Roll Call

2. General Business – 1:05 P.M.

- a. Public comment

3. Land Use Policy Discussion – 1:45 P.M.

- a. Opportunities and constraints related to land use
- b. Goal and policy discussion

4. Community Character Policy Discussion – 3:15 P.M.

- a. Review opportunities and constraints related to community character
- b. Goal and policy discussion

5. Land Use Map Activity/Discussion – 4:45 P.M.

6. Public Comment – 6:45 P.M.

7. Adjournment

NOTE: The agenda, supporting documents, and public records distributed for this meeting are available for inspection at the Colusa County Department of Planning and Building, 220 12th Street, Colusa, CA 95932 from 8:00 a.m. to 5:00 p.m. Monday through Friday (except holidays) and are also on the General Plan Update website at: <http://countyofcolusageneralplan.org/content/meetings-workshops>. In compliance with the Americans with Disabilities Act, the Colusa County General Plan Steering Committee meeting facility is accessible to persons with disabilities. If you need special assistance to participate in this meeting, please contact the Department of Planning and Building at (530) 458-0480 at least 48 hours before the meeting to enable the County to make reasonable arrangements to ensure accessibility.

Attachment 2

General Plan Background Report: Pages 1-1 through 1-34

1. LAND USE AND DEMOGRAPHICS

This chapter examines the land use and development patterns in Colusa County. The information and analysis provided is intended to inform the General Plan Update process by providing both historical context and a baseline of existing land use and economic development information. This chapter provides an overview of existing land uses and community patterns, community character, agricultural trends and resources.

This report provides an overview of the land use and the community characteristics of Colusa County. “Community Character” refers to the physical characteristics that lend shape, form and identity to the community. Concepts such as “small town,” “quality of life,” “” and “community” are expressions of familiar physical characteristic –landmarks, streets, buildings, parks, and natural features that create a unique identity in every community.

This chapter is divided into the following sections:

- Land Use (1.1)
- Community Character (1.2)
- Agricultural Resources (1.3)

1.1 LAND USE

REGULATORY FRAMEWORK

The regulatory framework discussion and describes federal, state, and local laws and regulations that guide land use decisions. Adopted plans that pertain to federal lands, state planning law, and local jurisdictions in Colusa County are also described.

Federal

NATIONAL WILDLIFE REFUGES

Management of each National Wildlife Refuge is guided by the purpose of the individual refuge and the mission and goals of the Refuge System that includes the individual refuge, as well as U.S. Fish and Wildlife Service policy, laws, and international treaties. The National Wildlife Refuge System Administration Act of 1966, as amended by the Improvement Act, Refuge Recreation Act of 1962, and selected portions of the Code of Federal Regulations provide the federal laws for establishment and management of the refuges.

The Colusa, Delevan, and Sacramento National Wildlife Refuges are all part of the Sacramento National Wildlife Refuge Complex and are all guided by a single Comprehensive Conservation Plan (CCP). The Sacramento, Delevan, Sutter, and Colusa National Wildlife Refuges Final CCP guide the management of the Sacramento, Delevan, Colusa, and Sutter National Wildlife Refuges. The U.S. Fish and Wildlife Service manages the refuges as part of the Sacramento National Wildlife Refuge Complex.

MENDOCINO NATIONAL FOREST

The Mendocino National Forest Land and Resource Management Plan (LRMP) provides the framework to guide the ongoing land and resource management operations of the Mendocino National Forest. The LRMP’s goal is to provide a management program reflecting a mix of activities for the use and protection of the Forest. The LRMP:

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- Establishes the management direction and associated long-range goals and objectives for the Forest,
- Specifies the standards, approximate timing, and vicinity of the practices necessary to implement that direction, and
- Establishes the monitoring and evaluation requirements needed to ensure that the direction is being carried out, and to determine if outputs and effects have been reasonably estimated.

The LRMP is a strategic document that provides guidance for but does not make project level decisions. Those decisions are made after more detailed, site-specific environmental analysis and further public comment. The National Forest Management Act (NFMA) requires that resource plans and permits, contracts, and other instruments issued for the use and occupancy of National Forest System lands be consistent with the forest plan. The following are some examples of project decisions that require more detailed environmental analysis:

- Timber harvesting and related activities, such as slash disposal and road construction,
- Range allotment management plans,
- Fish or wildlife habitat improvement projects,
- Watershed improvement projects, and
- Developed recreation sites or trail construction.

The LRMP focuses primarily on management prescriptions for habitat, wilderness, and recreation uses. The LRMP anticipates a steady workforce and does not foresee the need for extensive construction of new facilities for administrative activities and to house the workforce, but rather anticipates that existing facilities will need to be maintained and improved.

The LRMP does not provide much direction regarding private development within the Mendocino National Forest. However, the U.S. Forest Service provides for special use permits for private activities. Special use permits may be requested from the U.S. Forest Service for a variety of land uses in national forests, including water transmission, agriculture, timber production, outfitting and guiding, recreation, telecommunication, research, photography and video productions, and granting road and utility rights-of-ways.

Recreation residences are also a federally permitted use in national forests. In 1968, a moratorium was placed on establishing additional residential tracts within forests and the moratorium was expanded in 1976 to also prohibit development of new lots within existing tracts. Existing recreation residences within a national forest are required to obtain a special use permit, which has a maximum term of 20 years. However, there is no guarantee that a new special use permit will be issued at the end of the permit term.

State

CALIFORNIA GENERAL PLAN LAW

Government Code Section 65300 requires that each county and city adopt a General Plan “for the physical development of the county or city, and any land outside its boundaries which bears relation to its planning.”

The General Plan consists of a statement of development policies and includes a diagram or diagrams and text setting forth objectives, principles standards, and plan proposals. It is a comprehensive long-term plan for the physical development of the county or city and is considered a "blueprint" for development. The General Plan must contain seven state-mandated elements: Land Use, Open Space, Conservation, Housing, Circulation, Noise, and Safety. It may also contain any other elements that the County wishes to include. The land use element designates the general location and intensity of designated land uses to accommodate housing, business, industry, open space, education, public buildings and grounds, recreation areas, and other land uses.

The 2003 General Plan Guidelines, established by the Governor’s Office of Planning and Research (OPR) to assist local agencies in the preparation of their general plans, further describes the mandatory land use element as a guide to planners, the general public, and decision makers prescribing the ultimate pattern of development for the County.

CALIFORNIA ENVIRONMENTAL QUALITY ACT

The California Environmental Quality Act (CEQA) was developed to protect the quality of the environment and the health and safety of persons from adverse environmental effects. Discretionary projects are required to be reviewed consistent with the requirements of CEQA to determine if there is potential for the project to cause a significant adverse effect on the environment. Depending on the type of project and its potential effects, technical traffic, noise, air quality, biological resources, and geotechnical reports may be needed. If potential adverse effects can be mitigated, a mitigated negative declaration is required. If potentially adverse effects cannot be mitigated, an environmental impact report is required. These documents have mandated content requirements and public review times. Preparation of CEQA documents can be costly and, despite maximum time limits set forth in the Public Resources Code, can extend the processing time of a project by a year or longer.

Local

COLUSA COUNTY GENERAL PLAN

The Colusa County General Plan was adopted on January 13, 1989. Land uses in Colusa County have been developed based on the Land Use Map, goals, and policies established by the Colusa County General Plan. The foundations of the existing land use pattern are contained in the goals and policies created to:

- Maintain the efficient and orderly use of land;
- Avoid random and haphazard growth;
- Conserve and protect agricultural land; protect the qualities that contribute to a favorable quality of life;
- Develop and maintain an efficient circulation system;

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- Utilize the current transportation system as the framework for siting new industrial or commercial development;
- Improve and maintain the quality of services for local residents and businesses;
- Encourage an adequate supply of safe, sanitary, and attractive housing in all communities affordable to a wide range of income groups;
- Encourage a balanced mix of conservation, utilization, and development of the County's natural resources;
- Preserve open space and opportunities for recreation and leisure-time activities;
- Maintain a high level of public health and safety for all residents of Colusa County

These guiding goals and policies are reinforced on the General Plan Land Use Map through the designation of significant agricultural lands, designation of urban land uses in and adjacent to established communities, locating the majority of industrial and commercial sites along the Interstate 5 and Highway 20/45 corridors, and providing significant recreational and open space areas that characterize the County's quality of life.

Land Use Designations

Table 1.1-1 summarizes General Plan land use designations for unincorporated Colusa County by acreage and parcels. In some cases, a single parcel will have multiple land use designations, so the number of parcels listed in this table exceeds the total number of parcels as counted by the County Assessor. Land use designations adopted under the 1989 General Plan are shown on Figure 1-1. A brief description of each of the 1989 General Plan land use designations is provided below. These descriptions are based on the text of the 1989 General Plan.

AG - Agriculture-General: Land carrying this designation is generally used for orchard and crop production. Secondary uses in AG areas include oil and gas drilling, non-intensive recreation, agricultural industry (processing), and agricultural support uses, provided that these uses do not interfere with the viability of agriculture or create environmental hazards. Residences in AG areas must be related to agricultural operations. The General Plan was amended in 2008 to increase the minimum lot size requirement for AG parcels to 40 acres.

TABLE 1.1-1: GENERAL PLAN LAND USE DESIGNATIONS

Land Use	Parcels	Acreage
Agriculture-General	4,807	392,436.8
Agriculture-Transition	172	3,162.6
Agriculture-Upland	1,071	172,694.0
Commercial	313	513.2
Designated Floodway	302	13,002.0
Industrial	264	3,572.8
No Label*	261	3,692.5
Parks and Recreation	17	371.0
Public/Semi-Public Services	38	447.1
Resource Conservation	584	125,166.2
Rural Residential	1,655	3,515.9
Rural Service Center	102	514.9
Urban Residential	2,102	1,757.6
Upland-Transition	207	4,031.7
TOTAL	11,895	724,878.3

AT - Agriculture-Transition: The intent of the A-T designation is two-fold. First, A-T identifies areas where land has already been subdivided into small parcels (less than 10 acres) for ranchettes, part-time farms, and orchards. A-T serves as a transition zone between urban areas and the large-scale farms found in areas where large-scale agricultural operations are no longer feasible due to small parcel size or proximity to existing urban centers.

Second, A-T identifies vacant areas which may be suitable for urban uses in the future but which are not suitable at this time due to a lack of urban services and their distance from an established community. It may be appropriate to redesignate these areas for a more intense use based on market demand and development trends. Designating all of the A-T areas for development would be inappropriate since an oversupply of land would result (an oversupply would reduce the effectiveness of the plan, encourage urban sprawl, and raise urban service costs). These areas should not be extensively subdivided into small “ranchette” parcels that would prevent future urbanization.

AU - Agriculture-Upland: These lands are used for cattle and sheep grazing, and are intermixed with undeveloped, uninhabited forests, chaparral and grasslands. Secondary uses in AU areas include forestry, mining, and non-intensive recreation. Soils are generally fair to poor and are not conducive to crop production. Land divisions for non-agricultural purposes should be discouraged in these areas to prevent conflicts with ranching and to minimize exposure to natural hazards. The General Plan indicates that new parcels smaller than 80 acres should be prohibited and that, in some locations, it may be appropriate to raise the minimum lot size to 160 acres.

C- Commercial: Commercially designated areas include central business districts, highway commercial areas, hotels, offices, restaurants, shopping centers, and heavy commercial uses such as farm implement sales and auto salvage yards. The designation includes both built-up commercial areas and vacant areas suitable for commercial development.

DF- Designated Floodway: Lands within this classification have been designated as floodways by the State Reclamation Board. Areas between the Sacramento River and the levees are included, as well as the Colusa Bypass between the Sacramento River and Butte Creek.

I- Industrial: Lands designated industrial fall into two categories: existing industrial areas and vacant areas designated for industrial parks. The existing industrial areas contain agricultural support uses such as irrigation pipe yards, grain storage warehouses, rice dryers, and packing and distributing facilities.

The second category includes planned industrial areas in the I-5 corridor and the Colusa Sphere of Influence. Such areas are served by rail, interstate or state highway and have high visibility. These areas are to be developed as master-planned industrial subdivisions, rather than on a piecemeal basis.

RR - Rural Residential: This designation allows semi-rural living at an average density of one house per one to ten acres. The R-R designation is characterized by the following:

- Intended for areas where land ownership and parcel patterns preclude the use of land for agriculture.
- Preserve the attractive low-density character of the areas adjacent Colusa, Williams, Arbuckle, Maxwell, Princeton, and Stonyford and the partially developed non-sewered townsites and subdivisions such as College City and Century Ranch.
- Provide a buffer between urban uses and farmland.

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- Primary use of RR parcels is housing, with parcels usually large enough for backyard gardening or raising horse, but their owners do not derive their living from these activities.
- Smaller than A-T parcels.
- Distinguished from UR parcels by the lack of a central sewer system.
- New parcels smaller than one acre are not permitted.

PR- Parks and Recreation: Areas designated PR include golf courses, city, community and state parks, fairgrounds, and other recreational areas. At the present time, all of the PR areas are within communities. As in the case of public services, specific sites for future community parks are not presented on the land use map, but ample room has been provided in future residential areas for such parks.

PS- Public/Semi-Public Services: This category includes schools, libraries, churches, fire and police stations, corporation yards, water and sewage plants, migrant labor camps, lodges, electric power substations, and airports. The category only applies to existing public uses since the exact locations of schools, utilities, parks, etc will be determined as each respective community develops. As lands are converted to urban uses, sites for public/semi-public services would generally be provided within the land designated for Urban Residential uses.

RC- Resource Conservation: The RC designation is applied to forests and forested rangelands under federal ownership, to watershed lands requiring management and protection, and to the National Wildlife Refuges. In addition to forestry, acceptable uses on private lands within the RC designation include grazing, mining, non-intensive recreation and very low density residential uses. Also included as RC areas are the Colusa, Delevan and Sacramento National Wildlife Refuges.

RSC- Rural Service Center: The General Plan designates rural service centers at Sites, Delevan and Lodoga. These areas are very small, predominantly residential settlements. Growth potential in these areas is severely limited by the lack of urban services. However, all three communities contain a large number of existing vacant lots that are potentially buildable. Additional lot splitting in these areas is strongly discouraged. Commercial and residential uses are acceptable within RSC areas, provided such uses conform to the revised zoning map for each community.

UR - Urban Residential: This designation applies to existing and future residential areas where domestic sewer and water systems are available or can be made available. The UR designation allows R-1 to R-4 zoning classifications. Agriculture is an acceptable interim use. Residential support uses, such as schools and parks, are allowed.

UT - Upland-Transition: This designation is used to identify a limited number of areas near Stonyford and Lodoga. If access is sufficient, water is available, and the parcels meet the County's slope-density requirements, very low density residences (one unit per 10 acres) are an acceptable use. The intent of the UT designation is to create a transitional zone between rural-residential areas such as Century Ranch and Stonyford and the very large acreage ranches and wilderness areas.

COLUSA COUNTY ZONING ORDINANCE

Colusa County's Zoning Ordinance establishes land use zones and regulations for the use of land and buildings in the unincorporated areas of the County. The Zoning Ordinance was adopted in 1991 as Appendix I to the County Code.

COLUSA COUNTY AIRPORT COMPREHENSIVE LAND USE PLAN

The Colusa County Airport Land Use Commission adopted a Comprehensive Land Use Plan (CLUP) for the airport in 1995. The CLUP regulates land use in three major areas: safety zones, noise zones, and height restrictions. It provides land use compatibility guidelines for lands near the airport, to avert potential safety problems and to ensure unhampered airport operations. The CLUP establishes three safety zones that are linked to land use compatibility: clear, approach/departure and overflight. The clear zone is near each end of the runway and is the most restrictive in allowing land uses. The approach/departure zone is located under the takeoff and landing slopes, and is less restrictive. The overflight zone is the area under the airport's traffic pattern, and is even less restrictive (Colusa County ALUC, 1995).

Under California Government Code Section 65302.3(a), general plans must be consistent with any airport land use plan adopted pursuant to Public Utilities Code Section 21675. The Colusa County Airport Land Use Commission (ALUC) monitors compliance with CLUP provisions. The CLUP sets forth the following policies and implementation measures regarding future land uses:

- Implementation b: Upon adoption of this plan (CLUP), existing incompatible land uses may continue; however, no incompatible land use may be changed to another incompatible land use.
- Implementation c: Upon completion of this plan (CLUP), no incompatible land use, building, or structure may be expanded, except the following: Single-family detached residences
- Implementation e: Prior to the amendment of the general plan or specific plan, or the adoption or approval of a zoning ordinance or building regulation that would affect land that lies within the airport area of influence; the proposal must be submitted to the ALUC for review and determination of compatibility. Affected cities and counties are responsible for submitting the proposal to the ALUC.

LOCAL AGENCY FORMATION COMMISSION OF COLUSA COUNTY

In 1963, the State Legislature created a local agency formation commission (LAFCO) for each county, with the authority to regulate local agency boundary changes. Subsequently, the State has expanded the authority of a LAFCO. The goals of the LAFCO include preserving agricultural and open space land resources and providing for efficient delivery of services. The Colusa County LAFCO has authority over land use decisions in Colusa County affecting local agency boundaries. Its authority extends to the incorporated cities, including annexation of County lands into a city, and special districts within the County. LAFCO has the authority to review and approve or disapprove the following:

- Annexations to or detachments from cities or districts.
- Formation or dissolution of districts.
- Incorporation or disincorporation of cities.
- Consolidation or reorganization of cities or districts.
- Establishment of subsidiary districts.
- Development of, and amendments to, Spheres of Influence. The Sphere of Influence (SOI) is the probable physical boundary and service area of each local government agency. This may extend beyond the current service area of the agency.

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- Extensions of service beyond an agency's jurisdictional boundaries.
- Provision of new or different services by districts.
- Proposals that extend service into previously unserved territory in unincorporated areas.

In addition, the Colusa County LAFCO conducts Municipal Service Reviews (MSRs) for services within its jurisdiction. An MSR typically includes a review of existing municipal services provided by a local agency and its infrastructure needs and deficiencies. It also evaluates financing constraints and opportunities, management efficiencies, opportunities for rate restructuring and shared facilities, local accountability and governance, and other issues.

CITY OF COLUSA GENERAL PLAN

The City of Colusa adopted its General Plan in October 2007. The City's General Plan provides a comprehensive set of goals, policies, and implementing actions to guide the City's growth over a 20-year period. The City's General Plan states the following four fundamental purposes:

- To enable the Planning Commission and the City Council to make informed land use decisions that affect the City's quality of life.
- To inform the public of the City's policy approaches and to serve as a vehicle to invite public participation in the City's decision-making process.
- To provide a basis for evaluating whether private and public development proposals and public programs are in harmony with Colusa's short-term objectives and long-term vision.
- To provide private developers and public agencies with clear expectations of new development proposals to ensure their consistency with Colusa's development priorities.

The City's General Plan establishes allowed land uses for lands within the City limits and identifies planned land uses for the sphere of influence, which includes all land within the City and 1,668 acres outside the City limits. The General Plan identified eleven land use designations: Estate Residential, Low Density Residential, Medium Density Residential, High Density Residential, Urban Reserve, Commercial Professional, Mixed Use, Office Professional/Light Industrial, Parks/Recreation/Open Space, Industrial, and Public Facilities. The City's Land Use Diagram, which identifies adopted land uses in the City and SOI, is shown as Figure 1-2.

CITY OF WILLIAMS GENERAL PLAN

The City of Williams is in the process of updating its General Plan. The City's current General Plan was adopted in September 1988. The following primary land use goals are established by the General Plan:

- Land Use – Residential: The City of Williams will maintain a diversity of housing opportunities and land uses that will allow for moderate to fast population growth, and provide sufficient housing to meet demand from all income groups.
- Land Use- Commercial: The City of Williams will, where appropriate, retain and renew the existing commercially developed land with emphasis upon preservation of the downtown area and will provide for sufficient new commercial area to meet the needs of the City.

- **Land Use – Industrial:** The City of Williams will encourage industrial growth by providing sufficient land designated for heavy commercial, light industrial and heavy industrial uses.
- **Land Use – Agricultural:** The City of Williams will protect agricultural land uses from encroachment by residential land uses which are not compatible with agriculture.

The City of Williams General Plan establishes 14 land use designations: Rural Residential, Residential Low Density, Residential Medium Density, Residential Multi-Family, Residential-Professional, Commercial Retail, Commercial Heavy, Highway Commercial, Light Manufacturing, Heavy Manufacturing, Open Space, Agricultural Exclusive, Urban Reserve, and Public Use, which are shown on Figure 1-3. The William’s SOI anticipated annexation of lands to the west of the City as illustrated by Figure 1-4.

