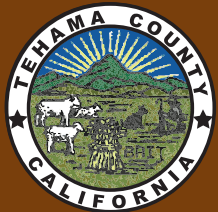




TEHAMA COUNTY GENERAL PLAN

March 2009



PMC[®]



TEHAMA COUNTY
GENERAL PLAN UPDATE
2009 - 2029

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1.0 INTRODUCTION

1.0 INTRODUCTION

1.1 COUNTY OVERVIEW

CHARACTER

Tehama County's location in the upper Sacramento Valley has cultivated its development as an agrarian and rural community. As of January 2008, the County boasted a population of approximately 62,419 people, as estimated by the California Department of Finance (DOF), ranking it 41st among the 58 counties in California. In 2000, the County boasted a population of approximately 55,918, as estimated by the DOF. Since 2000, the population of Tehama County has grown by approximately 6,501 people, resulting in an average annual increase of 928.7 people (1.48 percent).

A large part of the County's population, approximately 34 percent (21,054 persons according to the DOF), reside in the Cities of Red Bluff and Corning, with the remainder distributed throughout the City of Tehama and several unincorporated communities and rural areas throughout the County.

Tehama County's strong agricultural background grew from the fertile valley lands along the Sacramento River and the expansive foothills where grazing activities are prevalent. Development and growth over the years were possible due to the ability to move goods up and down the Sacramento River and, in more recent times, Interstate 5. Recently, growth pressures from outlying counties have spurred new housing and commercial developments.

HISTORY

Tehama County was occupied by two tribal groups at the time of European-American contact. For approximately 4,500 years, archaeological records state that the Yana and their predecessors occupied the area from the Round Mountains near the Pit River in Shasta County, to Deer Creek in Tehama County. The Nomlaki (Central Wintun) were relative newcomers by comparison, having arrived from the north only 400 years ago. This tribe generally occupied the area spanning 10 miles east of the Sacramento River into the coastal range, in what is now Glenn and Tehama Counties.

The Mexican Land Grants of the mid-1800s brought many European-Americans to present-day Tehama County in 1844. The first major landowners in the area included Josiah Beldon, William George, Job F. Dye, Robert Hasty Thomes, Albert G. Toomes, and Peter Lassen. In honor of Senator Thomas H. Benton of Missouri, Lassen laid out the original townsite of Benton City, located near today's community of Vina. However, due to the discovery of gold, most of the settlers were drawn to the hills, and the town of Benton City eventually folded.

When the Gold Rush commenced in the late 1840s, European-Americans began arriving in great numbers. The town of "Red Bluffs" was soon established as the head of river navigation on the Sacramento River. Steamboats brought provisions up the river to "Red Bluffs," where they were transferred to wagons and mules and carried overland to the Shasta and Trinity mining camps. "Red Bluffs" soon changed its name to Red Bluff.

Tehama County was formed April 9, 1856 from parts of the three surrounding counties (Butte, Colusa, and Shasta). The name "Tehama" was most likely derived from a local





Native American word meaning “high water” or “low land”; probably referring to the Sacramento River.

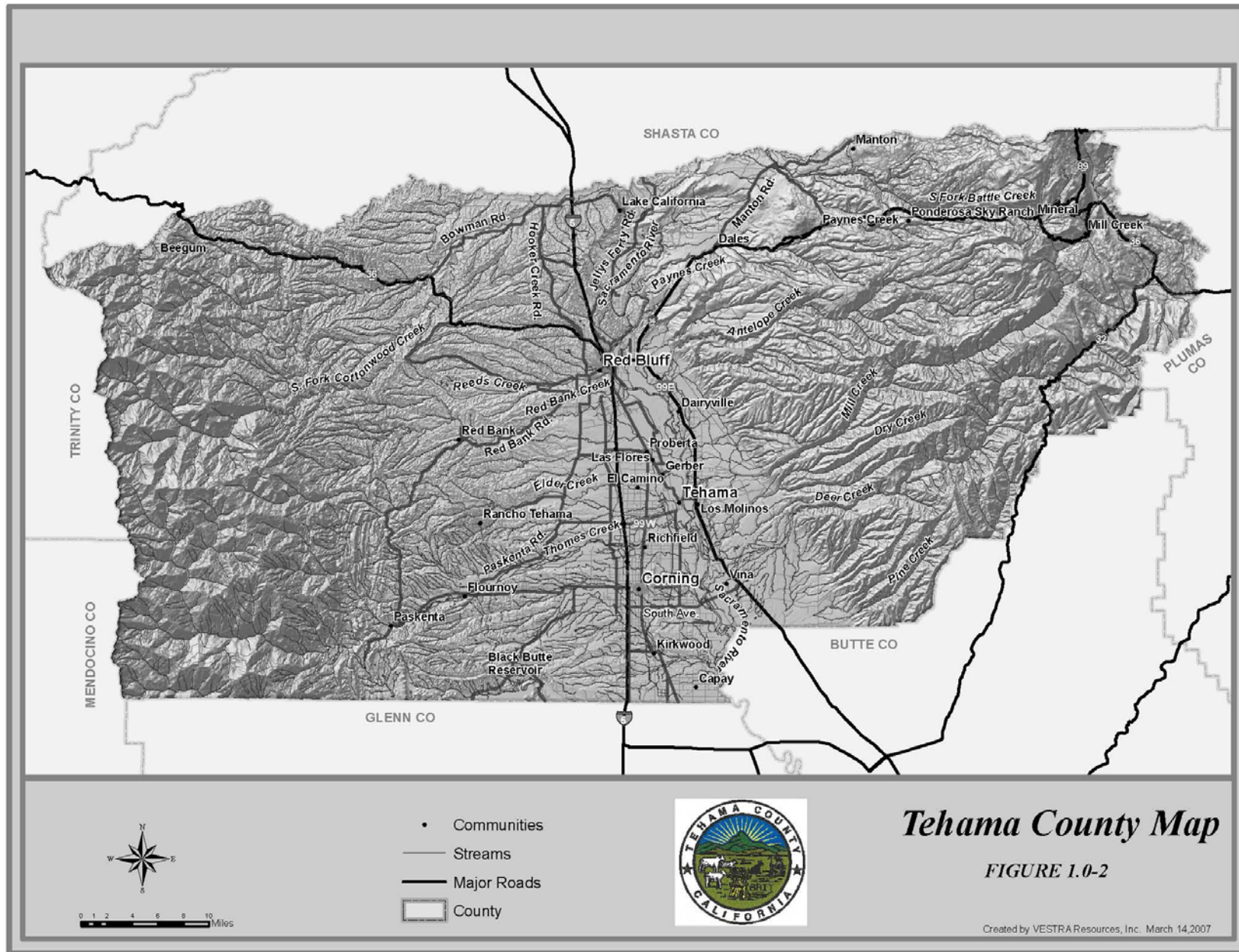
There are three incorporated cities within Tehama County: Red Bluff, Corning, and the City of Tehama. In 1856, the City of Red Bluff was elected as the County seat. As stated above, its location along the Sacramento River had historically enabled it to serve as a transportation hub to export Tehama’s agricultural and lumber products by steamships up and down the river. Corning, the County’s second largest city, was incorporated in 1907. It originally served as an agricultural hub for Tehama County, producing olives, plums, almonds, walnuts, and peaches, as well as cattle and sheep. Corning is home to the Lindsey Olive Company and Bell Carter Foods. The City of Tehama, which was established in 1846, is both Tehama’s oldest and smallest incorporated city at approximately 0.8 square miles. The City was originally established as a trading hub due to its proximity to the Sacramento River.

PHYSICAL DESCRIPTION AND LOCATION

Tehama County is located in the northern Sacramento Valley, approximately midway between the City of Sacramento and the Oregon state border. The western boundary of Tehama County is located in the Pacific Coast Range, and the eastern boundary is in the Cascade Mountains. The County is approximately 2,950 square miles and contains rolling foothills, fertile valleys, flat-topped buttes, and vast rangelands. Surrounding counties include Shasta County to the North, Plumas and Butte Counties to the east, Glenn County to the south, and Trinity and Mendocino Counties to the west. Tehama County is generally bisected by the Sacramento River Valley, which cuts a 20-mile-wide swath through the central portion of the County. Additionally, the County contains large amounts of National Forests in the hills and mountains to the east and west.

1.0 INTRODUCTION





1.0 INTRODUCTION

The climate of Tehama County varies significantly between the valley and mountain areas, depending primarily on elevation. Hot, dry summers and temperate winters generally characterize the valley regions, while mountainous areas experience warm, dry summers and colder winters. In 2002, the average maximum temperature in July was 97.8 degrees in the valley city of Red Bluff, and 80.8 degrees in the mountain town of Mineral. The average maximum temperature in January was 54.7 degrees in Red Bluff, and 40.9 degrees in Mineral. Average annual precipitation is 23.0 inches in Red Bluff and 55.1 inches in Mineral, with annual snowfall at 2.1 inches in Red Bluff and 151.9 inches in Mineral (CED, 2004).



1.2 PURPOSE AND VISION

The purpose of the project to update the Tehama County General Plan is to review and revise the 1983 General Plan, to reflect upon changing conditions and issues, and to provide a direction for the future growth of the County in the next twenty years. The Tehama County General Plan is a comprehensive document that provides policies and guidelines for the future expansion and development of the community. The General Plan helps express how the citizens of Tehama County wish to see development in their community occur, and it serves as a planning guidebook to decision-makers, staff, and citizens. The General Plan serves as the foundation for various planning documents that help support and implement the General Plan including: the Tehama County Zoning Ordinance; the Tehama County Land Development and Engineering Design Standards; area plans; and other planning documents.

It is the intent of this document that agriculture remains one of the primary uses of land in Tehama County. This General Plan, as did the plans before it, emphasizes agriculture as a way of life and the foundation of the quality of life in Tehama County. Perhaps more than any other land use, agriculture depends on the land upon which it is sited, and relies on policies in documents such as this General Plan to protect it from incompatible land uses. Urban uses are encouraged in this plan, but only in areas with existing services, or where services can be provided efficiently.

1.3 LEGAL BASIS AND REQUIREMENTS

Every county and city in the State of California is required by law to 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." (California Government Code Section 65300.) Called the "constitution for future development" by the California Supreme Court, the General Plan is a guideline for growth and policy decisions. The General Plan is intended to serve as a comprehensive, long-term document establishing land use and development policy for the next 10 to 20 years. This document will address the County's planning for the next 20 years and is an update to the County's 1983 General Plan.

State law requires that every General Plan be comprehensive in nature and cover the entire planning area, and that it address a broad range of issues associated with a jurisdiction's physical growth and development. Specific topics known as "elements" are required by law and are necessary to be included in every General Plan. These required elements include: land use, circulation, housing, conservation, open space, noise, and safety. Additional or "optional" elements addressing specific issues of concern within the jurisdiction may also be included, as well as the combining of required



and optional elements where appropriate (e.g., combining the conservation and open space elements).

REQUIREMENTS AND SCOPE OF THE GENERAL PLAN

The General Plan is a statement of the jurisdiction's long-term vision or ultimate physical form. Although the General Plan is mandated by the State of California, Government Code 65301(a) allows the jurisdiction to organize the required elements in any manner chosen, as long as all of the required topics are addressed.

All of the elements in the General Plan, whether required or optional, must have equal legal status. This means that no one element is superior to another. Additionally, all elements must be internally consistent with each other.

In addition to addressing all of the required elements, the General Plan must have the following functions:

Long-Term

The General Plan is intended to take a long-term perspective and to establish enduring policies that help guide the day-to-day decision-making for years to come. Time frames for various topics and policies differ throughout the General Plan with the Housing Element requiring update every five years. The General Plan considers goals, objectives, and policies that will impact the County for at least twenty years.

Comprehensive

The General Plan must incorporate all major components of the County's development and address all unincorporated areas. The County should consider the General Plans and relevant planning issues of every city as well as those planning and resource management issues that extend beyond the County's jurisdictional boundaries. Additionally, the plan must identify and address the broad range of issues associated with the County's physical development.

Internal Consistency

Policies within the General Plan are not allowed to conflict with other policies. There are five dimensions of consistency that must be addressed in order to meet the requirements of internal consistency, including:

- Equal status among elements
- Consistency between elements
- Consistency within elements
- Area plan consistency
- Text and diagram consistency

1.0 INTRODUCTION

General

Due to the broad scope and long-term perspective of this document, the general plan, as its name implies, must be general in nature. The purpose of this document is to provide a broad framework for the goals and policies for both public and private development.

USE OF THE GENERAL PLAN

The Tehama County General Plan is intended to serve as a tool to inform and assist citizens, developers, and decision-makers in formulating and implementing the County's rules that guide development and programs. As such, the Plan has four main objectives in achieving those outcomes. These objectives include the following:

- 1) To enable the Board of Supervisors and the Planning Commission to reach agreements on long-range development policies.
- 2) To provide a basis for judging whether private development proposals and public projects are consistent with County policies.
- 3) To allow other public agencies and private developers to design projects that are in harmony with County policies or to seek changes in those policies through the process of amending the General Plan.
- 4) To provide for agreements among different agencies concerning development in the unincorporated areas of Tehama County.

CONSISTENCY IN ACTION

The General Plan provides the basis for all of the County's regulations, policies and programs that relate to issues addressed in this Plan. In addition to requiring the General Plan to be internally consistent, the State also requires what may be called vertical consistency. An action, program, or project is consistent with the General Plan if, considering all its aspects, it will further the objectives and policies of the General Plan and not obstruct their attainment. This requirement clarifies that consistency does not require all subsequent County actions to be specifically anticipated by the General Plan. Because the Plan is both broad and long-range, there are many circumstances where future County actions will be addressed only briefly in the Plan, or perhaps not specifically addressed at all. Nevertheless, the County can still weigh the consistency of those actions with the objectives and policies of the General Plan that relate to the action in general.

GENERAL PLAN SPECIAL STUDIES

The General Plan contains certain policies and programs that describe the need for further studies and plans. The preparation of these studies and plans is necessary to fully implement the General Plan and the community's vision of Tehama County for the next twenty years.

The General Plan by definition is a comprehensive and long-range guide to the County's physical, economic, and social development. It is expected that the actions set forth within the General Plan may be undertaken by the County at any time in the next twenty years. Therefore, it is impossible to establish a schedule or timeline for the preparation of particular studies and plans. The County will undertake proposed actions





and will provide both staff and financial resources to complete those actions as it deems necessary and feasible.

CONSISTENCY BETWEEN THE GENERAL PLAN AND THE ZONING ORDINANCE

One of the primary tools for implementing the General Plan is the County's zoning ordinance. A zoning ordinance regulates land use in a jurisdiction by dividing the community into specific districts or "zones". These districts specify the uses that are permitted, conditionally permitted, or prohibited within each zone. Consistency requirements between the General Plan and zoning ordinance are important and can be broken down into three components:

A. Uses and Standards

Land use classifications in the General Plan are not as specific as zoning ordinance classifications. For example, the Tehama County General Plan has five different categories for residential use, whereas the zoning ordinance has more than twelve. Multiple zoning districts may be consistent with a single General Plan land use classification, as long as the densities and unit types allowed within each zoning district are also permitted in the relevant General Plan category.

B. Spatial Patterns

The Zoning Map should reflect the general pattern of land use depicted on the General Plan Diagram. However, the two need not be identical. The boundaries of land use classifications represented on the Land Use Diagram are generalized; boundaries on the Zoning Map are usually more precise and parcel-specific.

C. Timing

California State law allows a "reasonable amount of time" for reconciling any inconsistencies between the Zoning Ordinance and the General Plan. (See Government Code Section 65860.)

1.4 TEHAMA COUNTY GENERAL PLAN OVERVIEW

The Tehama County General Plan is organized into nine element chapters, which address all of the elements mandated by the State of California, as well as several optional elements applicable to Tehama County. The nine element chapters are discussed below, and the topics addressed in each section are highlighted.

Each chapter of the General Plan contains: an introduction; an overview summary of background information pertinent to the subject matter; and a section of goals, policies and implementation measures.

1.0 INTRODUCTION

Important terms to consider within this General Plan include:

GOAL

A broad statement describing a desired future condition or achievement reflecting a community's values and ideal future vision.

Policy

A clear and specific statement in the form of text or diagram that guides decision-making, in accordance with the General Plan.

Implementation Measure

An action, program, or procedure that carries out a General Plan policy. Implementation measures are specific actions that may be easily quantifiable. Each policy generally requires at least one implementation measure.

GENERAL PLAN ELEMENTS

Though State law specifies which topics are required to be addressed in the General Plan, each jurisdiction can determine the organization and structure within their plan based on the particular local conditions and needs of the community. The following descriptions of the elements contained in the Tehama County General Plan provide a brief overview of what is included in each section. These elements address significant issues concerning Tehama County and satisfy the legal requirements of the General Plan, as defined by California State law.

1.0 Introduction

This introduction provides a short overview of Tehama County and its physical setting, history, and character. General Plan requirements and structure are briefly reviewed with a description of the general format and elements included in this General Plan.

2.0 Land Use Element

Perhaps the broadest section of the General Plan, the Land Use Element functions as a guide to the physical form of the County. The Land Use Diagram is supported by descriptions of allowed uses and development densities for each land use designation. Additionally, the Land Use Diagram identifies those areas where Tehama County anticipates growth in the future, with the intent of avoiding incompatible land use changes involving cities within the County and neighboring agencies and jurisdictions.

3.0 Transportation and Circulation Element

The Transportation and Circulation Element provides a plan to guide the County's planning as it relates to the movement of people, goods, energy, and other commodities. Within the Tehama County General Plan, the Transportation and Circulation Element has a direct correlation and relationship to the Land Use, Public Services, Economic Development, Noise, and Housing Elements. Topics of discussion include roads and highways, public transit, non-motorized transit including bicycles and pedestrians, and rail, air, and movement of goods.





4.0 Public Services Element

The Public Services Element, which is an optional general plan element, addresses concerns associated with growth and development as it relates to public services and infrastructure including: schools, libraries, water supply, wastewater, solid waste disposal, and other services.

5.0 Economic Development Element

The Economic Development Element, which is another optional general plan element, provides policy guidelines for the economic stability and development of the County. This section was primarily developed with input from the Tri-County Economic Development Corporation and addresses economic development issues through the advancement of policies aimed at economic development programs, economic development funding, employment, infrastructure, agriculture, and natural resource preservation.

6.0 Open Space and Conservation Element

The Tehama County General Plan combines the required Open Space Element and Conservation Element. The Open Space and Conservation Element provide guidance for the conservation, development, and utilization of natural resources and open space land within the County. Specifically included in this section are policies pertaining to agricultural lands, timber resources, water quality, wildlife resources, mineral resources, historic and archeological resources, visual resources, and open space resources in general.

7.0 Agriculture and Timber Element

In addition to the Open Space and Conservation Element, due to the importance of agricultural lands and timberlands in Tehama County, an Agriculture and Timber Element has been prepared to expand in more detail on those two resource topics.

8.0 Safety Element

The primary purpose of the Safety Element is to reduce the potential dangers and damages associated with fire, floods, earthquakes, landslides, and other hazards. It is the intent of this section to craft programs and policies that reduce the risk of death, injury, property damage, and the economic and social dislocation related to the above hazards.

9.0 Noise Element

The Noise Element addresses potential noise-related issues within the County, as well as ways to limit noise exposure to the community. Programs and policies developed in the General Plan include protection of noise-sensitive land uses, consideration of noise-impacted areas, and noise associated with airports.

1.0 INTRODUCTION

10.0 Housing Element

As mandated by the State of California, the Housing Element is required to be updated at least every five years and must be approved by the State's Department of Housing and Community Development. The Housing Element includes: a section on the Summary of Needs and Constraints; a Housing Program with goals and policies; and a background report highlighting demographics, resources, and a review of the accomplishments in implementing the previous Housing Element. The Tehama County Housing Element has been completed as a separate process from the rest of the General Plan. It has been adopted by the County and approved by the State.



11.0 Glossary of Terms

In order to define specific terms related to this General Plan, a Glossary of Terms has been provided.

1.5 IMPLEMENTATION AND AMENDMENT

As the legal significance and practical application of the General Plan has increased, it has become much more important to maintain an up-to-date document accurately reflecting current policies. Consequently, the Government Code now requires the Planning Commission to file an annual report with both the Board of Supervisors and the State Office of Planning and Research on the status of the Plan, the progress in its implementation, and its compliance with General Plan guidelines, among other things. Evaluation of the policies and standards in this text will continue after adoption as a natural part of the day-to-day interpretation and application of its provisions by staff and decision-makers. It is likely that changing conditions and experience in policy implementation will uncover a number of adopted policies and land use designations requiring modification and the need for written policies on additional subjects. Because the provisions of the General Plan are designed for application to the development of the entire County, text amendments require careful consideration by the Commission and Board of all possible implications.

Implementation:

The County will consider all suggestions for needed changes in the General Plan and shall initiate formal approval proceedings on proposals it deems worthy of further consideration. The annual report required by Government Code Section 65400 shall be prepared by staff and submitted to the Planning Commission and Board of Supervisors for consideration. In addition to the minimum statutory requirements, each annual report submitted to the Planning Commission and Board of Supervisors shall be accompanied by information reflecting the County's growth rate, based upon the number of building permits issued, for the preceding year. Based upon this information, the Board of Supervisors should consider whether the projected growth rates identified in the Environmental Impact Report for this General Plan have been met or exceeded, and should take whatever action the Board deems appropriate, consistent with this General Plan, to ensure that growth occurs only as contemplated in the General Plan. The annual report should be a public process open to everyone. All groups should be encouraged to participate, as should property owners, resource agencies, ranchers, and residents.

The annual report and accompanying information provided for herein supplements the monitoring and related actions required every five years under Implementation Meas-



ures LU-5.1c and 5.1d. These provisions shall be construed together to reflect the County's desire to accommodate a reasonable amount of growth, consistent with the other goals, policies, and implementation measures of this General Plan.

Map Revisions:

The County presently allows revisions to the General Plan to be proposed by the County or private parties at any time, with applications and fees similar to rezoning for revisions proposed by private parties. The Government Code somewhat restricts the revision process by permitting the actual adoption of amendments to any mandatory element no more than four times per calendar year. However, since the Board is free to accumulate numerous revisions in each such amendment, this restriction may result in only a short delay for some amendments.

2.0 LAND USE ELEMENT

2.0 LAND USE

2.1 INTRODUCTION

The Land Use Element of the General Plan establishes the goals, policies, and implementation measures that will help guide the growth and development of Tehama County for the next 20 years. Tehama County has experienced a slow to moderate rate of growth during the past 20 years but has seen increased interest and proposals for new development in the past five years. This element, and the General Plan as a whole, will help the County and its elected and appointed officials determine where, how and to what degree increases in population can be accommodated.

In addition to the goals, policies and objectives contained within this Element, the Land Use Element also contains the General Plan Land Use Diagram. The General Plan Land Use Diagram delineates those areas of the County where future residential development, of varying densities, and non-residential growth is anticipated, and/or will be directed. In some cases, these areas may reflect the expansion or growth of an existing community or developed area of the County. In other cases, these areas may represent opportunities for the future expansion or creation of new communities within the County.

Historically, growth has been located primarily in the central portion of County around the incorporated cities and unincorporated developed communities, as well as along Interstate 5 and Highways 99 E & W. Generally speaking, development within the established communities of the County and near the various unincorporated communities has been of a relatively compact nature, with lot-sizes conforming to County minimum lot size standards. Conversely, development outside of the central corridor area is typified by larger lots and a more dispersed rural development pattern.

During the General Plan public participation process, residents generally agreed that compatible infill and cluster development patterns within the more developed communities helped to maintain the rural character of the County, thereby protecting and preserving the County's rural character while maintaining the identities of the various communities. The public participation process also recognized the importance of providing a balance between an increase in residential development and the provision of non-residential services to support new growth.

LEGAL BASIS AND REQUIREMENTS

The Land Use Element is one of seven required elements mandated by State Law. Government Code Section 65302(a), requires that the General Plan include:

"...a land use element which designates the proposed general distribution and general location and extent of all uses of the land including land for housing, business, industry, open space, agriculture, natural resources, recreation and enjoyment of scenic beauty, education, public buildings and grounds, solid and liquid disposal facilities, and other categories of public and private uses of land. The land use element shall include a statement of the standards of population density and building intensity recommended for the various districts and other territory covered by the plan. The land use element shall identify areas covered by the plan which are subject to flooding and shall be reviewed annually with respect to those areas."





RELATIONSHIP TO OTHER ELEMENTS

The Land Use Element has the broadest scope of the mandatory general plan elements. Because of this, the Element is often viewed as being the most representative of the General Plan as a whole. However, all of the individual elements contained within the General Plan are required to maintain consistency between all of the other individual elements contained within the General Plan. Because of the nature of the topics addressed in the Land Use Element, all other elements of the General Plan overlap land use issues and topics to varying degrees.

2.2 PLANNING HISTORY AND TRENDS

PLANNING HISTORY

Land use and development regulations in Tehama County are governed by various codes, regulations, and policies. Over time, these policies and regulations have evolved, but it was not until after World War II that Tehama County planning activities really commenced. This was the time that the first Planning Commission was appointed, which resulted in the first Zoning Enabling Ordinance, Subdivision Ordinance, Setback Ordinance, Master Plan of Parks and Recreation, and additional planning documents. Since that time, the County has revised these planning documents at various stages to reflect the changing conditions and times. The following are the major planning and land use documents and their respective history:

- *Tehama County Zoning Ordinance* –The most recent zoning ordinance was revised and adopted in 1983.
- *Tehama County General Plan* – In 1962, the first Tehama County General Plan was completed and incorporated the essential elements of a General Plan to ensure for orderly growth and development. This plan was revised in 1970 and included sections on land use, circulation, recreation, and public services and facilities. Again, four years later, the General Plan was revised and included sections on conservation, open space, safety, seismic safety, noise, and scenic highways. The most recent version of the General Plan was adopted in 1983.
- *Tehama County Housing Element* – The first housing element was adopted in 1971.
- *Tehama County Land Development and Engineering Design Standards* – The most recent design standards ordinance was revised and adopted in 2007.

EXISTING LAND BASE

Tehama County covers an area of approximately 2,957 square miles, or approximately 1,892,500 acres. Of the lands in Tehama County, the Federal Government manages approximately 24 percent. Approximately 71 percent is in private ownership. Much of the land in the County is resource-based, taking the form of cropland, rangeland, pasture land and woodland.