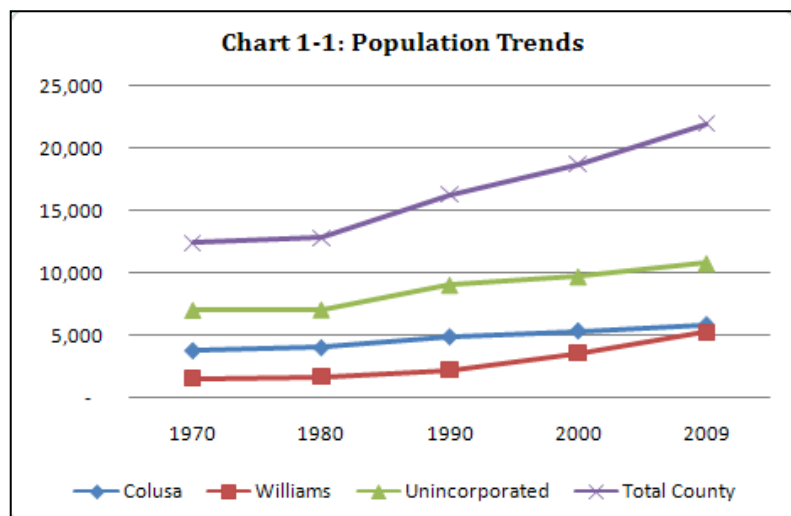
EXISTING SETTING

Existing land uses in Colusa County are primarily agricultural. The land use pattern is typical of rural counties of the Sacramento Valley. A checkerboard of large acreage farms dominates the eastern half of the County, with land ownership and road alignments following square mile section lines. The land is generally flat and is covered by fields of rice, orchards, and row crops. Views are expansive, framed only by the rolling foothills of the Coast Range on the west and jagged peaks of the Sutter Buttes on the east. As one moves west through the county, large farms give way to much larger cattle and sheep ranches, cultivated fields give way to arid rangeland, and the flat terrain transitions into rolling hills and spectacular upland valleys. Further west, the land becomes yet more rugged and wild, until finally reaching the summit of Snow Mountain in the wilderness area at 7,000 feet above the valley floor.

Urban patterns reflect the County’s long-time reliance on agriculture and its ties to the river and railroad for shipping agricultural goods. The first towns to develop in the County—Colusa, Grimes and Princeton—were loading points for barges carrying wheat down-river and overnight stops for stages making their way along the river road. Twenty years later, the next group of towns—Arbuckle, College City and Williams, developed as the Northern Railway made its way up the valley from Sacramento. Meanwhile, in the foothills and mountains, several short lived settlements thrived around mines and hot spring resorts in the late 1800s and early 1900s. By virtue of its designation as County seat, Colusa emerged early as the largest city in the County.

Population and Housing

Colusa County’s population has steadily grown over the last several decades as shown by Table 1.1-2 and Chart 1-1. Countywide, the population has increased by 77 percent since 1970 with the unincorporated area increasing by 54 percent from 7,017 to 10,790 persons. Both cities have grown during this period, with Williams showing a significant increase of 236 percent while Colusa’s growth rate has been comparable to the unincorporated area. Over the past



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decade, the population in the unincorporated increased from 9,732 to 10,790 persons, an increase of 11 percent. The average annual change in the unincorporated area from 1970 to 2009 is 1.1 percent.

The County's population grew by about 5,722 or by 35 percent over the last twenty years, while housing grew generally at proportional levels. The largest population growth period occurred between 2000 and 2005 when the County grew by more than 11 percent. Interestingly enough, housing units grew by about the same amount during this four year period after 2005, but due to the 2007-10 economic decline, population growth declined from 11.5 percent to about 5.3 percent. Due to this recent economic decline, growth over the next few years is anticipated to slow, but then increase again. The California Department of Finance has projected that Colusa County will grow by 35 percent to 41,662 by the year 2050. This projected estimate is much more conservative compared to Colusa's adjoining Counties of Sutter (176 percent) to the east, Glen (105 percent) to the north, Lake (58 percent) to the west, and Yolo (58 percent) to the south.

TABLE 1.1-2: POPULATION GROWTH – COLUSA COUNTY AND CITIES

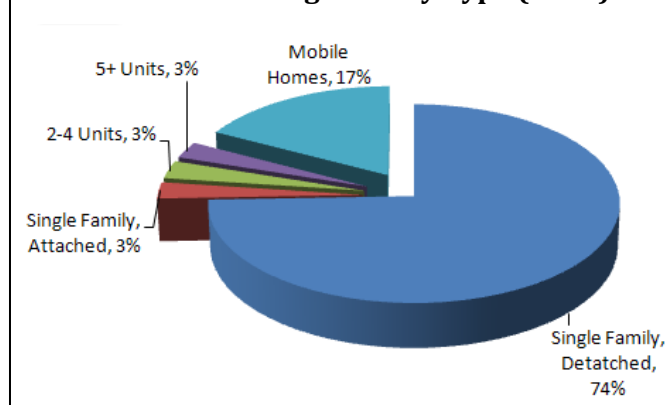
	1970	1980	1990	2000	2009	1970- 2009 Change	2000- 2009 Change	Avg. Annual Change
Colusa	3,842	4,075	4,934	5,402	5,889	53%	9%	1.1%
Williams	1,571	1,655	2,297	3,607	5,276	236%	46%	4.8%
Unincorporated	7,017	7,061	9,044	9,732	10,790	54%	11%	1.1%
Total County	12,430	12,791	16,275	18,741	21,955	77%	17%	1.6%

SOURCE: DEPARTMENT OF FINANCE, 2009

Over the past decade, growth in the unincorporated area has been spread throughout the County, with significant amounts of growth occurring in Arbuckle, the rural area south of Arbuckle and west of I-5, and to the north and west of Colusa. Growth in individual communities is described below under Community Character.

There are 7,864 housing units in the County, with 4,230 in the unincorporated area. The majority of housing units in the unincorporated area are single family, with mobile homes comprising the second largest type of housing unit (see Chart 1-2). The vacancy rate in the unincorporated area is 13.6 percent, which means 3,656 of the housing units are occupied. The 3,656 households in the unincorporated area have an average household size of 2.93 persons.

Chart 1-2: Housing Units by Type (2009)



Detailed demographical information discussing the characteristics of the County's population, households, and housing units is provided in the Housing Element Update Background Report (draft May, 2010).

Land Use Patterns

When discussing land use, it is important to distinguish between planned land uses and existing land uses. The General Plan land use designations identify the long-term planned use of land but do not

present a complete picture of existing land uses. Land uses in Colusa County have been historically categorized a number of different ways. Existing land uses can be characterized in broad terms of agricultural cropland, rangeland, national forest and wildlife refuges, rural settlements, developed communities, and cities. As shown in Table 1.1-3, approximately 78% of the County's total land area is devoted to cropland or underdeveloped rangeland based on the information from the California Department of Conservation. Twelve percent is in the national forest and national wildlife refuges. Approximately 85,187 is considered other lands, which include roadways, parkland, governmental/semi-public uses, industrial, commercial, and agricultural processing facilities located outside of developed communities and not included in the other categories. Less than one percent is devoted to urban and rural communities.

TABLE 1.1-3: EXISTING LAND USES (2008)		
Land Use Category	Acreage	Percent
Cropland	558,591	75%
Grazing Lands *	9,030	1%
National Forest	72,000	10%
National Wildlife Refuge	12,000	2%
Incorporated Cities	2,574	0.3%
Communities*	2,750	0.4%
Rural Subdivisions and Settlements **	1,200	0.2%
Other Lands	85,187	11%
Water Areas	2,000	0.3%
Total	740,932	100%

SOURCE: COLUSA COUNTY DEPARTMENT AGRICULTURAL

**Lands within the communities of Arbuckle, Maxwell, Princeton, Grimes, Stonyford, and in the unincorporated areas adjacent Colusa and Williams*

***Includes vacant lots within Century Ranch and East Park Lake View Areas*

The Colusa County Assessor's office categorizes lands at a more detailed level than the Department of Agriculture based on actual land use. The Assessor's land use and related improvements provides the basis for tax assessments. While this data is not complete for the County (approximately 14 percent of lands are unclassified and an additional 1.6 percent is classified as miscellaneous), this data is useful for determining land use at a greater level of detail than the information from the Department of Agriculture. Table 1.1-4 summarizes land uses based on the County Assessor's data. Almost 80 percent of the land in Colusa County is used for agricultural purposes, based on Colusa County Assessor's data. Government lands, which include the wildlife refuges, account for 4.5 percent land uses. Residential, commercial, industrial, and other urbanized/rural settlement uses account for less than 1 percent of the land area in the unincorporated County. Lands categorized vacant 2,526 acres (0.3 percent).

Focusing on the developed categories of residential, commercial, and industrial, which together comprise 0.8 percent of the total land in the County, residential uses comprise the majority of these developed land uses with 4,120 acres. Commercial and industrial uses each account for 0.1 percent of total lands, with 775 and 419 acres, respectively.

1. LAND USE AND DEMOGRAPHICS

URBAN AND RURAL COMMUNITIES

The county's two incorporated cities—Colusa and Williams—encompass about 2,574 acres. Adjoining these cities in the unincorporated area, there is another approximately 600 acres of developed acreage with about 1,500 acres of land potentially developable. The largest unincorporated town and third largest community in the County, Arbuckle, is somewhat smaller than Williams. There are five other unincorporated communities in the County, each originally laid out with narrow rectangular lots along a grid of right-angled streets. Maxwell is the largest of these communities, followed by Princeton, Grimes, Stonyford and College City. Together, these established incorporated and unincorporated towns cover a total area in "urban" uses of about 5,451 acres with a population that exceeds 17,000. This urbanized area has more than doubled in size over the last twenty years by 2,900 acres. The majority of urbanized and potentially urbanized areas in the County consist of residential use. Table 1.1-5 provides a distribution of land use between the various communities.

TABLE 1.1-4: ASSESSED LAND USES – UNINCORPORATED COUNTY

Use Description	Parcels	Acres	% of Acres	Dwelling Units	Non-Residential Square Footage
Agriculture					
Agricultural	4,349	312,859	43.2%	420	2,341
Agricultural Preserve	1,710	258,336	35.6%	39	194,980
<i>Subtotal - Agricultural</i>	<i>6,059</i>	<i>571,195</i>	<i>78.8%</i>	<i>459</i>	<i>197,321</i>
Commercial					
Bank	2	0.7	< 0.1%	0	8,578
Commercial	125	734	0.1%	14	318,242
Medical/Dental/Labs	6	3	< 0.1%	0	6,629
Office	6	5	< 0.1%	0	0
Hotel, Motel, Resorts	1	4	< 0.1%	0	4,022
Restaurant	19	19	< 0.1%	0	60,190
Retail Sales	38	8	< 0.1%	0	95,008
<i>Subtotal - Commercial</i>	<i>197</i>	<i>775</i>	<i>0.1%</i>	<i>14</i>	<i>492,669</i>
Industrial					
Automotive Uses	27	21	< 0.1%	0	62,347
Industrial	40	398	0.1%	0	117,356
<i>Subtotal - Industrial</i>	<i>67</i>	<i>419</i>	<i>0.1%</i>	<i>0</i>	<i>179,703</i>
Residential					
Mobile/Manufactured Home Park	7	12	< 0.1%	68	0
Mobile/Manufactured Homes	55	89	< 0.1%	86	0
Multiple Family	125	435	0.1%	423	0
Single Family	2,268	3,276	0.5%	2,268	0
Residential	75	308	< 0.1%	61	30,455
<i>Subtotal - Residential</i>	<i>2,530</i>	<i>4,120</i>	<i>0.6%</i>	<i>2,906</i>	<i>30,455</i>
Government					
Government	437	32,841	4.5%	0	20,250

1. LAND USE AND DEMOGRAPHICS

TABLE 1.1-4: ASSESSED LAND USES – UNINCORPORATED COUNTY

Use Description	Parcels	Acres	% of Acres	Dwelling Units	Non-Residential Square Footage
Recreation					
Recreational	4	143	< 0.1%	0	21,896
Other Categories					
Miscellaneous	214	11,258	1.6%	0	56,471
No Category Assigned	614	101,602	14.0%	0	0
Vacant					
Vacant	1,773	2,526	0.3%	6	0
TOTAL	11,895	724,878	100.0%	3,385	998,765

SOURCE: COLUSA COUNTY ASSESSOR, 2009; DE NOVO PLANNING GROUP, 2010

TABLE 1.1-5: DESIGNATED LAND USES BY COMMUNITY (UNINCORPORATED AREA)

Land Use	Arbuckle		College City		Colusa		Grimes	
	Acres	Parcels	Acres	Parcels	Acres	Parcels	Acres	Parcels
Commercial	33.5	74	4.8	15	90.9	17	9.8	26
Industrial	61.8	30	139.5	9	799.8	19	7.6	12
No Label ¹	46.0	7	-	-	27.4	4	-	-
Parks & Recreation	24.8	3	7.9	2	252.4	10	-	-
Public/Semi-Public	77.5	8	-	-	159.9	3	6.3	2
Rural Residential	140.8	83	57.7	123	580.6	124	20.2	14
Urban Residential	319.1	928	-	-	529.2	399	39.6	102
Total	703.5	1,133	209.9	149	2,440.2	572	83.5	156
Land Use	Maxwell		Princeton		Stonyford		Williams	
	Acres	Parcels	Acres	Parcels	Acres	Parcels	Acres	Parcels
Commercial	285.5	105	4.8	20	7.9	25	76.0	17
Industrial	749.5	32	-	-	-	-	277.4	18
No Label ¹	122.2	13	-	-	-	-	92.8	6
Parks & Recreation	-	-	-	-	-	-	10.6	1
Public/Semi-Public	19.6	3	30.7	11	141.3	10	11.8	1
Rural Residential	1,002.0	25	-	-	76	100.8	402.8	30
Urban Residential	278.3	403	78.0	131	-	-	513.2	138
Total	2,457.1	581	113.5	162	225.2	135.8	1,384.6	211

SOURCE: COLUSA COUNTY ASSESSOR DATA, 2009; DE NOVO PLANNING GROUP, 2010

¹No Label: This category includes all federal, state, and other agency lands that do not have a General Plan land use designation.

Approximately 60% of the population in the unincorporated County resides within the eight identified primary communities. Table 1.1-6 provides estimates of population within the various communities. About 73% of all residents living within the primary unincorporated areas are located in the three largest communities of Arbuckle, Colusa, and Maxwell. Arbuckle and the unincorporated areas of Colusa and

1. LAND USE AND DEMOGRAPHICS

Maxwell have experienced the greatest rates of growth over the last decade. More specific details of these urban communities are discussed later in this chapter under Community Character.

TABLE 1.1-6: COMMUNITY POPULATION, HOUSING UNITS, AND COMMERCIAL/INDUSTRIAL USES

Community	Population		Pop. Increase	Growth Rate	Housing Units ¹	Commercial/Industrial sq. ft. ²
	2000	2009				
Arbuckle	1,968	2,472	504	25.6%	962	104,892
College City	211	226	15	7.0%	88	7,818
Colusa Area	1,117	1,239	122	10.9%	482	127,387
Grimes	334	339	5	1.6%	132	21,113
Maxwell	999	1,015	16	1.6%	395	132,793
Princeton	379	398	19	5.0%	155	13,346
Stonyford/Lodoga	464	501	38	7.9%	195	9,704
Williams Area	479	257	26	11.1%	100	21,771
Total	5,738	6,483	745	14.0%	2,464	438,824

SOURCE: U.S. CENSUS BUREAU 2000, CALIFORNIA DEPARTMENT OF FINANCE 2009, AND COLUSA COUNTY PLANNING AND BUILDING DEPARTMENT ESTIMATES BASED ON BUILDING PERMITS ISSUED.

¹Housing Units: Housing unit numbers are approximated based on Colusa County Assessor Data, which was extrapolated to the 2009 Department of Finance estimate of 4,230 units in the unincorporated area. These numbers include occupied housing units as well as seasonal residences, second units, and unoccupied housing units.

²Commercial and Industrial Square Feet (sq. ft.)

RURAL SETTLEMENTS

The remaining 4,265 people (41%) in unincorporated Colusa County live in isolated rural homesites, in small settlements with permanent populations of under 100 people, and on scattered farms. Only about three percent live in small rural communities. Some of the rural homesites are located on pockets of private land within the boundaries of the Mendocino National Forest. Others are scattered in the almond orchards southwest of Arbuckle, while still others are located in the Century Ranch and East of Park Lake View Acres in rural subdivisions near Stonyford.

The small settlements include Sites, Delevan, Leesville, Sycamore, Lambertville-Clarksville, Lodoga, and Millers Landing. Some of these communities were once considerably larger than they are today. With the growth of “agri-business”, the decline of the railroad, and the tremendous savings in travel time brought on by the automobile, the smaller farm towns have not been able to keep pace with the larger communities. For example, once a populated and prosperous community, Delevan now consists of a rice dryer and grain warehouse and less than one dozen homes. Leesville was once a stage stop on the steep road between Williams and the resorts of western Colusa County. The Leesville Hotel, built in 1878 and now a private residence, is all that remains of the town. Wilbur Springs, a historic hot springs resort on a 1,800 acre preserve, is active and maintains a permanent community of about 40 residents with guest accommodations. In this western part of the County where there were a number of active hot springs resorts, Wilbur is the last remaining in the County. The community of Sites was initially developed to serve a nearby stone quarry and was the terminus of a rail line from Colusa between 1886 and 1916. The railroad was never completed to Clear Lake as planned, and the hotel and school in Sites were eventually abandoned. Today, the community consists of about five homes and an abandoned park. Table 1.1-7 provides rough estimates of population and acres for these rural communities.

Lambertville was established as a duck hunting club and most of its 85 bungalows and trailers are occupied on a seasonal basis only. The dozen homes in adjoining Clarksville, also a duck hunting center, are occupied on a more permanent basis. Lodoga was initially developed as a strip of vacation cabins along the banks of Indian Creek. Sycamore was one of the County's first settlements but today is little more than a crossroads midway between Grimes and Colusa. Millers Landing consists of about a half dozen homes and a grain dryer along the river.

TABLE 1.1-7: RURAL SETTLEMENT POPULATION (2009)		
Community	Population	Land Area
Delevan	14	30 acres
Lambertville-Clarksville	26	26 acres
Leesville	6	10 acres
Miller's Landing	14	30 acres
Sites	10	30 acres
Sycamore	5	20 acres
Wilbur Springs	40	1,800 acres
Other Rural	4,114	NA
Total Rural:	4,229	NA

SOURCE: DE NOVO PLANNING GROUP, 2010

FARMS AND RANCHES

Stretching across the floor of the Sacramento Valley and into the foothills beyond are some 645 farms and ranches. Cropland occupies about 558,591 acres, or almost 75% of the County's total land area. Nearly all of the cultivated agriculture is located in the Sacramento Valley, but some farming also takes place in the upland Indian, Antelope, and Bear Valleys. Ranches occupy about 200,000 acres, just over one-quarter of the County's land area. A more detailed description of farming and ranching is found in Section 1.3, Agriculture Resources, of this report.

COMMERCIAL LANDS

The 1989 General Plan designates 513.2 acres of land on 313 parcels throughout the County for commercial uses. Assessor's data shows that 775 acres of land on approximately 197 parcels have existing commercial uses, including offices, medical offices, a bank, 19 restaurants, retail establishments, and other general commercial uses. These commercial sites are developed with approximately 492,669 square feet of facilities. Commercial uses in the unincorporated area are mainly located in Arbuckle and Maxwell, as well as the area north of Colusa. The smaller communities, Grimes, Princeton, and Stonyford, have community-serving commercial uses such as bars, restaurants, and convenience stores. Commercial and industrial uses in the unincorporated communities are described in greater detail under Section 1.2, Community Character.

INDUSTRIAL LANDS

The 1989 General Plan designates 3,572.8 acres of land on 264 parcels throughout the County for industrial uses. Assessor's data shows that 398 acres of land on approximately 40 parcels have existing industrial uses. Industrial lands are developed with approximately 179,703 square feet of facilities. As shown on Figures 1-1 and 1-5, centers of industrial activity are concentrated along the I-5 corridor and in the vicinity of Colusa. Industrial uses that complement agricultural activities are widely dispersed across the valley. Grain drying and storage facilities are located at several points along existing and abandoned

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railroad lines, I-5, and SR 45. A variety of industrial uses are in the vicinity of the Colusa County Airport, located south of the City of Colusa along State Route 20/45.

A number of quarries, which are not currently active, are located in the County and have historically been mined for limestone, sandstone, onyx marble, and other materials.

A PG&E Generating Station is located in the northern area of the County, about five miles northwest of Maxwell. The generating station is under construction and anticipated to be completed in 2010. The generation station and electrical switchyard comprise about 31 acres of a 100-acre parcel and will produce 660 megawatts of power, enough electricity to serve approximately 500,000 homes.

FOREST AND RESOURCE CONSERVATION LANDS

Over 35 percent of the county consists of forested rangeland, resource conservation lands, and National Forest lands. Much of the rangeland is owned by the Bureau of Land Management (BLM) or the Bureau of Reclamation. BLM Resource Management Lands are concentrated along the Lake County border, the Cortina Ridge, and on the chaparral-covered hills between Lodi and the Antelope Valley.

The Colusa, Delevan, and Sacramento National Wildlife Refuges cover about 12,000 acres of the low-lying Colusa Basin and provide a haven for wildfowl in the Sacramento Valley Flyway. The Colusa County portion of the Mendocino National Forest covers over 70,000 acres, or about 10 percent of the county's total land area. Developed uses in the forest include the Fouts Springs Boys Camp and recreational facilities at Letts Lake. Use of the National Wildlife Forest lands are more thoroughly discussed in the Conservation and Open Space Elements of this plan.

Mendocino National Forest: The Mendocino National Forest (Forest) straddles the boundaries of Colusa, Glenn, Lake, Mendocino, Tehama, and Trinity Counties. The Forest is located in the eastern portion of the County and extends from the foothills to the eastern county line, encompassing Approximately 72,000 acres. The main features of the Forest are extensive backcountry areas with limited access, including the Snow Mountain Wilderness, and a variety of recreation uses, includes Off Highway Vehicle (OHV) trails, hiking trails, and campsites. The Stonyford Ranger District offices, located just east of Stonyford, provide administrative facilities and housing for forest workers.

Fouts Springs Probation Camp: The Fouts Springs Probation Camp for Boys is located in the County in a remote part of the Mendocino National Forest at the base of the mountain range. There is no secured fencing around the perimeter of the facility due to its remote location. The camp has dormitory-style residences and freestanding facilities such as a dedicated mess hall and dining area, and a classroom area. The current capacity of the camp is 60 juveniles and averages 58 youth daily (California Research Bureau, 2008).