2.0 LAND USE

**TABLE 2-1
LAND OWNERSHIP, TEHAMA COUNTY**

LAND OWNERSHIP	ACRES	PERCENT OF TOTAL LAND AREA
<u>Federal</u>		
Mendocino National Forest	124,446	6.6%
Lassen Volcanic National Park	4,178	0.2%
Lassen National Forest	188,913	10.0%
Shasta-Trinity National Forest	76,470	4.0%
Bureau of Land Management	48,554	2.6%
Native American	2,984	0.2%
U.S. Fish & Wildlife Service	4,121	0.2%
U.S. Department of Defense	4,120	0.2%
<u>Total</u>	453,806	24.0%
State, County, and Municipal	51,525	2.7%
Private	1,395,264.0	71.2%
The Nature Conservancy	38,916	2.1%
<u>Total all land</u>	1,892,500	100.0

Source: Vestra Resources; Tehama County Assessor's Office; Bureau of Land, August 2008 Management; U.S. Forest Service





**TABLE 2-2
GENERAL PLAN ACREAGE BY LAND USE TYPE**

LAND USE DESIGNATION	ACRES
<u>Residential</u>	
Rural Large Lot	25,657.26
Rural Small Lot	41,415.09
Suburban	13,807.74
Urban	1,797.17
<u>Commercial</u>	
Commercial Recreation	251.78
General Commercial	2,475.65
<u>Industrial</u>	
General Industrial	3,400.89
<u>Agricultural</u>	
Upland Agriculture	747,417.78
Valley Floor Agriculture	268,340.77
Valley Floor Agriculture – El Camino	7,336.67
Valley Floor Agriculture – Capay	13,077.06
<u>Resource</u>	
Timber	239,447.84
Habitat Resource	8,709.98
Resource Lands	15,002.69
Public	488,196.43
<u>Miscellaneous</u>	
Public Facilities	753.30
Tribal	2,251.13
Water	2,084.51
City	7,740.79
<u>Adopted Specific Plans</u>	
Sun City Tehama	3,408.07

Source: Tehama County GIS data, 2008; Vestra Resources, Inc.

2.3 EXISTING LAND USE SETTING

Tehama County is largely rural in nature, with isolated pockets of population primarily concentrated along the valley's major transportation corridors. As the County extends westward and eastward from these populated areas and into the County's margins, large ranches and government land holdings dominate the terrain.

The existing land use pattern within Tehama County consists primarily of a combination of upland agricultural, exclusive agricultural, and public lands. As stated previously, the major incorporated and unincorporated developed areas within Tehama County are located in or adjacent to major county or state transportation corridors, the majority of which are located near Interstate 5 and Highway 99 E & W.

2.0 LAND USE

Additionally, commercial land uses for the most part occur along these major State and County roadways, most of which are located in Red Bluff, Corning, and Los Molinos. Residential land uses within the developed portions of the County often tend to be located behind or beyond the commercial and service uses that are directly adjacent to the major street network.



2.4 LAND USE ISSUES AND VALUES

Throughout the General Plan preparation process, numerous community and planning advisory group meetings were held to obtain comments and input from interested residents, groups, and decision-makers. In total, ten public meetings were held throughout the County in the summer of 2006, with an attendance of approximately 402 persons. During these meetings, participants were able to express their opinions and provide comments regarding land uses and the future of Tehama County. The following is a condensed list of the issues and concerns, which were identified throughout these meetings:

- Requests to allow smaller minimum lot sizes.
- Concerns about increased urbanization.
- Conditions of area roads and impacts to area roads and I-5 due to increased growth.
- Concerns with growth in the Lake California area.
- Loss of ranching and agricultural lands.
- Lack of infrastructure to accommodate future growth.
- Requirements for new regulations for retention ponds.
- Increased requirements for and restrictions on natural gas wells.
- Requests for parks/community centers.
- Retention of existing development potential.
- Increased fire safety.

These community comments serve an important purpose in the General Plan process. In addition to providing valuable insight about the area and residents' beliefs and values, they assist in the preparation of County-wide goals and policies that are incorporated into the General Plan.

2.5 PLANNING AREAS

The Tehama County General Plan divides the County into five planning areas:

- North I-5 Corridor
- Central I-5 Corridor
- South I-5 Corridor
- Eastern Planning Area
- Western Planning Area



These planning areas are illustrated in **Figure 2.0-1**. Each planning area is unique and offers different patterns and levels of development. The following discussion details the five planning areas and addresses the development pattern for each area. Land use policies for these planning areas are outlined following the County-wide goals, policies, and implementation measures below in Section 2.9.

NORTH I-5 CORRIDOR PLANNING AREA

The North I-5 Corridor Planning Area is located in the north-central portion of the County along the Interstate-5 corridor. It includes the City of Red Bluff, the Lake California planned community, and the unincorporated Bowman Area. Other unincorporated communities within the planning area include the community of Bend and the Dibble Creek area. The development pattern for this area reflects its role in accommodating a significant portion of the growth projected for the County.

Numerous large master-planned communities and developments are proposed within this corridor. Projects in this area include: the proposed Del Webb community of Sun City Tehama, which is projected to add approximately 3,300 new dwelling units upon buildout; the Rolling Hills project, consisting of a plan for 80 residential dwelling units and various local and regional commercial land uses; the proposed and partially-implemented Sunset Hills project, planned to contain 800 residential dwelling units; the Lake California planned community, currently consisting of 2,169 planned residential units and various support commercial uses.

While much of the North I-5 Planning Area is planned to accommodate a large portion of the growth in the County within the next 20 years, the planning area provides for the maintenance of the "status quo" in the community of Bend. Within and around the community of Bend, existing croplands would be maintained and residential development would be limited to a combination of rural residential and large- and small-lot land uses.

Located throughout the North I-5 planning area to the west of Interstate-5 and to the north of Red Bluff are several large existing subdivisions that are generally characterized by 10-acre or larger lots and are served by gravel roads. Development within this area is anticipated to continue at a slower rate of buildout.

Outside of the communities mentioned above, grazing and undeveloped open lands are the dominant land uses in this planning area. Grazing lands are located in the northern half of the planning area, both east and west of Interstate 5. In addition to their important function as an agricultural resource, grazing lands also provide an important open space resource. Additionally, the Sacramento River is identified as an important natural resource in this planning area.

Road access within the North I-5 Planning Area is provided in a north-south direction primarily by Hooker Creek Road, Jelly's Ferry Road and Interstate 5. East-west travel is provided by several major and minor collectors, as well as smaller local roads, including Bowman Road, Lake California Drive and Highway 36 W.

As indicated above, the North I-5 Planning Area is intended to accommodate a large portion of growth within the County over the next 20 years. As a result, new roadways will need to be constructed to provide alternative and parallel routes to the use of I-5 for local area traffic movement.

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As can be seen in **Figure 3.0-2** of the Circulation Element, substantial new roadways and new linkages will be required within the North I-5 area. New facilities would include a southerly exit out of Lake California, as well as new roads providing a connection between Jelly's Ferry Road and Lake California Drive. In addition, a new east-west connector street at the Hooker Creek Road intersection is proposed.



CENTRAL I-5 CORRIDOR PLANNING AREA

This planning area is located within the central portion of the County, south of Red Bluff and generally north of Corning along Interstate 5 and Highway 99 E & W. It includes the City of Tehama and the communities of Proberta, Gerber, Dairyville, and Los Molinos. This Planning Area contains large areas of orchards and tree crops and the General Plan reflects the need to preserve this area of highly-valuable soil resources. Future urban residential and commercial development would be directed towards the existing communities. The General Plan land use concept for this area focuses on the maintenance of higher density residential areas, with local and regional commercial uses anticipated to serve area growth. Surrounding the higher-density land use in the core areas, land use would become less intensive transitioning into crop and grazing lands.

The basis for this concept is to preserve the abundance of highly valuable and productive agricultural soils deposited on the valley floor by the historic Sacramento River floodplain. Large portions of this planning area are held under Williamson Act contracts. In addition to the value of the area for agricultural purposes, land along the river provides valuable habitat for a wide variety of wildlife and provides abundant outdoor recreation opportunities.

Road access within the Central I-5 Planning Area is provided by six primary north-south roads: State Routes 99E and 99W, San Benito Avenue, Rawson Road, Hall Road and Interstate 5. East-west travel is provided by several major and minor collectors as well as smaller local roads including Gyle Road and Flores Avenue.

SOUTH I-5 CORRIDOR PLANNING AREA

This planning area is located in the southern portion of the County and includes the incorporated City of Corning and the unincorporated communities of Richfield and Vina. The predominant land use in this planning area is agriculture. Croplands extend along both sides of the length of the Sacramento River and cover extensive portions of the planning area. Richfield and Vina are surrounded by cropland and grazing lands.

Grazing lands occur toward the periphery of the planning area. Additional lands with substantial resource values include sites of mineral extraction along Thomes Creek and the riparian and habitat resources along the Sacramento River.

Most of the population growth for this planning area is projected to occur and will be accommodated within the City of Corning and in the area directly east of the City towards the Sacramento River.

Road access within the South I-5 Corridor Planning Area is provided by four major north-south roads: State Routes 99E and 99W, Black Butte Road and Interstate 5. East-west travel is provided by several major and minor collectors as well as smaller local roads including South Avenue and Corning Road.



EAST COUNTY PLANNING AREA

This planning area is located in the eastern portion of the County and includes the unincorporated communities of Manton, Mineral, Paynes Creek, and Ponderosa Sky Ranch. This area is typically characterized by large tracts of public land, land under timber preserve contracts, and large holdings utilized primarily for grazing. Limited growth opportunities, primarily resulting from the limited availability of services, are provided for in and near the existing communities.

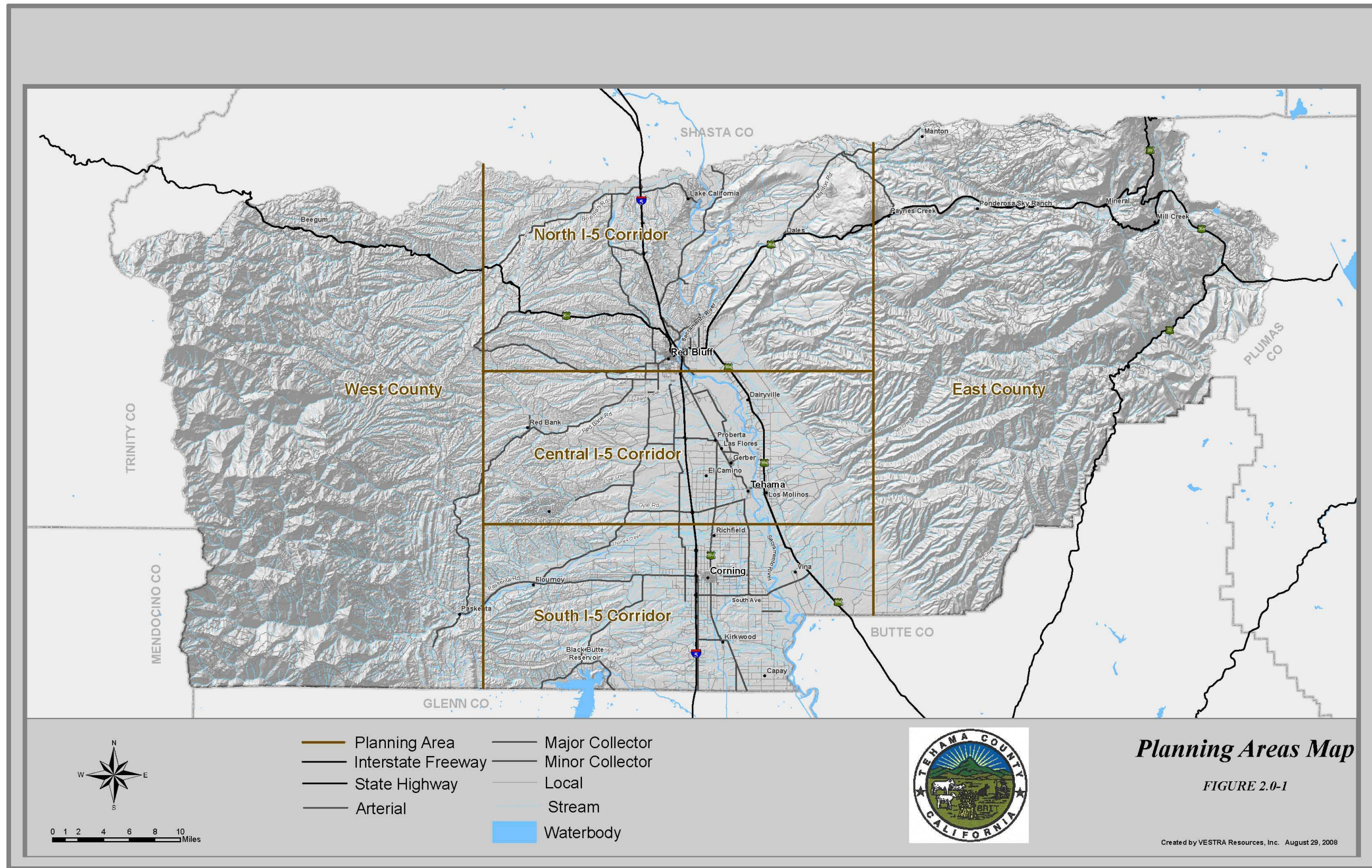
Road access within the East County Planning Area is primarily provided by four state highways. State Highway 36, which runs east-west across the northern portion of the County, is the primary vehicular route of travel in northeastern Tehama County. State Highways 89 and 172 also serve as localized traffic routes in the northeast portion of the County. State Route 32, located along the southeast boundary of the County, provides access to the southeastern portion of the County. The primary County Road in the northern portion of the County is Manton Road, which provides access to the community of Manton, located off of State Highway 36.

WEST COUNTY PLANNING AREA

This planning area is located in the western portion of the County and includes the communities of Paskenta, Flournoy, Henleyville, and the Rancho Tehama subdivision. Similar to the Eastern Planning Area, this area supports large land areas held in public ownership, timber preserve, and lands utilized for grazing. Most of the growth in this area is directed towards the community of Paskenta and the Rancho Tehama subdivision.

Road access within the West County Planning Area is provided primarily by State Highway 36, which runs east-west across the northern portion of the County. The primary east-west running County Roads in the West County Planning Area are Paskenta Road, Lowery/Red Bank Roads, Reeds Creek Road, Corning Road, and Cannon Road. Currently, there are no improved north-south roadways within the West County Planning Area.

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Planning Areas Map

FIGURE 2.0-1

Created by VESTRA Resources, Inc. August 29, 2008

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2.6 COMMUNITY ORGANIZATION

Throughout Tehama County, diverse communities that provide unique services are important to the overall lifestyle of the County. Within the General Plan, these communities are recognized and divided into four primary groups. Each of these groups is distinct in the services and lifestyle they provide. They are defined as follows:

- **Urban Centers** (Incorporated) – This type of community provides the full range of urban services within the boundary of an incorporated city. There are two urban centers in Tehama County: Red Bluff and Corning. Urban services include: community water distribution systems and wastewater treatment; full-time police and fire service; public facilities, including libraries and schools; and emergency medical services. Urban centers function as major employment and retail trade centers and have access to major transportation routes and rail lines. The General Plan recognizes the function of urban centers by locating rail-served industrial land uses in proximity to Southern Pacific rail access points. Also, commercial land uses have been sited in areas where major residential growth is planned, thereby reducing trip lengths to meet commercial and service needs.

Overall, residential living opportunities in urban centers range from single-family detached housing on large lots within suburban neighborhoods, to multi-family apartments or condominium complexes. In Tehama County, an urban neighborhood could be described as a contiguous developed area, with dwelling units on building sites which are served by sewer and water systems, including features such as streetlights, sidewalks, curbs, and gutters.

- **Town Centers** (Unincorporated and Incorporated) – Town centers are similar to urban centers, with the primary distinction being that town centers are generally not within incorporated areas. The City of Tehama is the exception to this distinction. There are four town centers within Tehama County, including Lake California, Los Molinos, Gerber, and the City of Tehama.

County governments or special districts provide public services in town centers. The level of service available varies from town center to town center. For example, Lake California has a wastewater treatment facility whereas the residents of Los Molinos and Tehama rely on septic tanks. Generally, the level of service available in town centers is less than that found in urban centers. Potential services could include: small community water systems, schools, law enforcement through the Tehama County Sheriff's Department, and fire protection through paid and volunteer fire personnel.

Town centers function as secondary trade centers and contain commercial areas of smaller scales than those typically found in urban centers. Residential neighborhoods contain the same variety of housing types found in urban centers, though the scale of the built environment is much lower and natural features are more prominent in the landscape.

- **Rural Community Centers** (Unincorporated) – Rural community centers provide only a few of the basic services that are normally provided by urban or town centers. Varying levels of service, including wastewater treatment and water services, are found throughout the rural community centers. Most rural community centers contain schools and often require school bus service to transport children. Additional services that can be found in rural community centers in-





clude law enforcement by the County Sheriff and fire protection by volunteer fire companies. Commercial services available in rural community centers are small-scale in nature and provide services specific to local residents. There are six rural community centers within Tehama County, which include Bowman, Bend, Manton, Mineral, Paynes Creek, Rancho Tehama, and Ponderosa Sky Ranch.

In rural community centers, the natural environment is emphasized over the built environment, which is part of the draw to these communities. Access to and use of the natural environment for recreational purposes is an important component of community character. In addition to providing recreational opportunities, the natural setting also serves as a resource base for agriculture, timber, and tourism.

Due to the limited services available in rural community centers and the extent of surrounding resource lands, limited population growth can be accommodated in these areas. Lot sizes and residential development are dependent on the services available. The concept of smaller developed lots to larger rural lots within rural community centers allows for an opportunity to meet lifestyle objectives. The physical design and standards in these areas are typically less stringent than those in town or urban centers.

- **Rural Service Centers** (Unincorporated) – Rural service centers provide a small number of “convenience” services and products, which are tailored to residents who live within and near these centers. Limited public services including schools, sheriff, and fire protection are provided within these centers. Most often, residents need to travel to urban or town centers in order to meet their primary retail and commercial needs. Rural service centers within Tehama County include: Dairyville, Fournoy, Paskenta, Proberta, Richfield, and Vina.

The physical surroundings of the environment as well as the valuable agricultural lands of adjacent parcels limit growth in these areas. Therefore, the residential living opportunities vary greatly from center to center. To encourage compact development of these service centers, the land use plan provides local convenience commercial centers.

Table 2-3 identifies the community type, service availability, and the employment/economic function of each of the communities within Tehama County.

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**TABLE 2-3
COMMUNITY TYPES BY COUNTY COMMUNITIES**

COMMUNITY TYPE	APPLICABLE COMMUNITIES	INCORPORATION STATUS	SERVICES	EMPLOYMENT/ECONOMIC FUNCTION
Urban Center	Red Bluff	Yes	All urban services	Major employment and retail trade center
	Corning	Yes		
Town Center	Tehama	Yes	Most urban services	Secondary employment and retail trade center
	Los Molinos	No		
	Lake California	No		
	Gerber	No		
Rural Community Center	Bowman	No	On-site wastewater treatment (Mineral has limited community collection); on-site or shared water systems	Minor employment with limited or no retail trade
	Bend	No		
	Manton	No		
	Mineral	No		
	Paynes Creek	No		
	Ponderosa Sky Ranch	No		
	Rancho Tehama	No		
Rural Service Center	Dairyville	No	Limited or no urban services	Minor employment, little or no retail trade, primarily agricultural and agricultural-related support
	Proberta	No		
	Vina	No		
	Richfield	No		
	Flournoy	No		
	Paskenta	No		
	Kirkwood	No		
	Capay	No		

2.7 LAND USE DESIGNATIONS

To translate the goals, objectives and policies of the Land Use Element into graphical or map form, a set of land use designations must be adopted to serve as a guide for designating the General Plan land use distribution. Each land use designation has been defined and its purpose stated. Uses that would typically be permitted in each designation are identified and density and building intensity standards for each are established.

LAND USE DESIGNATIONS

The Tehama County General Plan land use designations are described below. Existing uses have greatly influenced the designation of land uses within the County. The goals and policies established within other General Plan elements have also guided the assignment of land use designations. A range of physical constraints and development issues have been considered, and the land use diagram and land use designations present a workable plan for achieving the County's land use goals. In addition to the de-





velopment densities that are described below, the General Plan observes limits to the amount or intensity of development that will be allowed in areas of future development and seeks to maintain consistency with other adopted planning documents (Airport Land Use Plans, Specific Plans, etc.).

The following descriptions apply to the land uses designated on the General Plan Land Use Diagrams.

Agriculture

As agriculture is the dominant land use in Tehama County, it is the intent of the two Agricultural Land Use Classifications (Upland Agriculture and Valley Floor Agriculture) to provide for and designate lands for continuing agricultural use. The preservation and protection of agricultural land uses, including timberland, grazing areas and orchards, are necessary to ensure the long-term well being of agriculture in the County.

There are three categories of land use designations that recognize, and are associated with, Agriculture: Upland Agriculture, Valley Floor Agriculture, and Timber.

Lands designated with Valley Floor Agriculture and Upland Agriculture are not reflective of elevation.

Upland Agriculture (UA):

Definition and Purpose. The *Upland Agriculture* land use designation is used to preserve lands capable of supporting grazing activities; provide for areas of intensive and extensive agriculturally-compatible uses; identify and conserve areas of important open space, recreation, scenic, and natural value; and to accommodate the use of land for compatible non-agricultural uses to include commercial recreation, hunting and fishing, resource protection and management and habitat management.

On the western side of I-5, the line which separates the Upland Agriculture land use from the Valley Floor Agriculture land use is located approximately 8-9 miles west of the freeway. The line generally utilizes major roadways to form its boundary. The line extends in a generally southward direction from the County line along Luce-Griswald and Bowman Roads until it reaches the intersection of Bowman Road/SR-36, at which point it moves east along SR-36 approximately 4 miles. It extends southward to the intersection of Red Bank Road/Lowery Road and then in an eastward direction toward I-5 along Red Bank Road for approximately 3 miles. At that point, the line extends southward past Rancho Tehama and then westward to encompass the community of Flournoy. The line eventually runs south to the southern edge of the County along Black Butte Road.

On the eastern side of I-5, the line which separates the Upland Agriculture land use from the Valley Floor Agriculture land use generally follows a boundary located west of the Sacramento River, tracing the perimeter of the government-owned lands north and west of Red Bluff. South of SR-36, the line generally follows the boundary between the County's irrigable and non-irrigable lands. The line deviates from its normal course in order to encompass two easterly "fingers", which are significant pockets of existing agricultural lands and/or soils. The first of these "fingers" extends outward in an eastern direction in the Los Molinos area and the second extends outward in an eastward direction south of the Los Molinos area. In the southern portion of the County, the line ex-

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tends eastward along Lassen Road and follows Meridian Road south to the County's southern boundary.

See **Figure 2.0-2, Land Use Map** for an illustration of the Valley Floor Ag/Upland Ag boundary line.

General Uses. The primary use of land in this designation is for the grazing of livestock. Secondary uses include: tree, row, and field crops; farming; animal husbandry; dairies; nurseries and greenhouses; commercial recreation, including hunting and fishing; mineral exploration; and residential uses supporting agricultural and commercial recreation operations.

Minimum Parcel Size. Williamson Act Contracted and Non-Contract Lands: 160 gross acres.

Maximum Dwelling Density. One dwelling unit per legal parcel. County review and approval is required for more than one dwelling or structure per legally created parcel.

Valley Floor Agriculture (VFA):

Definition and Purpose. The Valley Floor Agriculture classification is intended to be applied to lands which are suited for, and are appropriately retained for, the production of orchard and field crops. The classification includes lands with present or future potential for significant agricultural production, availability of water, and on which contiguous or intermixed smaller parcels having non-compatible uses could jeopardize the agricultural use of agricultural lands. Permitted non-agricultural uses, to the greatest extent possible, should not occur on lands that might otherwise be devoted to agricultural production.

General Uses. The primary use of land in this designation is for grazing; production of tree, row and field crops; animal husbandry; dairies; nurseries and greenhouses and uses integrally related to the processing and sales of agricultural products. Secondary uses include: mineral exploration; processing and development of natural resources; residential uses accessory to and supporting an agricultural use; conservation; and outdoor recreation uses.

Minimum Parcel Size. Williamson Act Contracted Lands: 40 gross acres.
Non-Contract Lands: 20 gross acres.

Maximum Dwelling Density. One dwelling per legal parcel. County review and approval is required for more than one dwelling or structure per legally created parcel.

Valley Floor Agriculture – El Camino (VFA -EC):

Definition and Purpose. The Valley Floor Agriculture – El Camino classification is intended to be applied only to lands located within the El Camino Irrigation District area as of the original date of adoption of this section as shown within the VFA – EC land use designation on the Land Use Map.

Lands shown with the Valley Floor Agriculture – El Camino land use classification are suited for, and are appropriately retained for, rural residential living opportunities; the small-scale production of orchard and field crops and the limited keeping of animals. The classification includes lands with present or future potential for small-farm and





hobby-farm agricultural production, the limited keeping and grazing of animals, and agricultural supporting land uses. Permitted non-agricultural uses, to the greatest extent possible, should be limited to rural residential dwellings, agriculture supporting land uses and land uses that will not impact agricultural and rural living uses within in the El Camino and surrounding areas.

General Uses. The primary use of land in this designation is for limited grazing; small-scale production of tree, row and field crops; small-scale animal husbandry; dairies; nurseries and greenhouses and uses integrally related to the processing and sales of agricultural products. Secondary uses include: mineral exploration; processing and development of natural resources; rural residential uses; conservation; and outdoor recreation uses.

Minimum Parcel Size. Williamson Act Contracted Lands: As per contract minimum.
Non-Contract Lands: 5 gross acres.

Notes:

- 1) Property located within the VFA – EC land use designation may not utilize cluster development provisions or density-averaging techniques that result in any parcel of land being less than five (5) gross acres in size.
- 2) The County's subdivision regulations shall require each subdivider of land located within VFA – EC land use designation to provide infrastructure for supplying irrigation water to the highest point on each of the parcels resulting from the subdivision (and any remainder parcel, to the extent authorized by law), at the subdivider's own cost and expense.