Colusa National Wildlife Refuge: The Colusa National Wildlife Refuge is comprised of 4,567 acres, which includes seasonal marsh, permanent ponds, and uplands. Visitors can access the auto tour, walking trail, and photography blind. The refuge offers wildlife observation, seasonal hunting, photography, and environmental education opportunities.

Delevan National Wildlife Refuge: The Delevan National Wildlife Refuge consists of 5,877 acres, which include 4,600 acres of managed wetlands (summer wetlands and seasonally flooded wetlands) and 984 acres of unmanaged wetlands, grasslands, alkali meadows, vernal pools, and riparian habitats. Public recreation activities include photography and wildlife observation from perimeter roads and seasonal hunting on the southern portion of the refuge.

Sacramento Wildlife Refuge: The Sacramento Wildlife Refuge is located in northern Colusa County and southern Glenn County and consists of 10,819 acres. This refuge includes 7,086 acres of managed wetlands and 3,360 acres of unmanaged wetlands, grasslands, alkali meadows, vernal pools, and riparian habitats. The alkali meadow and vernal pool habitats on the refuge represent some of the largest remaining areas of this habitat type in California. The refuge has on-site headquarters and visitor center, as well as an elevated viewing platform and photography blinds. The refuge offers a variety of recreation activities, including hunting, wildlife observation, photography, environmental education, and interpretation.

Pending and Approved Projects

Many of the approved and pending development projects in the County, including the incorporated cities, have been placed on hold with the downturn in the economy. Several projects have been partially developed and are now developing at a slower pace or have ceased development. Table 1.1-8 lists recently approved and pending projects in the County of Colusa, as well as major projects in the incorporated cities with an emphasis on projects that would border the unincorporated area or involve annexation. The LAFCO has not received any annexation requests at this time. The last annexation that occurred in the County was the Hoblit Annexation in 2001.

TABLE 1.1-8: APPROVED AND PENDING DEVELOPMENT PROJECTS

Project	Description	Status
County of Colusa		
Reddington Ranch Arbuckle	Subdivision with 138 single-family residential lots and associated infrastructure for transportation and drainage purposes on approximately 34 acres.	Approved and map finalized. The site has been graded and partially constructed. 18 lots have been developed or are under construction; 120 lots remain to be developed.
Almond Ranch Estates Arbuckle	Subdivision with 23 single-family residential lots and associated infrastructure, and open space for drainage and recreation purposes on approximately 6 acres.	Approved and map finalized.
The Richter Group Maxwell	Project with 19 single family residential lots and associated infrastructure for transportation and drainage purposes on approximately 5 acres.	Tentative map approved.
Wildwood Estates Arbuckle	Subdivision with 31 single family lots on approximately 6 acres.	Approved and map finalized. The site has been graded and partially constructed. Five lots have been developed; 26 lots remain to be developed.
TOTAL	Approved: 51 acres; 23 single family lots developed or under construction, 188 single family lots remain to be developed.	
City of Colusa		
Brookins Ranch	161 acres, 586 single family homes, fire station, and supporting	Application to annex into the City of Colusa has been

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	parks/recreation uses.	withdrawn.
Walnut Ranch	Existing subdivision of 96 single family homes located in the unincorporated area.	Annexation into the City of Colusa has been discussed at various County and LAFCO Board meetings but a formal application has not been made to LAFCO.
Colusa Industrial Properties (CIP) South of the city	Annexation of existing industrial and commercial campus. Detailed project information was not made available.	CIP entered into a 15-year agreement with the City of Colusa in 2003 but ended up receiving entitlements through the County. In 2009, Mr. Hulbert of CIP approached the City regarding re-engaging the agreement. A formal application has not been made to LAFCO.
Riverbend Estates Northeast area – east of Bridge St/Market St	397-unit subdivision	Application is being processed.
Tennant Estates South area adjacent to Wescott	101 unit subdivision	Tentative map approved.
TOTAL	Approved: Approved 101 single family units. Pending: Approximately 1,000 single family units and supporting uses. Annexation: Pending annexation of 96 existing single family units.	
City of Williams		
Valley Ranch	Subdivision of approximately 550 single family residences.	Final map recorded. Approximately 370 units completed.
Meadowlands Subdivision	160-unit single family subdivision.	Tentative map approved.
George Estates	123-unit single family subdivision.	Tentative map approved.
McCarl Ranch	181-unit single family subdivision.	Tentative map approved.
V&R Investments – Unit 3	83-unit single family subdivision.	Tentative map approved.
Hotel Ruggieri Way	Approximately 100 room hotel.	Design review approved.
TOTAL	Approved: 370 single family units developed or under construction, 727 single family lots remain to be developed. One approved hotel remains to be developed.	

SOURCE: CITY OF WILLIAMS, 2010; CITY OF COLUSA ENGINEER'S REPORT, 2009; COLUSA COUNTY DEPARTMENT OF PLANNING AND BUILDING, 2010

1.2 COMMUNITY CHARACTER

CITY OF COLUSA

The City of Colusa, one of the two incorporated Cities in Colusa County, is the largest community in terms of population and land area in the County. It is located in the northeast section of the County next to the Sacramento River at the crossroads of Highway 20 and 45. Colusa is nestled in a bend of the Sacramento River with vast acreages of agricultural land extending beyond its boundaries. Colusa is adjacent to the 4,507-acre Colusa National Wildlife Refuge, which primarily consists of intensively managed wetland impoundments and serves as one of the primary wintering areas for waterfowl in the Sacramento Valley. Visually, the natural landscape extends far beyond the City's boundaries. The area's flat topography, with an approximate elevation of 52 feet above sea level, allows for expansive scenic views, including those of the Sutter Buttes to the east and the Coastal Range to the West. The area includes extensive agricultural lands at the perimeter of the City, riparian habitat along the Sacramento River, tree lined streetscapes that help define the City's urban boundaries and key entries along Highway 20/45. Colusa has an estimated population of 5,402 in the incorporated area and an additional 1,239 persons in the surrounding developed areas. The City had a growth rate of over 8 percent between 2000 and 2009.

HISTORY

Much of the County's early history is centered around Colusa, the seat of County government, culture, and commerce from gold rush days to the present. The City was laid out on the site of Coru, an Indian village contained within a Mexican land grant deeded to American explorer John Bidwell. Bidwell sold his 8,875-acre land grant to Colonel Charles Semple of Kentucky in January, 1850. Semple, his nephew Will Green, and carpenter E. Hicks arrived the same year, and laid out the town along a grid of thirteen blocks from east to west and twelve blocks from north to south. Streets were drawn at right angles to the riverbank.

The City's early future depended on its designation as the County seat and its establishment of the head of the navigable Sacramento River. It succeeded on the first count in 1853, after local voters chose Colusa over Monroeville (33 miles up-river) as their government seat. The City achieved its second objective during 1851 and 1852 when Colusa became the river terminus during the biggest gold producing years in the State's history. However, success was short-lived. When the river was deepened as far north as Red Bluff in 1853, businesses failed and merchants tore down their shops to sell the lumber. With the advent of agriculture in the valley and the end of the mining boom, Colusa regained its prominence as a shipping center. It was the effective head of navigation for wheat barges during the 1860s and 1870s.

The City was incorporated in 1868. Although incorporation attempts had been tried as early as 1855, it took chronic problems, such as squealing pigs and public drunkenness to persuade townspeople to establish the City. Shortly after incorporation, downtown streets were graded and sidewalks and gutters were installed. Still, not all were satisfied. In 1872, an attempt to dis-incorporate passed through the state legislature before being vetoed by the governor.

Much of the town was settled during the late decades of the 1800s and early 1900s. Elm, eucalyptus, walnut and orange trees were planted between 1875 and 1880. Many of the saplings have become towering shade trees today, providing Colusa with an amenity found in few their communities in the region. By the turn of the century, the City had become the trade center for much of the Northern

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Sacramento Valley. Construction of the Southern Pacific railroad diminished the reliance on the river for commerce, but did not reduce Colusa's importance as a processing and shipping point for grain.

Colusa has preserved a wealth of historic buildings, including the County Courthouse at 6th and Market Streets. Built in 1861, the building is the second oldest courthouse still in active use in California. Its Greek-revival architecture reflects the heritage of some of the County's first settlers who came to Colusa from the Deep South prior to the Civil War. Other buildings of historical importance include the old Colusa Grammar School and the old Colusa High School (now the Community Theater). Both are on the National Register of Historic Places.

LAND USE

Colusa is the largest community in Colusa County with City boundaries encompassing 1,174 acres and an additional 1,668-acre SOI with a total planning area of 2,842 acres.

Similar to the unincorporated areas of the County, the economic base of the City is tied to agriculture, particularly rice. The City's incorporated boundaries include over 2,000 housing units, primarily consisting of detached houses, however, over 20 percent consist of apartment units and mobile homes. Colusa has grown outward to the south from its historic commercial and residential core at the north end of town where the Sacramento River levee creates a formal urban boundary. An additional 400 homes are located in the unincorporated area. Most development in Colusa has been contained within the original grid of streets until the 1960s when the townsite was built out and peripheral land was developed with housing.

Development that has occurred since the 1960s has followed more modern suburban street patterns. Most of the residential growth, to the south has been along Wescott Road and Bridge Street, primarily in subdivisions consisting of 7,000 to 12,000 square-foot lots. However, a number of the newer subdivisions have been constructed more recently to the east of Wescott Road west of Highway 20/45 and north of the abandoned railroad tracks. Many of these have larger sized lots.

The City has two main retail districts. The first district consists of the central downtown area centered around 5th and Market Streets in the original core of the townsite. The other is on the east side of town east of Bridge Street (Highway 20/45) at Sioc Street where the 55,000 square foot Town and Country Shopping Center was developed a few years ago. A smaller commercial district is located along Fremont Street near 5th Street. While the shopping center has significant commercial square footage, underutilized commercial space remains around the shopping center as well as along J Street and parcels north of Market Street extending to the Sacramento River. Although the town is active with commercial business, there are significant vacant commercial buildings particularly in the central downtown area.

The City currently has about 15.5 acres of parkland and recreational acres. This does not include recreational areas of the high school or the Fairgrounds. The Colusa-Sacramento River State Recreation Area provides a passive recreation and boat launch facility. There is also a public golf course on the southeast portion of town near the airport.

Next to single family residential development, industrial use constitutes the largest land use in the City. However, only 20 acres of vacant industrial zoned land remain inside the City limits. Most agriculturally-related industrial uses in the City are located along Main Street near the river.

Established in 1961, the Colusa County Airport is the only public airport in Colusa County. It is located on about 81 acres within the City's boundaries. This airport serves limited light aircraft of up to twin engine size used for agricultural, personal and business purposes. It has a paved 3,000 foot long runway laid out in a northwest-southeast orientation adjacent to Highway 20/45. Other large-parcel uses are located to the south part of the town, including the Colusa County Fair Grounds and the High School.

Outside of the City limits, land uses are predominately residential and industrial. Residential uses are mainly rural residential uses located along SR 45 to the north and a mixture of rural residential and ranchette uses generally north and south of Lurline Avenue to the west of the City. Industrial uses in the unincorporated area near Colusa are primarily located in the vicinity of the Colusa Industrial Park and the Colusa County Airport, located to the southeast. Additional industrial and commercial frontage is available along SR 20. Colusa Industrial Park (CIP) has an assortment of industrial and commercial uses, as well as available office sites and lands zoned for light and heavy industrial uses. CIP's existing commercial uses include County government, business offices, and medical and dental facilities. CIP's industrial uses include multiple grain and rice processing facilities, tomato processing, particle board manufacturing, concrete and brick block production, a vegetable seed breeding facility, a mechanical assembly company, and a mushroom grower. Other businesses in these areas include farm equipment rental, and sales, a petroleum supplier, warehousing, rice milling and fruit drying. Over 1,000 acres of land are owned by Colusa Industrial Properties in this vast area north of the airport.

FOCUS AREAS

Growth in the unincorporated area around Colusa is likely to primarily occur in the Special Planning Areas (SPAs) designated by the City's General Plan (see Figure 1-2), which are described below.

SPA 2: SPA 2 consists of Brookins Ranch Estates; a 161.4-acre vacant site to the southwest of Colusa. It is bounded on the west by Will S. Green Avenue, on the north by Colusa High School, on the east by Tennant Estates subdivision (and approximately one-quarter mile west of Wescott Road), and on the south by the old railroad right-of-way. This site is designated Agriculture Transition (A-1) in the County General Plan, but has not been farmed recently. It contains farm buildings along with a house. The Brookins Ranch Estates project would involve development of approximately 600 detached dwellings, a fire station, neighborhood parks and some commercial development in a planned development scenario.

This area contains a mixture of residential, agricultural and agriculturally-related industrial uses. Adjoining the City limits along Ware Avenue between Third and Eighth Streets, there are about 30 homes on 1/4-acre lots. This area is similar in character to the adjoining residential neighborhood within the City limits. To the south, Fifth Street extends beyond the City limits for about one-half mile. Fifth Street faces deteriorating conditions with a mix of industrial and residential uses that have impacted neighborhood investment. There are signs of abandonment and blight in several sections of this neighborhood.

SPA 3: SPA-3 is a 310 acre site, known as the Vann Property, located adjacent to the western boundary of the City. The site is bounded by State Route 20 to the east and south, and agricultural land to the west and north. The site is currently designated Agricultural-Transition in the County General Plan with a small piece designated for commercial land use. This development would consist of a mix of uses, including a variety of about 1,200 dwellings (mostly detached houses) with some higher density residential, 25 acres of commercial, a school, and about 51 acres of parks/open space.

1. LAND USE AND DEMOGRAPHICS

The northern portion of this area continues to undergo a slow transition from orchard and field crop uses to rural residential uses. There are a number of older residential subdivisions close to the City with ¼ acre lots. There is also a 40 space mobile home park adjoining the City limits. The more recent development is occurring through small subdivisions of farms or orchards into smaller parcels for large house sites. The area still contains a viable agricultural base, but the acreage in agricultural production has declined steadily with the influx of “ranchettes”. There is also a 55-acre area lying east of the City limits and west of the Southern Pacific Railroad bed, between Lurline and Wilson Roads, within the SPA 3 area, that has its own unique set of planning challenges. This area has a number of legal, non-conforming residences (residences that were built before they were expressly prohibited by zoning), so there is a mix of industrial uses, underutilized buildings, and abandoned shacks interspersed with houses, that have resulted in some deteriorated conditions. Some of the planning challenges cited in the 1989 County General Plan is land use incompatibility problem with the strip of land one-half block wide running the length of 14th Street’s west side. This strip has been zoned industrial, but there is significant residential interspersed in and around the industrial uses. This incompatibility has lead to lack of investment into the neighborhood.

SPA 4: SPA 4, Colusa Riverbend, encompasses approximately 442 acres northeast of the City, and is bounded by the Sacramento River to the north and east, Highway 20/45 to the west and Moon Bend Road to the south. This whole area is proposed for future subdivision development to accommodate up to 2,530 dwelling units. An additional contiguous 76-acre parcel is located inside the City limits and would be developed first.

This area was originally laid out as an extension of the 1850 Colusa townsite. On paper, at least seven of the east-west streets in the City were extended three blocks to the east. Only a few of these streets were constructed and many of the lots were consolidated. About 60 homes exist in this area, mostly along the Clay and Parkhill Streets. The homes are served by City water, but have private septic systems. This property is currently being used for a mix of agriculture, including a variety of row crops and orchards, but also contains a number of residents.

Commercial areas on the east side of Bridge Street, also within SPA 4, include the Town and Country Shopping Center which were annexed into the City in the 1990s. Most of the agricultural and residential territory in this area is still within the County. Crommer Avenue extends ¾ miles east to the river, providing access to several residences, orchards and a harvester manufacturer and two bulk oil plants. There is also an old rice storage building along the river at the end of Main Street.

SPA 5: SPA 5 is located south of the City and comprises about 137.5 acres of the 1,048 acre Colusa Industrial Properties site. The site is roughly bounded by Highway 20/45 to the east, Colusa Golf Club to the north, Wescott Road to the west, and agricultural land to the south. Although some of this area has undergone development of industrial uses, there are approximately 127 acres that are vacant and designated in the County’s General Plan for industrial use. Future planned uses consist of about 200 houses, an apartment complex, about 28 acres of commercial and about 56 acres of open space, part of which would include an expanded 18-hole golf course.

SPA 6: The fifth and last SPA is the Airport Influence Area, which consists of the Airport influence area and a portion of the Colusa Industrial Park-specifically, the Airport Safety Zones, which include the clear zone, approach/depart zone and overflight zone as delineated in the Colusa County Airport Comprehensive Land Use Plan. Most of the land in the overflight zone is either used for airport facilities or is in open space. A large area surrounding the overflight zone allows for residential development of up to one dwelling per five acres.

The City's proposed land use pattern in this area reflects the area's proximity to the Colusa Airport with general aviation facilities adjoined by support uses such as hangars, and light industrial uses. Aircraft noise and safety hazards have precluded significant residential uses near the runway. Most of the land between the City and the airport is contained within the Colusa Industrial Park. Developed uses consist of agriculture processing, a mini-storage warehouse, crop duster businesses, chemical supply companies, and a water pump and a well drilling business. Two professional office buildings house agricultural-service offices. There is also a sufficient number of large vacant parcels within the park to accommodate the City's projected industrial growth.

Walnut Ranch Subdivision: Just south of the City's boundaries, along Wescott Road, is the Walnut Ranch residential subdivision of about 96 homes. There are some remaining vacant lot sections of this subdivision that remain undeveloped. The residents of this area are working with the City to determine the feasibility of annexation, in order to receive City water and sewer services. Further south of the subdivision, south and east of SPA 2, smaller orchard parcels open up to more expansive fields of row crops. Lot splitting to the west of Walnut Ranch has created a few residential estate parcels with houses. Just south of Walnut Ranch and the City limits is about 150 acres of agricultural land used for row crops.

North of the River: The Sacramento River clearly defines the northern edge of Colusa. Land on the north bank is used for orchards and field crops with virtually no residences. The only developed uses here are a commercial boat landing and recreational mobile home park, both located south of the Colusa Weir.

CITY OF WILLIAMS

The City of Williams, one of the two incorporated Cities in Colusa County, is known as the gateway to the Northern California hunting and fishing mecca. Centrally located in Colusa County and in the heart of the Sacramento Valley between Sacramento and Redding with an approximate elevation of 82 feet above sea level the land in and around Williams is generally flat and ideal for farming and urban development. Williams has an estimated population of 5,287 in the City and approximately 257 persons in the unincorporated area. With a growth rate of over 44 percent between 2000 and 2009, the City is the fastest growing area in the County.

HISTORY

Williams was founded in 1874 and was first recognized as "Central" due to its proximity to the middle of the Sacramento Valley. In 1876 it was renamed Williams, when landowner W. H. Williams drew up plans for a town at the proposed Northern Railway depot site some 10 miles north of Arbuckle. By the time the tracks reached Williams in the early summer of 1877, the town was well on its way to becoming a major agricultural processing and distribution center. In his History of Colusa County (1891), Justus Rogers notes that the first buildings in Williams were "rude and hastily constructed". However, Rogers goes on to note that by the 1881s, the town sported handsome dwellings and substantial brick buildings.

The decline in river traffic on the Sacramento River and the redrawing of the County's northern boundary made Williams the county's transportation hub and geographic center. The town's early success was built on the railroad and the grain products grown in the surrounding farm areas. Rice and tomatoes became the predominant farm crops during the early 1990s. With the decline in rail traffic, the town has remained a transportation hub by virtue of its location at the crossroads of Interstate 5 and State Highway 20. Revitalized development in the downtown and newer suburban development along the east side of Interstate 5 is transforming Williams.

1. LAND USE AND DEMOGRAPHICS

LAND USE

Williams is the largest community along the 65-mile stretch of Interstate Highway 5 between Woodland and Willows and is the major stopping point for gas, food and lodging. It also has the largest area of developed commercial property in Colusa County. Commercial use reflects the large acreage devoted to freeway-dependent uses, such as motels, restaurants, and service stations. Predominately, however, the land use pattern reflects the town's historic orientation along the railroad and more recently its urban growth transition along the east side of Interstate 5. Williams is laid out along the north and south sections of the railroad where the historic business area extends perpendicular to the railroad along North 7th Street (the major east-west road and Old Highway 99). Residential neighborhoods lie north, south and west of the district. Overall, the City boundaries are well-defined between higher density urban uses inside the City limits and rural and agricultural uses around its perimeter.

The highway-oriented commercial businesses, which are concentrated at the northeast, and particularly the southwest and northwest corners of the Interstate 5/Business 20 ("E" Street) interchange and west towards the railroad tracks take up a greater land area than the older downtown historic area. Although these businesses serve the local population, their primary customers are highway travelers. On the west side of Interstate 5, highway oriented uses consist of several motels, a supermarket and a number of restaurants, variety stores, gas stations and offices. Commercial, industrial and public uses are intermixed along North 7th Street in the historic area. Moving further west on E Street by a few blocks, commercial, residential and public uses are intermixed with a central district that includes City Hall, the police and fire station, the library and a market. Most of the community's industries are located on parcels fronting the railroad. Williams' older housing stock is proportionally distributed between the north and south sides of E street by several blocks. Several large acreage uses stand out in the City of Williams. On the west side, the elementary, middle, and high schools share a common 40-acre campus. Other major land uses consist of two City parks, the Sacramento Museum, and 7 churches.

Major industrial uses include a feed mill, a grain warehouse, and a pole manufacturer. There is also a machine shop in the downtown and a number of trucking businesses and storage lots and gas wells along North 7th Street.

The more recent growth in the City has been on the east side of Interstate 5, where farmland is being converted to a variety of commercial or institutional uses and residential subdivisions. New fast food restaurants, gas stations and a motel have been constructed at the southeast corner of the interchange at Van and E Streets. Van Street then extends south to recently constructed residential subdivisions consisting primarily of single ownership houses built on separate lots. A new State Highway Patrol facility was also recently constructed and is in operation along the east boundary of the City at the northwest corner of E Street and Husted Road. A branch of Yuba Community College and the Colusa County Office of Education Facility are planned for the vacant land at the northeast corner of the interchange. All these changes have and will continue to modernize and change the character of Williams.

FOCUS AREAS

Relative to the Colusa County General Plan Update, particular areas of focus are those located outside the City limits. These include areas both inside and outside the William's Sphere of Influence (SOI). The City's incorporated boundaries cover approximately 1,400 acres (2.19 square miles) which is about two-thirds of the City's 1,900 acre SOI (approximately 3 square miles). Most of the unincorporated areas within the SOI (500 acres) are located to the south and east of the City's existing boundaries. Several of

these properties adjoin the City limits and may eventually be developed into more urbanized uses in accordance with the City's General Plan once they are annexed and City services are extended to them.

The I-5 Corridor: This area includes land east of the City's incorporated boundaries where there are several rural residences, agricultural storage buildings, a crop dusting airstrip, a petroleum products warehouse, a bus yard, rice and vine seed drying facilities and a few commercial supply businesses. These uses occupy small parcels and are very widely scattered along Husted Road, Crawford Road, Old Highway 99 and the Husted Lateral. Away from the roadsides, the large tracts behind the commercial buildings are used for agriculture.

The 1989 Colusa County General Plan for this area recommends that much of this land be designated for future industrial development. Its visibility from the highway, proximity to the railroad, and accessibility from I-5 make it ideally situated for industry.

The Southern Rural-Residential Area: To the south and southwest of Williams, fruit and walnut orchards on relatively small farm parcels have proven to be an attractive draw for rural-residential development. This area, which was once almost exclusively used for agriculture now contains about 80 rural non-farm residences on parcels averaging ½ to 5 acres. Most of the parcels have been created through small subdivisions. The smallest parcels adjoin the City limits, especially along Theater Drive and Venice Boulevard. Further south, residential uses have been less intrusive and the orchards are more predominant. The area also contains scattered commercial uses, including an irrigation pipe yard, a tow-truck company, a motel, a county corporation yard and a crop dusting landing strip just west of Husted Road.

As in other rural-residential areas in the County, the practice of housing development without sewer and water services is of particular concern immediately south of Williams. The need for public improvements will become greater in the City as the area continues to undergo a transition from agriculture to urban uses. At the same time, the more piecemeal and irregular the development pattern becomes, the more difficult it becomes to construct these improvements. Furthermore, the "ratcheted" development pattern results in many one to five acre lots and limits the availability of sites for larger-scale suburban housing development. These improvements will be needed to sustain future growth in Williams.

The rural residential area south of Williams has been designated for Urban Residential land uses in the 1989 Colusa County General Plan. It is expected that urban services will be extended to this area and eventually annexed to the City. The current County General Plan policy is to discourage further land subdivision in this area until the City annexes the territory.

The Northern and Northwestern Areas: There is limited urban development to the north and northwest of Williams. The only non-agricultural land uses are located immediately north of the City limits on Old Highway 99. This area includes gas storage tanks, a small RV park, and auto salvage yards. North of town, the Highway 20 bypass spans Old Highway 99, the railroad, and I-5. The City's wastewater treatment plant occupies about 40 acres just north of the bypass. The remainder of this area is used for rice and row crop farming.

ARBUCKLE

The unincorporated community of Arbuckle, elevation 141 feet above sea level, has an estimated population of 2,472, and is the fourth largest community and fastest growing community in Colusa County. Its proximity to large agricultural operations makes it a popular location for both industrial and

1. LAND USE AND DEMOGRAPHICS

residential investment for the expanding agricultural industry. Being located in the southern portion of the County, and due to its relatively close location to the Sacramento metropolitan area, Arbuckle has experienced strong residential growth between 1990 and 2009.

HISTORY

Arbuckle is one of the three Colusa County towns founded during the northern extension of the Southern Pacific Railroad in the late 1870s. When College City turned down the opportunity for a rail depot in 1875, Missouri farmer Tacitus Arbuckle invited the railroad to his 7,320-acre farm three miles to the west. Arbuckle donated the land and depot and sidings, laid out the townsite, and began selling small lots. By 1876, the community had 300 residents. Around town, landowners offered farmers up to 5 years free use of their land as an incentive to clear the land and render it suitable for crop production.

Arbuckle became a lively commercial center by the turn of the century. Its business district served wheat, sorghum, hay, bean, and barley farmers from the surrounding area, as well as wildcatters drilling for oil in the nearby foothills. The town was markedly different than neighboring College City, where drinking and gambling were prohibited.

Much of the cropland around Arbuckle was planted with almonds, during the early 1900s. Although only 150 acres were planted in almond orchards in 1911, about 11,000 acres had been planted by 1933. The increase in almond production was accompanied by extensive land subdivision to the south and west of town. Because almonds could be grown profitably on smaller parcels than field crops, large areas (such as the Reddington Ranch and Almondale subdivisions) were split into 10, 20, and 40 acre parcels. Large parcels continue to be developed as “hobby farms” or ranchette sites for families seeking country living places.

Arbuckle’s commercial district entered a long period of decline beginning with the construction of Interstate 5 in 1957. The Interstate bisected the town, diverting through-traffic away from Fifth Street (Old Highway 99W) and dividing the town into “east and west” halves. The downturn in the farm economy has also affected many of the town’s businesses. However, large increases in the town’s population have created a demand for new retail and service establishments.

The Arbuckle Revitalization Committee and Arbuckle Parks and Recreation District have worked jointly to revitalize the downtown area of Arbuckle through investment in the community’s parks and recreation facilities. Since 1999, the two committees have created the “Wee Park,” a beautification project at the intersection of Old Highway 99 and Hillgate Road. The “KIA Memorial Park” in downtown Arbuckle recognizes local residents killed during a foreign war. The “Lavanch Hursh Park” is being developed in the downtown area with picnic areas, a covered pergola for events in the park, and central location for community events.

LAND USE

Arbuckle’s current land use pattern reflects its origin as a railroad depot and agricultural processing center. Grain warehouses, almond processing facilities, farm implement dealers, and fertilizer outlets are among the land uses abutting the railroad along the east side of I-5. Some of the storage and processing buildings are vacant and in poor condition. Several parcels are vacant or used for farm equipment storage only. Older residential development is concentrated to the east of I-5 of the downtown and generally between I-5 and 10th Street to the west.

Newer subdivisions are concentrated to the west of I-5, primarily south of Hillgate Road and northeast of Almond Avenue and Hall Street. With the slowdown in the economy, there are also several partially constructed subdivisions with finished residential lots that provide opportunity for development of 146 single family units at Reddington Ranch (northwest of Almond Avenue and Hillgate Road) and Wildwood Estates (southwest of Wildwood Road and Hillgate Road).

FOCUS AREAS

Central Arbuckle: One-half block to the west and parallel to the railroad, Fifth Street is the town's principal commercial district. The business district extends for about five blocks along Fifth Street between the railroad and I-5. The area is characterized by one and two-story masonry buildings dating from the early 1900s, including the Oddfellows Hall, the Reddington Block and the Arbuckle Hotel, and more contemporary buildings such as the Post Office, an auto parts store, a grocery store and a bank. Many of the older buildings are vacant or underutilized.

North and south of the business district, the area between I-5 and Fifth Street is predominantly residential. A central park has recently been improved with a large covered area for community gatherings at the east sides of Fifth Street at Hall Street. The Central Area includes about 30 houses and some apartments. Each of Arbuckle's freeway interchanges (north and south of town) is adjoined by a gas station and vacant commercially-zoned land.

East Arbuckle: East of the railroad, a grid of streets eight blocks long and between two and five blocks wide comprises "East" Arbuckle. This area is mostly residential, consisting of about 200 houses. The development pattern follows the 1875 town plan, although nearly all of the original 25' x 115' lots have been consolidated into larger lots. Most of the lots are about 50' x 75' wide, with mid-block alleys forming the rear lot lines. The blocks typically contain one or two vacant lots; some have been developed with infill housing. East Arbuckle also has a church, a county road department yard, water district offices and about a half dozen semi-rural residences. Some of the rural residences are on parcels which could potentially support additional dwellings.

The edges of east Arbuckle are characterized by abrupt transitions from residential to agricultural uses. The east-west streets terminate at large tracts of row crops that run the length of the community. These row crop fields also extend to the north, while the land to the northwest and northeast is planted in orchards. The sharp distinction between farm and non-farm uses helps to visually define the boundaries of the town, especially along its eastern edge. Because large acreage farms surround it East Arbuckle has remained a relatively compact community.

West Arbuckle: Like East Arbuckle, the west side is predominately residential. It has the most recently built housing stock with about 700 houses and 50 apartment units. This area generally has a greater variety of housing development than the east side. Only a small portion of the west side lies within the original townsite. Most of the development is contained in subdivisions developed after the completion of I-5 and more recently in newer modern designed subdivisions that are often surrounded by older subdivisions, well established orchards and crop land creating a less defined urban pattern with a spattering of agricultural uses transitioning into housing development. The west side also contains the Arbuckle Elementary School, the Pierce high School/L.G. Johnson Junior High School campuses, a 6-acre community park, a PG&E substation, the public library and three churches.

1. LAND USE AND DEMOGRAPHICS

COLLEGE CITY

College City is primarily a residential community supported by the surrounding agricultural industry. Due to the community's infrastructure limitations (wells and septic tanks) College City has a less defined, spread out urban pattern with little growth potential.

HISTORY

When pioneer sheep farmer Andrew Pierce died in 1871, all of his land and possessions were left to the Christian Church. The proceeds from his estate sale were used to establish Pierce Christian College on a 9-acre plot. By the time classes began in 1874, the community of College City had been established around the campus. The town was described as a “moral and intelligent community” containing prosperous stores and fine homes. Enrollment dropped through the 1880s, and in 1894 the college was closed. The property was sold to the County and was used as a high school from 1897 until 1936. Enrollment had reached 162 students by the time the school was replaced by Pierce High School in Arbuckle.

The loss of the high school was a turning point for College City. Following the Depression, many of its stores and public buildings—including the school itself—were torn down. Few reminders of the town's heritage are left. Much of the original townsite has been planted in orchards.

LAND USE

College City was initially platted around a grid street pattern about 7 blocks wide by 8 blocks long. Most blocks contained a mid-block alley with either 4 or 8 lots on either side of the alley. Nearly all of the lots have since been consolidated into parcels from one-third acre to one acre in size and only about a third of these parcels are developed today. Homes are intermixed with orchards and are not concentrated in any particular part of the original townsite. The scattered, very low density development pattern and lack of a central commercial district gives the community a very rural feel. With no trace of the old college, library, or church, there is no focal point or “town center” in College City.

The community's development pattern consists of about 88 residences spread over the 31 acre townsite. All houses are served by private wells and septic tanks. Some of the residential properties contain farm buildings, small plots for field crops, livestock pens and orchards. Soils in College City are among the richest in the County and much of the townsite is intensively used for crop and nut production.

There are very few non-residential uses in College City. The general store and market on College City Road (Main Street) are the only retail-service uses in town. The town cemetery and harvester warehouse are located just north of the community.

GRIMES

The Community of Grimes is a small 68-acre agriculture and river recreation based residential community of about 430 residents, located at the mideast side of the County on the west side of the Sacramento River. It is primarily a residential community supported by the surrounding agricultural activities with some recreational activities associated with the adjoining Sacramento River.

HISTORY

At the time it was first settled, Grimes was located on an island bounded by the Sycamore Slough and the Sacramento River. The town was settled by Cleaton Grimes, who built a cabin on the present

townsite in 1851. Grimes became the center of the County's first major farming area during the early 1850s. The community grew because its river landing was an important port for landing river steamboats and barges. Railroad service was later established to the community, serving the town's large grain drying and storage facility. By the turn of the century, Grimes had become a small village with stores, a public hall, and a grain warehouse. One mile down-river at Eddy's Landing, ferries carried passengers across the Sacramento River to the Old Marysville Road.

LAND USE

Grimes extends five blocks from east to west and three blocks from north to south. The original townsite included several additional blocks on the east that were never built. As in Colusa, streets were laid out at right angles to the riverfront. Tall shade trees, some more than a century old, make the town visible from miles away across flat open surroundings. A large rice dryer and storage facility also provides a visual landmark that distinguishes the town from the large farms surrounding it.

The Grimes commercial district fronts on Main Street for about three blocks and with residential areas extend for about 10 square blocks on either side of Main Street. The original town plat contained about 200 lots, most 50' x 170' with mid-block alleys forming the rear lot lines. As with College City, nearly all the lots have been consolidated into parcels of two lots or more. However, unlike College City, most of the parcels in Grimes are developed and there are few vacant gaps or orchards between homes. Consequently, Grimes is a distinct and relatively compact community. Its shade trees, established and well maintained housing stock, and large lots (averaging one-half acre) create a pleasant semi-rural atmosphere.

The town has about 132 residences, with about two-thirds of them located south of Main Street. North of Main Street, a mobile home park includes about 20 additional units. Several large-lot rural residences are located in orchards along the south side of Leven Street.

Grimes' commercial district has gradually shifted west along Main Street as the town's ties to the river have diminished. The commercial area has been in a period of decline for many years due to the inability of its small establishments to compete with the region's larger retail and service centers. Many of the buildings surrounding the corner of 2nd and Main are vacant, including the historic Bank of America, the Oddfellows Hall, and the old town drug store. Other commercial buildings, such as the lumber store at the river, have been converted to private homes. Land uses along Main Street include a service station, a small market, a church, some small retail shops, and the volunteer fire department.

Two special uses in the community are the rice dryer and storage facility and the Grand Island Elementary School. The rice facility occupies about 8 acres just east of town along the abandoned railroad bed. The school, which dates to the 1930s, is viewed as an important part of the town's heritage and culture. Children from as far away as Arbuckle attend the school because it offers a "small town" educational experience not matched in the County's larger communities.

MAXWELL

The fourth largest community in Colusa County with a population of 1,015 persons, the town of Maxwell, is located along the I-5 corridor. The 162-acre agriculture and residential community has a well-defined downtown. It is the economic and social center of the north Colusa County region.

1. LAND USE AND DEMOGRAPHICS

HISTORY

Maxwell was the last of the Central Pacific-Southern Pacific Railway towns to be settled in Colusa County. W.S. McCoy, landowner and constable of the area, decided to emulate Tacitus Arbuckle by developing a townsite adjacent to the route of the proposed Northern Railway. The town plat, which was drawn freehand, was recorded at the courthouse in Colusa in 1877. During the same year, a general store, hotel, post office, saloon, blacksmith and wagon shop, and several residences were built. The town was originally called Occident, but was renamed in honor of George Maxwell (the town's postmaster) after he donated his land to the railroad for construction of its depot.

As the tracks were laid in 1878, a construction boom ensued in the new town. Most of the townsite was sold to the railroad's development subsidiary, the Western Development Company, for one dollar a lot. Grain warehouses and livery stables were built as new settlers arrived and stage coach connections were established between Maxwell and Colusa. By 1891, the community had grown to about 400 people. Dry land barley and wheat were grown on the surrounding farms while cattle and sheep grazed the foothills to the west.

Some of the historic buildings in Maxwell's commercial district still remain today, including the Masonic Temple (1885), the Opera House (1912), Brown's Garage (1910), and the Odd Fellows Hall (1914). Many of these buildings were popular social gathering or entertainment places during the town's early years but are mostly vacant or underutilized today.

LAND USE

Maxwell's development has historically been oriented around the north-south axis along the railroad and an east-west axis perpendicular to the railroad along Oak Street. The town has approximately 395 housing units. The original townsite was supplemented during the town's early years by a series of subdivisions or "additions" named after the landowners, including McCoy, Felt, Danley, Harden, and Mathieson. The additions generally extended the town's grid of streets to the configuration it bears today, roughly eight blocks by eight blocks. Land surrounding the town is used for field crops, such as rice.

FOCUS AREAS

Business District: The Town's business district extends along both sides of Oak Street for about three blocks. Commercial uses are centered along the blocks just west of the old rail depot. As in other small towns in Colusa County, downtown has been in an economic decline. In response, many of the newer shops in Maxwell focus on the sale of specialty items such as flowers, antiques and gifts. Oak Street also includes a restaurant, market, auto parts shop, beauty salon, barber shop, laundromat, and the town library. Several of the storefronts are vacant. Just west of the retail district, Oak Street includes the post office, fire department and American Legion Hall.

Old 99 and Railroad Area: Agricultural-related industrial uses extend along both sides of the railroad, as they have for more than a century. Most of the wood sheds and buildings that lined the tracks have been demolished or lost to fire. A large grain warehouse, surrounded by rice harvesters, occupies the northeast corner of Oak and the railroad. Other metal or masonry warehouses are located south of Oak Street along the west side of the tracks and Old Highway 99. There are a number of large vacant lots along the railroad and Highway 99 used for truck and harvester parking. These lots are intermixed with scattered commercial uses, including two service stations, two restaurants, a bank, and a convenience store.

Residential Areas: Maxwell contains about 320 houses, 20 apartment units and a mobile home park. One-half of the town's housing lies in the northwest quadrant (north of Oak Street and west of the railroad). In total, about 120 acres in the town are used for housing and the adjoining streets. Most residential lots in the original townsite were 25' x 116', while the "additions" featured slightly larger lots. Virtually all of the housing in the Maxwell townsite was built on parcels consisting of two or more of the original lots. Residential parcels as large as ½ acre are not uncommon within the town, although most homes are on lots of between 6,000 and 15,000 square feet.

The residential areas are fairly compact. Although most blocks contain one or two vacant lots, the lots are often used for backyard gardening and in some cases for raising livestock. Some of the residential blocks include non-residential uses, especially barns, large metal sheds, and small home businesses. The residential area also includes the elementary school on the north edge of town, the high school on the west edge of town, and three churches.

Nearly all recent residential growth in Maxwell has been on the northwest and southern edges of town. This is likely to be the case in the near future as well, since these areas contain most of the available vacant lots in the public utility district. Development on the north has been on ½ and 1/3 acre lots and has consisted of higher-priced housing. Development in the southeast has been concentrated in the 28-lot subdivision along Cedar Street and Central Avenue and in a series of lots along Cosner Avenue.

PRINCETON

The Community of Princeton is a 105-acre agriculture and river recreation based residential community of about 398 residents, located at the northeast side of the County next to the Sacramento River. It is primarily a residential community supported by the surrounding agricultural activities with some recreation opportunities from the adjoining river.

HISTORY

Princeton was laid out in the early 1850s on the site of the Sixteen Mile House, a roadside inn which served wagon traffic on the road to the Northern Mines. Princeton became a major steamboat landing on the Sacramento River during the late 1860s and was later served by the Southern Pacific Railroad. The community was also the site of a ferry crossing to Marysville Road. The ferry was California's first electrically powered river ferry in 1932.

LAND USE

Princeton's development pattern reflects the man-made features which form its eastern and western boundaries. Levees—containing the Sacramento River on the east and the River Branch Canal on the west—have defined the edges of town for many years. Because these two levees are parallel to each other and are less than one-quarter mile apart, Princeton's growth has been pushed to the north and south. The town is oriented along Highway 45, the principal route between Colusa and Chico. The railroad passed about one-half mile west of town so it has had little influence on Princeton's appearance today.

The town extends four blocks from north to south and three blocks from the east to west. Most of the blocks are bisected by a north-south alley. Lots in the original townsite were somewhat larger than in other Colusa County towns, averaging 1/3 of an acre. Most of the town's 155 homes are single family units on parcels of ¼ to ½ acre. The remaining homes are some duplexes, multi-family units including a 4-unit apartment building, and a small mobile home park. Most of the housing is contained within the

1. LAND USE AND DEMOGRAPHICS

original townsite, although a strip of lots along Highway 45 extends north of town to the old Princeton Ferry Landing.

Princeton has a well-defined “downtown” occupying a single block along Highway 45 between Prince and Center Streets. Most of the previous commercial businesses in town have left, so there are a number of vacant buildings. An active restaurant and market/deli remain on Commercial Street. The library, irrigation district, and post office are located in this area, as well. There are also several grain storage buildings. The composition of uses is very similar to that found in downtown Grimes. However, Highway 45 has moderate traffic volumes, creating a less intimate atmosphere in the central area than in Grimes. North and south of downtown, homes extend along the highway to the edges of town.

The Princeton High School and Elementary School occupy about one-quarter of the town’s developed acreage. Both buildings are focal points of the community and help establish Princeton as the service center for the surrounding farm areas of Colusa and Glen Counties. The town also contains two churches, a fire station and a lodge building. A few of the residential area lots are developed with metal sheds and warehouses, but these uses generally have not created conflicts with surrounding uses.

Joining Princeton with the farmland to the west are bridges at Norman Road, Center Street, and Spencer Road that cross the River Branch Canal. Most land west of the canal is used for rice farming, although about 12 acres are used by the high school for playing fields. There are also clusters of homes along Center Street and along Norman Road, and there are sewage treatment ponds just north of Spencer Road. East of the Sacramento River levee, the land is highly flood prone

STONYFORD

The town of Stonyford, located in the foothills of the Indian Valley with an approximate elevation of 1,180 feet above sea level, has an estimated population of 200 people and is the largest population center in the northwestern section of Colusa County. The town serves as the social/economic hub of a larger area of about 600 residents.