Maximum Dwelling Density. One primary dwelling unit per pre-existing legal parcel. County review and approval is required for more than one dwelling or structure per legally created parcel.

Valley Floor Agriculture – Capay (VFA – Capay):

Definition and Purpose. The Valley Floor Agriculture – Capay classification is intended to be applied to lands which are suited for, and is appropriately retained for, the production of orchard and field crops. The classification includes land with present or future potential for significant agricultural production, availability of water, and on which contiguous or intermixed smaller parcels having non-compatible uses could jeopardize the agricultural use of agricultural lands. Permitted non-agricultural uses, to the greatest extent possible, should not occur on lands that might otherwise be devoted to agricultural production.

General Uses. The primary use of land in this designation is for grazing; production of tree, row and field crops; animal husbandry; dairies; nurseries and greenhouses and uses integrally related to the processing and sales of agricultural products. Secondary uses include: mineral exploration; processing and development of natural resources; residential uses accessory to and supporting an agricultural use; conservation; and outdoor recreation uses.

Minimum Parcel Size. Williamson Act Contracted Lands: 40 gross acres.
Non-Contract Lands: 40 gross acres.

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Maximum Dwelling Density. One primary dwelling unit per pre-existing legal parcel. County review and approval is required for more than one dwelling or structure per legally created parcel.

Timber:

Definition and Purpose. Tehama County recognizes the value of its timber resources by affording protection through the use of Timberland Production Zoning (TPZ). Virtually all of the County's timber resources are protected from conversion to other uses and from adjacent land use conflict under the TPZ provisions. The Timber Land Use Designation is intended to apply to those properties and lands having Timber Preserve Contracts.

General Uses. Uses permitted under this designation include: uses integrally related to the growing, harvesting and processing of forest products; management for watershed; fire and erosion control; management for fish and wildlife habitat; grazing; campgrounds; outdoor recreation; and dwellings subject to a conditional use permit. Additional uses may be determined by the County to be consistent and compatible with the foregoing uses and the Timberland Productivity Act of 1982, as amended.

Minimum Parcel Size. 160 gross acres.

Maximum Dwelling Density. Only those dwelling units that existed on the parcel prior to being identified in a TPZ district are allowed, or new dwellings determined by the County to be compatible with the management, growing, harvesting or processing of forest products.

Residential

Residential uses can vary widely in development intensity. Characteristics of development intensity are: the number of dwelling units per acre; and dwelling height and dwelling coverage per acre. These and other factors combine to create distinctive living environments.

Residential land use designations in Tehama County are divided into four classifications based on dwelling unit density and corresponding population density: Rural Residential Large Lot, Rural Residential Small Lot, Suburban Residential and Urban Residential.

Rural Residential-Large Lot:

Definition and Purpose. The intent of this land use designation is to provide for living environments that receive no urban services and are located in areas of the County that are characterized by: a proximity to timber, grazing, or croplands; uncertain long-term availability of water; remoteness from rural service centers or rural residential community centers; severe limitations on septic tank use; and inaccessibility via County maintained roads.

General Uses. Single family dwellings, guest cottages, crop and tree farming, grazing, nurseries and greenhouses, stables, parks and open space, as well as limited neighborhood commercial uses, as determined to be consistent with the intent of the district and approved pursuant of the approval of a Conditional Use Permit by the Planning Commission.





Maximum Dwelling Density. One (1) single-family detached dwelling unit per 10-acre parcel or one dwelling unit per pre-existing legal parcel. Additional residential units may be allowed pursuant to CA Government Code 65852.2.

Rural Residential-Small Lot:

Definition and Purpose. The intent of this land use designation is to provide for living environments that receive only limited or no urban services and are located within rural service centers or clearly defined rural residential communities.

General Uses. Single-family dwellings, guest cottages, crop and tree farming, nurseries and greenhouses, stables, parks and open space, as well as limited neighborhood commercial uses, as determined to be consistent with the intent of the district and approved pursuant of the approval of a Conditional Use Permit by the Planning Commission.

Maximum Dwelling Density. This classification allows for the development of one (1) single-family detached dwelling unit per 2-acre parcel or one dwelling unit per pre-existing legal parcel. Additional residential units may be allowed pursuant to CA Government Code 65852.2.

Suburban Residential:

Definition and Purpose. The intent of this land use designation is to provide for living environments that are located in close proximity to urban areas, or in areas that are supported by, or capable of being supported by, developed service infrastructure capable of supporting suburban-level densities. These areas should have access to many or all urban services.

General Uses. Uses permitted under this designation include: single-family detached and semi-detached dwellings with single-family attached, two units, and multi-family attached, at a maximum of 4 dwelling units per acre, conditionally permitted, as well as limited neighborhood commercial uses, as determined to be consistent with the intent of the district and approved pursuant of the approval of a Conditional Use Permit by the Planning Commission.

Maximum Dwelling Density. This classification allows for a density of not less than one (1) dwelling unit per 2-acre parcel and not more than 4 dwelling units per acre, or one dwelling unit per pre-existing legal parcel. Additional residential units may be allowed pursuant to CA Government Code 65852.2.

Urban Residential:

Definition and Purpose. The intent of this land use designation is to provide for living environments that have access to all urban services.

General Uses. Uses permitted under this designation include single-family and multi-family dwelling units, as well as limited neighborhood commercial uses, as determined to be consistent with the intent of the district and approved pursuant of the approval of a Conditional Use Permit by the Planning Commission.

Maximum Dwelling Density. This classification allows for development at a density of not less than three (3) dwelling units per acre and not more than 16 dwelling units per acre,

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or one dwelling unit per pre-existing legal parcel. Additional residential units may be allowed pursuant to CA Government Code 65852.2.

Commercial

Commercial land uses include office buildings, retail sales, personal services, and commercial services. Varying levels of commercial uses and services are allowed in the three categories of commercial land use designations; Neighborhood Center, General Commercial, and Commercial Recreation. A description of these categories is as follows, including permitted uses, services, and general development standards.

Neighborhood Center:

Definition and Purpose. The intent of this land use designation is to provide a limited selection of convenience goods within either walking distance or brief driving distance for residents. Additional compatible uses as deemed appropriate by the Planning Commission may be allowed pursuant to a Use Permit.

General Uses. The primary use is typically a small grocery store, possibly supplemented by a gas station. This land use designation also includes small restaurants and/or bars. Additionally, this designation provides for a selection of agricultural supplies and services necessary to support the needs of agricultural activities such as the sale of agriculturally-related construction materials and supplies, agricultural and farm equipment and supplies, feed and grain supplies, and agricultural related service providers.

Location Requirements. Local convenience is intended to be located along arterials, major collector streets, or at the junction of an arterial and collector typically in rural service centers. The market area required to support these services is typically a population of 250 to 500 persons within local vicinity, with no other convenience center within the market area. Market areas for agricultural services vary according to level of agricultural or forestry activity in the area and proximity to urban areas.

Size and Scale. Typical size varies from 1,500 to 5,000 square feet of retail space on approximately 1/8 to 1/2-acre. However, projects may vary in size from this size and scale standard, as stated above, based upon location attributes, characteristics of surrounding land uses, and unique or local circumstances.

General Commercial:

Definition and Purpose. The intent of this land use designation is to provide for a wide range of goods and services, as required by residents or businesses, that are inappropriate in community or neighborhood centers due to size or operating characteristics, or are not economically feasible in such centers.

General Uses. Example of uses includes the sale of construction and building materials, auto parts, construction equipment, and trucks and automobiles. Services include vehicular repair, plumbing, electrical, and fabrication of woods or metals.

Location Requirements. General commercial uses are intended to be located along arterial streets or in conjunction with business parks.

Size and Scale. Typical sizes vary based on market area and include the following: 1) Up to 25,000 square feet of retail space on a site up to 2.5 acres in area for a population





of between 4,000 and 7,500 persons within local vicinity; 2) up to 50,000 square feet of retail space on a site up to 5 acres in area, for a population between 15,000 to 30,000 persons within local vicinity. However, projects may vary in size from the "typical" size and scale standard stated above based upon location attributes, characteristics of surrounding land uses, and unique or local circumstances.

Commercial Recreation:

Definition and Purpose. The intent of this land use designation is to provide for the development of privately-owned lands in areas that have exceptional recreation resources (e.g. forests, rivers, reservoirs) for the purpose of providing commercial recreation services to the public.

General Uses. To provide commercial recreation services to the public.

Location Requirements. This land use is intended to be located in close proximity to exceptional recreation resources.

Size and Scale. Size and scale depends upon both the size and type of resource.

Industrial

Industrial land uses typically involve processing, handling, and manufacturing of products. General Industrial is the only industrial land use classification designated in Tehama County. This land use designation is described below:

General Industrial:

Definition and Purpose. The intent of this classification to provide for industrial land uses, including light and heavy manufacturing, industrial parks, support wholesale energy production, related office uses, and industrial uses of similar character. This designation allows for non-industrial firms that provide materials and services related to industrial uses. Additional non-industrial uses may be permitted on an interim basis with conditions that provide for reversion to industrial uses.

General Uses. Examples of uses include light to heavy manufacturing, fabrication, storage and warehousing, processing of goods and resources, energy facilities, equipment sales and storage yards, business and office parks and other such uses which because of their operations, may create noise, light or glare, dust or odor which are not compatible with residential or service and retail commercial uses. Non-accessory residential uses shall be strongly discouraged.

Location Requirements. General Industrial should be located in proximity to I-5 or Hwy. 99 W corridors and their access points, in order to provide opportunities for highway-dependent industrial uses.

Size and Scale. Structures within areas designated with the General Industrial land use designation shall not cover more than 75% of the site and shall provide adequate areas for on-site parking, waste disposal and storm drainage (as applicable). Outdoor storage areas shall be screened from public view.

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Site Planning Requirements. New residential and retail commercial land uses adjacent to General Industrial uses shall provide a site-appropriate buffer to offset potential impacts to and from the adjacent land use.

Natural Resource Lands

Natural resource lands have been set aside in order to protect and preserve the abundant natural resources of the County, and to provide for the recreational and aesthetic enjoyment of the County's residents. The value of natural resource lands lie in their diversity. These lands are significant contributors to County economy (tourism); enhance the quality of the environment (plant and animal habitat, watershed, water quality); provide buffers between conflicting land uses; contribute to the County's scenic beauty; and enhance the quality of life experience in Tehama County. This land use includes the following land use designations: Habitat Resource and Resource Lands.

Habitat Resources:

Definition and Purpose. Intended for the protection and preservation of the County's wildlife resources, to prevent their wasteful destruction, and to recognize their ecological, recreational, and aesthetic values.

General Use. Lands in this designation shall remain in their natural states, yet allow low intensity recreational activities such as hiking or nature study, if these activities do not threaten the integrity of the habitat.

Criteria. This designation is applied primarily to areas adjacent to the Sacramento River that are considered to be of ecological or aesthetic value.

Planning Considerations. Due to the sensitive nature of wildlife resources, the impacts of inadequately planned development can be disruptive to wildlife habitats. Land use regulations limiting the use of such areas are very effective in terms of habitat preservation, yet frequently conflict with the land use plans of private property owners. As such, the protection of wildlife habitat must be balanced with the rights of private property owners to develop their property. As a result, full environmental reviews shall be required for all proposed new developments in this land use designation.

Resource Lands:

Definition and Purpose. This land use designation is intended to protect the natural resource base of Tehama County for its economic, aesthetic and ecological value.

General Use. Land uses would be limited to very large lot rural residences subject to development regulations. No residential uses are allowed in this designation without a use permit.

Criteria. This designation would be applied to private lands with limited value as timberland, grazing land, or cropland, but with general value as an open space resource. These lands are also characterized by limited road access and public facilities/services, and moderate to severe geographic hazards (slope, soil stability, etc.)





Planning Considerations. Residential development on Resource Lands shall be limited to single-family detached residences with a use permit. Minimum parcel sizes for division would be 160 acres.

Other

Public Facility:

Definition and Purpose. The Public Facility classification is intended to be applied to lands presently being used for major public service facilities, and lands appropriately reserved for expansion of, or construction of, new public-serving facilities.

General Use. Parks, recreation areas, schools, fairgrounds, civic centers and similar sites and uses, public forest and reservoirs, public utilities facilities including solid waste landfills, and historical and cultural sites and monuments.

Minimum Parcel Size. Not applicable

Special Planning:

Definition and Purpose. The intent of the SP – Special Planning land use overlay designation is to provide for, and identify, areas in the County that require the development of detailed master planning efforts through adoption of a Specific Plan or Development Agreement as described below. These areas may include areas of large consolidated land holdings or areas of large acreage having single- or limited-ownership patterns that could be developed as large planned communities, and/or areas proposed for development that are not currently served by roadways or community services that would benefit from detailed planning efforts.

In these areas, the preparation of a Specific Plan and/or Development Agreement, encompassing, at a minimum, the entirety of the contiguous property under single ownership (or such substantial portion thereof as determined by the County), is required as a prerequisite of residential, commercial, or industrial development. It is anticipated that such planning would benefit the County by providing a cohesive and planned program of roadway and public service improvements to assure that growth is undertaken in a logical and orderly fashion. It is contemplated that, within an area designated with the Special Planning overlay designation, higher density development may be achieved to balance the costs of increased services that will be expected. Where Specific Plans or Development Agreements as required by this section are *not* prepared, the minimum parcel size that may be created shall be 20 acres if the property is located within the Valley Floor Agricultural land use area or 160 acres if the parcel is located in the Upland Agricultural land use area, and the uses permitted on the property shall be those uses permitted on lands designated as Valley Floor Agricultural and Upland Agricultural, respectively. Should development of any nature within the SP designated areas proceed without an approved Specific or Master Plan, the County shall assure that development does not preclude future planning efforts or result in inadequate rights-of-way or access.

The primary areas designated with the SP – Special Planning land use designation include large single-owner or contiguous tracts of land primarily located in the North I-5 Corridor Planning Area. This area was identified for application of the SP – Special Planning land use overlay designation, due to factors that include: the area land ownership pattern; topographical opportunities and constraints; reduced natural resource and protected species concerns; the reduced potential for tree, row or field crop agricul-

2.0 LAND USE

tural land conversion due to geology and soils types; and the lack of existing development within the area. In the event that the County prepares, or has prepared, Specific Plans for focused areas of the County, all planning efforts undertaken on land having the SP – Special Planning land use designation shall be consistent with those adopted Plans.

The Land Use Diagram of this General Plan provides for land use designations underlying those areas designated with the Special Plan land use designation. These underlying designations indicate the maximum overall density of development that may be approved by the County upon adoption of a Specific Plan and/or Development Agreement, but do not otherwise govern the uses of the property. The designation of these lands with an underlying land use designation is not intended to confer or convey any advanced approval or consent for any development, at any density, upon the various properties, and is not intended to infer or suggest that such development will be achieved. Rather, it is the intent of the County in providing an underlying land use designation on these properties to inform landowners, residents and interested parties as to the maximum development potential of the property upon approval of a Specific Plan and/or Development Agreement.

Those areas designated with the Special Planning Land Use designation are still required to fulfill the obligations and requirements of the various master planning approaches that will define and provide the specific analysis and details necessary to prove that such plans can be carried out as conceptually proposed.

Minimum Parcel Size(s).

- Consistent with underlying agricultural land use designation requirements (Valley Floor Agriculture or Upland Agriculture, as applicable); or
- As otherwise specified in the Specific Plan or Development Agreement approved by the County, or as otherwise established as a result of an existing Williamson Act contract on the property.

Those properties and/or geographic areas for which *Specific/Master Plans* have been included as **Appendix A** in this document are as follows:

- Sun City Tehama Specific Plan
- Lake California Master Plan

Water:

Definition and Purpose. The Water land use designation refers to the large bodies of water in the County, including Black Butte Lake and the Sacramento River.

Non-Jurisdictional

City:

Areas with the “City” land use designation represent incorporated areas under the jurisdiction of either the cities of Corning, Tehama, or Red Bluff. The County has no land use authority over these areas.





Public:

The Public land use designation represents those lands under the jurisdiction of a federal or state agency such as Lassen National Forest, Lassen Volcanic National Park, U.S. Fish and Wildlife Service, Bureau of Land Management, Department of Fish and Game, Shasta-Trinity National Forest, and the Bureau of Reclamation (i.e. Black Butte Lake).

Tribal:

The Tribal land use designation represents Native American tribal lands. These lands are under the jurisdiction and authority of a Native American tribe and the County has no authority over these lands.

Table 2-4 generally illustrates the land use designations applicable to the four community types.

**TABLE 2-4
LAND USE DESIGNATION BY COMMUNITY TYPES**

LAND USE DESIGNATION	COMMUNITY TYPE			
	URBAN CENTER	TOWN CENTER	RURAL COMMUNITY CENTER	RURAL SERVICE CENTER
<u>Residential</u>				
Urban	X	X		
Suburban	X	X		
Rural Residential Small Lot			X	X
Rural Residential Large Lot			X	X
<u>Commercial</u>				
Commercial Recreation			X	X
General Commercial	X	X		
Neighborhood Center	X	X	X	X
<u>Industrial</u>				
General Industrial	X	X		
<u>Miscellaneous</u>				
Public Facility	X	X	X	X
Special Planning	X	X		
<u>Natural Resources</u>				
Habitat Resources	X	X	X	X
Resource Lands	X	X	X	X

2.8 LAND USE DIAGRAM

This Section presents the Land Use Diagram – **Figure 2.0-2**. The diagram is intended to: 1) graphically define the land area that is allocated for each land use designation; 2) present the land use plan for the County of Tehama in an easy to understand format; and 3) show the relationship of land use patterns throughout the County.

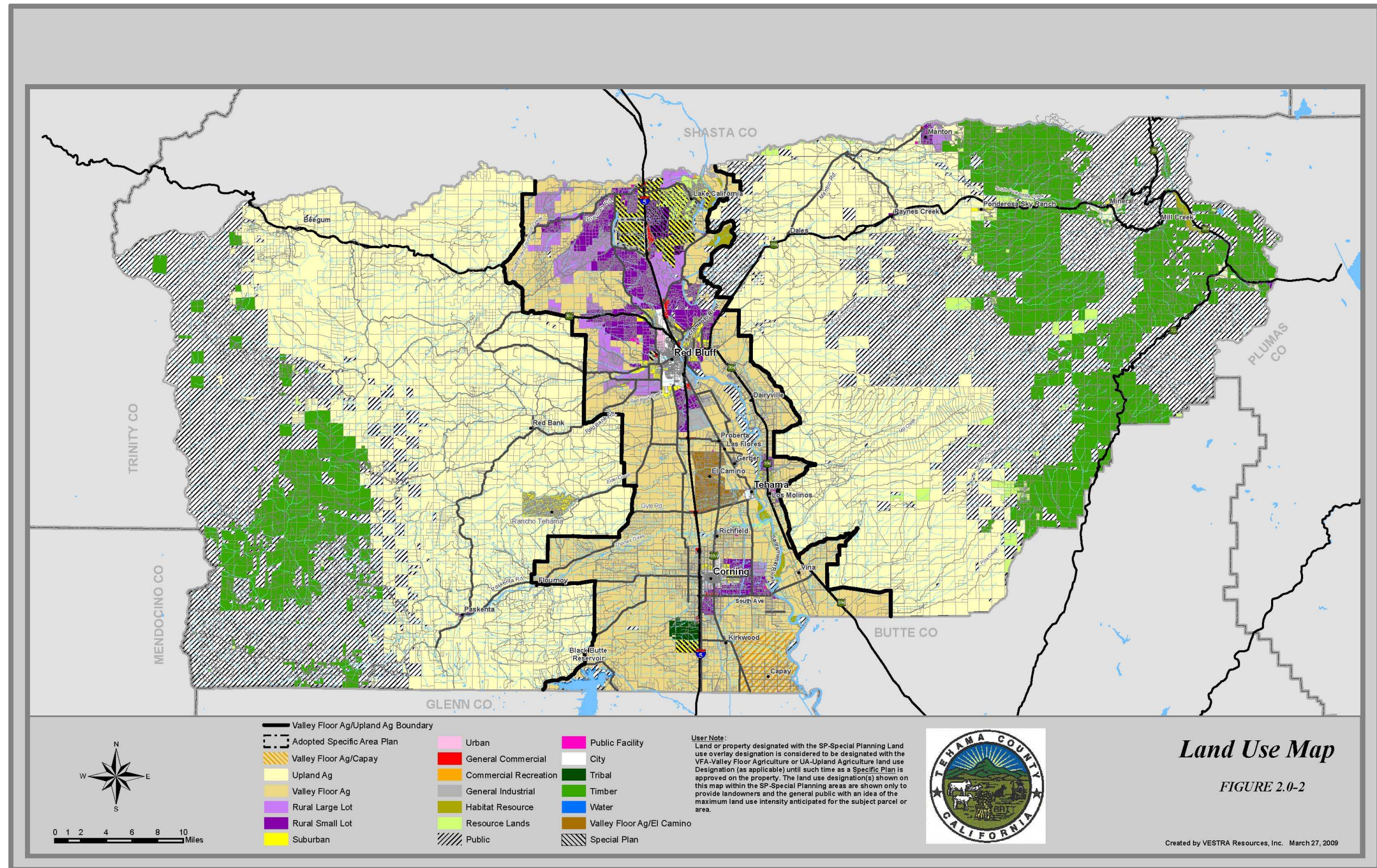
2.0 LAND USE

The Land Use Diagram depicts the distribution of land uses throughout the County, thereby utilizing the land use classifications set forth in Section 2.7, Land Use Designations. The Diagram is composed of several parts in order to aid readability. A county-wide diagram, **Figure 2.0-2**, encompasses the entire county, including its communities.

Individual Community Diagrams are also provided in this Section as **Figures 2.0-3** through **2.0-14**. The Community Maps are provided for specific areas of the County to provide enhanced readability and to allow for the more precise identification of land uses within each community that may not be available from the overall Countywide map due to scale. The planned land uses for the incorporated cities of the County (Red Bluff, Corning and Tehama) are not shown on the County's Land Use Diagram and reference should be made to the respective City plans for this information.

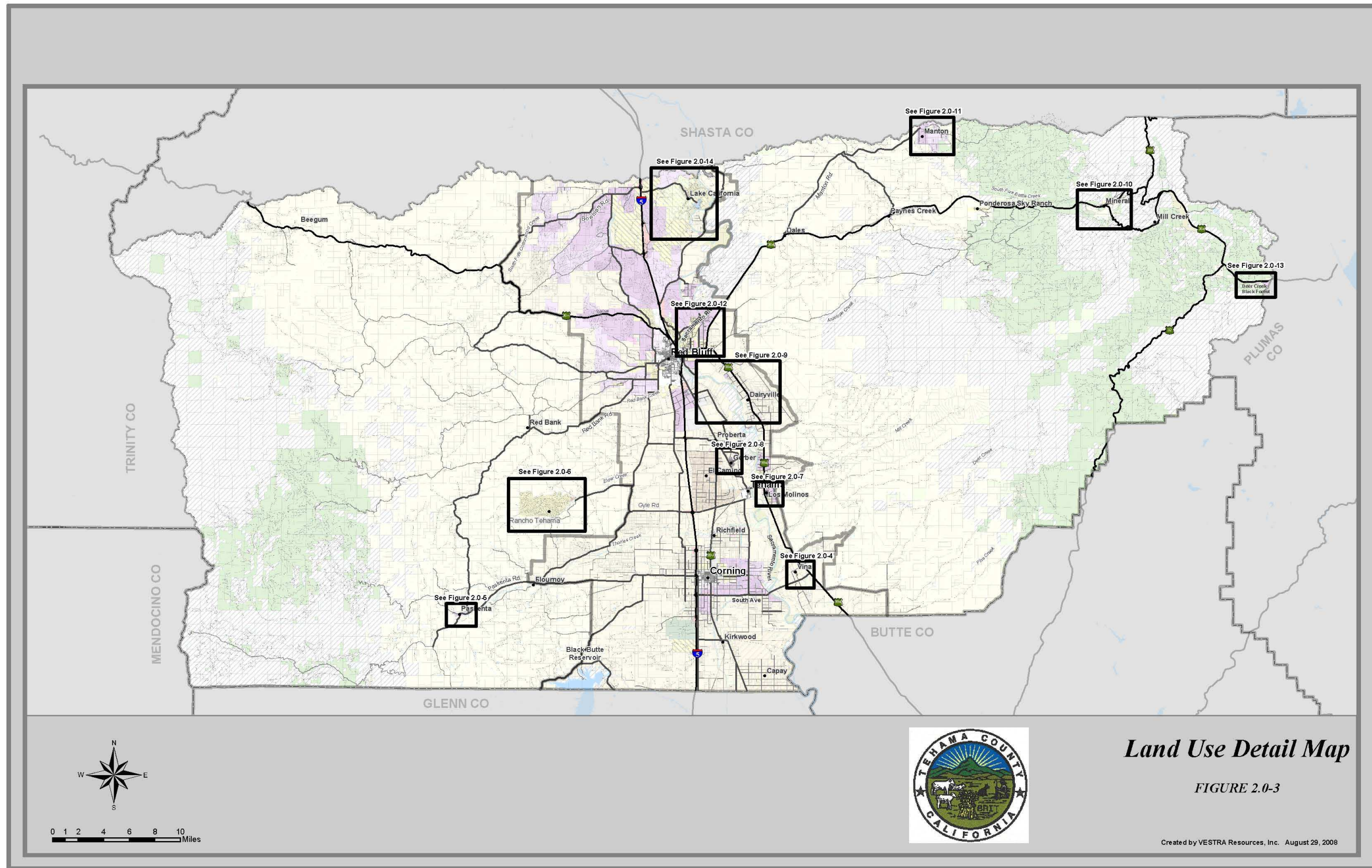
While an attempt has been made to follow parcel lines and major geographical features to the extent possible on the various Land Use Diagrams, it must be recognized that the land use designations depicted on these diagrams are not required to be as precise or as specific as zoning maps, and allowance is made for some interpretation based upon site-specific information.





Land Use Map
FIGURE 2.0-2
Created by VESTRA Resources, Inc. March 27, 2009

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2.0 LAND USE

Figures 2.0-4 to 2.0-13: Community Land Use Diagram

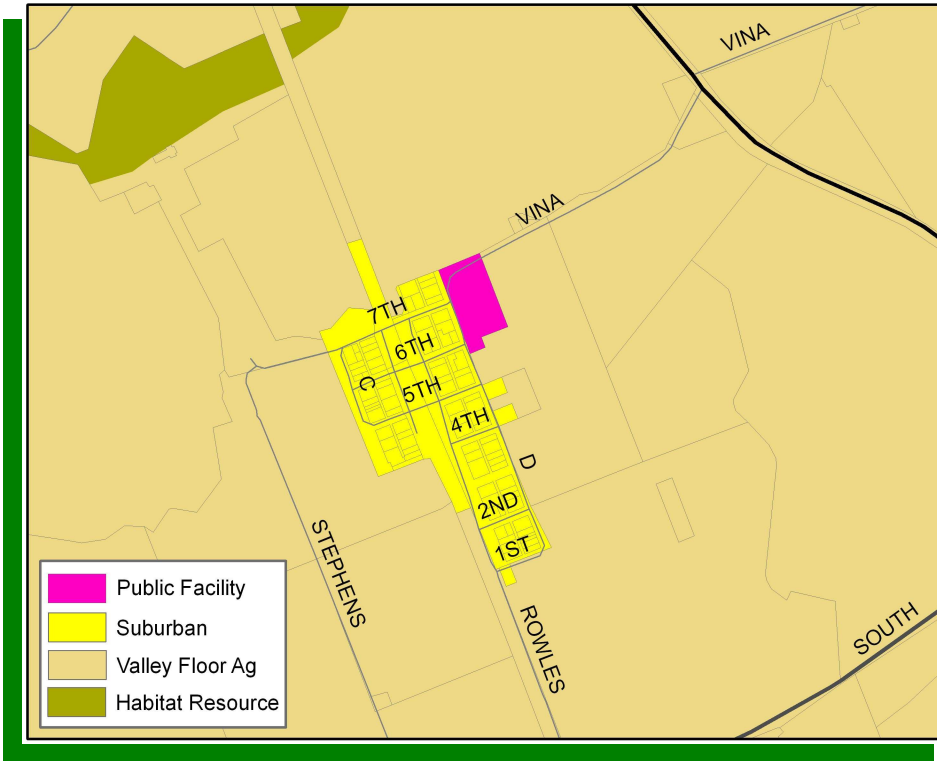


Figure 2.0-4: Vina

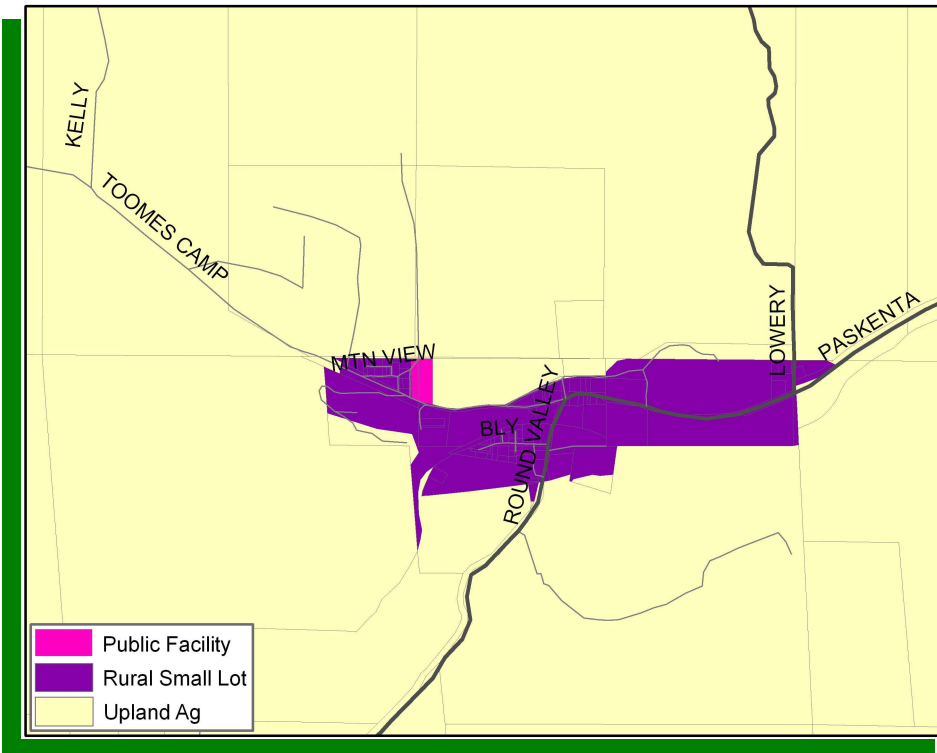


Figure 2.0-5: Paskenta

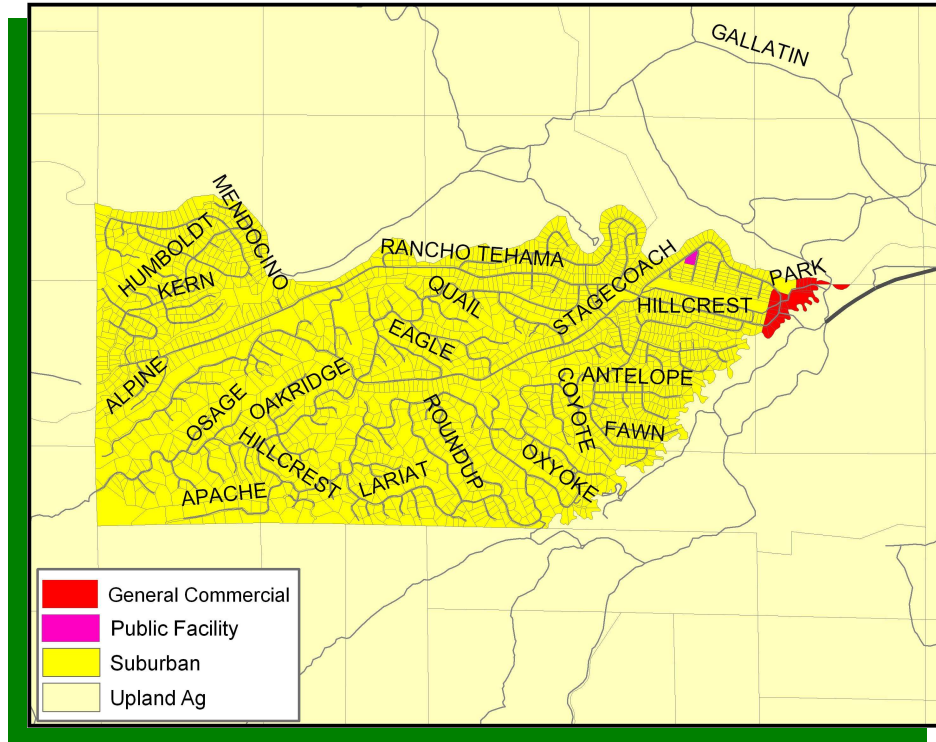


Figure 2.0-6: Rancho Tehama

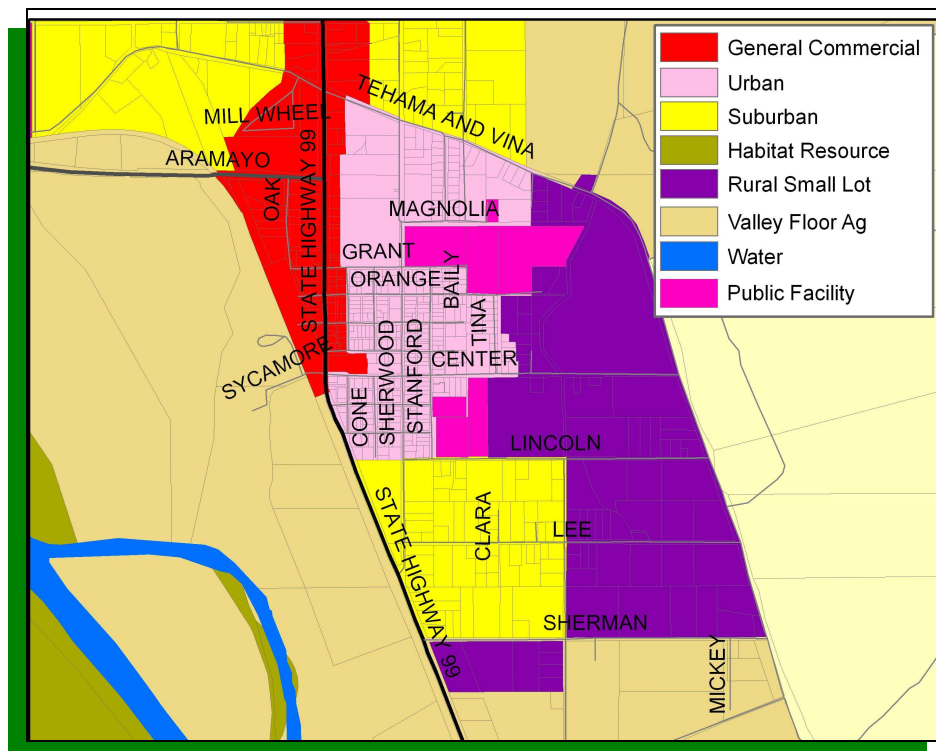


Figure 2.0-7: Los Molinos

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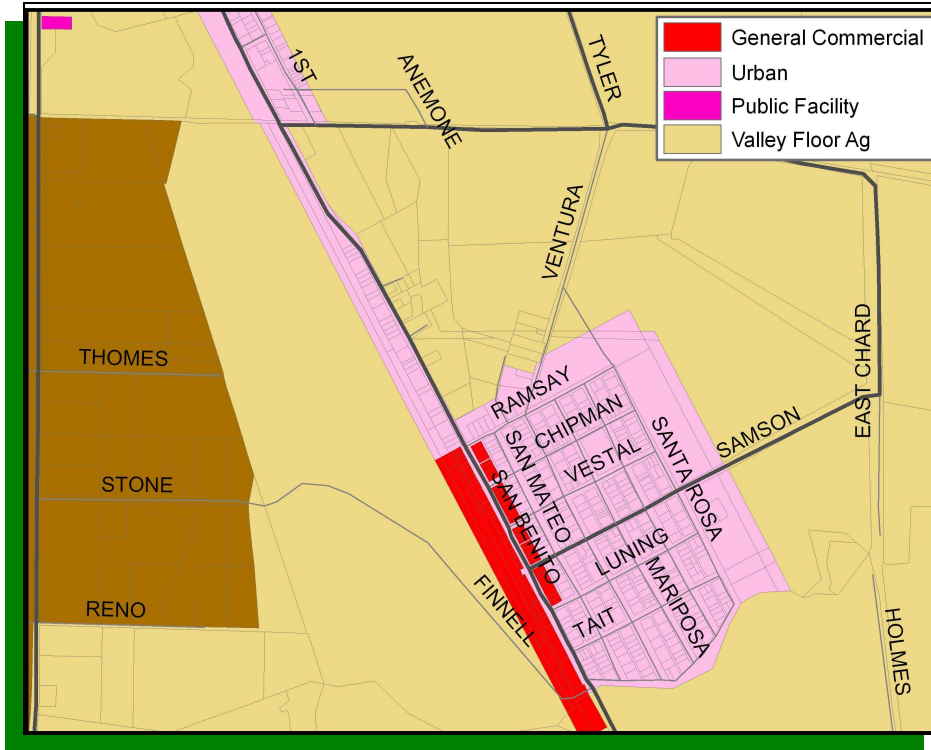


Figure 2.0-8: Gerber

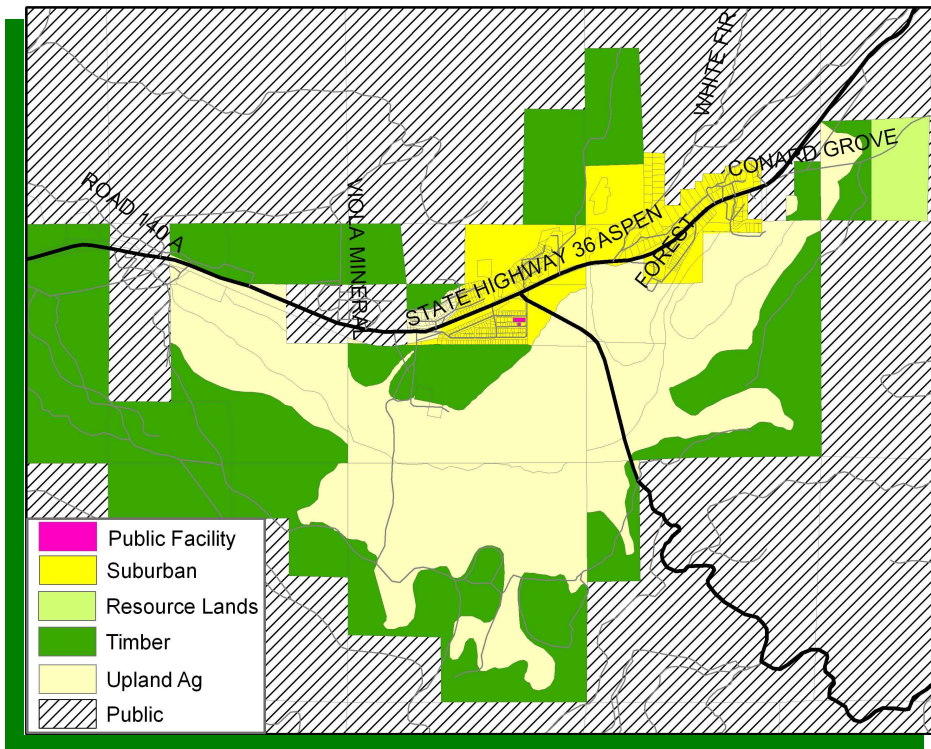


Figure 2.0-9: Mineral



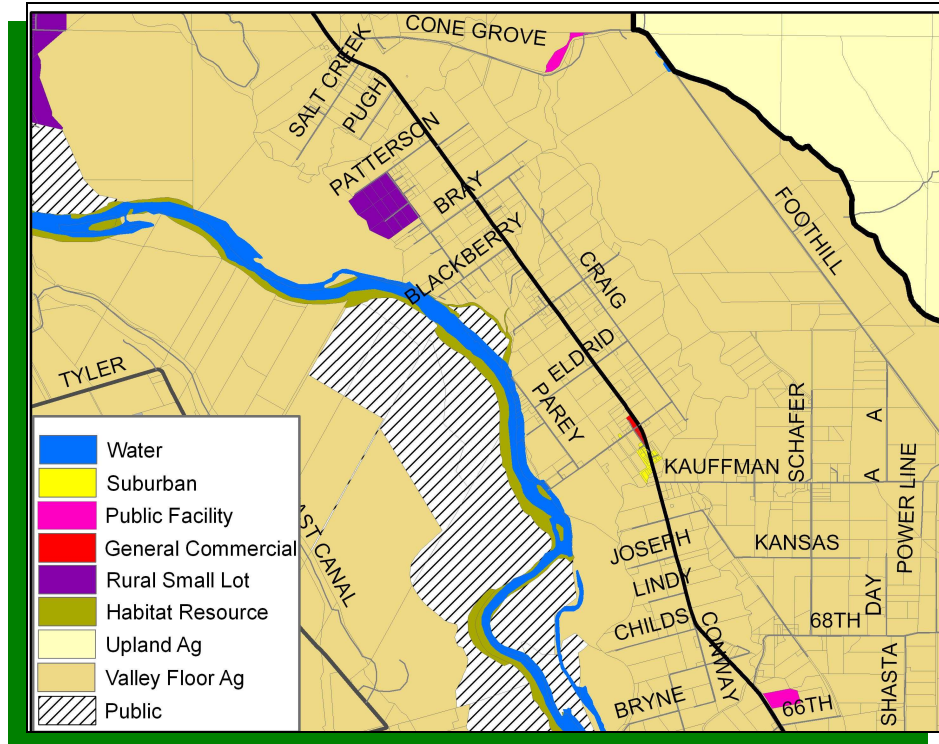


Figure 2.0-10: Dairyville

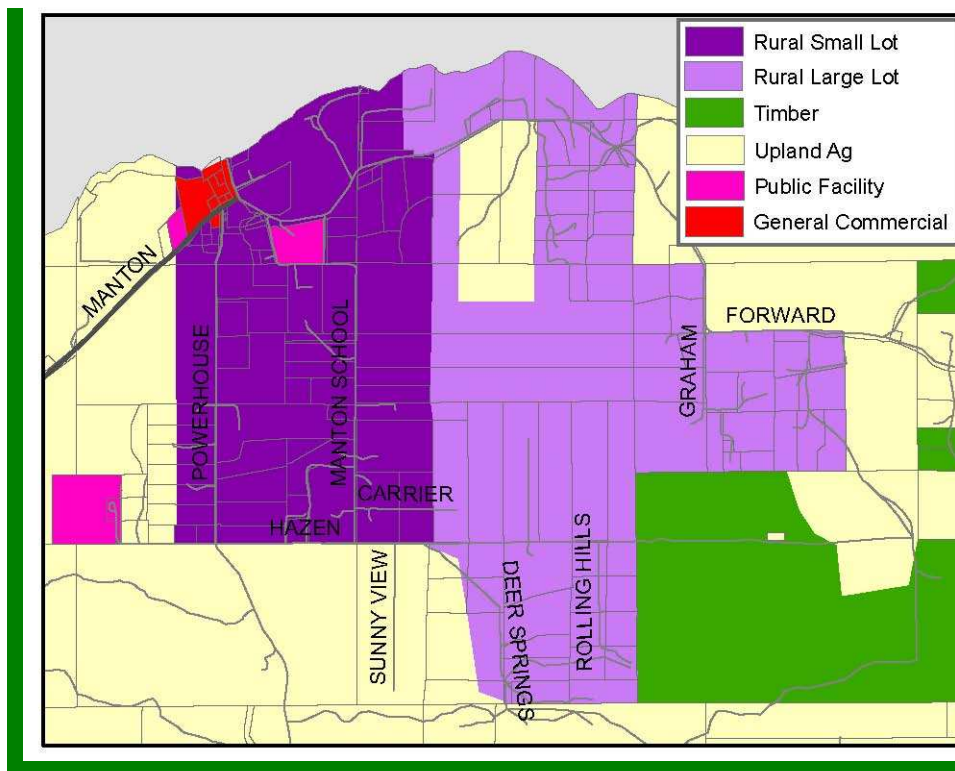


Figure 2.0-11: Manton

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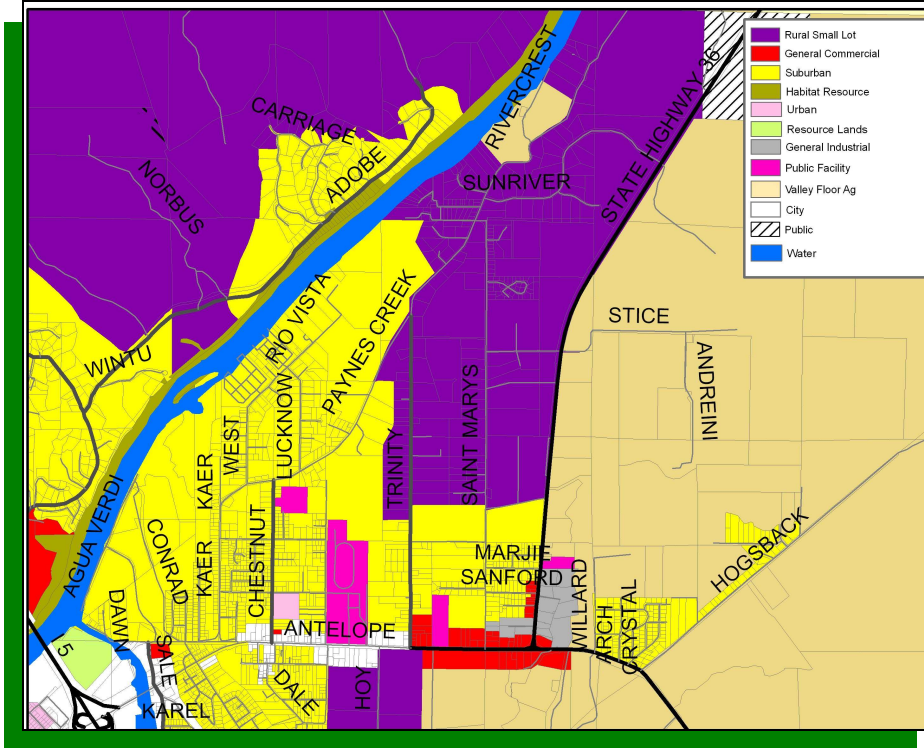


Figure 2.0-12: Antelope

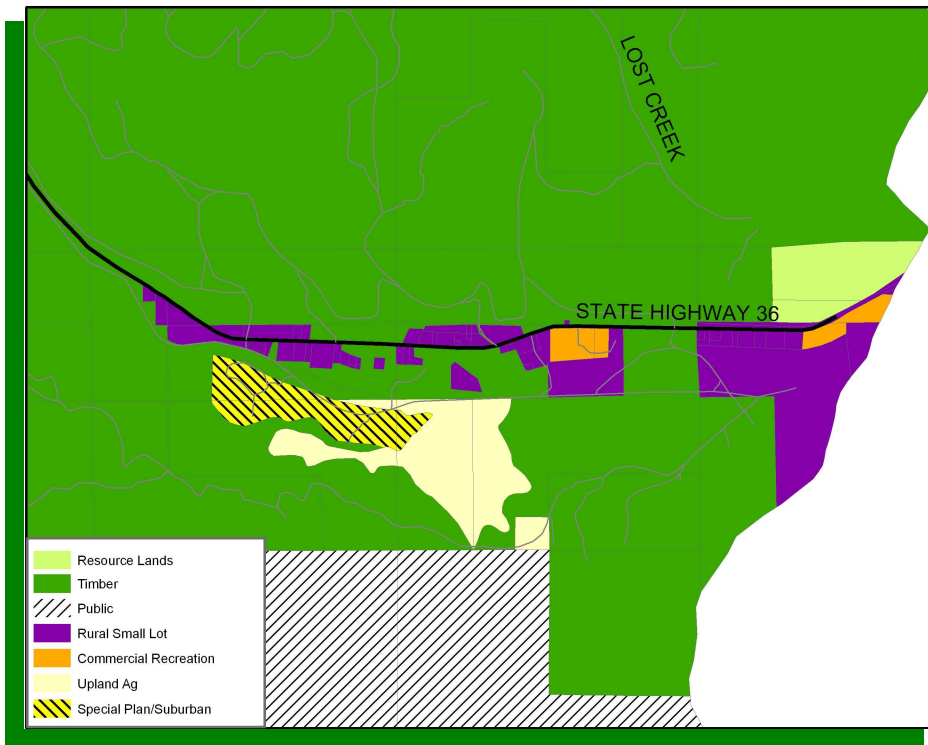


Figure 2.0-13 Deer Creek/Black Forest

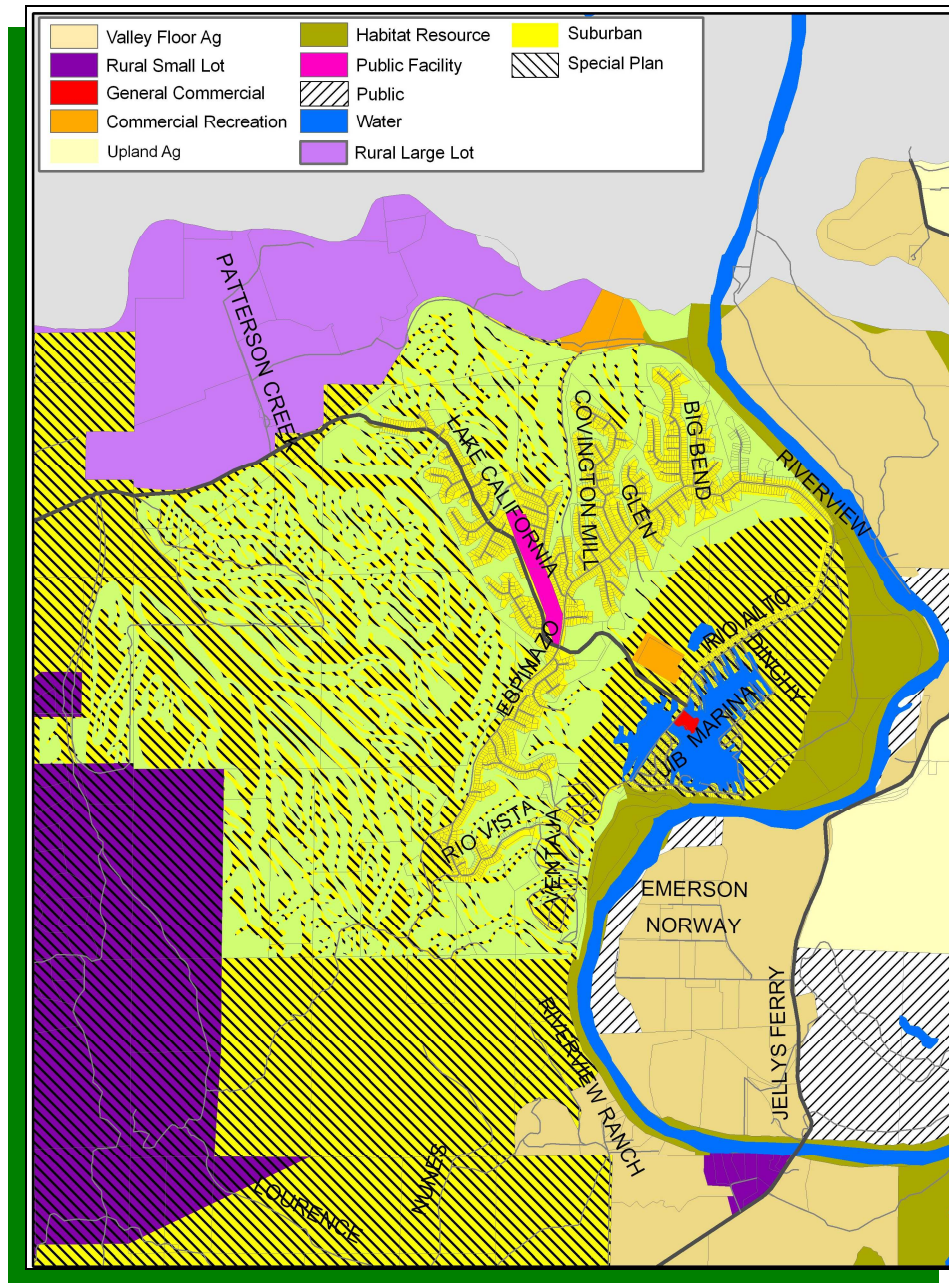


Figure 2.0-14: Lake California

2.0 LAND USE

GENERAL PLAN / ZONING RELATIONSHIP

In addition to maintaining consistency within the General Plan, the General Plan and the County's zoning designations must also be consistent and compatible. The following zoning districts have been established by the County:

Upland Agricultural (U-A), Valley Floor Agriculture (V-A), Residential Estates (RE), One-Family Residence (R-1), Two-Family Residence (R-2), Neighborhood Apartment (R-3), General Apartment (R-4), Neighborhood Commercial (C-1), Community Commercial (C-2), General Commercial (C-3), Local Convenience Center Commercial (C-4), General Recreation (G-R), Light Industrial (M-1), General Industrial (M-2), Public Agency (PA), Planned Development (PD), Natural Resource (NR), and Timber Production Zoning (TPZ). Please note; the combining districts are not listed as the underlying district relates to the General Plan land use designation.