HISTORY

Stonyford was established in 1890 as a mining and ranch town and was originally laid out on a 100-acre site along a grid of streets, six blocks wide by three blocks long. It encompassed a variety of narrow and deep commercial lots. Only a fraction of the town site was ever developed. Over the years, entire blocks of the town were consolidated into single home sites ranging from 10,000 square feet to as large as eight acres.

Stonyford Community Area Plan: The Stonyford-Lodoga area was the subject of a special area plan completed in 1983. The plan helped establish the policy framework for the 1989 General Plan for this area and set development performance standards. Major goals of the plan were:

- Preserve and maintain the rural character of the area.
- Maintain a high environmental quality.
- Maintain and protect viable agricultural land.
- Encourage orderly population growth.
- Provide safe all-weather roads.

- Insure the adequate provision of water, sewage disposal and public services

LAND USE

Today, Stonyford is a community composed of about 80 homes and a number of businesses and community facilities. Market Street, the main commercial corridor, has a general store, one restaurant and bar, a phone company exchange building, a real estate office with a soda fountain, a post office, a Grange (meeting hall) and the historic town hall (built in 1899). The De Angelis Government Center, located near the center of town, provides a number of services to the community, including a Sheriff's substation, a part time medical clinic, a volunteer citizen service center and a branch of the Colusa County Library. The town also has two historic churches: a Catholic and a Community church. The town hall/lodges and churches have been social gathering places for nearly a century and are a very important part of community life in Stonyford.

The Stonyford Rodeo Grounds, east of the town, serves as Stonyford's largest annual event. Rodeo Weekend, sponsored by the Horseman's Association, occurs during the first weekend in May, and is nationally known as the second rodeo on the national circuit in Northern California. The Stonyford Buyers Group, dinner and auction, generally held in September, is a community-oriented event that supports children who raise farm animals under the Future Farmers of America Organization. Attracting many visitors to the town for fishing the East Park Reservoir, to the southeast of Stonyford, is an active recreation area of about 4,000 acres, managed by the Federal Bureau of Reclamation.

There are a few rural residential subdivisions in the south part of Stonyford, all contained within the town's water district. These subdivisions consist of about 25 homes generally situated on one to five acre lots. About a ½ mile south of town is the Mendocino National Forest Ranger Station which provides housing for rangers working in the southeastern portion of the forest.

For the most part, the Stonyford-Lodoga Area has been maintained with respect to these Area Plan goals. Within the town of Stonyford, the Area Plan and 1989 General Plan show rural residential development on the remaining vacant parcels in the water district. Because the town lacks a central sewer system, subdivision of vacant parcels into new lots smaller than one acre is discouraged. However, since the town was laid out many years ago, development on existing lots smaller than one acre is permitted. New commercial development, as seen by the 1989 General Plan, restricts commercial development on the vacant parcels within the existing town center along Market Street. To encourage in-fill commercial development in town, strip commercial development along the road between Stonyford and Lodoga has been discouraged. The intention here is to respect the original town site subdivision design while maintaining the town's rural character.

The land immediately adjoining Stonyford is designated as "upland transition" area. This use provides a buffer between the town and the surrounding ranchlands and undeveloped foothills. Within the transition area, farming and ranching are predominant uses, though some very low density residential uses have been allowed. Over 5,000 acres of land in this area are under Williamson Act contract (agricultural preserves). Consistent with the 1983 Stonyford-Lodoga Area Plan and to comply with County water availability and slope density standards, these low density residential uses have been limited on parcels of at least 10 acres.

Outside of the existing Stonyford-Lodoga area, 10-acre minimum lot size subdivisions are allowed along most of the Stonyford-Lodoga Road and on the east side of East Park Reservoir. Elsewhere, minimum allowable lot sizes are 10 acres, encouraging continued agriculture, ranching, and open space uses. In

1. LAND USE AND DEMOGRAPHICS

those areas, where rural residential development is allowed, proposed parcels must meet certain slope and groundwater standards.

ASSOCIATED COMMUNITIES

The community of Lodoga, located about seven miles east of town, has a restaurant and store surrounded by about 30 homes and extends for about ½ mile along the banks of Indian Creek. Most of these homes were originally built as vacation cabins. Homes generally occupy the ¼ to ½ acre lots that are wedged in the strip of land between the creek and the Lodoga/Leesville-Lodoga Road.

A third population center, located between Stonyford and Lodoga, is the community of Century Ranch containing about 30 homes. This 1,000 lot community was originally subdivided in 1965, and was envisioned to be a planned development complete with a golf course, airstrip and community center. However, there was not adequate water supply to serve the community and a moratorium was placed on new connections to the water system, so development has slowed significantly. Due to the moratorium, any new homes must have adequate land area to support a well and on-site septic system.

1.3 AGRICULTURAL AND TIMBER RESOURCES

REGULATORY FRAMEWORK

Federal

FARMLAND PROTECTION POLICY ACT

The Natural Resources Conservation Service (NRCS), an agency within the U.S. Department of Agriculture, is responsible for implementation of the Farmland Protection Policy Act (FPPA). The purpose of the FPPA is to minimize federal programs' contribution to the conversion of farmland to nonagricultural uses by ensuring that federal programs are administered in a manner that is compatible to state, local, and private programs designed to protect farmland. The NRCS provides technical assistance to federal agencies, state and local governments, tribes, or nonprofit organizations that desire to develop farmland protection programs and policies. The NRCS summarizes FPPA implementation in an annual report to Congress.

FARM AND RANCH LANDS PROTECTION PROGRAM

The NRCS administers the Farm and Ranch Lands Protection Program (FRPP), a voluntary program aimed at keeping productive farmland in agricultural uses. Under the FRPP, the NRCS provides matching funds to state, local, or tribal government entities and nonprofit organizations with existing farmland protection programs to purchase conservation easements. According to the 1996 Farm Bill, the goal of the program is to protect between 170,000 and 340,000 acres of farmland per year. Participating landowners agree not to convert the land to nonagricultural use and retain all rights to use the property for agriculture. A conservation plan must be developed for all lands enrolled based upon the standards contained in the NRCS Field Office Technical Guide. A minimum of 30 years is required for conservation easements and priority is given to applications with perpetual easements. The NRCS provides up to 50 percent of the fair market value of the easement being conserved (NRCS, 2004). To qualify for a conservation easement, farm or ranch land must meet several criteria. The land must be:

- Prime, Unique, or other productive soil, as defined by NRCS based on factors such as water moisture regimes, available water capacity, developed irrigation water supply, soil temperature

Attachment 3

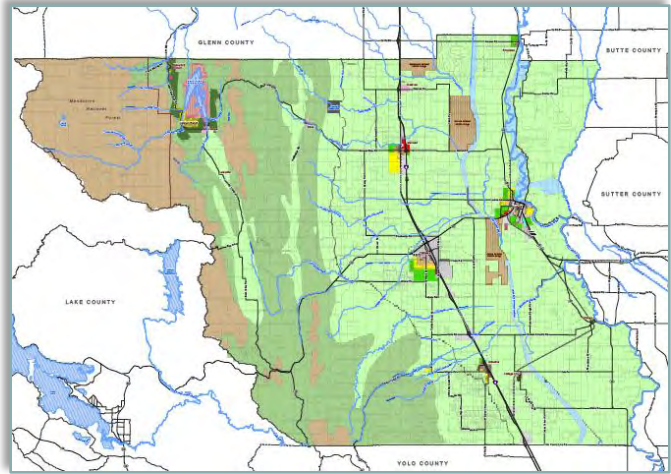
Issues and Opportunities Report: Pages 2-2 through 2-8

2.1: LAND USE ISSUES AND OPPORTUNITIES

2.1 LAND USE

The rural character, expansive open space and agricultural areas, and small-town character are among the County's most valuable assets. These land uses provide a basis for the County's strong agricultural industry, extensive forest and wildlife habitat areas, and close knit communities contribute to a quality of life that the County's residents treasure.

While land uses in the County are predominantly agricultural, higher intensities of residential and commercial development are located in and around the incorporated cities, Colusa and Williams, and in the communities of Arbuckle and Maxwell. The communities of Princeton, Stonyford, Grimes, and College City are more rural developments with primarily single family homes and limited community-serving commercial and public service uses.



Land uses are guided by the Land Use Map of the adopted 1989 General Plan. The Zoning Code provides a greater level of specificity in identifying permitted land uses and associated development standards.

Participants in the Visioning Workshops identified the following points as issues to address and points to consider in developing a vision of the County's future:

- Maintain the County's rural character and quality of life
- Designate additional lands for commercial and industrial uses near existing communities as well as along the I-5 corridor and Highway 20 corridor;
- Focus new residential development adjacent to and within existing communities;
- Promote in-fill development within existing communities;
- Orderly growth that avoids leapfrog development and isolated pockets;
- Make land use changes that address the County's housing and service needs;
- Prioritize creation of jobs over new housing; and
- Provide young people with a future in the County, in terms of employment and housing options.

Issue: Location and Amount of Growth

Throughout the Visioning Process, workshop participants consistently stated that growth needs to occur within or adjacent to existing communities.

The land use map alternatives were generally developed with the intent of focusing new residential growth areas within and around Arbuckle, College City, Maxwell, and Princeton, as well as adjacent to Colusa and Maxwell. However, Alternative 3 would result in the creation of a new community south of Arbuckle along Interstate 5 at the southern County line.

It is anticipated that the General Plan will include policies to discourage sprawl and leapfrog development. However, the location and amount of future urban residential and commercial growth is an important consideration to ensure that growth does occur in a well-planned manner that focuses on existing communities.

INCORPORATED CITIES

The cities of Colusa and Williams both have a significant number of pending and approved development projects that would result in substantial growth. Over the past 20 years, the growth rate in Williams has increased at an exponential rate and has been approximately triple the growth rates of Colusa and the unincorporated County. When the economy recovers and demand for residential development resumes, it is anticipated that there will be demand to develop a significant number of residential units in the SOIs of each city.

The 1989 General Plan Land Use Map designates the majority of lands within each city's SOI for urban-level land uses. Each of the Land Use Map Alternatives also designates lands within each City's SOI for Urban Residential, Commercial, Industrial, and/or Public/Semi-Public Uses. In order to serve new residential subdivisions that are developed at urban densities, it will be necessary to provide public water and sewer service. This may be true of a number of commercial uses as well. However, industrial uses can typically be served by an on-site well and on-site or community septic system, as demonstrated by industrial uses throughout the County.

If the County is designating lands as Urban Residential in an SOI, does the County want to be responsible for working with a developer to coordinate public water and sewer service for the project, or is it more appropriate for the developer to approach the City regarding annexation? This question demonstrates the need to consider whether lands planned for Urban Residential uses, and perhaps other uses, should be designated as Urban Growth Areas or another "placeholder" land use for future annexation.

CENTURY RANCH

Century Ranch provides a significant opportunity for both primary and second homes, if an adequate water supply can be identified. It is anticipated that the Economic Development and Recreation sections of the General Plan will include policies and programs designed to increase outdoor recreation activities in the western area of the County. Potential options in the vicinity of Century Ranch and Stonyford-Lodoga include an increase in hunting and fishing expeditions, new wildlife viewing areas, Sites Reservoir, and an off-highway vehicle park. If the Sites Reservoir is developed, the County will likely see an increase in employment associated with construction and operation of the reservoir as well as tourism and recreation.

Since the lots in Century Ranch have already been finished, this subdivision provides a unique

2.1: LAND USE ISSUES AND OPPORTUNITIES

Issue: Location and Amount of Growth

opportunity for residential growth. Many of the up-front costs associated with development (engineering and subdivision design, environmental studies, etc.) are not necessary because the lots have been finished and mapped. If there is a desire to increase recreation and tourism in this area of the County, options to provide adequate water and sewer to finish building Century Ranch could be explored. Options may include a lot consolidation program to increase the number of lots that can be served with an on-site well and septic system or, if the County opts to form a Redevelopment Agency, it could be included within a Redevelopment Area depending on the other uses/lands included in the area.

Key Questions

- *Should a larger amount of lands shown as Urban Residential or other urban levels of development be identified Urban Growth Area or another use (Agricultural Transition) to guide growth and reduce the potential for sprawl and leapfrog development?*
- *Should lands in the Colusa and Williams Spheres of Influence be designated for land uses that require connection to the public water and sewer systems, particularly Urban Residential Uses?*
- *Should lands in the Colusa and Williams SOIs be designated as Urban Growth Areas or other uses that can provide on-site water and sewer services, such as rural residential or industrial uses?*
- *Are adequate areas provided for future Rural Residential and Agricultural Transition uses?*
- *Should planning for development of Century Ranch be a priority in the next 10 years?*

Issue: Land Use Designations

RURAL RESIDENTIAL

The Rural Residential land use designations allow minimum parcel sizes that do not appear to be consistent with the intended uses of the designations. The 1989 General Plan states that the Rural Residential designation provides opportunities for semi-rural living with a minimum parcel size of one acre. The General Plan also indicates that these lots will be served by on-site septic systems or, in areas where existing RR lots are smaller than an acre, that a community sewer system may be necessary. The minimum lot size to support an on-site septic system for a residence is generally considered to be two acres, in order to provide an adequate percolation and disposal area for long-term septic use. Smaller lots can support on-site septic with properly engineered and maintained systems, but maintenance costs are higher and there is a greater potential for system failure. It is recommended that the County consider designating all areas that may have a one-acre or smaller minimum lot size as Urban Residential, since these sites will likely require public water and sewer service and require a minimum lot size of two acres for Rural Residential uses.

AGRICULTURAL TRANSITION

The Agricultural Transition land use designation, as described in the 1989 General Plan, serves a two-fold purpose: first, to identify areas already subdivided into small parcels (less than 10 acres) for ranchettes, small farms, and orchards, and second, to serve as a holding zone for future urban development. It is recommended that this land use designation be revised into two distinctly separate land use designations. The Agricultural Transition designation would serve to identify permanent transition zones between established communities and the outlying agricultural areas. This designation would recognize areas where land has already been subdivided into small parcels (less than 10 acres) for ranchettes, part-time farms, and orchards and to identify lands appropriate for development as a transition zone between urban areas and the large scale farms beyond. A-T parcels may be divided with a minimum lot size of 10 acres. A-T lands may also be developed with low-intensity commercial or industrial uses that are oriented toward agricultural operations.

UPLAND TRANSITION

The Upland Transition land use designation is described in the 1989 General Plan as being used to identify a limited number of sites near Stonyford and Lodoga. Minimum lot sizes of 10 acres are allowed if access is sufficient, water is available, and minimum slope-density requirements are met. However, this designation has been placed on 199 parcels totaling 4,099 acres. If these parcels were developed at the minimum lot size of 10 acres, a total of 410 residential units would be accommodated. It is recommended that the designation be revised to require a larger minimum lot size or that the portion of lands designated Upland Transition that have limited access and constraining slope conditions be redesignated to Agriculture Upland or General Agriculture designations.

Key Question

- *Should these revisions be made to the land use designations?*

2.1: LAND USE ISSUES AND OPPORTUNITIES

Issue: Community Identity and Design

A repeated concern during the Visioning Workshops was ensuring that growth would remain community oriented, maintain the rural quality of life, and improve services in existing communities. Each of the unincorporated communities in Colusa County has a unique identity and attributes, such as river frontage, a historic downtown, or community-oriented parks, which set it apart. The communities have historical buildings and uses that should be preserved or enhanced as part of the community's character.

Many of the communities need additional investment in facilities and infrastructure such as parks and sidewalks; as well as public transit and high speed internet services (Note: discussion of transit and public services is discussed in a separate section of this report). Additional needs were identified as follows:

- Neighborhood parks and community gathering areas;
- Community input over local design and land use decisions;
- Definition of community centers, boundaries, and sense of place;
- Design review to ensure historic consistency and unique community character; and
- Preservation of historic buildings and resources.

Communities that provide a sense of place through recurring design elements, identified historic resources, and cultural amenities are essential to maintain the quality of life in the County. These features that protect and promote community character also attract visitors and may generate some tourism.

One of the major deficiencies within communities is a lack community recreation areas. While Colusa County has an abundance of lands for outdoor recreation, such as hunting and fishing, within the local communities there is a lack of neighborhood-scale recreation, such as playgrounds, ball fields, and community pools (Note: Arbuckle and Maxwell both have a community pool). Facilities that provide activities for children and teens are limited. The County does not directly maintain a system of park and recreation facilities. The ownership of these facilities is divided among a wide variety of public agencies, including local parks and recreation districts, such as those in Arbuckle, Maxwell, and Stonyford, school districts, and private foundations/clubs. Currently, parks and recreation uses are allowed in the Urban Residential designation.

The General Plan can include a program to adopt design standards, which will help communities maintain their distinctive character. Often rural communities are not interested in attracting new development to existing centers. However, new development can provide benefits beyond the additional housing or retail space that is constructed. With sufficient guidance from the GPU, new development can also provide community gathering places like plazas, community centers, or parks; and new infrastructure.

The County could designate additional sites within existing communities for park facilities. This could occur either through designating additional lands for Parks and Recreation uses in the General Plan, or by including a program in the General Plan to zone additional sites within the existing communities for future park uses. The County could also adopt a Quimby Fee, which could be used to fund the development of new community recreation facilities, but cannot be used to fund the maintenance and operation of parks.

Issue: Community Identity and Design

Key Questions

- *Should the General Plan include a program to adopt design guidelines to ensure that the architecture and character of new development enhances existing communities?*
- *Should additional sites be identified for Parks and Recreation uses?*
- *Should the County adopt parks and recreation fees to fund the development of community parks and neighborhood recreation facilities?*

2.1: LAND USE ISSUES AND OPPORTUNITIES

Opportunity: New Land Use Designations

With the update to the General Plan, the County has the opportunity to create new land use designations. Two land use designations are recommended to promote orderly growth and to address comments received through the Visioning process.

URBAN GROWTH AREA

Rather than having the Agricultural Transition designation serve as a placeholder for future urban development, it is recommended that a new land use designation, Urban Growth Area, be created for this purpose. Agricultural uses would be an acceptable and encouraged interim use. Lands designated UGA would not be extensively subdivided or developed until it is appropriate to develop the lands with urban levels of residential, commercial, parks and recreation, and public/semi-public uses. Lands designated UGA would not be amended to urban land use designations (e.g., residential, commercial, parks and recreation, and public/semi-public uses) in a piecemeal fashion and would thus manage growth and reduce sprawl. Land Use Map Alternatives 2 and 3 include areas with this designation. It is anticipated that most of the UGA parcels will be redesignated under future General Plans when additional lands are needed to accommodate growth. The General Plan could include language to reduce sprawl that identified development of lands designated UGA, which will require a General Plan Amendment to the proposed use, which shall be granted when:

- 1) The majority of adjacent designated urban residential and commercial lands has been built out or is planned for buildout,
- 2) Urban services (water, wastewater, storm drainage, utilities, and roads) have been extended or planned to be extended to the majority of adjacent lands designated for urban uses,
- 3) The amendment would not create an island of urban uses in a rural area,
- 4) The amendment would not result in leapfrog development patterns, and
- 5) A master plan or specific plan has been prepared for the lands proposed for a change in land use designation.

MIXED USE

A new land use designation, Mixed Use, is recommended and is shown on Land Use Map Alternatives 2 and 3. This designation would accommodate a range of neighborhood shopping, high density residential, and office uses. Residential uses up to 20 dwelling units per acre would be allowed, with a minimum density of 10 dwelling units per acre. The Mixed Use designation would encourage placing housing, jobs, services, and recreational land uses close together within a project site, or on different stories of the same building.

Key Questions:

- *Are Urban Growth Area and Mixed Use desired land use designations?*
- *Should other new land use categories be added to the General Plan?*

Attachment 4

Colusa County 1989 General Plan Pages

GOALS AND OBJECTIVES

"Events are now transpiring, new departures are being taken, for the immediate success of which we tremble; but let them result now as they will, the future will vindicate the action."

Will Green, 1880
History of Colusa County

The principles that will guide the long-range development of Colusa County are embodied in the county's goals and objectives. **Goals** are broad expressions of the type of environment desired by the people who live and work in the county. **Objectives** create an approach for achieving goals and for realizing the county's potential. The goal and objective statements have been derived directly from interviews with county staff and questionnaires completed by the General Plan Committee. They are intended to address very real commitments on the part of the county's residents and policy makers.

Goals and objectives are presented for 10 issue areas: land use, community character, circulation, community services, housing, resource conservation, open space and recreation, public health and safety, human resources, and economic development. The first eight categories respond to the eight elements of the plan. Objectives in the last two categories--human resources and economic development--are embodied in each of the other elements.

LAND USE

GOAL: Maintain the efficient and harmonious use of land in the county, promoting a well-organized and orderly development pattern, avoiding random, haphazard growth, protecting public health and safety, and accommodating the orderly growth of population and employment.

- Objectives:**
- (a) To provide a balanced mix of land uses which reflect the needs of the local population.
 - (b) To improve mechanisms for the management and guidance of growth--both short-term and long-term.
 - ✓(c) To conserve and protect agricultural land through a variety of strategies, including taxation, zoning, and general planning.
 - ✓(d) To withhold development permits which would cause direct interference with viable agricultural operations.
 - (e) To improve the control and coordination of development on the fringe areas around Colusa County's communities.

- (f) To require large-scale developers to demonstrate a commitment to provide public service connections as a condition of development approval.
- (g) To upgrade the visual appearance and quality of development on the approaches to Colusa and Williams and prevent development which degrades the aesthetic quality of scenic roadways elsewhere.
- (h) To promote a streamlined and non-bureaucratic permitting and approval process without compromising the enforcement of local land use regulations.
- (i) To preserve opportunities for rural and semi-rural living through zoning and planning policies.
- (j) To permit rural development contingent upon a range of natural factors, including environmental impact, safety hazards and the availability of water.
- (k) To correlate the density of development within established communities with the capability of the public services in the community.
- (l) To discourage large-scale, freestanding developments, isolated from existing communities and public services.
- (m) To ensure that reasonable development standards are not compromised in efforts to attract commercial and industrial growth.
- (n) To promote development which is consistent in character and appearance with existing development in the county and limit development where it would be inconsistent with surrounding uses or detract from the area's character.
- (o) To ensure that development in rural areas is harmonious in scale and orientation with the natural physical setting.
- (p) To encourage renovation and aesthetic improvements in already developed areas.

COMMUNITY CHARACTER

GOAL: Protect the qualities that make the county distinct from other counties in California, and conserve the elements that contribute to a favorable quality of life.

Objectives: (a) To preserve the relaxed, pastoral atmosphere of Colusa County and its communities.

- (b) To promote a unified county spirit that overcomes the divisive forces between geographically different parts of the county and encourage greater cooperation between the communities of Colusa County.
- ✓(c) To recognize the contribution of agriculture to the heritage and lifestyle of the county, and preserve an understanding of agricultural needs.
- ✓(d) To sustain family-owned farms and locally-owned small businesses and ensure that they are economically viable.
- (e) To create an environment in which children raised in the county can mature and find employment and opportunity without hardship.
- (f) To conserve the county's uncrowded, uncongested environment.
- (g) To preserve historic buildings, landmarks, and places of historical significance.
- (h) To maintain a low cost of living relative to the state's urban centers
- (i) To maintain the individuality and distinct identity of Colusa County's communities.
- (j) To recognize that changes in the character of Colusa County will ultimately be a result of decisions about the future use of land.

CIRCULATION

GOAL: Develop and maintain an efficient circulation system to accommodate the movement of people and goods within Colusa County.

- Objectives:**
- (a) To prioritize the improvement of roads, directing county funds to those areas most in need of improvement.
 - (b) To explore new funding sources for road maintenance and improvement.
 - (c) To sustain a viable rural public transit system.
 - (d) To utilize the current county transportation system as the framework for siting new industrial or commercial development.

Rural Service Centers (RSC). The plan designates rural service centers at Sites, Delevan, and Lodoga. These areas are very small, predominantly residential settlements. Growth potential in these areas is severely limited by the lack of urban services. However, all three communities contain a large number of existing vacant lots that are potentially buildable. Additional lot splitting in these areas is strongly discouraged. Commercial and residential uses are acceptable within RSC areas, provided such uses conform to the revised zoning map for each community.

Industrial (I). This category is defined in the next chapter. It is applied primarily to lands within the Community Plan Areas (CPAs) but appears at several locations along Interstate 5 outside the CPAs.

Rural Residential (RR). This category is defined in the next chapter. It is applied exclusively within Community Plan Areas with two exceptions: Century Ranch-East Park Lake View Acres and the area adjacent to the Arbuckle Golf Course.

LAND USE POLICIES

The following pages present general development policies and policies for various land uses in Colusa County. More geographically-specific policies are presented in the Community Plan Element.

General Development Policies

- LU-1 ✓ Colusa County should, through its land use regulations, ensure a supply of developable land sufficient to meet projected growth over the planning period.
- LU-2 ✓ Future development in Colusa County should be concentrated in the communities of Arbuckle, College City, Colusa, Grimes, Maxwell, Princeton, Stonyford, and Williams.
- LU-3 ✓ Future land use decisions should promote compact communities, generally filling in gaps of vacant land between already developed areas before growing outward. Development outside of current city and utility district spheres of influence should be strongly discouraged until the land is annexed to the sphere.
- LU-4 ✓ Agriculture and resource management should be the primary land uses outside of the designated communities. Freestanding subdivisions isolated from existing communities and lacking urban services should be prohibited.
- LU-5 The proposed development pattern should recognize non-urban areas which have already experienced some development; such as Century Ranch. Within these areas, service districts should be created or activated to provide services appropriate for their density.
- LU-6 Unless the development will adversely affect town character, higher-density uses should be promoted on vacant lots within existing communities. This will conserve open space outside the community, permit more efficient use of public services, and reinforce the idea that the towns are the center of activity in the county.

- LU-7 The proposed development pattern should protect the scenic values of Colusa County. More restrictive design standards should be developed within the communities to encourage visually attractive development and lessen the visual impact of existing non-conforming uses.
- LU-8 The location of lands designated for future development should be principally determined by natural features, such as soil, slope, and drainage, and by public service availability, such as sewer and water capability.
- LU-9 The proposed development pattern should protect the integrity of agriculture and shall not in any way create a hardship for the county's farmers. Lands presently in agricultural uses that do not adjoin existing communities should be protected through the county's land use regulations. In addition, the CEQA Initial Study checklist should consider the potential impact of proposed development on existing and adjoining agricultural operations and on water supply.
- LU-10 The historic character of Colusa County's towns should be protected. Future "infill" development should respect the architectural style, scale, and qualities of the existing community.
- LU-11 The downtown cores of existing communities should be promoted as the social centers of the communities. To the extent possible, new public facilities such as libraries, post offices, and community centers, should be located in the downtown core.
- LU-12 Potential conflicts between airports or landing strips and surrounding land uses shall be avoided by closely regulating future development in take off and approach zones.
- LU-13 The community land use plans should be used as the basis for public service planning, including schools, libraries, parks, water, sewer, drainage, police, and fire protection.
- LU-14 Appropriate sites for recreational uses should be provided in Colusa County, as long as the activities are compatible with the environment and surrounding uses. Local recreational facilities in unincorporated areas should be paid for by service districts or by developer fees.
- LU-15 The County General Plan shall incorporate all policies and land use plans for the Stonyford-Lodoga area contained in the Area Plan of December, 1983, and the policies and land use plans for the Interstate 5 Corridor study contained in that approved plan of 1985.

Conservation Area Policies

- LU-16 Rough, forested, or mountainous areas where access and services are minimal and good conservation practices are essential should be designated for resource conservation.

- LU-17 Multiple uses (grazing, forestry, and recreation) should be allowed on conservation lands so long as environmental resources are protected.
- LU-18 Public lands in the National Forest and Wildlife Refuges should be protected from encroachment by activities on adjacent lands that could damage environmental quality. Agriculture, in kind, should be protected from encroachment by activities on adjacent National Forest and Wildlife Refuge lands.
- LU-19 A hillside combining zone should be applied as an additional means of determining the minimum allowable lot size in the upland parts of the county. The zone should consider topography, geology, soils, vegetation, wildlife, water supply, recharge and movement of groundwater, septic tank limitations, fire hazards, access, and circulation.

Agricultural Area Policies

- LU-20 Lands designated for General or Upland Agriculture should continue to be used for agriculture for at least the duration of the planning period (1987-2010). Such period may be extended by future revisions of the plan.
- LU-21 The site planning, design, and construction of on-site and off-site improvements for urban development near agricultural areas should avoid adverse impacts on facilities used to supply water to agricultural operations. Where agricultural and proposed urban uses are competing for the same water supply, priority should generally be given to agriculture.
- LU-22 Rural-residential development should not be permitted in areas designated for General Agriculture.
- LU-23 Freestanding industries in agricultural areas shall be limited to those necessary to produce, process, and distribute agricultural commodities.
- LU-24 Low-intensity recreational uses may be permitted in agricultural areas as long as these uses do not interfere with the principal use of the land for agricultural purposes. Examples of low-intensity recreational uses include hunting, fishing, target shooting, riding, hiking, boating, and the exhibition of working farms or ranches.
- LU-25 Exploration and extraction of oil, gas, and other mineral resources should be conducted in such a way that conflicts with agricultural uses are minimized and permanent interference with agricultural operations is avoided, and in a way that is consistent with the land use compatibility requirements of the Williamson Act, for those lands that are now under contract.
- LU-26 Residential uses accessory to agriculture may be permitted in agricultural areas provided such housing is limited to family members or farm labor housing. Modifications to the county zoning ordinance should be undertaken to specify the number of dwelling units that may be constructed per full-time and part-time farm operation. Family member or farm labor residences should be located in the same immediate vicinity as the existing residence, if this is practical and environmentally sound.

Family member residences accessory to full-time operations should not be located on separate legal lots created for this purpose.

- LU-27 Farm labor housing which includes both annual and seasonal employees should be permitted in quantities appropriate to the type of agricultural operation and should not be located on separate legal lots created for this purpose. Proposals to construct farm labor housing shall require a use permit.
- LU-28 Preservation of agricultural land under the Williamson Act should be an option available to all those who qualify.
- LU-29 The county should work with property owners of small-lot "paper" subdivisions or partially developed townsites in agricultural areas to merge lots to meet minimum parcel standards.
- LU-30 The impacts of State environmental legislation on farming and future industry in Colusa County should be studied to determine options for apportioning the cost of water quality improvements and waste disposal.

Residential Land Use Policies

- LU-31 Sufficient vacant areas should be designated for residential development to meet the housing demand that can reasonably be expected from new local industry. To the extent possible, areas of future residential development should be located proportionally to those areas where future jobs are expected. This recommendation is made to reduce commute times and encourage a balance between new jobs and new housing in each community. Areas designated for future residential growth should include sufficient land for the dedication of school and park sites.
- LU-32 The following guidelines should be used when evaluating proposed residential development:

Rural Residential: Areas designated "rural residential" should not be developed until the following requirements are met:

- o the soil is determined to be suitable for septic tank use by the Environmental Health Department
- o groundwater is determined to be sufficient to support a well by the Environmental Health Department
- o the parcel can be made accessible from a public street
- o it can be demonstrated that the development will not have a detrimental effect on adjoining properties
- o the area is accessible for fire protection and can meet fire resistance guidelines if located in a high hazard area.

Urban Residential: Areas designated "urban residential" should not be developed until the following requirements are met:

- o the community utility systems, including water, drainage, and sewer, if available, can accommodate the added demand
- o the area has access to a major transportation route

- o the impact of the development on local streets can be mitigated
 - o adequate fire protection measures are provided
- LU-33 Clustering of housing and planned unit developments within communities should be encouraged so that larger areas of open space may be permanently preserved.
- LU-34 Areas designated for future residential development should be selected so that potential conflicts with agricultural operations are minimized.
- LU-35 Residential uses shall be discouraged in areas of excessive noise, smoke or dust, especially in those areas adjoining freeways. Transitional or buffer uses shall be encouraged between residential and industrial or agricultural uses.
- LU-36 All new parcels created for residential use should have frontage on a road built to county standards.

Commercial Land Use Policies

- LU-37 Areas designated "commercial" should not be developed until the following requirements are met:
- o the area can be readily hooked up to public water facilities;
 - o the community utility systems can accommodate the added demand;
 - o the area has access to a major transportation route;
 - o the impact of the development on local streets can be mitigated;
 - o adequate fire protection measures are provided;
 - o the development does not result in a commercial "strip".
- LU-38 Downtown retailing should be actively promoted. Development of vacant lots within existing commercial districts should be encouraged before shopping areas are built on the periphery of communities.
- LU-39 Commercial "strip" development should be permitted only in those areas where such development already exists.
- LU-40 Where possible, "heavy" commercial uses such as auto salvage yards, truck parking lots, and farm implement sales yards should be visually screened from residential uses. Concentrations of such uses on scattered parcels at the approaches to communities should be discouraged.
- LU-41 Interstate 5 freeway interchanges at Arbuckle, Maxwell, and Williams should be used for highway-oriented commercial uses. These uses, which include hotels, restaurants, and service stations, should be oriented to interstate travelers. Development at these interchanges should be planned so that traffic on local streets is minimized and traffic safety is ensured. Permanent highway commercial uses (excludes roadside produce stands, etc.) should be discouraged outside of existing communities.
- LU-42 Adequate off-street parking should be provided for all new commercial establishments. Parking standards in the county zoning ordinance should be reviewed to ensure that provisions are sufficient.

- LU-43 Commercial buildings, landscaping, and signage should be designed to be compatible with surrounding uses and should not detract from the character of existing communities.

Industrial Land Use Policies

- LU-44 The County Chamber of Commerce, Farm Bureau, Board of Supervisors and Economic Development Commission should work together to determine the types of business and industry appropriate to enhance the county's economy, and endeavor to bring such industries into the county. First priority should be given to businesses that are compatible with Colusa County agriculture and that enhance the quality of life in Colusa County.
- LU-45 A supply of industrial land commensurate with the objective of attracting a wide array of manufacturing and agricultural support uses should be shown on the General Plan land use map.
- LU-46 Areas designated "Industrial" should not be developed until the following requirements are met:
- o the area can be readily hooked up to public sewer and water facilities where these facilities are available, or to private sewer and water facilities where utilities do not yet exist;
 - o if the industry uses community utilities, that community systems can accommodate the added demand;
 - o if the industry is to be served by groundwater wells, that reliable, scientific data be presented that will assure that groundwater will be available under all conditions, including drought, that the wells will not have an appreciable adverse effect on the quality and quantity of existing domestic and agricultural water supplies, and that private sewage disposal systems meet Environmental Health Department standards;
 - o the project will not significantly contribute to air, water, and noise pollution;
 - o the area has access to a major transportation route;
 - o the impact of the development on local streets can be mitigated;
 - o the area is located within 10 minutes of a fire station or can provide its own fire protection independently.
- LU-47 Future industrial development should be concentrated in areas with direct access to rail, interstate, air, or state highway transportation facilities.
- LU-48 To the extent possible, future industrial development should occur within master-planned industrial park developments adjoining existing communities. These developments should be designed and landscaped so that they are integrated with their surroundings and do not reduce the visual qualities of the adjoining communities.
- LU-49 New industrial uses shall be discouraged in established residential neighborhoods.
- LU-50 Increases in public service costs that occur as a result of industrial development should be paid for by that development.

Land Use Implementation Policies

- LU-51 Following the adoption of this plan, the county zoning ordinance, development standards, and zoning maps shall be revised or created to conform to the updated plan.
- LU-52 Cooperation and coordination between the city councils of incorporated cities and Colusa County shall be encouraged. Proposed projects outside the primary spheres of influence but within three miles of the city boundaries of Colusa or Williams shall be jointly reviewed by the appropriate city and the county.
- LU-53 Annexation of land outside the spheres of Williams and Colusa should be prohibited during the time frame covered by this plan. Sphere of influence boundaries should be reviewed every five years to determine if boundary amendments should be considered.
- LU-54 The County and cities of Colusa and Williams should work cooperatively to develop consistent plans for the city spheres of influence.
- LU-55 The County General Plan shall be regularly updated and monitored to ensure that its policies still reflect public sentiment about the desired character of their communities.
- LU-56 The county should work closely with the cities, public utility districts, fire districts, and other special districts in developing programs for future capital improvements. Likewise, the cities of Colusa and Williams should work closely with the county in developing their capital improvement programs.
- LU-57 In those instances where development is appropriate as provided in Policy OS-1*, development shall occur only as planned developments or under specific plans (G.C. 65450). Nothing herein is intended to prohibit those uses defined in Land Use Policies LU-23 through LU-27 inclusively.

* Policy OS-1 (Open Space Element) indicates that areas designated for Resource Conservation, Agriculture-General, and Agriculture-Upland should remain in open space unless development would be consistent with community plans or land use policies (LU-1 through LU-56).

Proposed Land Use Plan

The year 2010 plan for Arbuckle discourages interference with surrounding farmland by focusing growth on land that is already bounded by streets or existing development. Most residential growth will be on the west side of town, north of Hillgate Road between Almond Avenue and the freeway. Over 100 acres of land in this area has been set aside for future housing. Future residential areas are also shown at the southwest corner of Hillgate Road and Wildwood Road and north of Laurel Street on the East Side. The plan maintains a well-defined edge on the East Side between the developed area and the open farmland beyond. A planned rural residential area is shown west of the high school, forming a transitional use between the school and the large farms south and west of town.

Commercial growth is to be encouraged in the downtown area, especially on vacant parcels and in vacant buildings along Fifth and Sixth Streets. Several new commercial areas have been designated at the two freeway interchanges. These would primarily serve interstate travelers, but would also serve local residents.

Areas for new industry are shown on the east side of Interstate 5 south of Grimes-Arbuckle Road and north of Gail Avenue. These areas adjoin the railroad and have good access to the freeway interchanges. The existing agricultural processing uses along the railroad in the center of town would remain, with new agricultural support or industrial uses allowed to locate on vacant parcels within the industrial area.

The Arbuckle Community Plan is shown in Figure CP-1. The acreage in each land use category is contained in Table CP-3, at the end of this chapter.

Arbuckle Development Policies

- ARB-1 Future development in Arbuckle should be encouraged within the utility district sphere of influence.
- ARB-2 Highway-oriented commercial uses shall be promoted at the north and south freeway interchanges. Downtown shall remain the primary local retail and service center. Efforts to refurbish and re-use historic downtown buildings should be promoted.
- ARB-3 Redevelopment of the Alexander Camp site should be a first priority location for new housing. Additional multi-family housing should be encouraged on the part of the site near the existing Alexander Apartments.
- ARB-4 Infill of vacant land with residential uses should be encouraged within the utility district sphere.
- ARB-5 Vacant land between Almond Paradise Subdivision and the Arbuckle town-site should eventually be infilled with residential uses.
- ARB-6 Additional residential development adjacent to the freeway shall be discouraged. Where such development already exists, the possibility of further noise insulation through sound walls or planting screens should be explored.

ARB-7 An additional public park should be provided in Arbuckle to accommodate the town's anticipated growth. The park should be acquired through service district fees, developer fees, or mandatory site dedication within a future development.

COLLEGE CITY

History

When pioneer sheep farmer Andrew Pierce died in 1871, all of his land and possessions were left to the Christian Church. The proceeds from his estate sale were used to establish Pierce Christian College on a 9-acre plot some 14 miles south of Colusa. By the time classes began in 1874, the community of College City had been established around the campus. The town was described as a "moral and intelligent community" containing prosperous stores and fine homes. Enrollment dropped through the 1880s, and in 1894 the college was closed. The property was sold to the county and was used as a high school from 1897 until 1936. Enrollment had reached 162 pupils by the time the school was replaced by Pierce High School in Arbuckle.

The loss of the high school was a turning point for College City. Following the Depression, many of its stores and public buildings--including the school itself--were torn down. Few reminders of the town's heritage are left. Much of the original townsite has been planted in orchards.

Land Use Analysis

College City was initially platted around a grid street pattern about 7 blocks wide by 8 blocks long. Most blocks contained a mid-block alley with either 4 or 8 lots on either side of the alley. Nearly all of the lots have since been consolidated into parcels from one-third acre to one acre in size and only about a third of these parcels are developed today. Homes are intermixed with orchards and are not concentrated in any particular part of the original townsite. The scattered, very low density development pattern and lack of a central commercial district gives the town a very rural flavor. With no trace of the old college, library, or church, there is no focal point or "town center" in College City.

The town contains about 22 acres of developed residential land with 50 single family homes. All homes are served by private wells and septic tanks. Some of the residential properties contain farm buildings, small plots for field crops, livestock pens and orchards. Soils in College City are among the best in the county and much of the townsite is intensively used for crop and nut production.

There are very few non-residential uses in College City. The general store, restaurant, and market on College City Road (Main Street) are the only retail-service uses in town. The town cemetery and harvester facility are located just north of town.

College City's growth potential is limited by the lack of a central water and sewer system. The 1970 General Plan called for immediate construction of both utilities, but demand for housing in the town has not been high enough to warrant such an investment. Throughout the preparation of the current General Plan, a strong sentiment was expressed by College City residents to keep the town exactly as it is today. The proposed land use plan reflects that sentiment.

Proposed Land Use Plan

The long-range plan for College City recommends that the town's rural character be preserved and protected over the next two decades. Most of the town is called out as "rural-residential" in the new county plan. Such areas usually contain no more than one family per acre of land, although within College City there are many homes that have been built on small lots within the original townsite.

The plan designates a central location along College City Road for commercial use; this area is already partially developed but is mostly vacant. The existing harvester facility is shown as an industrial use, and the cemetery is shown as public open space. An area of about 100 acres just east of town is shown as a potential site for agriculturally-related industry.

The former Pierce College Campus is now entirely in private ownership and is shown as rural-residential. With the exception of the ag-industry site, land surrounding the original townsite should remain in agricultural use until conditions in College City change.

At this time, construction of a central sewer or water system by College City residents does not appear desirable or financially practical. If utilities are constructed at some point in the future it would be appropriate to reconsider this plan and encourage higher density uses.

The College City Community Plan is shown in Figure CP-2. Land use designations are summarized in tabular form at the end of this chapter.

College City Development Policies

- CC-1 Every effort should be made to retain the existing low-density, rural-residential character of College City. Residents of College City should continue to be have opportunities to raise animals, cultivate field crops and orchards, and conduct small-scale agricultural operations within the town.
- CC-2 Central sewer and water systems, if desired, should be under the jurisdiction of an independent special district. Construction of new housing at a density that would ordinarily require such services should be avoided until such an agency is formed.
- CC-3 Future residential development within College City should be contained within the boundaries of the original townsite.
- CC-4 Additional local-serving retail or service uses should be encouraged in the commercially designated area.
- CC-5 Further subdivision of land into new parcels smaller than one acre should be discouraged unless a special district is formed to accommodate the sewer and water needs of more dense residential development.

Two professional buildings housing agricultural-service offices also have been built within the project. There are a sufficient number of large vacant parcels within the Colusa Industrial Park to accommodate the city's projected industrial growth.