The General Plan land use designations and the related zoning classifications, as currently established by the County, are identified on **Table 2-5, General Plan/Zoning Compatibility**. The County may, in the future, adopt new zoning districts to be applied in certain areas that may not be listed in this table. This is permissible, provided the intent and standards of the new zoning district are consistent with the provisions of the related land use designation.

**TABLE 2-5
GENERAL PLAN/ZONING COMPATIBILITY**

GENERAL PLAN DESIGNATION	COMPATIBLE ZONING
<u>Agricultural</u>	
Upland Agriculture	E-A, U-A
Valley Floor Agricultural (Includes lands designated as VFA – EI Camino and VFA – Capay).	EA, U-A
Timber	TPZ
<u>Residential</u>	
Rural Residential-Large Lot	R-1, R-E
Rural Residential-Small Lot	R-1, R-E
Suburban	R-1, R-2
Urban	R-1, R-2, R-3, R-4
<u>Commercial</u>	
Neighborhood Center	C-1, C-4
General Commercial	C-1, C-2, C-3, C-4
Commercial Recreation	G-R
<u>Industrial</u>	
General Industrial	M-1, M-2
<u>Natural Resource</u>	
Habitat Resource	NR
Resource Lands	NR
<u>Miscellaneous</u>	
Special Planning	Specific / Master Plan
Public Facility	PA





2.9 GOALS, POLICIES, AND IMPLEMENTATION MEASURES

COUNTYWIDE LAND USE

The following County-wide goals, policies, and implementation measures provide a basis for evaluating development proposals and other land-use related activities within Tehama County. Individual Planning Area policies are also established in this General Plan and are listed in Section 2.9 *Individual Planning Area Policies*.

GOAL LU-1

To plan development within the County in a manner which will provide opportunities for current and future residents to enjoy rural, community oriented living environments that are similar to those currently found in the County. Encourage higher densities, where appropriate, and promote in-fill development to discourage agricultural land conversion demands.

Policy LU-1.1

The County shall encourage future residential development to be located adjacent to existing communities and established residential areas or within areas for which Specific or Master Plans have been prepared. Small, isolated housing tracts in outlying areas shall be discouraged as they disrupt surrounding rural and productive agricultural lands, forests, and ranches and are difficult to provide with services.

Implementation Measure LU-1.1a

Encourage all new residential development projects to be located adjacent to a community that can provide basic infrastructure and services or require that the project provide their own internal project infrastructure services.

Policy LU-1.2

The County shall encourage in-fill development and build-out of existing developed areas.

Implementation Measure LU-1.2a

Establish a database which identifies vacant and underutilized parcels within existing developed areas. Make this information available to the public.

Policy LU-1.3

The County shall allow for and promote increased housing densities within existing developed areas where adequate public services are available.

Implementation Measure LU-1.3a

In suitable areas where adequate water, sewer and fire protection services are or can be made available, rezone 30 acres to the R-4 zoning designation to accommodate higher density residential use. This measure corresponds to Housing Element Implementation Program HE-3.A.

2.0 LAND USE

Implementation Measure LU-1.3b

Consider amending existing zoning and land development regulations to establish guidelines and standards for the use of conservation/cluster subdivisions for lands designated with a residential land use designation (with the exception of lands located within the Valley Floor Agricultural – El Camino Land Use Designation).

Implementation Measure LU-1.3c

Consider amending existing zoning and subdivision regulations to allow for a reduction of minimum lot sizes when cluster subdivisions are used to minimize impacts on adjacent agricultural uses and/or sensitive environmental areas, and where environmental conditions allow (with the exception of lands located within the Valley Floor Agricultural – El Camino Land Use Designation).

Policy LU-1.4

The County shall ensure that zoning and subdivision regulations protect agricultural lands, open space, and natural resources which include: grazing, timber, and wildlife lands, by not allowing land divisions intended for residential use to be developed in areas which are not specifically designated as residential in the General Plan, or for which appropriate long-term planning has not been completed as outlined within the General Plan.

Implementation Measure LU-1.4a

Update the Zoning Code to ensure that areas designated for agricultural uses are limited to those uses directly related to agricultural production or support of agriculture. See AG-1.3a and AG-1.3b for additional information.

Implementation Measure LU-1.4b

Encourage the use of clustering of residential or non-agricultural land uses away from agriculturally-sensitive areas to minimize impact to agricultural operations, whenever possible.

Implementation Measure LU-1.4c

Encourage, to the extent as allowed by law, the merger of antiquated subdivisions.

Implementation Measure LU-1.4d

Minimum lot size requirements for previously-existing legal Rural Small Lot and Rural Large Lot categories do not apply to lots established prior to March 1, 1983. Existing non-conforming lots will be permitted to develop at a density of at least one dwelling unit per legal lot, provided all life safety-related Land Development, Environmental Health, and Building standards are met.

Implementation Measure LU-1.4e

Prohibit the subdivision of land for residential development into lots less than the minimum parcel size set forth within the guidelines of the SP – Special Planning land use designation until such time as a Specific Plan or Development Agreement has been prepared and approved by the County.





Implementation Measure LU-1.4f

During the review of new discretionary development applications, County staff will work with project applicants to retain mature oak trees, of all sizes and species, when and where possible using creative land and site development measures.

Policy LU-1.5

The County shall Prepare and adopt an Oak Woodlands Protection Program, which will provide standards and guidelines for the harvesting and removal of Oak Woodlands.

Implementation Measure LU-1.5a

Include, as part of the Oak Woodlands Protection Program, the following concepts for landowners building within oak woodlands:

- Consider the impact of construction practices on the long-term management of oaks found on their property.
- Locate houses to preserve wildlife corridors and habitats.
- Protect oaks during construction.
- Avoid root compaction by limiting heavy equipment in the root zone.
- Carefully plan roads, cuts and fills, building foundation and septic systems to avoid damage to tree roots.
- Design roads to minimize erosion and sedimentation to downstream resources.
- Avoid landscaping that requires or allows irrigation and runoff within the drip line of oak trees.
- Consider replacing trees, whose removal during construction is unavoidable, with native tree species.
- Remove dead and rotting trees from areas immediately adjacent to homes and other structures.

Implementation Measure LU-1.5b

Applications that propose development within areas of oak woodlands shall be reviewed to ensure that impacts to oak woodlands are avoided or minimized to the extent possible.

GOAL LU-2

To manage development and ensure that an individual(s) action(s) do not adversely impact the health, safety, and welfare of the County's citizens.

Policy LU-2.1

The County shall develop a land use database that can be utilized as a resource to aid decision-making regarding agricultural land conservation and preservation.

2.0 LAND USE

Implementation Measure LU-2.1a

Utilizing the criteria included below, the County shall create mapping which identifies the locations of lands meeting these criteria for the purpose of conserving and preserving agricultural lands:

- Lands capable of supporting grazing, such as
 - Existing grazing lands for this purpose, or
 - Grazing lands under Williamson Act Contract.
- Lands capable of supporting crop production, such as
 - Lands classified by the Department of Conservation Important Farmlands Study maps as P, S, U, L, and LP; or
 - Lands classified by the Department of Conservation Service Capability Classification System as having Class I or II soils; or
 - Croplands under Williamson Act contract.
- These lands shall be more precisely located on zoning map and other purposes using other existing available maps.

Implementation Measure LU-2.1b

Divisions of agricultural lands shall comply with criteria established in the Zoning Code and parcel sizes as expressed in Section 2.7, *Land Use Designations*, of this General Plan.

Implementation Measure LU-2.1c

All lands classified as Agricultural lands (Valley Floor Agriculture [including Valley Floor Agriculture – El Camino and Valley Floor Agriculture – Capay], Upland Agriculture, Timber) shall be considered eligible to be placed within the Agricultural Preserve or Timber Preserve programs, and shall be eligible to enter into a contract, as provided by the Williamson Act (also known as the California Land Conservation Act of 1965), upon compliance with the minimum parcel sizes, as expressed in Section 2.7, *Land Use Designations*, of this General Plan.

Policy LU-2.2

The County shall protect and conserve existing prime agricultural and sensitive natural resource lands from residential development.

Implementation Measure LU-2.2a

Require the establishment of a minimum 300-foot agricultural buffer setback between any new residential land divisions (subdivision, parcel map, parcel map waiver, or an action creating a new lot or lots) and “classified” agricultural lands, or pre-existing agricultural processing facilities, and agricultural-related industrial lands upon adoption of an implantation program, as outlined in LU-2.2b below.

Implementation Measure LU-2.2b

Adopt policies, standards, and guidelines supporting the implementation of a 300-foot agricultural buffer setback (discussed in LU-2.2a), outlining specifics of the setback, including special circumstances for variations in distance and permitted uses within the setback.





Implementation Measure LU-2.2c

Support voluntary land conservation programs, such as the United States Fish and Wildlife Service's Safe Harbor Program and the California Department of Fish and Game Local Voluntary Conservation Program, which promote voluntary land management for listed species.

GOAL LU-3

To promote a development pattern which, whenever possible, maximizes the use of existing infrastructure prior to the construction of new infrastructure. Develop a land use pattern which, to the maximum extent feasible, minimizes the expenditure of public funds for infrastructure construction and maintenance.

Policy LU-3.1

The County shall require the use of existing infrastructure for new development whenever possible.

Implementation Measure LU-3.1a

Require the use of existing infrastructure for all new development. If existing infrastructure is not available or adequate, require new development to pay their reasonable fair-share towards the construction or expansion of infrastructure for roads, water, sewer, drainage and other infrastructure necessary for the completion of the development.

Policy LU-3.2

The County shall develop a land use pattern that, to the maximum extent feasible, minimizes the expenditure of public funds for water, sewer, flood control and road construction and maintenance.

Implementation Measure LU-3.2a

Identify existing County water, sewer, drainage, and roadway facilities and infrastructure, whether private or public, and include this information on the County's GIS database making this information readily available for public and/or private inquiries. Use this information to develop a land use pattern that maximizes the use of existing infrastructure.

Policy LU-3.3

The County shall encourage development to be located adjacent to, or within, areas where fire and life safety services exist, or can be efficiently and economically provided.

Implementation Measure LU-3.3a

Require new developments, having suburban and urban densities, located in an area not currently served by an organized fire or emergency services provider, and greater than 25 lots/units in size, to establish a funding mechanism (community facilities district, community service district, etc.) appropriate to cover costs associated with the provision of such services at a service level appropriate for the size and scale of the development. Establishment of a funding mechanism may be waived when adequate alternative service levels are provided to the satisfaction of the service district or provider.

2.0 LAND USE

GOAL LU-4

To designate lands for commercial and industrial development that are appropriate for these purposes and allows opportunities for business and industrial firms. Encourage compact development contiguous to existing urban centers, discourage linear and leapfrog development patterns.



Policy LU-4.1

The County shall provide adequate amounts of land in identified urban and town centers to be designated and zoned to allow for and support commercial and industrial development.

Implementation Measure LU-4.1a

Update the Zoning Code to be consistent with General Plan land use designations allowing for a variety of commercial and industrial uses adjacent to, and/or within, urban and town center areas.

Implementation Measure LU-4.1b

Promote the development of frontage roads, joint-access driveways, and common entrances for commercial developments to minimize multiple direct accesses onto major roadways.

Implementation Measure LU-4.1c

Support efforts to improve access to public infrastructure to facilitate the efficient economic development of commercial and industrial properties.

Policy LU-4.2

The County shall allow for limited local convenience services within rural community centers and rural service centers upon approval of a Conditional Use Permit. Typically, these centers would be small in size, generally ranging from 1,500 to 5,000 square feet, and may include a grocery or convenience store, gas station, and/or small restaurant.

Implementation Measure LU-4.2a

Amend the Zoning Code to allow limited local convenience commercial services in rural community centers and rural service centers, generally ranging from 1,500 to 5,000 sq. ft., in rural service centers upon approval of a Conditional Use Permit.

Policy LU-4.3

The County shall strive to improve access to road, rail, and air transportation in a cost-effective manner to facilitate the development of lands deemed appropriate for commercial and/or industrial uses.

Implementation Measure LU-4.3a

Investigate funding opportunities and development agreements which will provide for access improvements usable by industrial and commercial uses.



GOAL LU-5

To promote a development pattern that will accommodate growth, consistent with other stated goals and for the growth projected for the planning period (2008-2028).

Policy LU-5.1

The County shall incorporate into the Land Use Diagram, land uses that accommodate projected growth in the County. Residential land uses shall be located in areas that provide the infrastructure, services and facilities to accommodate projected County growth.

Implementation Measure LU-5.1a

Incorporate an adequate supply of General Plan residential land use designations in the updated Land Use Diagram. County growth areas should be located within or adjacent to incorporated cities, unincorporated communities and other areas currently identified for accommodating a significant portion of the County's projected growth (e.g. I-5 North Planning Area).

Implementation Measure LU-5.1b

Maintain an inventory of potentially-developable land in order to ensure a sufficient amount of land exists to accommodate growth projected for the planning period (2008-2028).

Implementation Measure LU-5.1c

Actively monitor, on a yearly basis, the rate at which the developable land inventory is being consumed, the population and employment growth of the County, and other pertinent indicators to gauge the County's growth.

Implementation Measure LU-5.1d

Every five years, the County shall examine the results of the land consumption and growth monitoring process (defined in LU-5.1c) for the previous 5-year period. Utilizing the Plan amendment process, and if directed by the Board of Supervisors, the County may make appropriate adjustments in the inventory of potentially-developable land to accommodate the growth projected for the subsequent five-year period. The intent of this measure is to ensure that the potential developable land inventory provides growth opportunities for the next 10-year period. Adjustments in the potential developable land inventory may include either additions or reductions in this inventory, but the latter will occur only when new information indicates that this land is not suited for development and it is replaced in the inventory by other lands.

Policy LU-5.2

The County shall utilize the City of Red Bluff and City of Corning Municipal Airport Land Use Plans to guide planning efforts near these facilities.

2.0 LAND USE

Implementation Measure LU-5.2a

Ensure that the policies and development standards of the County Zoning Ordinance, Land Development and Engineering Design Standards, and similar regulatory documents are consistent with the adopted Airport Land Use Plans regarding noise mitigation, land use restrictions, building height, lighting, and other site development standards, where feasible.

Policy LU-5.3

The County shall accommodate growth and other non-agricultural development by directing new growth to lands that do not exhibit characteristics which would support agricultural uses and to areas for which services and infrastructure have been planned to support new growth.

Implementation Measure LU-5.3a

Utilize development incentives that could include fee reductions, increased project density and/or intensity, and expedited project review processes for projects locating in areas which are located consistent with the County's goals and policies regarding agricultural and environmental protection and for which supporting infrastructure services are provided at a level equal to or greater than that necessary to support the new growth.

GOAL LU-6

To govern new development with subdivision, zoning, and other regulations that explicitly define government and private sector responsibilities and expectations with regard to an acceptable balance between public facility and service costs.

Policy LU-6.1

All new development projects shall be required to pay their reasonable fair share for all improvements necessary to provide adequate public services and utilities systems.

Implementation Measure LU-6.1a

Adopt Development Impact Fees, including an affordable housing fund component, for new residential, commercial and industrial development.

Implementation Measure LU-6.1b

Work with community service providers, such as school districts, water districts, and service districts, to identify growth-related impacts from new development and identify ways to mitigate impacts and assure the effective delivery of services.



**GOAL LU-7**

To accommodate growth in a manner that preserves the predominate rural lifestyle and unique qualities that make the County an attractive place to live and that recognizes that a rural lifestyle does not always necessitate the provision of the full complement of services normally found in urban communities.

Policy LU-7.1

The County General Plan shall provide for a range of residential density designations and shall distribute the developable land inventory amongst them so that future residents have a full range of lifestyle opportunities available to them.

Implementation Measure LU-7.1a

Analyze and, if necessary, amend the zoning map to associate zoning districts that relate to the land uses identified in **Table 2-4** for the four community types.

Implementation Measure LU-7.1b

Initiate necessary and appropriate zoning code and zoning map amendments to ensure zoning consistency between Land Use and Zoning designations.

GOAL LU-8

To develop land use patterns which minimize travel to jobs and services.

Policy LU-8.1

The County shall require that sites for moderate- to large-scale industrial and commercial development be located within or near the Urban Center and Town Center community types; within areas for which Specific Plans or Master Plans have been prepared; or within areas that contain, or are capable of containing, infrastructure adequate to support the use of the property for more intensive non-residential purposes. Additionally, the County shall consider the location of such land uses where appropriate to reduce travel and commute times and where appropriate to minimize the need to utilize Highways and Interstate Roadways for local service and convenience trips.

Implementation Measure LU-8.1a

Incorporate within the Land Use Diagram and Zoning Map appropriate industrial and commercial uses within proximity to residential uses to minimize travel times and trip lengths.

Policy LU-8.2

The County shall provide for opportunities for small scale businesses and industrial uses through appropriate zoning.

Implementation Measure LU-8.2a

Accommodate growth opportunities for small scale businesses, industrial uses, and other non-residential development types by encouraging the use of lands having limited agricultural viability.

2.0 LAND USE

Implementation Measure LU-8.2b

Undertake necessary and appropriate zoning code and zoning map changes to promote and encourage small scale business and industrial land use growth.



GOAL LU-9

To accommodate cellular tower facilities while requiring siting provisions that protects the visual quality and character of the County.

Policy LU-9.1

The County shall provide tower location requirements and site development criteria in the County's Zoning Code.

Implementation Measure LU-9.1a

Undertake necessary and appropriate zoning code and zoning map changes to promote and encourage the appropriate location for cellular tower facilities within the County.

GOAL LU-10

To promote development patterns that recognize the need to preserve water resources, consistent with other stated goals.

Policy LU-10.1

The County shall actively promote the implementation of the County's Groundwater Management Plan.

Implementation Measure 10.1a

Implement the recommended management and monitoring actions of the GWMP and identify and quantify the water production, water quality, and groundwater recharge activities occurring within the County.

INDIVIDUAL PLANNING AREA POLICIES

The following section lists policies for the individual Planning Areas; North I-5 Planning Area, South I-5 Planning Area, Central I-5 Planning Area, East County Planning Area, and West County Planning Area. While this section only provides policies for the individual Planning Areas, consideration of these policies should be taken into account during the implementation of the Countywide goals, policies and implementation measures listed previously.

North I-5 Planning Area

Policy NI-5.1

The development pattern within the North I-5 Planning Area shall recognize this planning area's major role in accommodating projected growth within the County.



Policy NI-5.2

The development pattern, to the extent feasible, shall provide for growth accommodation primarily along the I-5 corridor, within and adjacent to the City of Red Bluff, adjacent to and within Lake California, and on lands designated Rural Small Lot in the Bowman area.

Policy NI-5.3

The development pattern north and west of Red Bluff shall recognize, and to the extent feasible, utilize existing roadways for access, such as Walnut Street, Reeds Creek Road, Wilder Road, Live Oak Road, Red Bank Road, and Baker Road.

Policy NI-5.4

The development pattern shall accommodate growth within the rural community of Bend and the rural service center of Bowman in a manner that preserves the agricultural values of lands surrounding these communities.

Policy NI-5.5

The development pattern shall recognize areas that have already experienced some development such as the Antelope Valley area, Wilcox Road, Jelly's Ferry South, Bend District, and Surrey Village and provide levels of service appropriate for their density and intensity.

Policy NI-5.6

The development pattern shall, to the extent feasible, relate new development to a level of service, including the timing of their provision, appropriate for the density/intensity of land use planned for its location.

Policy NI-5.7

Valley Floor Agriculture and Upland Agriculture land uses shall be recognized and future development shall, to the extent feasible, be only accommodated (initially) within the residential land use categories designated on the Land Use Diagram.

Policy NI-5.8

In conjunction with the City of Red Bluff, the County shall recommend that the Local Agency Formation Commission (LAFCo) review the development pattern shown on the County's General Plan's Land Use Diagram and that LAFCo make a determination of a Sphere of Influence consistent with the General Plan's development pattern adjacent to the City of Red Bluff.

Central I-5 Planning Area Policies

Policy CI-5.1

The development pattern shall recognize the predominantly agricultural land use of the planning area.

Policy CI-5.2

Population growth shall be accommodated primarily in the Los Molinos area by a development pattern transitioning from higher densities in the developed portion of Los Molinos to lower densities moving outward to the surrounding rural areas.

2.0 LAND USE

Policy CI-5.3

The rural service center of Proberta and Gerber shall accommodate growth consistent with their agricultural support function and in a manner that preserves the agricultural value of lands surrounding these communities.

Policy CI-5.4

The County recognizes the special district service providers and will work with the districts to incorporate policies during the project review process.

Policy CI-5.5

The future development pattern shall recognize the existing rural residential-small lot development in the vicinity of Bryne Avenue, Clement Avenue, and the Sacramento River.

South I-5 Planning Area Policies

Policy SI-5.1

The development pattern shall recognize growth accommodation primarily within and adjacent to the City of Corning.

Policy SI-5.2

As development demands based on population growth and land availability necessitates, land adjacent to the City of Corning shall be used to accommodate future population in the planning area.

Policy SI-5.3

The rural service centers of Vina and Richfield shall accommodate growth consistent with their agricultural support function and in a manner that preserves the agricultural resource value of lands surrounding these communities.

Policy SI-5.4

In conjunction with the City of Corning, the County shall recommend that the Local Agency Formation Commission (LAFCo) review the development pattern shown on the County's General Plan's Land Use Diagram and that LAFCo make a determination of a Sphere of Influence consistent with the General Plan's development pattern adjacent to the City of Corning.

Policy SI-5.5

The development pattern shall recognize the existing rural small-lot residential development in the area bounded by Squaw Hill Road on the west, Gardner Ferry Road on the northwest, South Avenue to the south, and Illinois Avenue to the east.

East County Planning Area Policies

Policy EI-5.1

The development pattern shall accommodate growth primarily within the rural community centers of Manton and Mineral and within and/or adjacent to the subdivisions of Ponderosa Sky Ranch and the Paynes Creek areas along HWY 36E.



**Policy EI-5.2**

The development pattern shall recognize the limitations on the use of on-site wastewater treatment systems and available potable water supply.

Policy EI-5.3

The development pattern shall recognize ranching and related agricultural operations, as well as the timber, habitat, and scenic values the planning area affords.

Policy EI-5.4

The development pattern shall recognize the Tehama State Game Area, California State Game Refuge, the Lassen National Forest, and the Lassen National Volcanic Park

Policy EI-5.5

The development pattern within the East County Planning Area shall recognize and support new and emerging agricultural practices within the Planning Area, such as vineyards and organic farming.

West County Planning Area Policies**Policy WI-5.1**

The development pattern shall accommodate growth primarily within and around the rural service centers of Flournoy and Paskenta located along Paskenta Road and on existing legal lots within the Rancho Tehama Subdivision along Boggs-Champlin Road.

Policy WI-5.2

The development pattern shall recognize existing ranching operations and grazing activities which dominate the land use activity of this planning area.

Policy WI-5.3

Development accommodated in the planning area shall recognize the questionable availability of potable water supplies and the limited basic services provided by the County.

Policy WI-5.4

The development pattern shall recognize the timber resources of this planning area and shall recognize the proximate boundaries of the Yolla Bolly-Middle Eel Wilderness area and the Shasta-Trinity and Mendocino National Forests.

Policy WI-5.5

The development pattern shall recognize the existing improvements made at the Wildhorse Mesa development.

3.0 TRANSPORTATION AND CIRCULATION ELEMENT

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3.1 INTRODUCTION

LEGAL BASIS AND REQUIREMENTS

Government Code Section 65302(b) establishes the legal requirements of a Circulation Element as:

“[The General Plan shall include] a Circulation Element consisting of the general location and extent of existing and proposed major thoroughfares, transportation routes, terminals, and other public utilities and facilities, all correlated with the land use element of the plan.”

Within the Tehama County General Plan, the Circulation Element is coordinated with the Land Use, Noise, and other elements that address topics related to circulation and transportation. The Circulation Element outlines the necessary transportation system and related components to serve the future needs of residents and visitors of Tehama County. The element also provides a framework to guide transportation planning throughout Tehama County. Goals, policies, and implementation measures provide direction for maintaining and improving Tehama County's transportation systems.

3.2 TRANSPORTATION SETTING

MOTORIZED CIRCULATION

Automobile use is recognized in the 2001 and 2005 Regional Transportation Plan (RTP) as the dominant mode of transportation in Tehama County. According to the 2000 Census, almost 90 percent of all trips from home to work by County residents were made by automobiles, with the mean travel time to work being approximately 22 minutes.

Most of the roadways in the County can be characterized as rural. Existing and planned urbanization within portions of the County, as well as growth in Red Bluff and Corning, are resulting in the need to develop higher volume and higher capacity roadways. Interstate 5 and State Highways 99 and 36 are the primary transportation routes through the County and provide access to a large number of the developed urban and rural areas in the County. These roads, along with the various other state routes within the County, are a critical element to the overall circulation and form the backbone of the County's roadway infrastructure. Other county arterial, collector, and local roads, as well as private roads, constitute the remainder of the County's roadway system.