Another large acreage land use in this area is the 9-hole Colusa Golf and Country Club. Views of the golf course have been used as a selling point for adjacent new residential areas within the city. To the east of the golf course and airport, pasture land and field crops extend from Highway 20 to the river. This area is somewhat remote from the city and should remain in agricultural uses during the time frame of the General Plan.

North of the River. The Sacramento River clearly defines the northern edge of Colusa. Land on the north bank is used for orchards and field crops with virtually no residences. The entire area lies within the 100-year flood plain and is not likely to receive public improvements or utilities during the next 25 years. The only developed uses are a commercial boat landing and recreational mobile home park, both located south of the Colusa Weir. The severe constraints to development in this area make it poorly suited for urban uses during the next 25 years.

Proposed Land Use Plan

Colusa will remain the largest community in the county over the next two decades. Most of the residential growth will take place south of town along Wescott Road and Fifth Street, east of town in the vicinity of the hospital, and west of town between Lurline and Wilson Roads. In general, these areas would be annexed to the city before any major development was approved. Rural residential areas shown on the plan map would remain unincorporated and without sewer and water services.

Main and Market Streets would remain the focus of commercial activities, with retail, office and service uses encouraged on vacant lots and in vacant buildings in the downtown area. Commercial uses are also shown at the new Town and Country Shopping Center, around Fremont and Fifth Streets, and along on the north side of Highway 20 between Wilson Road and Pirelli Cable.

Industrial areas are shown along 14th Street, south of Highway 20 in the vicinity of Pirelli Cable, on the Colusa Industrial Properties site, and along the north side of Moon Bend Road. New industrial uses would generally be in planned industrial parks which would be designed with buffers to protect nearby residential areas.

The plan also shows several "agricultural transition" areas. These areas presently form a buffer between the built-up area and the large farms surrounding the city. Some of the transition areas may remain in farming over the next 20 years; other areas may be redesignated for urban use during subsequent general plan updates. On the East Side, the area south of Moon Bend Road has been designated a transition area. On the West Side, transition areas are located along Grover Avenue, and in the area south of Wilson Road and west of the abandoned railroad bed. Another transition area has been designated west of Walnut Ranch and south of Colusa High School.

It should be emphasized that before any major development can occur, Colusa needs to solve a number of urban service problems. The city's water pumps are near capacity, drainage and runoff problems need to be addressed, and the schools are crowded with new arrivals. By the year 2000, the need for a Highway 20 bypass around Colusa

will become more critical as traffic through the county and within the city becomes heavier. Within the areas designated for Urban Residential development, additional school and park sites should be provided. Since these areas are to be annexed by the City of Colusa prior to their development, the city should determine appropriate locations for public facilities. Guidelines are provided in the Community Services and Recreation and Open Space Elements of this plan.

The Colusa Community Plan is shown in Figure CP-3. The acreage in each land use category is contained at the end of this chapter in Table CP-3.

Colusa Sphere of Influence Development Policies

- COL-1 The primary sphere of influence for the city of Colusa should be redefined to include all lands shown as "Urban Residential" in the Community Plan. Once redefined, development in the Colusa area should be encouraged to occur within the sphere.
- COL-2 Additional park sites should be acquired by the City of Colusa as development occurs within designated Urban Residential areas.
- COL-3 The abandoned railroad right of way should be maintained where necessary as a precaution against flooding in the city of Colusa.
- COL-4 The rural residential character of the Lurline Area should be preserved. The area should be rezoned for consistency with the Community Plan land use map.
- COL-5 Within the Colusa sphere of influence, private road standards (as set by the County Public Works Department) should only be permitted to provide access to parcels with no potential for further subdivision.
- COL-6 New heavy industrial uses along 14th Street should be prohibited. Land between 14th Street and the abandoned railroad ROW should be gradually redeveloped with light industrial uses.
- COL-7 Land along the east side of 14th Street should be redeveloped with a mixture of multi-family housing and professional offices, with commercial uses at the corner of Market Street and Lurline Road. Existing industries in this area should be designated legal, non-conforming uses, subject to landscaping, noise, and roadway standards. Traffic improvements which divert industrial traffic from residential streets in this area should be encouraged.
- COL-8 Services should not be extended into unincorporated areas until those areas are annexed. When unincorporated areas planned for future urban uses are developed, services should be provided by the city of Colusa.
- COL-9 Zoning within those areas designated "Urban Residential" should establish a sufficient number of sites for new apartments and other higher density housing types.

- COL-10 The existing mix of commercial and residential uses along Bridge Street should be maintained. Demolition of residences for new businesses should be strongly discouraged.
- COL-11 Subdivision of land into new parcels smaller than one acre should not be permitted in areas where extension of water and sewer services is not imminent. Such areas are generally called out as "Rural Residential" on the Community Plan.
- COL-12 More specific planning studies should be undertaken by the county for development of land adjacent to the Colusa Airport.

GRIMES

History

At the time it was first settled, Grimes was located on island bounded by Sycamore Slough and the Sacramento River. The town was settled by Cleaton Grimes, who built a cabin on the present townsite in 1851. Grimes became the center of the county's first major farming area during the early 1850s. The community grew because its river landing was an important point for loading river steamboats and barges. Railroad service was later provided to the community, serving the town's large grain drying and storage facility. By the turn of the century, Grimes had become a small village with stores, a public hall, and a grain warehouse. One mile down-river at Eddy's Landing, ferries carried passengers across the Sacramento to the Old Marysville Road.

About four miles north of Grimes, the Grand Island Shrine commemorates the site of the First Catholic Mass said in Colusa County in 1856. The Shrine itself was built in 1883 and is still used for church services each year.

Land Use Analysis

Grimes extends five blocks from east to west and three blocks from north to south. The original townsite included several additional blocks on the east that were never built. As in Colusa, streets were laid out right-angled to the riverfront. Tall shade trees, some more than a century old, make the town visible from miles away across flat open surroundings. The Cargill rice dryers also provide a visual landmark that distinguishes the town from the large farms which surround it.

Grimes consists of a commercial district which fronts on Main Street for about three blocks, and a residential area encompassing about 10 square blocks on either side of Main Street. The original town plat contained about 200 lots, most 50' x 170' with mid-block alleys forming the rear lot lines. As in College City, nearly all of the lots have been consolidated into parcels of two lots or more. However, unlike College City, most of the parcels in Grimes are developed and there are few vacant gaps or orchards between homes. Consequently, Grimes is a distinct and relatively compact community. Its shade trees, relatively old and well maintained housing stock, and large lots (averaging one-half acre) create a pleasant semi-rural atmosphere.

The town contains about 100 single family homes, with about two-thirds of the housing located south of Main Street. North of Main Street, a mobile home park includes about 20 additional units. Several large-lot rural residences are located in orchards along the south side of Leven Street. Fewer than ten homes have been built in Grimes during the 1980s.

Grimes' commercial district has gradually shifted west along Main Street as the town's ties to the river have diminished. The commercial area has been in a period of decline for many years due to the inability of its small establishments to compete with the region's larger retail and service centers. Many of the buildings surrounding the corner of 2nd and Main are vacant, including the historic Bank of America, the Oddfellows Hall, and the old town drug store. Other commercial buildings, such as the lumber store at the river, have been converted to private homes. Land uses along Main Street include a service station, a restaurant, a bar, a small market, a church, a fabric store, the volunteer fire department, and metal farm buildings. Construction of a brand new post office and library may spark new private investment in the area.

Two special uses in the community are the Cargill Rice Dryer and the Grand Island Elementary School. The rice dryers occupy about 8 acres just east of town along the abandoned railroad bed. The Grand Island School, which dates to the 1930s, is viewed as an important part of the town's heritage and culture. Children from as far away as Arbuckle are bussed to the school because it offers a "small-town" educational experience not matched in the county's larger communities.

Proposed Land Use Plan

The long-range plan for Grimes keeps future development within the existing utility district boundaries and reserves the surrounding areas for agriculture. There are currently about 60 acres of vacant land left in the utility district, an area about equal in size to the developed part of Grimes. Less than half of this area is expected to be developed over the next two decades.

About 10 acres of land for new housing are shown to the west of town and along the west side of 4th Street. Commercial uses are shown along Main Street in the existing downtown area and just south of the Cargill rice dryers. New commercial uses south of the rice dryers would create a buffer between the industrial use and any new residential area to the south. The plan also designates the area south of Leven Street for rural residential uses. New lots smaller than one acre would be prohibited in this area.

Other areas within the utility district would continue to be "agricultural transition" areas. These are predominantly small-scale farming areas that form a buffer between surrounding large farms and the community. The areas to the southwest of Cargill and to the west of the Elementary School are designated for this use.

The plan recognizes that growth potential is limited in Grimes due to the lack of a central sewer system. If community residents decide to build a sewer system in the future, it would be appropriate to reconsider the amount of development that could take place. At this time, central sewer does not appear financially feasible.

The Community Plan for Grimes is shown in Figure CP-4. Developed and undeveloped acreage in each land use category is shown at the end of this chapter.

Grimes Development Policies

- GR-1 Future development within Grimes shall be limited to the area within the utility district sphere of influence.
- GR-2 A buffer area of non-residential uses shall be maintained around the Cargill Rice Dryers. This buffer may consist of commercial uses to the south of the dryers along Main Street.
- GR-3 Additional rural residential development should be permitted within the utility district sphere south of Leven Street.
- GR-4 The possibility of constructing a community sewer system in Grimes should be explored. If such a system is determined to be economically feasible, some parcels designated "Agriculture-Transition" may be reclassified as "Urban Residential".
- GR-5 Because Grimes lacks a central sewer system, the use of "group" septic systems should be encouraged in new development projects. The use of septic systems on each lot in new developments should be discouraged.
- GR-6 Restoration of vacant, historic buildings in the Grimes commercial district is strongly encouraged.

MAXWELL

History

Maxwell was the last of the Central Pacific-Southern Pacific Railway towns to be settled in Colusa County. W. S. McCoy, landowner and constable of the area, decided to emulate Tacitus Arbuckle by developing a townsite adjacent to the route of the proposed Northern Railway. The town plat, which was drawn freehand, was recorded at the courthouse in Colusa in 1877. During the same year, a general store, hotel, post office, saloon, blacksmith and wagon shop, and several residences were built. The town was originally called Occident, but was renamed in honor of George Maxwell (the town's postmaster) after he donated his land to the railroad for construction of its depot.

As the tracks were laid in 1878 a construction boom ensued in the new town. Most of the townsite was sold to the railroad's development subsidiary, the Western Development Company, for one dollar a lot. Grain warehouses and livery stables were built as new settlers arrived and stage coach connections were established between Maxwell and Colusa. By 1891, the community had grown to about 400 people. Dry land barley and wheat were grown on the surrounding farms while cattle and sheep grazed the foothills to the west. Businesses in the community were entirely dependent on the farmers, and the farmers depended on the businesses for all goods and services.

Some of the historic buildings in Maxwell's commercial district still remain today, including the Masonic Temple (1885), the Opera House (1912), Brown's Garage (1910), and the Odd Fellows Hall (1914). Many of these buildings were popular social gathering or entertainment places during the town's early years but are mostly

also includes the elementary school on the north edge of town, the high school on the west edge of town, and three churches.

Nearly all recent residential growth in Maxwell has been on the northwest and southeast edges of town. This is likely to be the case in the near future as well, since these areas contain most of the vacant left in the public utility district. Development on the north has been on 1/2 and 1/3 acre lots and has consisted of higher-priced housing. Development in the southeast has been concentrated in a 28-lot subdivision along Cedar Street and Central Avenue and in a series of lots along Cosner Avenue.

Proposed Land Use Plan

The land use plan for Maxwell recognizes the town's excellent transportation access, available utilities, and high potential for economic growth. Several years ago, the county's Interstate 5 Corridor Study targeted Maxwell as an area well-suited for industrial park development. The I-5 Study recommended that nearly 800 acres between I-5 and Highway 99 be considered for long-term industrial uses. That recommendation has been carried through in the General Plan. Future industrial uses are shown between Highway 99 and Interstate 5, extending from Wadleigh Road south to Fairview Road.

In addition to the new industrial areas, the land use plan shows new commercial uses around the freeway interchange. The types of uses envisioned are similar to those around the Williams freeway interchange, namely restaurants, service stations, motels, and retail uses. New commercial uses would also be encouraged on vacant parcels and in vacant buildings along Highway 99 and Oak Street.

As new jobs are created in Maxwell, demand for new homes will increase as well. Over 100 acres for new housing are planned west of town in the vicinity of the high school, and southeast of town near Central Street. Future housing areas have been sited above the flood plain of Stone Corral Creek, and away from noise sources such as Interstate 5. The land use plan encourages residential development that will blend with the existing residential neighborhoods west of the railroad. Within the industrial areas, design standards will ensure that buffer areas are maintained between industrial uses and nearby residential areas.

Further west, an agricultural transition area has been designated between the town of Maxwell and Cemetery Road. This area would form a buffer between the developed area and the large acreage farms beyond. Some of the transition area might be reconsidered for development when closer-in areas become built up. A substantial amount of land south of Maxwell and west of the proposed industrial area has been designated for future rural residential development. This area is intended to form a transitional zone between industrial uses east of Route 99 and the large farms south and west of Maxwell.

The Community Plan for Maxwell is shown in Figure CP-5. The acreage in each plan category is summarized in Table CP-3.

Maxwell Development Policies

- MAX-1 The utility district sphere should be immediately expanded to include all lands between Highway 99 and Interstate 5, south of Wadleigh Road and north of Fairview Road.
- MAX-2 The planned industrial areas within the expanded utility district sphere of influence should be rezoned for commercial and industrial uses. Commercial and industrial development should be strongly encouraged within the areas described in Policy MAX-1 and in the parcels adjoining the east side of the Maxwell interchange.
- MAX-3 New industries should be encouraged to connect to the existing sewer and water systems in Maxwell. Where this is not possible, independent sewer and water systems may be used as an interim measure until the extension of public utilities is feasible.
- MAX-4 A specific plan or special study should be undertaken for the planned industrial area in Maxwell. The study should establish architectural design guidelines, landscape standards, and road standards and should prescribe permitted and prohibited uses within the area.
- MAX-5 A buffer area of open space, office, warehouse, or light industrial uses should be maintained between the planned industrial area and adjacent residential neighborhoods.
- MAX-6 The feasibility of establishing a service district for the landscaping or beautification of Maxwell should be explored. Volunteer or community fund-raising efforts to beautify the community should be supported. The county should also assist residents of Maxwell in efforts to secure state or federal funds for improving the buildings and streetscapes within the community.
- MAX-7 The town park in Maxwell should be the subject of a follow-up study. The park and any other recreational facilities should be paid for through the Maxwell Parks and Recreation District and the collection of development impact fees as established by that district.
- MAX-8 Any development in the flood plain of Stone Corral Creek should comply with building standards prescribed by the Federal Emergency Management Agency. Habitable structures below the creek's 100-year flood elevation shall be prohibited.
- MAX-9 Tourism and specialty retailing in the Maxwell Central Business District should be strongly promoted. Efforts to refurbish historic buildings and to redevelop vacant lots in the downtown area should be encouraged.
- MAX-10 The Maxwell freeway interchange should be developed with highway-oriented commercial uses, primarily serving interstate travelers.
- MAX-11 Traffic within new industrial areas should be directed in a manner which minimizes the impact on local streets within the town of Maxwell.

playing fields. There are also clusters of homes along Center Street and along Norman Road, and there are sewage treatment ponds just north of Spencer Road. East of the Sacramento River levee, the land is highly flood prone and is generally used for orchards. Private dirt roads provide access to properties on the river side of the levee.

Proposed Land Use Plan

The land use plan for Princeton focuses future development close to the existing community, particularly between the River Branch Canal and the Sacramento River levee. The areas with the greatest potential for new residential development are north of Norman Road between Highway 45 and the Canal, and along Argo Street between Center Street and Norman Road. Over 30 acres in these two areas are designated for future residential development, enough land to potentially double the town's population. New commercial development is to be encouraged on vacant parcels and in vacant buildings along Highway 45.

While the plan sets aside more than a 20-year supply of residential land, the amount of development shown is far less than what is currently allowed by the town's zoning. In fact, the present zoning map shows about 250 acres of farmland on which apartments or duplexes are permitted; if this land were actually developed in accordance with the zoning, Princeton's population would be larger than Colusa's. The new land use plan recommends that such drastic changes be avoided, and that this 250-acre area be designated as an "agricultural transition" area. This area would form a buffer between the town of Princeton and the large acreage farms beyond.

Given the level of development planned for Princeton, improvements to the sewer and water systems should not be required during the next 20 years. New development has been planned in areas that can be easily connected to utility systems. A buffer area has been designated around the sewage treatment plant to ensure that use of the plant can be increased without creating hazards or odors in nearby residential areas.

The Community Plan for Princeton is shown in Figure CP-6. Table CP-3 summarizes the acreage in each land use category.

Princeton Development Policies

- PR-1 The Utility District boundaries should be expanded to include all lands shown as "Urban Residential" in the Community Plan.
- PR-2 A buffer area of non-residential uses should be established around the sewage treatment plant.
- PR-3 Development or landscape improvements which could potentially obstruct the River Branch Canal shall be prohibited.
- PR-4 No development shall be permitted in the designated floodway of the Sacramento River.
- PR-5 Opportunities for tourist-serving development, especially associated with the Princeton Ferry, should be supported by the county.

PR-6 Restoration of vacant buildings and redevelopment of vacant lots within Princeton's commercial district is strongly encouraged.

STONYFORD-LODOGA

History

The Indian Valley around Stonyford-Lodoga was initially settled in the 1850s. It was not until 1863 that the valley's first town was developed. John L. Smith founded the community of Smithville at the junction of Little Stony and Stony Creeks. The community featured a 3-story hotel and flour mill powered by water diverted from the creek. In 1890, the Stony Creek Improvement Company bought the landholdings and moved the buildings to a gravelly ridge one-half mile to the southeast. The higher ground was above the flood plain and was better situated for development of a town.

Stonyford's early growth was spurred on by mining in the nearby mountains and by ranching and farming in the surrounding countryside. By the turn of the century, the little town could boast three hotels, two gambling houses, a saloon, seed mill, general stores, a dance hall, and a creamery. The Town Hall, built in 1899, still stands today. The surrounding valley had six school houses, but only the Indian Valley School remains today.

In 1908, Stony Creek was diverted and dammed to create East Park Reservoir, the first federal reclamation project in California. Orland obtained the water rights to Stony Creek, placing a burden on dairy and alfalfa farmers in the Indian Valley and ultimately constraining growth in Stonyford. Farming in the area was further affected by erosion problems that resulted from overgrazing by sheep and cattle. Virtually no population growth occurred in the valley between 1900 and 1980. However, the area did gain importance as a recreational center and gateway to the Mendocino National Forest.

Seven miles southeast of Stonyford, the community of Lodoga developed along Indian Creek, the inlet stream to East Park Reservoir. Lodoga originally developed as a seasonal recreation area with summer cabins along the Creek. Over the years, it has developed into a year-round residential and recreation area. Today, the small remodeled cabin homes are complemented by new larger homes. The town's grammar school was closed in 1967.

Midway between Stonyford and Lodoga, the community of Century Ranch has emerged as a third population center in the Indian Valley. When the land was originally subdivided in 1965, Century Ranch was to be the largest development in the county. About 1,000 lots were sold and a clubhouse was built, but the golf course, airport, school, and lakes shown in the original plan were never constructed.

Land Use Analysis

Stonyford. The town of Stonyford was laid out on a 100-acre site along a grid of streets six blocks wide by three blocks long. Original lots on Market Street, the town's commercial thoroughfare, were 25' x 120', while most of the other lots were 50' x 120' or 120' x 300'. Only a fraction of the 1890 townsite was ever developed. Over the years, entire blocks were consolidated into single homesites as large as 8 acres. The town's very low density, complemented by roadside wildflowers and the

individual septic systems on many lots, and because of the inadequate water supply in dry years, the county and landowners should investigate re-organizing two existing "paper" special districts into a single multi-purpose community service district which could address the specialized needs of landowners and residents. Without central sewer, some of the steeper parts of Century Ranch and many of the level lots are unbuildable since septic systems cannot function on the sloping lots or on soils with inadequate percolation.

Just north of Century Ranch, East Park Lake View Acres extends for about 1 1/2 miles along Lodoga-Stonyford Road. The 150-acre subdivision consists of a continuous string of about 60 lots (averaging about 2.5 acres each) along both sides of the road. About a dozen homes have been built in the development.

Proposed Land Use Plan

The Stonyford-Lodoga area was the subject of a special area plan completed in 1983. The plan established new general plan and zoning designations for the Indian Valley and set performance standards for future subdivisions. Outside of the existing subdivisions, 10-acre minimum lot sizes are permitted along most of the Stonyford-Lodoga Road and on the east side of East Park Reservoir. Elsewhere, minimum allowable lot sizes are 80 acres, encouraging continued agriculture, ranching, and open space uses. In those areas where rural residential development is allowed, proposed parcels must meet certain slope and groundwater standards.

Within the town of Stonyford, the plan shows rural residential development on the remaining vacant parcels in the water district. Because the town lacks a central sewer system, subdivision of vacant parcels into new lots smaller than one acre should be discouraged. However, since the town was laid out many years ago, development on existing lots smaller than one acre will invariably take place. This development should strive to maintain the town's rural character.

New commercial development would be limited to vacant parcels within the existing town center along Market Street (Lodoga-Stonyford Road). Strip commercial development along the road between Stonyford and Lodoga should be prohibited.

The land immediately adjoining Stonyford is designated an "upland transition" area. This use provides a buffer between the town and the surrounding ranchlands and undeveloped foothills. Within the transition area, farming and ranching are to be the predominant uses, although some very low density residential uses might occur. Such uses could only occur on parcels of at least 10 acres, meeting the water availability and slope density requirements set forth in the 1983 Stonyford-Lodoga Plan.