Essential roadways of the county include, but are not limited to, South Avenue, Gyle Road, Rawson Road, 99W, Corning Road, Adobe Road, Hooker Creek Road, Jelly's Ferry Road and Bowman Road. These roads function primarily as local and intra-regional routes providing localized access and connections to the major regional roads. While these routes are more local in nature than Interstate 5 and the State Highways, they provide the primary routes of travel inside the County. As such, their importance to local travel is significant. As the region in general continues to gain population, these roads will see increasing levels of traffic. Increases in traffic will ultimately require that these facilities be upgraded to address pavement conditions, shoulder width and roadway integrity, and will need capacity and safety enhancements to accommodate the increase in vehicle trips.



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Access is a major fire protection need, whether wildland or structural. Failure to provide access for emergency equipment and concurrent evacuation egress can result in major loss of life, property and natural resources. Safe access requires street and road networks that address life-safety allowances consistent with County roads by providing reasonable widths, grades, surfaces, and curves for all vehicular accesses.

The 2005 RTP reported that there were approximately 46,548 licensed motor vehicles (excluding trailers) that travel an average of 2,389,000 vehicle miles daily on public roads in the county. There are nearly 1,200 centerline miles and 2,400 lane miles of streets and roads in the County. The following table, **Table 3-1**, provides a breakdown of the **total miles** and **lane miles** of paved roadways within the County.

TABLE 3-1
TEHAMA COUNTY PAVED ROADWAY MILES

AGENCY	TOTAL MILES	LANE MILES
Tehama County	804	1,608
City of Corning	44	72
City of Red Bluff	62	130
City of Tehama	6	11
State Highways	206	514
Total Paved Roadway Miles	1,122	2,335.7

Source: 2005 Tehama County Regional Transportation Plan

Trucking is an important link to industry and commerce in Tehama County, and Interstate 5 is a vital route for local, regional, and national trucking. Interstate 5 is a high-emphasis route of the National Highway System, Interregional Road System (IRRS), and State Extra legal load shell system. Average daily truck volumes on Interstate 5 range from 5,000 to over 7,800 trucks per day. This figure represents approximately 17 percent of all traffic on the route.

Tehama County is served by two single-track Union Pacific (UP) rail lines including the primary Union Pacific line between Sacramento and Portland, Oregon. The main line enters the county from the southeast parallel to Highway 99E, turns north near Red Bluff and exits the county along Interstate 5 at Cottonwood. The second line (formerly California Northern) is a secondary line that enters the County from the south along Interstate 5 and connects with the primary line at the City of Tehama.

At this time, there are no passenger rail stops within Tehama County. Amtrak stations are located in Redding and Chico. Tehama County passengers access Amtrak services through connecting bus service at boarding locations in Red Bluff and Corning.

While there are no passenger rail stops within the county, rail service should be viewed as an important component of the County's overall circulation system. In the absence of a passenger rail stop in the County, attention should be paid to the County's freight-hauling opportunities, resulting from the presence of the Union Pacific facilities. As a large portion of the county's industrial land uses are located near or adjacent to the UP mainline, the County should look at ways to protect and expand rail spurs and service lines to enhance the viability and utility of designated industrial properties. In addition, policies contained within the General Plan support the retention and expansion of

3.0 TRANSPORTATION AND CIRCULATION

freight-rail facilities in the County. The presence of a mainline rail facility in the county can also serve to reduce large vehicle and freight truck trips by providing alternative methods of freight transportation.

There are two publicly-owned general aviation airports in Tehama County; Red Bluff Municipal Airport and Corning Municipal Airport. The Red Bluff Municipal Airport is classified as a "community airport," providing full service for general aviation. It has a runway length of 5,684 feet, width of 100 feet, and accommodates IFR (Instrument Flight Rules) and VFR (Visual Flight Rules) operations. Corning Municipal Airport is also rated as a "community airport". It has a 2,700-foot runway, 50 feet in width, with 25-foot wide taxiways. Based upon information from the Federal Aviation Administration (FAA), the Red Bluff Municipal Airport has estimated annual operations (take-offs and landings) of approximately 26,150. The Corning Municipal Airport has an estimated 8,718 annual operations. The FAA reports that there are approximately 67 aircraft based year-round at the Red Bluff Municipal Airport. Approximately 25 aircraft are based at the Corning Municipal Airport. Please refer to Chapter 9.0 for more detailed airport information and maps.

Tehama County and its incorporated cities operate a regional transit system, as authorized by the Tehama County Transit Agency Board. Funds for this system are allocated by the Tehama County Transportation Commission.

The TRAX (Tehama Rural Area Express, fixed route) and the ParaTRAX (ADA only complimentary service in greater Red Bluff area) provide mobility to the communities of Red Bluff, Corning, Tehama, Los Molinos, and the greater unincorporated area of the County. TRAX ridership continues to increase as the regional transit system expands in response to the needs of the community.

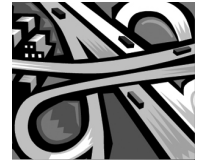
METS, Medical Transportation Service, is a long established public/private partnership in Tehama County. Tehama County residents are transported by county volunteer drivers to medical appointments. Volunteers are reimbursed for their mileage.

Commercial bus service is available in Tehama County from Greyhound Bus Lines and Mount Lassen Motor Transit. Greyhound offers fixed route interregional and cross-county transportation from Red Bluff on a limited basis. Mount Lassen Motor Transit provides a variety of transportation services including daily services to Susanville, scenic tours, day trips and charter services. In addition, privately owned and operated taxi services are available in both the cities of Red Bluff and Corning.

In addition to the commercial bus and taxi services identified above, North Valley Services, a private non-profit agency, provides regional transportation services to a multi-county area for developmentally-disabled persons in Tehama, Glenn and Lassen Counties.

NON-MOTORIZED CIRCULATION

Non-motorized facilities within the County include various local and county-wide bicycle facilities, hiking trails, equestrian trails and related facilities. Detailed information on these facilities can be found in the Tehama County Bikeways Plan. While the County has bike lanes, hiking trails and riding trails, due to the geography and size of the County and the costs associated with the integration of these facilities into a county-wide linked system, most facilities do not connect to larger intra-regional or inter-regional systems. With the exception of the Pacific Crest Trail, most non-motorized circulation facilities within the County are localized in nature and support movement within a defined area.



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Based upon data reported by the 2000 Census, less than 1 percent of the total respondents indicated that they utilize a bicycle to commute to work.

While the majority of the non-motorized facilities within the County are localized, the County's General Plan, RTP and the General Plans of the incorporated cities support the continued expansion of the non-motorized transportation system and encourage the continued progress in providing such facilities to County residents. The Transportation Commission coordinated the development of the Tehama County Bikeways Plan that includes components specific to each local jurisdiction and the potential for connections between communities and the continued development of non-motorized circulation routes. This plan supports the development of facilities with funding leveraged through grants and other means.

RELATED TRANSPORTATION AGENCIES

California Department of Transportation (CalTrans)

The California Department of Transportation is responsible for the planning, design, building, operations, and maintenance of California's State Highway System. State Highways provide the primary routes within Tehama County helping to connect the cities and unincorporated areas. The State Routes that traverse Tehama County include SR-36, SR-89, SR-99, SR-32, SR-172, and Interstate-5. The County is located in CalTrans District 2, headquartered in Redding. CalTrans Transportation Planning, System Planning Branch, in cooperation with local agencies, conducts long-range transportation plans to identify future highway improvements, while the Transportation Programming Division sets priorities for various State and federal transportation funding programs. The CALTRANS Division of Aeronautics oversees issues related to the permitting of airports and air transportation.

California Transportation Commission

The California Transportation Commission was established in 1978 out of a growing concern for a single, unified California Transportation policy. The Commission is responsible for the programming of projects for the construction of highway, passenger rail, and transit improvements throughout California. The fund programming and allocation is done primarily through the State Transportation Improvement Program (STIP) process.

Tehama County Transportation Commission

The Tehama County Transportation Commission's mission is to maintain and improve mobility and access for the people, goods, and services throughout Tehama County. The Commission is made up of six members and includes three members from the Tehama County Board of Supervisors, one member from the City of Corning City Council, one member from the City of Red Bluff City Council, and one member from the City of Tehama City Council. The Tehama County Transportation Commission is responsible for transportation policy and allocation of transportation funds. The Commission is also responsible for completing and updating Tehama County RTP on a four (4) year cycle.

The Tehama County Transportation Commission, CalTrans, and the California Transportation Commission allocate and administer funds for transportation improvements to the County and incorporated cities. Local agencies are responsible for the administration of various transportation related revenues that are sent directly to the agencies. The funds provide for the planning, design, operation, and maintenance of roadways and

3.0 TRANSPORTATION AND CIRCULATION

bridges, as well as a source for matching dollars for STIP and HBP (Highway Bridge Program) projects.

Tehama County Transit Agency Board

The same six elected officials that serve on the Tehama County Transportation Commission serve as the Tehama County Transit Agency Board of Directors. The Transit Agency establishes the policies that guide the development of the regional transit system. The Tehama County Department of Public Works administers the contract for TRAX. For further information refer to the transit development plan or the transit website ta.ketrax.com.

3.3 CIRCULATION PLAN

The Circulation Map (Figure 3.0-1) depicts the proposed circulation system to support existing, approved, and planned development in Tehama County through the year 2028. This circulation system is shown using a set of roadway classifications developed to guide the County's long-range transportation planning and programming. Existing roadways shown on the Circulation Map may or may not meet the appropriate traffic capacity requirements and will need additional in-depth study to ensure that the route complies with the appropriate roadway classification specification.

In addition to the Circulation Map, a Roadway Master Plan – Proposed Safety and Circulation Enhancements map (Figure 3.0-2) has been prepared to assist in providing an enhanced level of detail to the County's long-range circulation planning efforts. Figure 3.0-2 has been prepared to provide information to landowners, developers and interested parties on the types and locations of future roadway enhancements and safety projects that the County has identified. The Long-Range Planning and Transportation Enhancement Map is a conceptual diagram intended to support the County's Circulation Map and to provide the basis for the development of additional details necessary to ensure that future alignments of proposed roadways, locations of new safety enhancements and long-range plans for the enhancement of existing County roadways are accomplished in the proper manner. Consistent with the Circulation Map, the Transportation Enhancement Map is based on the use of roadway classifications as defined by the Institute of Traffic Engineers Highway Capacity Manual and as included in the General Plan.

Roads that do not contribute to regional circulation are generally not shown on the Circulation Map. Such roads may, however, be locally significant, and therefore are reflected in the RTP or within project master plans or area plans.

Regionally significant roads are shown on the Circulation Map in the following two forms:

- 1) *Established Roadways and Alignments*: These are depicted by solid lines on the map. These include existing roadways where centerlines are precisely established or where the land development process has established a future alignment.
- 2) *Conceptually Proposed Roadways and Alignments*: These are depicted by dashed lines indicating future facilities, the alignments of which have not yet been determined.



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ROADWAY STANDARDS AND CLASSIFICATIONS

The following descriptions define the road classifications depicted on the County Circulation Map. The Institute of Traffic Engineers *Highway Capacity Manual* describes the different basic roadway types, American Association of State Highway and Transportation Officials (AASHTO) Policy on Geometric design for Highways and Streets for collector and arterials, and further defined by the Tehama County Land Division Standards as follows:

- *Local/Minor* – Local streets and Minor roads provide direct access to adjacent properties and serve as low volume, small-area traffic conveyance routes. Local streets and Minor roads are not intended to serve through traffic. Local streets provide access to collector streets and carry low traffic volumes typically less than 2,000 average daily trips (ADT), at low speeds, typically at a maximum of 25 M.P.H. Right-of-way requirements for local and minor streets are 60 feet in width, with 24 to 32 feet of paved or improved surface width between the improved roadway wedges.
- *Collector* – Collector streets and roadways may be designated as *Major Collector Streets* or *Minor Collector Streets*, depending on existing or future traffic volumes, Level of Service, and roadway safety conditions, and may be designated as Rural or Urban based upon location and need. Collector streets (both major and minor and rural or urban) provide a linkage between local streets and minor roads and higher volume arterial streets and state and regional highways. Collector streets serve a variety of functions ranging from providing access to individual properties to conveying higher volumes of traffic to and between higher volume arterial and highway travel routes. Collectors carry light to moderately-heavy traffic volumes, generally ranging between 2,000 and 12,000 ADT, at speeds from 25 M.P.H. and 45 M.P.H. and above, and can be either two-lane, improved two-lane (having auxiliary turn lanes) or four-lane roadways. Right-of-way requirements for collector streets vary from a minimum of 60 feet in width (two-lane urban minor collector) to a maximum of 120 feet in width (four-lane rural major collector), with 32 to 64 feet of paved surface width. Collector streets may also provide separated and striped non-motorized transportation facilities.
- *Arterial* – Arterial streets and roadways connect with both residential local and collector streets and roads and are designed and intended to carry the greatest volumes of traffic. Arterial roadways generally have higher speed limits and are utilized to move traffic longer distances than Collector and Local streets and roads. Speed limits may range from 35 M.P.H. to 55 M.P.H. and traffic volumes may exceed 13,000 ADT. Right-of-way requirements for arterials typically range from 84 feet in width for four-lane minor arterial urban streets to 120 feet in width for four-lane rural arterial roadways. The width of the improved surface area of the street ranges from 64 feet to 68 feet with a paved surface of 60 feet in width between curbs.
- *Rural Divided Highway* – Rural divided highways are generally high speed, divided roadways having four lanes in width. Rural Highways are designed to accommodate the highest traffic volumes and the highest rates of speed. Speed limits ranging up to 65 M.P.H. may be accommodated, although speed limits generally range from 45 M.P.H. to 55 M.P.H. Rights of way vary depending on the road type and topography, but can range from 60 to 90 feet depending on the number of lanes and speeds.

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- *Freeways and Expressways* – Freeways and expressways serve both the inter-regional and intra-regional circulation needs. These routes are typically accessed by collector or arterial roadways and usually have very few or no at-grade crossings. Freeways and expressways have the highest carrying capacity with the maximum speed limits allowed by law. Rights of way for these facilities vary greatly depending on location and topography. The right of way may also increase substantially at interchanges or intersections to accommodate traffic movement at higher speeds.

The roadway classifications identified above are general in nature and are intended to serve as a guide for the planning of County roadways. Specific application of standards for right-of-way width, speed limits and acceptable traffic volumes is based upon characteristics that include location projected future traffic volumes and safety considerations and the application of specific development criteria applied at the local level as determined by the County.

LEVELS OF SERVICE STANDARDS

The operating conditions experienced by motorists are described as “levels of service” (LOS). Level of service is established through the use of both qualitative and quantitative standards designed to measure the effect of a number of factors, including speed and travel time, traffic interruptions, freedom to maneuver, driving comfort, and convenience. Levels of service are designated A through F, with A being the best conditions and F representing the worst. The LOS designations cover the entire range of traffic operations that might occur.

Tables 3-2 and 3-3 provide a generalized illustration of the LOS standards that are used to quantify the functionality of intersections and roadways under ideal conditions. The LOS values noted must be adjusted for each roadway based on the various road design components, i.e. adequate structural design for roadway type, surface type, sight and stopping distance, vertical and horizontal alignment, roadside obstructions and/or encroachments, and the existence of roadway shoulders of a proper width and slope.

An important goal of this General Plan is to maintain acceptable Levels of Service and acceptable roadway safety standards along the County's road network. To accomplish this, it is customary that the County, CalTrans, and other local agencies (incorporated Cities) adopt minimum level of service and roadway safety standards in order to plan for necessary roadway improvements as new development occurs. CALTRANS strives to maintain a level of service at the transition between LOS C and LOS D for its roadways.



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**TABLE 3-2
GENERALIZED INTERSECTION LEVEL OF SERVICE DEFINITIONS**

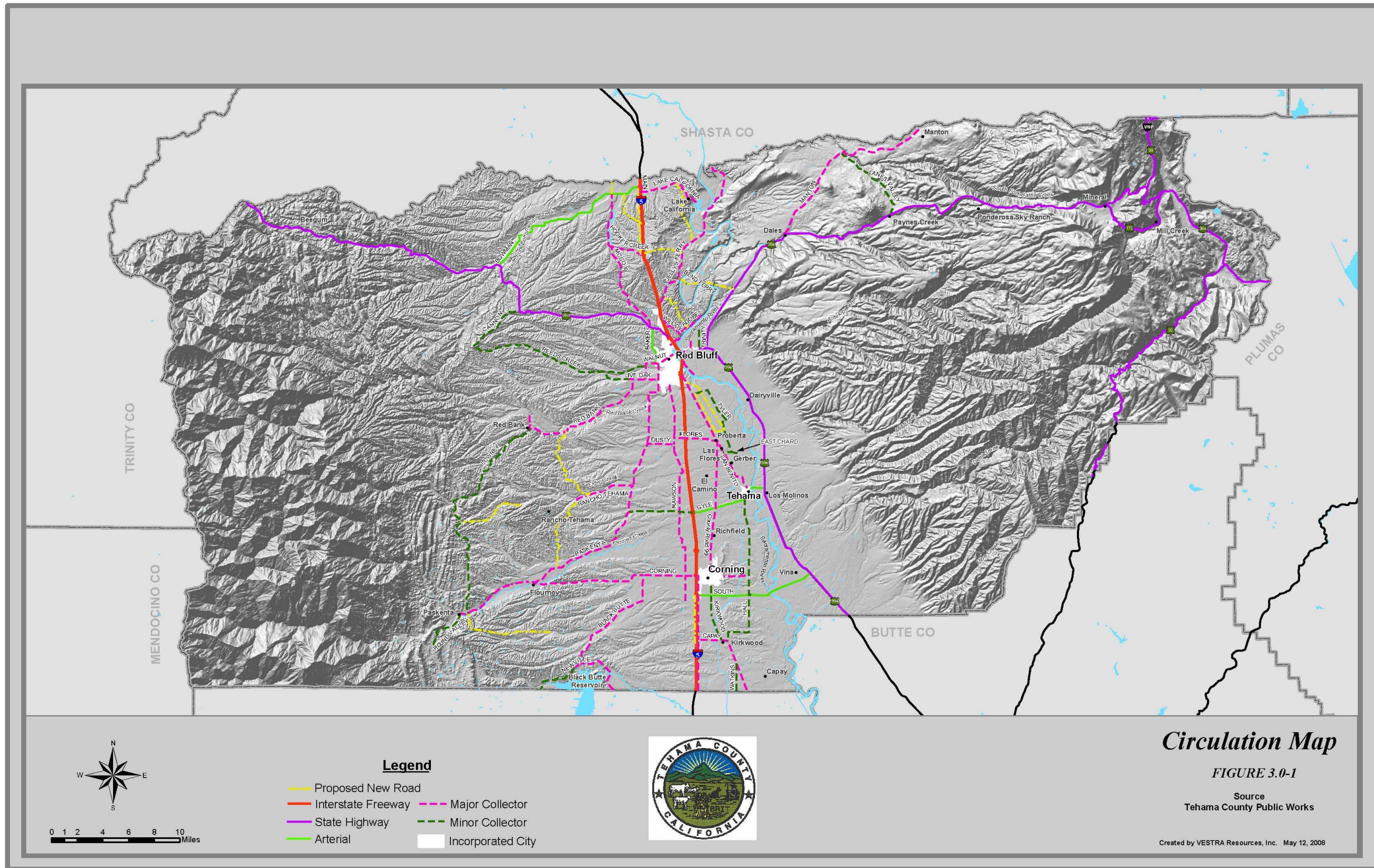
LEVEL OF SERVICE CHARACTERISTICS	A	B	C	D	E	F
Average Control Delay per Vehicle (In Seconds)	10.0 or less	10.1 to 20.0	20.1 to 35.0	35.1 to 55.0	55.1 to 80.0	80.0 +
Description	Represents free flow or very low delays and short cycle length.	In the range of stable flow, with low delays and short cycle lengths.	Average delays from fair progression and some longer cycle lengths.	Represents high-density slower speeds and longer delays, accompanied by many vehicle stops	Conditions unacceptable to most drivers, with poor progression and long cycle lengths.	Defines forced or breakdown conditions, due to oversaturation of vehicles and very long cycle lengths.

Source: Transportation Research Board, Highway Capacity Manual (2000)

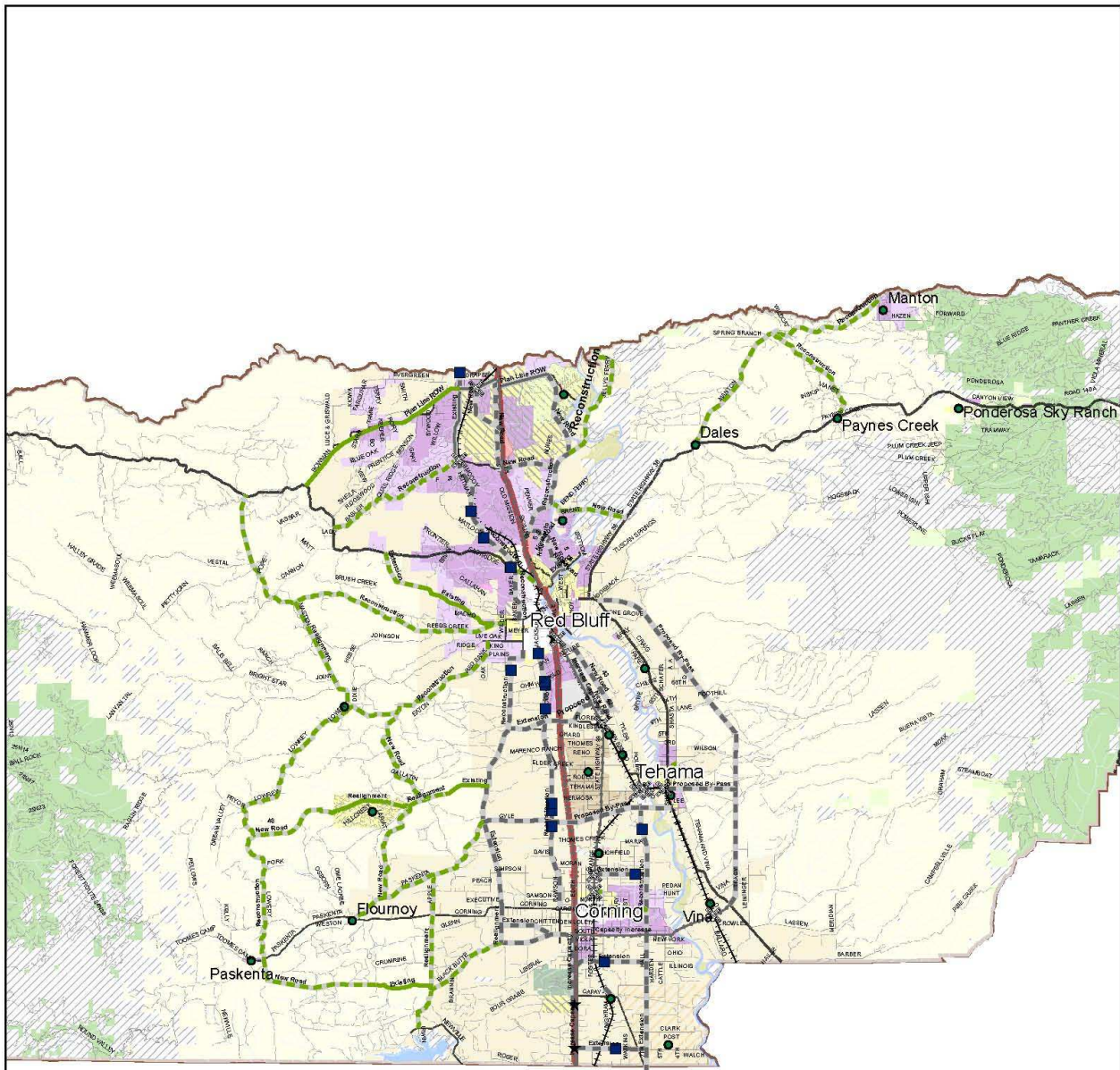
**TABLE 3-3
GENERALIZED ROADWAY LEVEL OF SERVICE DEFINITIONS**

LEVEL OF SERVICE CHARACTERISTICS	A	B	C	D	E	F
Arterial Volume/ Capacity Ratio	< 0.6	0.6-0.7	0.7-0.8	0.8-0.9	0.9-1.0	> 1.0
Maneuverability	Almost Completely Unimpeded	Only Slightly Restricted	Noticeably Restricted	Severely Limited	Extremely Unstable	Almost None
Driver Comfort	High	High	Some Tension	Poor	Extremely Poor	The Lowest
Average Traveling Speed	Speed Limit	Close to Speed Limit	Close to Speed Limit	Some Slowing	Significantly Slower than Speed Limit	Significantly Slower than Speed Limit

3.0 TRANSPORTATION AND CIRCULATION



3.0 TRANSPORTATION AND CIRCULATION



Roadway Master Plan Proposed Safety and Circulation Enhancements

DRAFT Circulation

- Future Circulation Enhancements**
- Interstate Freeway
 - Alternate Route (With Improvements)
 - State Highway
 - Increase Capacity (With Improvements)
 - Arterial
 - Safety & Circulation (With Improvements)
 - Major Collector
 - Bridge Enhancements
 - Local
 - New Rail Crossings
 - Minor Collector
 - Interchange Enhancements
 - Non-maintained

- Alternate Route
- Increase Capacity
- Safety & Circulation
- Railroad

FIGURE 3.0-2



Source: Tehama County Public Works

Created by VESTRA Resources, Inc. August 29, 2008



3.0 TRANSPORTATION AND CIRCULATION



3.4 GOALS, POLICIES, AND IMPLEMENTATION MEASURES

The following goals, policies, and implementation measures provide a basis for evaluating development proposals and other land-use related activities within Tehama County.

ROADWAY SYSTEM

GOAL CIR-1

To provide for the development and long-range planning of Tehama County's roadway system and for the safe and efficient movement of people and goods throughout the County.

Policy CIR-1.1

The County shall work to ensure that Levels of Service (LOS) and safety standards on County roadways and at intersections are maintained or enhanced when considering new development.

Implementation Measure CIR-1.1a

The County shall utilize the standards and significance thresholds shown in **Table 3-4** to ensure that Levels of Service (LOS) and safety standards on County roadways and at intersections are maintained or enhanced when considering new development proposals.