The plan for Stonyford is shown in Figure CP-7. Acreage in each land use category is presented in Table CP-3. Land use designations for the Indian Valley between Stonyford and Lodoga are contained in the Land Use Element's Figure LU-2.

Stonyford-Lodoga Development Policies

- SL-1 The rural character of the Stonyford-Lodoga area should be preserved. Development should respect the area's visual and environmental qualities.

- SL-2 The Community Plan for Stonyford-Lodoga should reflect the findings and policies of the 1983 Stonyford-Lodoga Area Plan.
- SL-3 Future subdivision of land into parcels smaller than one acre should be discouraged in the Stonyford-Lodoga area. Merging of small lots under common ownership within the Stonyford townsite into parcels of at least one acre should be encouraged.
- SL-4 Subdivision of land in the Stonyford-Lodoga area should be conditioned upon proof of adequate water supply for domestic use and fire protection, and sewage disposal meeting county standards. Frontage for each parcel on a road built to County standards shall be ensured.
- SL-5 Because the community lacks a central sewer system, future development within the Stonyford Water District should be encouraged to use "group" septic systems rather than on-site systems serving individual lots.
- SL-6 The Hillside Combining Zone should be used to regulate the density of housing on all developable private land in the area.
- SL-7 Future commercial development should be concentrated in the existing commercial districts of Stonyford, Lodoga, and Century Ranch. Strip commercial development on the road between the communities should be prohibited.
- SL-8 Opportunities for tourist-serving or recreational development in the Stonyford-Lodoga area should be supported by the county.

WILLIAMS

History

Williams was established in 1876, when landowner W. H. Williams drew up plans for a town at the proposed Northern Railway depot some 10 miles north of Arbuckle. By the time the tracks reached Williams in the early summer of 1877, the town was well on its way to becoming a major agricultural processing and distribution center. In his History of Colusa County (1891), Justus Rogers notes that the first buildings in Williams were "rude and hastily constructed". However, Rogers goes on to note that by the 1890s, the town sported handsome dwellings and substantial brick buildings.

The decline of river traffic on the Sacramento and the redrawing of the County's northern boundary made Williams the county's transportation hub and geographic center. The town's early success was built on the railroad and the grain products grown in the surrounding farm areas. Rice and tomatoes became the predominant farm crops during the early 1900s. With the decline of rail traffic, the town has remained a transportation hub by virtue of its location at the crossroads of Interstate 5 and State Highway 20.

the area continues to undergo a transition from farm to urban uses, the need for public improvements become greater. At the same time, the more piecemeal and irregular the development pattern gets, the more difficult it becomes to construct these improvements. Furthermore, the "ranchette" development pattern results in many one to five acre lots and limits the availability of sites for larger-scale suburban housing developments. These developments will be needed to sustain future growth in Williams; the lack of suitable large sites may result in leapfrogging and ultimately result in a less efficient land use pattern.

The rural residential area south of Williams has been designated for Urban Residential uses in the Community Plan. It is expected that this area will eventually be annexed to the city and that urban services will be extended south. To ensure that adequate development sites are available, further land subdivision in this area should be discouraged until utility lines are extended.

Unincorporated Northern and Northwestern Areas. There is very little urban development to the north and northwest of Williams. The only non-agricultural land uses are located immediately north of the city limits on Old Highway 99. This area includes gas storage tanks, a small RV park, and auto salvage yards. North of town, the Highway 20 bypass spans Old Highway 99, the railroad, and Interstate 5. The city's sewage treatment plant occupies about 40 acres just north of the bypass. The rest of this area is used for rice and row crop farming.

Salt Creek flows just north of Highway 20. The creek's flood plain encompasses most of the land north of Williams and, in fact, extends well into the city itself. The combination of the flood plain, sewer plant odors, and the auto salvage yards make this a less attractive location for growth than areas to the east and south. However, if flooding problems on Salt Creek can be corrected and if the sewer plant is relocated to the Williams Industrial Properties site, development possibilities in this area would be much more favorable. A 117-lot housing development has already been approved north of the High School and commercial uses may follow along the Highway 20 bypass. As this area develops, it is imperative that a master plan for correcting drainage and flooding is implemented. Correcting drainage problems simply by raising each development site is not recommended, as this may only make the problem worse downstream.

Proposed Land Use Plan

During the next two decades, Williams is projected to grow faster than any other community in Colusa County. Its location at the crossroads of Interstate 5 and Highway 20 provides excellent access and offers excellent prospects for commercial and industrial development. With such development comes increased demand for housing and public facilities. It is expected that the Williams area will grow from its current population of about 2,000 people to about 5,400 people in the year 2010. In other words, in a little more than 20 years, Williams will be about as big as Colusa is now.

The County General Plan incorporates the recommendations of the 1985 I-5 Corridor Plan, and the 1984 Sphere of Influence study for Williams. These plans designated large areas east of Interstate 5 for industrial uses, as well as additional areas for industry along the Southern Pacific Railroad on the west side of the Interstate. The proposed land use plan shows about 2,000 acres of vacant or agricultural land in future industrial use. Almost half of this land lies within the Williams Industrial Properties development.

The new industrial areas should be developed according to design standards or specific plan guidelines. These guidelines should ensure that development does not interfere with nearby residential areas and that adequate provisions are made for sewer, water, drainage, and access. Standards should address landscaping and architectural requirements and should define permitted and prohibited uses within different parts of the industrial area. Heavy industrial uses should be limited to the areas furthest away from residential neighborhoods.

While road and rail access were the primary criteria for locating future commercial and industrial areas, residential areas have been located in those areas that are free of physical constraints such as flooding and noise. Because flooding constrains growth to the north and northwest, and industry will be predominant on the east, the plan directs new housing to the south and southwest. A small area for housing is designated to the northwest of the city, contingent upon Salt Creek drainage improvements.

About 1,000 acres have been designated for "urban residential" use. Some of this area is already partially developed with rural residential uses. The character of this area would change over time as utilities were extended south and higher density development took place. Rural residential development would move further south and west, and an agriculture transition area would extend south to Walnut Drive. Depending on the rate of industrial development in Williams, it may be appropriate to replan some of the transition area for residential development before the general plan horizon year. The ultimate goal for the area south of Williams is the development of high-quality housing.

The Williams Community Plan is shown in Figure CP-8. The acreage in each land use category is presented in Table CP-3.

Williams Sphere of Influence Development Policies

- WIL-1 The primary and ultimate spheres of influence of the city of Williams should be redefined to reflect the ultimate community plan. The primary sphere should be defined so that it includes all areas planned for development during the timeframe of this plan (1987-2010). Urban development outside of the sphere of influence area should not be permitted.
- WIL-2 Additional park sites should be acquired by the City of Williams as development occurs within designated Urban Residential areas.
- WIL-3 Services should not be extended into unincorporated areas until those areas are annexed. When unincorporated areas planned for future urban uses are developed, services should be provided by the city of Williams.
- WIL-4 Zoning within those areas designated "Urban Residential" should establish a sufficient number of sites for new apartments and other higher density housing types.
- WIL-5 The "E" Street freeway interchange should continue to be promoted as a "traveler's oasis"; additional highway commercial uses should be encouraged on the east side of the freeway interchange. When the interchange is substantially built out, highway commercial uses should be encouraged.

around the Highway 20/Interstate 5 interchange and the Husted Road/Interstate 5 interchange.

- WIL-6 Confirmation of new Salt Creek flood plain boundaries should be obtained from the Federal Emergency Management Agency to more accurately identify areas unsuitable for development
- WIL-7 Once new flood plain boundaries are known, a comprehensive solution to the flooding problem along Salt Creek and the North Side should be developed. Piecemeal solutions in which individual sites are raised above the 100-year flood elevation as they are developed should be discouraged. Development along the Highway 20 bypass should be discouraged until area drainage problems are corrected.
- WIL-8 Additional land subdivision in the area south and west of the city limits should be discouraged until extension of sewer and water services is imminent. When utilities are extended, infill of vacant or agricultural parcels with urban residential uses should be encouraged.
- WIL-9 The range of housing, retailing, and community services available in Williams should be increased to make the community more attractive to prospective employers.
- WIL-10 Within the planned industrial areas, design guidelines should be used to ensure high development quality and compatibility between these areas and adjacent land uses.
- WIL-11 If Williams Industrial Properties is developed at a more rapid rate than anticipated, some of the land designated "Agriculture-Transition" or "Rural Residential" may be reclassified for urban uses. In this event, a buffer area should be maintained between residential and industrial uses.
- WIL-12 Lands lying in the approach zones of the landing strips to the east and west of Williams should remain agricultural as long as the landing strips remain operational.

Attachment 5

Description of Agricultural Transition and Urban Reserve Area Designations

Agriculture-Transition (A-T) and Urban Reserve Area (URA) Land Use Designations

The Agriculture-Transition (A-T) land use designation currently serves two purposes in the 1989 General Plan: 1) to identify areas already developed with smaller agricultural parcels and ranchettes and, 2) to identify areas suitable for future urban development. These are distinctly different definitions for this land use category, and the A-T designation is currently being used to accomplish two separate goals, which may cause confusion. The General Plan Update team suggests that the County revise its definition of A-T and create a new land use category to clearly divide these two purposes and designate areas for future growth separately from areas for transitional uses.

The first existing purpose of the A-T land use designation is appropriate for lands that will serve as a “transition” or “buffer” zone between urban and agricultural lands.

The second purpose of the A-T land use designation may be better served by creating a new land use designation called Urban Reserve Area (URA), which would essentially serve as a “placeholder” for future urban development. These two land use designation definitions are described in greater detail below.

URA - Urban Reserve Area: This designation would be added to the General Plan to serve as a placeholder for future urban development and to define the growth limits for existing communities within the life of this General Plan. While many lands within the URA designation are not anticipated to urbanize over the next 10 or 15 years, this designation would communicate to residents and future decision-makers the long-term vision for where growth may occur around the existing communities. Agricultural uses are an allowed, and encouraged, interim use in the URA designation.

Lands designated URA shall not be extensively subdivided or developed until such time that the Board determines it is appropriate to develop the lands with urban levels of residential, commercial, parks and recreation, and public/semi-public uses. Lands designated URA shall not be amended to urban land use designations (e.g., residential, commercial, parks and recreation, and public/semi-public uses) in a piecemeal fashion. It is anticipated that most of these parcels will be redesignated to specific urban designations (e.g., Commercial, Urban Residential, Industrial, Parks and Recreation, etc.) under future General Plans when additional lands are needed to accommodate growth.

Development of lands designated URA will require a General Plan Amendment to the proposed use, which shall be granted when:

- 1) The majority of adjacent designated urban residential and commercial lands has been built out or is planned for buildout,
- 2) Urban services (water, wastewater, storm drainage, utilities, and roads) have been extended or planned to be extended to the majority of adjacent lands designated for urban uses,
- 3) Adequate flood control measures are in place,
- 4) The amendment would not create an island of urban uses in a rural area,
- 5) The amendment would not result in leapfrog development patterns, and
- 6) A master plan or specific plan has been prepared for the lands proposed for a change in land use designation.

A-T - Agriculture-Transition: The definition of the A-T designation would be revised so that A-T no longer serves as a placeholder for future growth, but is solely used to identify areas where: 1) land has already been subdivided into small parcels (less than 10 acres) for ranchettes, part-time farms, and orchards and, 2) to identify areas that may be developed with small-scale agricultural uses that serve as

Agriculture-Transition (A-T) and Urban Reserve Area (URA) Land Use Designations

a transition zone between urban areas and the large scale farms and agricultural operations beyond. A-T parcels may be divided with a minimum lot size of 10 acres. A-T lands may also be developed with low-intensity commercial or industrial uses that are oriented toward agricultural operations.

Attachment 6

Property Owner Land Use Change Requests

PROPERTY OWNER LAND USE CHANGE REQUESTS SUMMARY

#	Owner / Applicant	APN	Size	Zoning	1989 General Plan Land Use	Requested General Plan Land Use	Owner Comments
1	Highmark Properties / Denis Cook	012-090-014	61.5	Exclusive Agriculture	Agriculture-General	Urban Residential w/ Commercial Corner	Highmark Properties proposes a 67-acre residential subdivision, 1.5 acres of commercial at SR 45/Spenser Rd, and a 2.5-acre pond/park.
2	Colusa Heritage Partners / James Resney	022-190-062	33.5	Industrial (M)	Industrial	Industrial/Commercial	Increase retail opportunities, jobs, property tax revenue, sales tax revenue. No immediate plans for development.
3	Colusa Heritage Partners / James Resney	022-190-060	191.6	Industrial (M)	Industrial	Industrial/Urban Residential	Provide balance of jobs/housing. Convert 60 acres to Urban Residential and leave 142 acres industrial. Increase retail opportunities, jobs, property tax revenue, sales tax revenue. No immediate plans for development.
4	Dean and Josie Freeman	021-310-013	22.9	Exclusive Agriculture	Agriculture-General	Rural Residential	Divide the property into 2 or more parcels. The property is too small to be a profitable farm operation and is too large for rural living.
5	Jack W. Baber / Northstar Engineering	011-280-015	57.3	Highway Service Commercial	Commercial	Industrial	Provide residential and employment growth adjacent existing infrastructure and services. Anticipate future development needs (e.g., Sites Reservoir).
		011-280-040	14.8	Highway Service Commercial	Commercial	Commercial	
		011-280-072	77.9	Highway Service Commercial	Commercial	Urban Residential	
		011-280-073	64.8	Industrial (M)/Highway Service Commercial	Commercial	Urban Residential/Commercial	
		011-280-074	13.3	Highway Service Commercial	Commercial	Industrial	

PROPERTY OWNER LAND USE CHANGE REQUESTS SUMMARY

#	Owner / Applicant	APN	Size	Zoning	1989 General Plan Land Use	Requested General Plan Land Use	Owner Comments
5	Jack W. Baber / Northstar Engineering	013-040-005 013-020-001 013-040-006	0.6 11.8 10.2	Industrial (M) Highway Service Commercial Industrial (M)	Industrial Commercial Industrial	Urban Residential Urban Residential Urban Residential	
6	Patricia Hickel	015-060-090	25.6	Exclusive Agriculture	Agriculture-General	Rural Residential	There has been an increase of smaller ranchettes in the surrounding area and allowing 5 to 10 acre lots would provide an appropriate buffer between residential and agricultural uses.
7	Francis Hickel	015-060-089	21.5	Exclusive Agriculture	Agriculture-General	Rural Residential	There has been an increase of smaller ranchettes in the surrounding area and allowing 5 to 10 acre lots would provide an appropriate buffer between residential and agricultural uses.
8	Johnna Ornbaun / Kelly & Johnna Ornbaun	016-330-067	113.6	Exclusive Agriculture	Agriculture-General	Industrial	Provide opportunities for new job and business growth close to I-5 and Hwy 20.
9	Johnna Ornbaun / Kelly & Johnna Ornbaun	016-330-065	71.5	Exclusive Agriculture	Agriculture-General	Commercial	
10	Johnna Ornbaun / Kelly & Johnna Ornbaun	016-070-094	9.3	Exclusive Agriculture	Agriculture-General	Commercial	
		016-330-064	34.5	Exclusive Agriculture	Agriculture-General	Commercial	
11	Vern Ornbaun / Kelly & Johnna Ornbaun	016-070-093	73.1	Exclusive Agriculture	Agriculture-General	Commercial	
12	Kelly & Johnna Ornbaun / Kelly & Johnna Ornbaun	016-070-107	19.3	Exclusive Agriculture	Agriculture-General	Industrial	

PROPERTY OWNER LAND USE CHANGE REQUESTS SUMMARY

#	Owner / Applicant	APN	Size	Zoning	1989 General Plan Land Use	Requested General Plan Land Use	Owner Comments
13	Colusa Industrial Properties / Ed Hulbert	017-030-008	560.6	Exclusive Agriculture	Agriculture-General	Industrial	Expansion of Colusa Industrial Properties, larger parcels for industrial and food processing facilities. Entire parcel is on CIP's wastewater permit. Proposed uses will increase tax base and job growth.
14	Butte Creek Farms / Ed Hulbert	015-130-045	90.9	Exclusive Agriculture/Floodway	Agriculture-General	Commercial	Expand Colusa Landing (marina) including parking, RV park, boat storage, and related businesses. Increase in recreation/tourism business, tax base, job growth, and sales tax.
15	Charles Lovelace, Sr. / Charles and Cynthia Lovelace	011-270-034	120.9	Exclusive Agriculture/Residential Single Family R-1-8	Agriculture-Transition	Urban Residential	Property is currently zoned R1-8, which conflicts with the General Plan designation of A-T. This request would allow the parcel to be developed consistent with the zoning. Also, Maxwell needs residential growth to support local business.
16	Brent Wiggin, Inc.	021-300-008	3.5	Exclusive Agriculture	Agriculture-General	Urban Residential	This request is only made if there is a decision that the parcels will be encompassed in a future residential area. This would provide for orderly growth that is contiguous with the existing community.
		021-300-069	43.2	Rural Residential	Agriculture-General	Urban Residential	
17	Walter C. Burke	021-300-058	9.4	Exclusive Agriculture	Agriculture-General	Urban Residential	Develop residential uses compatible with the goals of the community and county.
		021-300-057	9.8	Exclusive Agriculture	Agriculture-General	Urban Residential	
		021-300-059	10	Exclusive Agriculture	Agriculture-General	Urban Residential	
		021-300-060	23.8	Exclusive Agriculture	Agriculture-General	Urban Residential	

PROPERTY OWNER LAND USE CHANGE REQUESTS SUMMARY

#	Owner / Applicant	APN	Size	Zoning	1989 General Plan Land Use	Requested General Plan Land Use	Owner Comments
18	Charles and Lorraine Marsh	018-280-098	11.9	Exclusive Agriculture	Agriculture-General	Urban Residential	The increased population next to the orchard on this property is already making farming more difficult. Would like to split the parcel into 2-acre lots to allow a rural lifestyle and provide a buffer between subdivisions and agricultural uses.
19		018-280-099	12.1	Exclusive Agriculture	Agriculture-General	Urban Residential	
20		018-280-100	11.6	Exclusive Agriculture	Agriculture-General	Urban Residential	
21		018-280-101	13.1	Exclusive Agriculture	Agriculture-General	Urban Residential	
22	Myers & Charter, Inc. / Daniel O'Connell	018-180-041	27	Exclusive Agriculture	Agriculture	Industrial	Current use is Rice and Seed Dryers. Would like ability to expand operations, including a solar photovoltaic system, without potential conflicts with GP/Zoning. Unclear whether solar system is a permitted use in the current agriculture zone.
		018-270-036	30.3	Exclusive Agriculture	Agriculture	Industrial	
23	Logan Dennis, LC Dennis Company / Pauline Palmer, California Engineering Co., Inc.	013-160-006	9.5	Residential Single Family (R-1-8)	Agriculture-Transition	Urban Residential	Property owner would like to subdivide the property for residential use. The current zoning is R-1-8, however the General Plan designation of A-T conflicts with the current zoning.
		013-160-007	1.4	Residential Single Family (R-1-8)	Agriculture-Transition	Urban Residential	
24	D+L Trust/Jim and Ken Mumma	022-100-055	98	Industrial (M)	Industrial	Urban Residential	Applicant indicates parcel could be planned to accommodate a residential subdivision and water/sewer system to serve the entire College City community.
		019-130-018	14.4	Exclusive Agriculture	Agriculture-General	Industrial	
		019-130-019	25.3	Exclusive Agriculture	Agriculture-General	Industrial	
25	Charles E. Pearson, Sr./Gwen Pearson	015-130-032	6.2	Floodway	Rural-Residential	Industrial	Industrial/commercial designation requested to accommodate rice storage bins
26	Cressy & Violet Westcott / Todd A. Mehr, Esq.	017-030-022	45.6	Exclusive Agriculture	Agriculture-General	Rural Residential	Property borders Walnut Ranch and the City of Colusa. Colusa Industrial Properties already has development plans for the area. This request is
		017-030-042	100.1	Exclusive Agriculture	Agriculture-General	Mixed Use -	

PROPERTY OWNER LAND USE CHANGE REQUESTS SUMMARY

#	Owner / Applicant	APN	Size	Zoning	1989 General Plan Land Use	Requested General Plan Land Use	Owner Comments
		017-030-042	100.1	Exclusive Agriculture	Agriculture-General	al	intended to be compatible with future land uses in the area.
		017-030-050	13.4	Exclusive Agriculture/Industrial (M)	Agriculture-General	Mixed Use - UR/Commercial	
		017-030-090	104.2	Exclusive Agriculture	Agriculture-General	Rural Residential	
		017-030-087	13.1	Rural Residential	Agriculture-Transition	Urban Residential	
		017-030-089	32.7	Exclusive Agriculture	Agriculture-General	Mixed Use - UR/Commercial	
27	Jerry Maltby / Daniel O'Connell	014-300-017	263.7	Exclusive Agriculture	Agriculture-General	Industrial	Property owner is developing an oil seed crush plant that will work in concert with the existing feed lot on the property.
		014-300-037	40.8	Exclusive Agriculture	Agriculture-General	Industrial	
		014-300-046	451	Exclusive Agriculture	Agriculture-General	Industrial	
28	Charles T. Yerxa Farms / Woody Yerxa	015-060-039	249.9	Exclusive Agriculture	Agriculture-General	Rural Residential	Would like a General Plan designation that provides 5-10 acre parcels so that the 252.65-acre parcel may be split into four 10-acre parcels and a remainder. This will result in parcel sizes and a rural setting consistent with nearby parcels.

Attachment 7

Planning Commission Preferred Land Use Map