**TABLE 3-4
ROADWAY, INTERSECTION AND FREEWAY RAMP JUNCTION
LEVEL OF SERVICE STANDARDS AND THRESHOLDS OF SIGNIFICANCE**

FACILITY TYPE	LEVEL OF SERVICE (LOS)	SIGNIFICANCE THRESHOLD	MITIGATION REQUIRED
Intersections (Performance Measure: Average Vehicle Delay)	Acceptable LOS A – C or D during peak hour	Project degrades intersection to an unacceptable Level of Service.	Mitigation measure(s) to return the intersection to an acceptable LOS will be required.
	Unacceptable LOS D during non-peak hour or E or F	Traffic volume increase of 10 percent or more.	Mitigation measure(s) to return the intersection to the "no project" delay value (or fair share amount towards improvements to an acceptable LOS) will be required.
Freeway Ramp Junctions (Performance Measure: Density)	Acceptable LOS A – C or D during peak hour	Project degrades ramp junction to an unacceptable Level of Service.	Mitigation measure(s) to return the ramp junction to an acceptable LOS will be required.
	Unacceptable LOS D during non-peak hour or E or F	Traffic volume increase of 10 percent or more	Mitigation measure(s) to return the ramp junction to the "no project" density value (or fair share amount towards improvements to an acceptable LOS) will be required.

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FACILITY TYPE	LEVEL OF SERVICE (LOS)	SIGNIFICANCE THRESHOLD	MITIGATION REQUIRED
Roadway Segments¹ (Performance Measure: Volume/Capacity Ratio)	Acceptable LOS A – C or D during peak hour	Project degrades roadway segment to an unacceptable Level of Service.	Mitigation measure(s) to return the roadway segment to an acceptable LOS will be required.
	Unacceptable LOS D during non-peak hour or E or F	Traffic volume increase of 10 percent or more.	Mitigation measure(s) to return the roadway segment to the “no project” volume/capacity (V/C) ratio (or fair share amount towards improvements to an acceptable LOS) will be required.

Note: ¹ The capacity of standard roadway classifications will be reduced based upon non-standard and/or substandard roadway features.

Implementation Measure CIR-1.1b

Conduct a review of each proposed development for any potential traffic impacts and roadway safety hazards. Should the County determine that a development proposal requires a traffic impact study or project-specific analysis; an analysis will be prepared with the assumptions and methodology used for traffic projections made in this General Plan or as otherwise established by the County Public Works Department. The traffic study will define what transportation improvements or measures are necessary to maintain acceptable LOS standards. The County will consider whether improvements should be included in the existing right-of-way before widening or otherwise expanding streets and intersections.

Implementation Measure CIR-1.1c

In the absence of an adopted Tehama County traffic model, the County shall utilize the Transportation Research Board Highway Capacity Manual standards as a baseline when calculating roadway capacity thresholds and when calculating Average Daily Trip (ADT) thresholds.

Implementation Measure CIR-1.1d

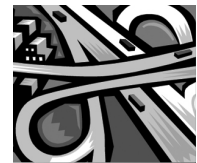
Ensure that existing roadway alignment and structural section capacities are addressed when determining road improvement needs in accordance with AASHTO and Institute of Transportation Engineers Highway Capacity Manual Guidelines.

Implementation Measure CIR-1.1e

Utilize the American Association of State Highway and Transportation Officials (AASHTO) street classification standards and definitions as a base document that is further defined by the Tehama County Land Development Standards when determining street typology.

Policy CIR-1.2

The County shall utilize the development review process to ensure that non level-of-service impacts, such as roadway safety impacts, are identified and addressed in conjunction with new development proposals.



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Implementation Measure CIR-1.2a

In conjunction with the preparation of traffic studies to determine potential level of service impacts to existing County roadways from proposed projects, additional analysis may be required irrespective of level of service impacts, to determine if structural and/or safety hazards exist. Structural deficiencies and safety hazards shall be identified and appropriate measures shall be determined to mitigate and/or enhance the structural capacity and/or safety of the roadway.

Implementation Measure CIR-1.2b

The County may require roadway safety enhancements to include the construction of roadway improvements beyond the standard half-street improvement levels where it is determined that hazardous, unsafe or deficient structural conditions exist.

Implementation Measure CIR-1.2c

Traffic studies shall address on- and off-site roadway conditions for both local and state routes and mitigation measures that are proposed to address all identified issues.

Implementation Measure CIR-1.2d

The County should review available options for the establishment of standards and guidelines for oversized vehicles and should work to identify and establish standards for the designation of truck routes within the County.

Implementation Measure CIR-1.2e

The County should explore the feasibility of establishing a permit system to deal with impacts for oversized vehicles, heavy-load vehicles and "super-trucks" to include the review of tonnage fees and roadway use fees for vehicles having disproportionate impacts to County roadways.

Policy CIR-1.3

The County should maintain and upgrade existing roads, as feasible, to meet the needs of County residents, visitors, and through traffic.

Implementation Measure CIR-1.3a

All proposed development shall mitigate its reasonable share of impacts on the County roadways, the State Highway System, transit, and pedestrian systems. The County shall consider adoption of a roadway impact fee and transit impact fee to be required of all new development, through fee adoption by ordinance, development agreements, conditions of approval, and other project entitlements. In the absence of an impact fee the County Public Works Director may determine the value of reasonable share of impact associated with the proposed project.

Implementation Measure CIR-1.3b

In consideration of proposed and existing projects or operations that generate a substantial number of large trucks and/or heavy load vehicles, the County shall explore options for the adoption of a roadway tonnage fee or oversized load fee to insure that those projects or op-

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erations do not cause, or will adequately mitigate, significant deterioration of County roads.

Implementation Measure CIR-1.3c

Proposed projects shall be required to reserve or dedicate sufficient rights-of-ways, or shall be required to design projects to maintain opportunities for the future expansion of interchanges, intersections, roadways and transit needs as determined by the County Public Works Department.

Policy CIR-1.4

The County shall require the construction of new roads, as necessary, to support increases in land use density and to facilitate the movement of traffic through the County.

Implementation Measure CIR-1.4a

Work with CALTRANS to assure that impacts to the State Highway system are addressed through measures that could include the use of alternative circulation routes, alternative roadway funding sources, and roadway impact fees.

Policy CIR-1.5

The County shall utilize contemporary design standards and apply appropriate functional classifications in the construction of new roadways and for the reconstruction of existing roadways within the County.

Implementation Measure CIR-1. 5a

Require that all new and reconstructed roadways meet the standards pursuant to CalTrans' Traffic Manual and Highway Design Manual or the Tehama County Land Development Standards.

Implementation Measure CIR-1. 5b

Investigate the feasibility of using traffic calming design features in future residential developments and in areas with traffic issues.

Implementation Measures CIR-1. 5c

Review the Zoning Ordinance and the Land Development and Engineering Design Standards and amend them as needed to bring them into conformance with the policies and measures in this Circulation Element.

Policy CIR-1.6

The County shall continue to support traffic safety enforcement safety as a means of improving traffic, bicycle, and pedestrian safety.

Implementation Measure CIR-1. 6a

Work with the Sheriff's Office, the California Highway Patrol, and city police departments to develop opportunities that would ensure that adequate traffic enforcement is provided. Examples would be researching of grant programs and the coordination of Office of Traffic Safety Grant activities.



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Policy CIR-1.7

The County shall work with local, state, tribal and federal agencies to assure opportunities for meaningful input in the review of proposed project roads and roadway improvements.

Implementation Measure CIR-1.7a

All proposed projects within the LAFCO adopted Sphere of Influence of a local agency shall be referred to the appropriate local agency for input and consistency review.

Policy CIR-1.8

The County shall continue to assure that all new development proposals comply with Title 9.14 of the Tehama County Code regarding cul-de-sac length and dead-end streets.

Implementation Measure CIR-1.8a

Review its existing land development and zoning standards to ensure that all new land divisions and all new non-residential developments provide a minimum of two improved all-weather accesses.

Implementation Measure CIR-1.8b

As part of the development review process, the county shall continue to route all new development proposals to local emergency service providers for review of public safety issues and shall work with the providers to assure the appropriate access standards and roadway improvements are available to protect the public health, safety and welfare.

Policy CIR-1.9

The County shall continue to work with the California Department of Transportation to adopt practical and fair policies for access management and right-of-way acquisition for the improvement of highways, including Interstate 5, Highway 99, and Highway 36, and incorporate and evaluate options to further implement such policies with development standards within the County's Land Development and Engineering Design Ordinance and other development codes.

Implementation Measure CIR-1.9a

Continue to work with the California Department of Transportation and the Cities of Red Bluff and Corning to prepare and implement transportation impact fees to fund County-wide roadway improvements.

Policy CIR-1.10

The County shall work with the California Department of Transportation to evaluate opportunities for the incremental addition of lanes, including increased numbers of passing lanes, and will work with CALTRANS and the local transportation planning agency in the consideration and implementation of access management policies to protect traffic efficiency and safety and to facilitate future highway improvements.

Implementation Measure 1.10a

Work with CALTRANS, the local transportation planning agency, and incorporated cities, in the consideration of highway improvements,

3.0 TRANSPORTATION AND CIRCULATION

new public roads, interchanges, and parallel route locations to reduce the adverse impacts of growth and development on the existing and planned roadway network.



GOAL CIR-2

For those lands deemed appropriate for commercial and industrial uses, improve access to road, rail, and air transportation in a cost-effective manner to facilitate their economic development.

Policy CIR-2.1

All commercial and industrial uses shall be served by paved roads designed to in accordance with the Tehama County Land Department Standards to effectively serve the long-term circulation needs of non-residential uses.

Implementation Measure CIR-2.1a

Require that all new commercial and industrial uses be served by a paved roadway, constructed in accordance with the Tehama County Land Development Standards, as a condition of project approval.

Policy CIR-2.2

The County shall support efforts to acquire new and/or expand existing at-grade railroad crossings and provide grade-separated crossings for major thoroughfares to facilitate the movement of goods and services within the County.

Implementation Measure CIR-2.2a

As part of the Regional Transportation Plan, identify existing at-grade railroad crossings where improvements may be necessary, as well as potential locations for new at-grade crossings.

Implementation Measure CIR-2.2b

Work with Tehama County Regional Transportation Commission and the incorporated cities within the County to facilitate efforts to acquire new at-grade railroad crossings and to expand existing at-grade crossings.

AVIATION

GOAL CIR-3

To promote the maintenance and improvement of aviation facilities within the parameters of compatible surrounding land uses.

Policy CIR-3.1

The County shall continue to protect public and private airports from conflicting land use patterns to the extent practical and discourage noise-sensitive uses and activities near airports.

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Implementation Measure CIR-3.1a

Work with the Tehama County Airport Land Use Commission in the planning of land uses around the airport and the implementation of the Tehama County Airport Comprehensive Land Use Plan (TCACLUP) to ensure protection of airport operations from encroachment.

Implementation Measure CIR-3.1b

Encourage and facilitate, where appropriate, local airport authorities' acquisition of aviation easements restricting development within airport approach zones and runway protection zones (RPZ) of the municipal airports within the Airport Land Use Planning Area delineated by the Tehama County Airport Land Use Commission and the traffic patterns adopted by the Red Bluff and Corning Airports.

Implementation Measure CIR-3.1c

Review the County Land Use Plan for consistency with the amended Safety and Runway Protection Zones, as well as the policies of this General Plan, at the Red Bluff Municipal Airport following completion of agency actions to adjust runway approach and departure patterns.

Policy CIR-3.2

The County shall support, encourage, and plan for the expansion of the Red Bluff and Corning Municipal Airports for the purpose of public safety and expand their capacity to accommodate larger aircraft and new air services as specified in the respective airport master plans.

Implementation Measure CIR-3.2a

Work with the Red Bluff and Corning Municipal Airports, the Tehama County Airport Land Use Commission, the Tri-County Economic Development Corporation, local Chambers of Commerce, and the California Department of Transportation Aeronautics Division, as well as other affected parties, to study the feasibility of expanding the Red Bluff and Corning airports. Should expansion turn out to be a viable option, then the County shall assist in the planning of these expansions.

Implementation Measure CIR-3.2b

Coordinate with the cities and the State to ensure that Airport Master Plans for each airport are kept up to date in accordance with state and federal requirements to ensure that future aviation demands can be met, and that surrounding land uses will be compatible with airport activities.

Implementation Measure CIR-3.2c

Implement land use decisions that encourage the orderly growth of the Corning and Red Bluff Municipal Airports and the areas surrounding the facilities within the identified planning boundary. Land use decisions shall be consistent with the standards for buffers and guidelines, as established in the Airport Land Use Plans for the Corning and Red Bluff Airports.

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Implementation Measure CIR-3.2d

Discourage residential development directly adjacent to airports unless the impacts of such uses can be mitigated.



NON-MOTORIZED TRANSPORTATION

GOAL CIR-4

To encourage, support, and provide for a comprehensive system of facilities for non-motorized transportation.

Policy CIR-4.1

The County should work towards developing a comprehensive and safe system of bicycle and pedestrian facilities that will serve both commuter and recreational cyclists and walkers through the development of a regional network of paths, trails, and routes, especially for access to neighborhoods, commercial centers, schools, parks, and other key activity centers.

Implementation Measure CIR-4.1a

Implement the Tehama County Bikeways Plan and update the Plan as necessary.

Implementation Measure CIR-4.1b

Establish pedestrian and bicycle access standards and require developers to finance and install pedestrian walkways, equestrian trails, and multi-use trails and facilities in new development as appropriate.

Implementation Measure CIR-4.1c

Actively identify and pursue available funding sources for the planning, development, and improvement of bicycle and pedestrian facilities including: development of a Capital Improvement Program (CIP), funding through public and private organizations and agencies, and other options.

Implementation Measure CIR-4.1d

Support and encourage programs to educate, inform, and promote the use of non-motorized travel options including a local bicycle safety awareness program targeted specifically to school students.

Implementation Measure CIR-4.1e

Encourage and coordinate with adjacent jurisdictions to develop and adopt a system of pedestrian and bicycle trails that complements the County's system.

Policy CIR-4.2

The County shall encourage and support the construction and improvement of bicycle lanes and pedestrian paths as part of the Safe Routes to School Program.

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Implementation Measure CIR-4.2a

Work with various local agencies and the Tehama County School Districts to identify those routes that are critical for Safe Routes to School improvements.

Implementation Measure CIR-4.2b

Identify and pursue available funding sources for the Safe Routes to School Program to assist in the funding of improvements. Possible funding sources include: SAFETEA-LU, transportation funds, State Transportation Improvement Program (STIP), federal air quality funds, State Parkland Bond monies, and the California Department of Boating and Waterways.

Policy CIR-4.3

The County shall encourage the use of pedestrian pathways and sidewalks where feasible as a component of the County's circulation system.

Implementation Measure CIR-4.3a

All future subdivision design should consider the need for pedestrian circulation within and outside of the development.

Implementation Measure CIR-4.3b

Work with residents and businesses to provide curbs, gutters, and sidewalks where needed.

Implementation Measure CIR-4.3c

- Where appropriate the following sidewalk design principles should be considered when constructing new or re-construction of old sidewalks.
- Maintain a minimum sidewalk clearance of at least four (4) feet in residential areas and six (6) feet in commercial areas.
- Consider the use of decorative concrete, stamps, and other aesthetic treatments for sidewalks in commercial locations or areas used for public gatherings.
- Include streetscape amenities with sidewalks including: street trees, landscape planters, and benches or sitting areas.
- Provide adequate and aesthetically pleasing lighting of sidewalks to improve safety.

Implementation Measure CIR-4.3d

Identify and pursue available local, state, and federal funding sources as appropriate for sidewalk maintenance and improvements including: curb cuts, construction of new sidewalks, and maintenance of existing sidewalks.

Policy CIR-4.4

The County shall strive to improve and ensure access for the physically disabled throughout the County.

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Implementation Measure CIR-4.4a

Identify and pursue funding for improvements including curb cuts to County sidewalks to allow for easier access for disabled persons when appropriate.

Implementation Measure CIR-4.4b

Identify and pursue available funding sources for pedestrian improvement projects to bring pedestrian facilities into compliance with the Americans with Disabilities Act (ADA) when appropriate.

Implementation Measure CIR-4.4c

Review the Zoning Code and amend it as needed to ensure that parking and accessibility features for disabled persons are considered by new development or redevelopment projects.



PUBLIC TRANSPORTATION

GOAL CIR-5

To promote, encourage, and support a safe and efficient public transportation system, which includes both bus and rail services to increase mobility to life line services, help reduce congestion, improve the environment, and provide viable non-automobile means of transportation throughout Tehama County.

Policy CIR-5.1

The County shall provide convenient and accessible transit facilities for the elderly, youth, commuters, and persons with disabilities.

Implementation Measure CIR-5.1a

Implement land use decisions that are consistent with the Transit Development Plan and Tehama County Bus Stop Standards Policies and Procedures and actively coordinate with the Tehama County Transit Agency Board for the planning and implementation of appropriate transit services throughout Tehama County.

Implementation Measure CIR-5.1b

Work with employers, residents, and other agencies including: Tehama County Transportation Commission, the Tehama County Transit Agency Board to encourage and support increased car pools, van pools, and park and ride lots.

Policy CIR-5.2

The County shall expand the number of public transit stops and locations throughout the County.

Implementation Measure CIR-5.2a

New developments shall be required to install bus turnouts, shelters, and other transportation-related improvements where appropriate in accordance with the Tehama County Bus Stop Standards Policies and Procedures.

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Implementation Measure CIR-5.2b

The County, in conjunction with Tehama County Transit Agency Board and the Tehama County Transportation Commission, shall identify appropriate locations for additional transit stops within Tehama County. Ensure that identified locations will be available should additional transit stops be required.

Policy CIR-5.3

The County shall utilize the development review process to ensure that Tehama County Transit Agency's comments on development proposals are implemented to ensure that appropriate transit facilities are included in all new developments as appropriate.

Implementation Measure CIR-5.3a

As part of the agency review procedures of the development review process, the County shall route all new development proposals to the Tehama County Transit Agency Board for their review and comments.

MOVEMENT OF GOODS

GOAL CIR-6

To maintain a balanced freight transportation system to provide for the safe and efficient movement of goods.

Policy CIR-6.1

The County shall coordinate with local, state, and federal agencies to encourage and support efficient inter-regional goods movement along the Interstate-5 corridor.

Implementation Measure CIR-6.1a

Pursue coordination with local, state and federal agencies to support the efficient inter-regional transportation of goods along the I-5 corridor.

Policy CIR-6.2

The County shall support and assist both public and private agencies in the integration of railroad freight and possible passenger services into regional transportation and economic development plans and strategies.

Implementation Measure CIR-6.2a

Work to protect existing rail spurs and encourage the creation of new rail spurs to support industrial and agricultural businesses.

4.0 PUBLIC SERVICES ELEMENT

4.0 PUBLIC SERVICES

4.1 INTRODUCTION

LEGAL BASIS AND REQUIREMENTS

Within this element of the General Plan, various aspects of public services, including schools, libraries, transit, recreation facilities, water supply, wastewater treatment, and solid waste disposal, are considered. While State law requires the General Plan to address domestic water service issues, requirements regarding public services are not clearly or specifically defined. However, State law encourages the local jurisdiction to include any other element that it determines to be relevant to the jurisdiction. This element considers a range of public services that the County regards as important to future growth.

4.2 OVERVIEW

The following provides a brief overview of the County's school, libraries, recreational, water, wastewater, and solid waste facilities. Police and fire protection is discussed in the Safety Element.

SCHOOLS, LIBRARIES, AND RECREATION FACILITIES

Tehama County Schools

Tehama County public schools include: twenty-one elementary schools, four middle schools, and five high schools. Additionally, there are three private elementary schools and one private Catholic high school in the County. There are also two charter schools in operation. Additionally, there are adult education classes and a social recreation program offered at the Red Bluff Community Center.

The total enrollment for Tehama County K-12 public schools in fall 2004 was reported to be 7,833 students. Information from the California Department of Education indicates that enrollment in all Tehama County schools has been fairly consistent over the last five years. In the 2003/04 school year, the total school enrollment in the County was 11,083 students with an average class size of 24 students. Technology resources in schools include computers and associated technology. Within the County, the student-to-computer ratio ranges from 2.8 to 4.2 students per computer for elementary, middle, and high schools. Tehama County schools student-to-technology ratio is lower than the state average of 5.5, offering a greater exposure of Tehama County students to technology.

Tehama County and Shasta College are in the process of identifying an appropriate location within the County to construct a new campus to replace the rented and temporary facilities. The new campus will also expand the curriculum for technology-related occupations.

Library Services and Historical Resource Centers

The Tehama County Library system has three branches to serve the residents of the County with locations in Red Bluff, Los Molinos, and Corning. The Tehama County library system has developed collections, resources, and services that reflect the cultural, informational, recreational, and educational diversity of the residents. In addition, the Tehama County Library system is affiliated with the North State Cooperative Library System (NSCLS), which serves 13 Northern California Counties. NCSLA facilitates an extensive





inter library loan program between independent city and county libraries in cooperation with academic library affiliates to provide services to the north state.

Local history collections are preserved at county libraries as well as at the Tehama County Museum located in the City of Tehama. Museum exhibits include artifacts that represent the cultural heritage of Tehama County and the genealogy of northern California. Other historical resource centers include the Red Bluff Round-Up Museum, Tehama County Genealogical and Historical Society, the William B. Ide Adobe State Historic Park in Red Bluff, the Kelly-Griggs Museum in Red Bluff, the Manton Museum in Manton, and the Corning Museum in Corning.

Recreational Facilities

Tehama County is rich in recreational resources and lands. Hiking, fishing and boating opportunities abound, as well as the opportunity for more passive recreation. The Tehama County valleys and mountains have diverse and unique scenic resources, including rivers, lakes, wetlands, large expanses of grassland, spectacular forests and high mountains. The Sacramento River provides numerous recreational opportunities to residents and visitors to the County. Within Tehama County, access is provided by a number of public agencies along the extent of the river.

The Tehama County Parks system is operated and maintained by the Tehama County Parks and Recreation Department. The Parks system consists of nine parks and two public access areas, all of which are maintained by County Parks and Recreation staff. Additionally, there is an abundance of Federal land within the county that can be utilized for recreational purposes.

WATER SUPPLY

A safe and reliable water supply, for drinking and for fire protection, is important to the health and well being of any community. There are 26 water agencies operating throughout Tehama County. During an average year, approximately 59 percent of the total water used by Tehama County comes from groundwater sources. Local surface water sources supply 28 percent of the County's demand. Sacramento River/Central Valley Project (CVP) projects provide 10 percent, while surface water reuse accounts for about 3 percent. Most wells are located in a north-south swath along both sides of the Sacramento River. Over 10,000 wells exist in the County, with approximately 78 percent classified as having domestic usage.

Recent efforts have been made to estimate County water needs under a variety of conditions. For an average year (assuming the year 2000 crop pattern, precipitation, evapo-transpiration rates, and urban per-capita usage), it is estimated that the County uses approximately 378,000 acre-feet (AF) of water for its total annual needs. Of the total, agriculture uses about 82 percent (308,600 AF), municipal and industry use six percent (23,100 AF), environmental programs use one percent (4,100 AF), and conveyance losses are responsible for 11 percent (42,400 AF).

WASTEWATER TREATMENT

The unincorporated areas of Tehama County are heavily reliant upon on-site septic tank sewage treatment systems. The advantage of these on-site wastewater treatment systems is the relatively low cost of installation and operation and their water recharge characteristics. Disadvantages include the narrow requirements of the systems with re-

4.0 PUBLIC SERVICES

spect to soil characteristics, topography, and their sensitivity to high groundwater levels. Failure of a septic tank is its major disadvantage because it may result in contamination of groundwater or other health-related problems. In some cases failure can also restrict or eliminate habitation of a property. A recent State study, published in 2003, determined dense development that is heavily reliant on septic tank sewage systems is the primary reason that tap water found in some Tehama County homes is high in nitrate levels. The study found that nitrate levels exceed federal and state safety standards in some populated unincorporated areas of the County (Antelope, Hogsback Road, and Los Molinos).

Technologies in the use of wastewater treatments have evolved dramatically over the last 20 years, as have the standards regulating these treatments in the State of California. Because of the negative effects often associated with septic tanks, several new alternatives now exist to provide wastewater treatment. While in the past, Tehama County has relied almost exclusively on septic tanks, some of these new alternatives, including smaller package plants, Biolax systems, and individual or small group community treatment facilities, have become increasingly viable options toward meeting cleaner and more rigid waste discharge requirements.

SOLID WASTE MANAGEMENT

Solid waste management in Tehama County includes: one landfill, several transfer stations, and an extensive waste stream diversion program including recycling and composting programs.

The Tehama County Sanitary Landfill Agency (TCSLA) serves as the planning and reporting agency for the entire County under the California Integrated Waste Management Act (IWMA). The TCSLA oversees private waste management services for all areas of Tehama County except for the Cities of Red Bluff and Corning. The TCSLA has contracted with Green Waste of Tehama, a private franchise of Green Waste Recovery Inc., to oversee the waste management services for the County. Waste management services include operation of the county landfill and three transfer stations as well as curbside waste pickup that include an extensive recycling effort.

COUNTY BUILDINGS AND SPACES

County facilities are largely concentrated within the City of Red Bluff. Most facilities are located within the centralized downtown area of Red Bluff (Courts, District Attorney, Health services, and Agricultural Extension Services). Courthouses are located in both the Cities of Corning and Red Bluff. Animal control officers are an active force within the Police Departments of the City of Red Bluff and the City of Corning. The Tehama County Animal Shelter is located within the City of Red Bluff on Walnut Street and the Corning Animal Shelter is located west of the City of Corning on Rawson Road. Additionally, the Tehama County Health Center is located on Walnut Street in the City of Red Bluff.





4.3 GOALS, POLICIES, AND IMPLEMENTATION MEASURES

SCHOOLS, LIBRARIES, AND RECREATION FACILITIES

GOAL PS-1

To develop a full range of local services (i.e. schools, libraries, and recreation facilities) that meet local needs in a cost-effective manner.

Policy PS-1.1

The County shall foster the provision of comprehensive services targeted to meet the needs of the County's growing population.

Implementation Measure PS-1.1a

Actively work with other agencies and jurisdictions in the development/expansion and funding of a wide range of public services including, but not limited to schools, libraries, and recreation facilities.

Implementation Measure PS-1.1b

Regularly survey or otherwise identify the service needs and priorities of Tehama County residents.

Implementation Measure PS-1.1c

Pursue grants and other funding opportunities to create new services or expand existing services targeted to meet the needs of Tehama County residents and employees.

Implementation Measure PS-1.1d

Encourage the co-location of public service providers into mixed-use sites that are accessible to persons in need of services.

Implementation Measure PS-1.1e

Encourage and work to facilitate the location of new higher education facilities, including college and university campuses, to serve the educational needs of County residents.

Policy PS-1.2

The County shall support enhanced library services for existing and future residents.

Implementation Measure PS-1.2a

Provide financial support to the existing library system to improve services for local residents and employees (e.g., extended hours).

Implementation Measure PS-1.2b

Monitor the need for additional library services at existing branches and seek to establish new branch facilities in response to growth.

Implementation Measure PS-1.2c

Locate new libraries in areas easily accessible to pedestrians, bicycles, and public transit riders.

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Policy PS-1.3

The County shall support enhanced recreation services for existing and future residents.

Implementation Measure PS-1.3a

The locations of existing and proposed large-scale community recreation facilities shall be designated on the General Plan Land Use Plan.

Implementation Measure PS-1.3b

In determining appropriate levels of recreation services to meet the various needs of residents, the County shall consult the standards contained in the existing Comprehensive Parks and Recreation Plans.

GOAL PS-2

To obtain dedicated lands for new schools, libraries, and recreational facilities when existing facilities are not adequate.

Policy PS-2.1

The County shall coordinate with independent public service providers, including schools, parks and recreation, and other service districts, in developing service and financial planning strategies.

Implementation Measure PS-2.1a

Establish a Review Committee for continued coordination with outside service agencies, including water and sewer providers, the Tehama County Parks and Recreation Department, and the school districts, during the review of plans and development projects. Additionally, the County shall coordinate with Federal land agencies to provide recreation opportunities to the public.

Policy PS-2.2

To the extent feasible, the County shall ensure adequate funding is available for all infrastructure and public facilities, and make certain that the cost of improvements is equitably distributed.

Implementation Measure PS-2.2a

If conditions of overcrowding and financial hardship are evidenced by the various school districts, the County may establish an ordinance requesting the dedication of land, payment of fees in-lieu thereof, or a combination of both, for temporary classrooms and interim facilities for elementary or high schools as a condition to the approval of a residential development as per ordinance requirements. Public hearings shall be held prior to any determinations by the County. This policy shall be enacted only after all other available measures to reduce impacts have been exhausted.

Implementation Measure PS-2.2b

The County may require an offer of dedication of parklands or the payment of in-lieu fees in areas of the County designated for urban and suburban development per ordinance requirements.





Implementation Measure PS-2.2c

Require new development to fund its fair share portion of its impacts to all public infrastructure and facilities.

WATER SUPPLY

GOAL PS-3

To ensure the development of quality infrastructure to meet a community's needs at the time they are needed.

Policy PS-3.1

The County shall ensure the development of public infrastructure to meet the long-term needs of residents and ensure infrastructure is available at the time such facilities are needed.

Implementation Measure PS-3.1a

Require sufficient capacity in all public facilities to maintain desired service levels and avoid capacity shortages, traffic congestion, or other negative effects on safety and quality of life.

Implementation Measure PS-3.1b

Adopt a phasing plan for the development of public facilities in a logical manner that encourages the orderly development of roadways, water and sewer, and other public facilities.

Implementation Measure PS-3.1c

Withhold public financing or assistance from projects that do not comply with the planned phasing of public facilities, and approve interim facilities only in special circumstances.

Policy PS-3.2

The County shall ensure that water supply and delivery systems are available in time to meet the demand created by new development, or are guaranteed to be built through the use of bonds or other financial sureties.

Implementation Measure PS-3.2a

Require all development projects, excluding subdivisions, to adhere to the following provisions:

- An assured water supply and delivery system shall be available at the time of project approval. The water agency providing service to the project may provide several alternative methods of supply and/or delivery, provided that each is capable individually of providing water to the project.
- All required water infrastructure for the project shall be in place prior to project or unit occupancy, or shall be assured through the use of bonds or other financial sureties to the County's satisfaction. Water infrastructure may be phased to coincide with the phased development of large-scale projects.

4.0 PUBLIC SERVICES

Implementation Measure PS-3.2b

Require all subdivision developments to adhere to the following provisions:

- Proposed water supply and delivery systems shall be identified at the time of tentative map approval, to the satisfaction of the County. The water agency providing service to the project may provide several alternative methods of supply and/or delivery, provided that each is capable individually of providing water to the project.
- The agency providing water service to the subdivision shall demonstrate prior to the approval of the Final Map that sufficient capacity will be available to accommodate the subdivision plus existing developments, other approved projects in the same service area, and other projects which have received commitments for water service.
- Offsite and onsite water infrastructure sufficient to provide adequate water to the subdivision shall be in place prior to the approval of the Final Map or their financing shall be assured to the satisfaction of the County, consistent with the requirements of the Subdivision Map Act.
- Offsite and onsite water distribution systems required to serve the subdivision shall be in place, and contain water at sufficient quality, quantity and pressure, prior to the issuance of any building permits. Model homes may be exempted from this policy as determined appropriate by, and subject to approval of, the County.

GOAL PS-4

To promote development in areas where existing water districts have available resources to accommodate development or where existing districts may be expanded to serve new development in a cost-effective manner.

Policy PS-4.1

The County shall encourage future development to be located with respect to type and intensity/density of land use as provided in Table 4-1 in order to ensure the long-term, economically feasible and environmentally sound provision of adequate water supply and quality.





TABLE 4-1
POLICY MATRIX FOR LOCATION OF LAND USES RELATIVE TO WATER SUPPLY

CONDITIONS	LAND USE DESIGNATION					
	URBAN	SUBURBAN	RR SMALL LOT	RR LARGE LOT	COMMERCIAL	INDUSTRIAL
Within an existing district with significant additional un-used allocation	X	X			X	X
Within an expansion area of an existing district with significant additional allocation of groundwater source to expand, as identified in California Department of Water Resources (DWR) Bulletin #118	X	X			X	X
Possible surface diversion area or existing district but presently without adequate allocation, or areas with water-bearing alluviums but outside identified groundwater basins, or younger volcanics (i.e. quaternary era) as identified in DWR Bulletin #118.			X	X		
Outside of an existing water district or possible expansion area of a district and areas of non-water bearing materials as identified in DWR Bulletin #118.				X		
Outside of an existing district or expansion area but within an area for which a new water system has been proposed and for which a water supply source has been identified and verified	X	X	X	X	X	X

Implementation Measure PS-4.1a

Work with water utility providers to coordinate the installation or upgrading of utilities.

Implementation Measure PS-4.1b

Coordinate with water, sewer, and utility service providers to reduce incidences of service interruption, improve quality and sustainability of service, and reduce unit costs.

Policy PS-4.2

The County shall ensure adequate funding is available for all infrastructure and public facilities, and make certain that the cost of improvements is equitably distributed.

Implementation Measure PS-4.2a

Require new development to fund its fair share portion of its impacts to all public infrastructure and facilities.

4.0 PUBLIC SERVICES

WASTEWATER TREATMENT

GOAL PS-5

To provide a level of wastewater treatment to meet local needs in a cost-effective manner as well as appropriately scaled to match a development's characteristics and site conditions.

Policy PS-5.1

The County shall ensure that future development is located with respect to type and intensity/density of land use as provided in **Table 4-2** in order to ensure the long-term, economically feasible and environmentally sound provision of adequate wastewater treatment facilities.

TABLE 4-2
POLICY MATRIX FOR LOCATION OF LAND USES RELATIVE TO WASTEWATER TREATMENT

CONDITIONS	LAND USE DESIGNATION					
	URBAN	SUBURBAN	RR SMALL LOT	RR LARGE LOT	COMMERCIAL	INDUSTRIAL
Within an existing district with either unused capacity or the potential to add capacity.	X	X			X	X
Within the potential expansion area of an existing district.	X	X			X	X
Areas located outside of an existing district but where there is the potential to develop a new treatment facility using land application or reuse of wastewater.		X	X		X	
All other areas.			X	X		

Implementation Measure PS-5.1a

Require all subdivision developments to adhere to the following provisions, to the extent permitted by state law:

- The agency providing sewer service to the subdivision shall demonstrate prior to the approval of the Final Map by the County that sufficient capacity is or will be available to accommodate the subdivision.
- Onsite and offsite sewage conveyance systems required to serve the subdivision shall be in place prior to the approval of occupancy permits, or their financing shall be assured to the satisfaction of the County, consistent with the requirements of the Subdivision Map Act.





Implementation Measure PS-5.1b

Encourage future development in areas where existing community wastewater and stormwater treatment systems have unused capacity.

Implementation Measure PS-5.1c

Require new industrial and commercial developments to provide their own wastewater treatment or pre-treatment facilities where industrial and commercial byproducts would impact existing facilities, whenever feasible.

Implementation Measure PS-5.1d

Investigate the use of on-site alternative wastewater treatment systems such as aerobic tanks, sand filters and constructed wetlands, and determine if and where these alternatives are feasible in Tehama County.

Implementation Measure PS-5.1e

Allow the use of alternative wastewater systems, if these types of systems are found to be an adequate replacement for existing facilities.

Implementation Measure PS-5.1f

Consider amending existing zoning and subdivision regulations to allow for a reduction of minimum lot sizes where community wastewater treatment facilities are proposed in conjunction with a cluster subdivision.

Policy PS-5.2

The County shall utilize the following guidelines as provided in Table 4-3 in determining the appropriateness of the proposed waste disposal systems for areas of new residential development within area designated with the SP – Special Plan land use designation.

**TABLE 4-3
POLICY MATRIX FOR TYPE OF WASTE DISPOSAL SYSTEMS**

TYPE OF WASTE DISPOSAL SYSTEM	LOT SIZE GUIDELINES	LOT COUNT GUIDELINES	FUNDING OPTIONS
Individual Septic Systems	Greater than One (1) acre	0-49 lots	Individual Property Owners
Package or Community Waste Disposal Systems	Less than Two (2) acres	50-99 lots	Mello-Roos/CSD or CFD
Conventional Wastewater Treatment System	Less than Two (2) acres	Over 100 lots	Mello-Roos/CSD or CFD

Implementation Measure PS-5.2a

Review the Tehama County Land Development Regulations and modify as appropriate to achieve consistency between **Table 4-3** of the General Plan and the wastewater disposal standards contained in the Land Development Guidelines of the County.

4.0 PUBLIC SERVICES

Policy PS-5.3

The County shall strive to minimize visual impacts and physical impediments of utility infrastructure and equipment for all areas of the County.

Implementation Measure PS-5.3a

Coordinate with utility agencies to underground, strategically place, and screen equipment to the maximum extent feasible.

Policy PS-6.1

The County shall provide for solid waste collection, disposal services, and recycling in a cost-efficient manner.

Implementation Measure PS-6.1a

Continue contracting for garbage and recycling collection services.

Implementation Measure PS-6.1b

Identify potential future sites for solid waste disposal, including transfer stations, consistent with the development patterns with an emphasis on centralization.

Implementation Measure PS-6.1c

Develop guidelines and standards for mandatory recycling (AB 939) and organize solid waste disposal in new large-scale developments.

Implementation Measure PS-6.1d

Develop guidelines and standards for the provision of curbside garbage and recycling services in large scale development projects with the condition that this service does not negatively affect the County fiscal budget.

Implementation Measure PS-6.1e

Develop guidelines for commercial and residential recycling.

Implementation Measure PS-6.1f

Develop guidelines and standards for multifamily recycling, including the provision for adequate areas for the collection of recyclable materials.

Policy PS-6.2

Solid waste collection, handling, recycling, composting, recovery, transfer and disposal fees shall recover all capital, operating, and maintenance costs associated with the County solid waste program.

Implementation Measure PS-6.2a

Develop and continually monitor a solid waste disposal fee system based on the quantity of waste set out for disposal and provide incentives for recovery.

Implementation Measure PS-6.2b

Explore available alternatives for the establishment of a fiscally-viable countywide household recycling program.





Implementation Measure PS-6.2c

Evaluate mechanisms to reduce the amount of household hazardous wastes being taken to the landfill.

Implementation Measure PS-6.2d

Evaluate funding mechanisms for household hazardous waste facility infrastructure and operational costs in densely-populated areas of the County.

Policy PS-6.3

The County shall encourage educational programs that promote recycling and proper waste disposal and create incentive programs for residential recycling.

Implementation Measure PS-6.3a

Develop public education programs about waste reduction that includes: recycling, yard wastes, wood waste, and household hazardous waste.

Implementation Measure PS-6.3b

Develop guidelines and standards for the disposal or recycling of construction materials and demolition debris.

Implementation Measure PS-6.3c

Provide information to County residents highlighting the benefits and importance of waste diversion and recycling programs.

Implementation Measure PS-6.3d

Develop guidelines and standards for all construction and demolition projects to reuse or recycle 50 percent of construction waste.

Policy PS-6.4

The County shall protect the viability of solid waste landfill operations.

Implementation Measure PS-6.4a

All properties located north or west of landfill facilities shall establish and maintain a 300-foot buffer inside of which residential dwelling units and residential-serving wells shall not be permitted. All properties located south or east of landfill facilities shall establish and maintain a 1,000-foot buffer inside of which residential dwelling units and residential-serving wells shall not be permitted.

Implementation Measure PS-6.4b

All properties adjacent to designated waste transfer facilities shall designate and maintain a 100-foot buffer inside of which residential dwelling units and residential-serving wells shall not be permitted.

Implementation Measure PS-6.4c

Continue to coordinate with the Tehama County Sanitary Landfill Agency to address potential impacts to landfill operations resulting from new development activities.

5.0 ECONOMIC DEVELOPMENT ELEMENT

5.0 ECONOMIC DEVELOPMENT

5.1 INTRODUCTION

An Economic Development Element is not one of the required topics of the General Plan. However, the County believes that economic development is an important component that requires inclusion in the County's General Plan. The Tri-County Economic Development Corporation (EDC), with oversight and input by the County, has developed an Economic Development Element for inclusion in the Tehama County General Plan.

PURPOSE AND INTENT

The purpose of including an Economic Development Element in the General Plan is to provide policy guidance for the economic stability and overall development of the County. Economic opportunities must be present for community members to free themselves from concerns of their ability to meet basic economic needs. Heads of households need to be able to locate jobs that provide sufficient income to afford decent housing and raise their families in a satisfying environment. Young adults should have confidence that there will be employment opportunities in Tehama County should they wish to remain in the area beyond High School. Local educational institutions and business assistance organizations should be strong to adequately prepare residents for various business opportunities.

Development of new businesses can expand the property tax base and increase sales tax, both directly and indirectly. Increasing County revenues has become important due to declining revenues from the effects of the State of California budget and the decline in natural resource-related industries, including major declines in timber related industries.

The retention and expansion of existing businesses is of equal importance. Existing businesses provide the foundation from which new business attraction efforts can be based. They can often be assisted to expand more economically than new business can be attracted. If existing businesses are successful, new businesses will be attracted to the community. Therefore, efforts should be focused on understanding local business needs and providing assistance to existing businesses to make expansion more attractive within the community.

An Economic Development Element can address a wide variety of economic development issues and, by inclusion in a General Plan, is required to be compatible with other elements of the plan. The County of Tehama and the Cities of Red Bluff and Corning believe that an Economic Development Element will be an effective planning tool for managing growth to achieve a broad range of community goals and objectives, including: economic diversification, entrepreneurial development, human resource development, job retention, and growth of the tax base.

The County of Tehama and the Cities of Corning and Red Bluff urgently need to coordinate their approach to economic development in response to cutbacks in logging, closures of lumber mills, and other structural changes in the economy. The County and the incorporated cities in the County recognize that economic development problems and solutions cross jurisdictional lines and that cooperation, rather than competition, will position the County as a whole to take advantage of development opportunities and funding resources. The purpose of this element is to carry out a collaborative process for preparing an economic development element that can be adopted by the County as





part of their general plan. The Economic Development Element will reflect consistency among goals, objectives, and implementation measures. This Element will create a rational framework for economic development, giving private and public decision-makers a level of coherence and predictability that has been missing.

Assets of Community

In spite of current distress factors, the County of Tehama possesses many key assets that can contribute to the economic development revitalization of the region. The largest communities within the County of Tehama, Corning, and Red Bluff, are located at the heart of Northern California on the state's major north-south corridor along Interstate 5. The location is complemented by their close proximity to three metropolitan growth centers: Shasta/Redding, Butte/Chico, and the Sacramento MSA.

Other assets include a large supply of entry-level labor; a comparatively low-cost business environment; low-cost, yet quality, housing; an abundance of cultural and recreational opportunities; and a rich agricultural history. Except for urbanized centers, most of the County's landscape retains its agricultural or natural appearance. Natural (ecological) processes dominate the County. They provide an asset that can be utilized by business. Publicly-owned lands contribute to this natural endowment and can help to support the business economy.

Additionally, resource-based businesses are encouraged within the County by re-utilizing traditional timber and agricultural industries. The changing demographic and culture shifts promote ecotourism, slow and organic food, non-consumptive recreation, field schools, and boutique agricultural projects.

5.2 GOALS, POLICIES, AND IMPLEMENTATION MEASURES

The following narrative outlines the proposed goals, policies, and implementation measures relating to Tehama County economic development. The content of the Tehama County Economic Development Element was derived from a variety of sources including, existing Tehama County plans, information obtained from various County and city plans, community visioning workshops, community planning workshops, and other economic development resources. It is important to recognize the essential need for the integration of the Economic Development Element into the General Plan.

SUBJECT CATEGORIES

The plan attempts to group the specific goals, policies, and implementation measures by subject category. These categories include:

- Economic Development Programs
- Economic Development Funding
- Employment
- Infrastructure
- Agriculture and Natural Resources

5.0 ECONOMIC DEVELOPMENT

ECONOMIC DEVELOPMENT PROGRAMS

GOAL ED-1

To encourage public awareness and support for local economic development issues.



Policy ED-1.1

The County shall encourage citizen and business participation in County policy decisions and civic affairs and assure that all of the County's residents have equal opportunities to participate.

Implementation Measure ED-1.1a

Provide notice of public meetings or hearings regarding economic development issues through the appropriate means governed by law as stated in California Government Code Sections 65090 - 65096.

Implementation Measure ED-1.1b

Provide notice of all County economic development meetings, including County government meetings and Tehama Economic Development Corporation meetings to economic development partners as appropriate such as the Tri-County Economic Development Corporation, Chambers of Commerce, Farm Bureau, Tehama County Resource Conservation District, local communities, and like organizations and encourage them to post the agendas on their respective websites when appropriate.

Policy ED-1.2

The County shall utilize the Tehama Economic Development Corporation or other County-designated private economic development corporation, the Tri-County Economic Development Corporation, or other Board of Supervisors recognized economic development organizations to advise and recommend to the Board of Supervisors policies and any course of action related to economic development.

Implementation Measure ED-1.2a

Annually review the Economic Development Element and establish the project priorities for the upcoming year through the Tri-County Economic Development Corporation Comprehensive Economic Development Strategy (CEDS) process as long as the County is a member of the Economic Development District.

Policy ED-1.3

The County shall assist in the retention and expansion of existing businesses through focused outreach and incentive programs and target new industries that diversify and strengthen the local economy.

Implementation Measure ED-1.3a

Develop a list of target industries that will diversify and strengthen the local economy (see Implementation Measure ED-3.1a).



Implementation Measure ED-1.3b

Work to attract selected targeted industries that are consistent with the County's goal of balancing economic vitality and environmental protection as provided for in the County's General Plan.

Implementation Measure ED-1.3c

Develop an action plan to encourage retention and expansion of existing target industry businesses.

Implementation Measure ED-1.3d

Survey the community periodically and utilize existing and/or current surveys conducted by the Planning Department when appropriate to determine the public's evaluation of County services and to seek suggestions for improvement.

Implementation Measure ED-1.3e

Develop a site inventory of potential vacancies in office, commercial, and industrial space to facilitate the movement of businesses from one facility to another. The information system should include data that characterizes the type and source of utilities available at each vacancy.

ECONOMIC DEVELOPMENT FUNDING

GOAL ED-2

To obtain funding for economic development projects and programs through legislative and other means.

Policy ED-2.1

The County shall maintain strong relationships with Tehama County legislative representatives.

Implementation Measure ED-2.1a

Continue to meet with legislative representatives to discuss legislative issues that may impact the Tehama County area.

Policy ED-2.2

The County shall actively pursue State and Federal funding for local economic development projects and programs.

Implementation Measure ED-2.2a

Update the County's list of priority projects to be included in the Tri-County Economic Development Corporation's long-term planning document, the Comprehensive Economic Development Strategy (CEDS).

Implementation Measure ED-2.2b

Work to obtain Federal, State, and local funding for projects listed as priorities within the CEDS document

5.0 ECONOMIC DEVELOPMENT

EMPLOYMENT

GOAL ED-3

Expand the economic base while maintaining a healthy and diverse local economy that meets the present and future employment, shopping, recreational, public safety, and service needs of Tehama County residents.



Policy ED-3.1

The County shall prioritize the recruitment of appropriately-suited industries that provide above-average wages to employees as described by the Employment Development Department average wage data for the County of Tehama, thereby broadening employment opportunities for County residents.

Implementation Measure ED-3.1a

Complete an analysis of suitable growth industries for Tehama County (see Implementation Measure ED-1.3a).

Implementation Measure ED-3.1b

Continue to work with the Tehama Economic Development Corporation or other County designated private economic development corporation to provide the necessary business recruitment services for the County (see Implementation Measure ED-3.4b).

Implementation Measure ED-3.1c

Promote the siting and provision of additional high-quality daycare to facilitate employment.

Implementation Measure ED-3.1d

Continue to work with the Nomlaki Indians in their effort to develop a casino recognizing the significant economic impact that Indian Gaming has on the Tehama County region.

Policy ED-3.2

The County shall promote the expansion of educational and career advancement training opportunities for the unemployed, underemployed, and seasonal workers.

Implementation Measure ED-3.2a

Promote the availability of educational and training resources for the Tehama County labor force including the development of higher education facilities such as the future Shasta College Technology Center.

Policy ED-3.3

The County shall promote access to training programs to meet labor force needs.

Implementation Measure ED-3.3a

Assist in the completion of the Tehama County One-Stop Employment Center.



Policy ED-3.4

The County shall support land use policies that provide diversified commercial, industrial, agriculture, educational, and recreational development and that will attract non-agricultural industries to reduce seasonal instability in the local economy.

Implementation Measure ED-3.4a

Complete an analysis of suitable growth industries for Tehama County (see Implementation Measures ED-1.3a, ED-3.1a).

Implementation Measure ED-3.4b

Continue to work with the Tehama Economic Development Corporation or other County-designated private economic development corporation to provide the necessary recruitment services for the County (see Implementation Measure ED-3.1b).

Implementation Measure ED-3.4c

Periodically review the policies set forth in the Land Use and Agriculture and Timber Elements of the County General Plan, the Zoning Ordinance, and the Land Development and Engineering Design Standards.

Policy ED-3.5

The County shall promote its unique recreational opportunities and natural resources.

Implementation Measure ED-3.5a

Evaluate existing recreational opportunities and the potential creation of additional recreational opportunities.

Policy ED-3.6

The County shall focus economic development efforts on projects that will maximize long-term net revenues to the County's General Fund.

Implementation Measure ED-3.6a

Complete any required financial impact analysis prior to authorizing financial assistance to businesses for public infrastructure improvements. The analysis shall evaluate the impact the business will have on the County in terms of estimated revenues (sales tax, property tax, or other revenue), the stability of the company, and the amount of funding assistance being requested.

Policy ED-3.7

The County shall continue to provide expedited permit review processing for time sensitive development proposals, which assist in diversifying the economy and expanding the economic base.

Implementation Measure ED-3.7a

Continue to expedite the permit review process in order to assist with time sensitive development projects that meet the goals of the County General Plan.

5.0 ECONOMIC DEVELOPMENT

INFRASTRUCTURE

GOAL ED-4

Work toward providing adequate infrastructure to support commercial, industrial, and recreational development within Tehama County including clean up of contaminated industrial sites.

Policy ED-4.1

The County shall give a high priority to funding quality civic, public, and community facilities, and basic infrastructure that serve a broad range of needs.

Implementation Measure ED-4.1a

Pursue private, regional, State, and Federal funding sources to reduce local public infrastructure cost burdens to targeted businesses consistent with Implementation Measure ED-1.3a.

Policy ED-4.2

The County shall determine the economic and technological feasibility of demonstration projects for certain public infrastructure items including, but not limited to, wastewater treatment and methane gas.

Implementation Measure ED-4.2a

Pursue funding for various infrastructure demonstration projects.

Policy ED-4.3

The County shall promote a development pattern that, whenever possible, maximizes the use of existing public roads prior to constructing new roads.

Implementation Measure ED-4.3a

Develop a computer database of vacant development property to be used by County staff, the public, potential businesses coming to the area, and existing local businesses looking to expand. The database shall include information on public infrastructure available at or adjacent to the site, acreage, proximity to highway, and other relevant facts.

GOAL ED-5

To provide and maintain safe and adequate airports in the County.

Policy ED-5.1

The County shall support land use decisions that recognize the importance of airports to commercial, agricultural, and general aviation users.

Implementation Measure ED-5.1a

The County's Airport Land Use Commission shall promote land use decisions that are focused on maintaining or enhancing the City's airports for commercial, agricultural, and general aviation related uses.





AGRICULTURE

GOAL ED-6

To encourage retention and expansion of the agriculture industry including: agriculture production, agriculture related manufacturing, and agriculture related services.

Policy ED-6.1

The County shall work toward the protection of agricultural lands from development pressures or uses that will adversely impact or hinder existing or foreseeable agricultural operations and consider land use alternatives such as buffers, green belts, zoning and other methods whenever feasible.

Implementation Measures ED-6.1a

Periodically review the policies set forth in the General Plan Agriculture and Timber Element, Zoning Code, and the Land Development and Engineering Design Standards.

Implementation Measure ED-6.1b

Secure and develop water resources to sustain agriculture production.

Policy ED-6.2

The County shall recognize and promote agricultural based industries, and provide for the expansion of value added industries in an economically viable manner consistent with available resources.

Implementation Measure ED-6.2a

The Zoning Code shall provide for agriculture dependent commercial and industrial uses.

Implementation Measure ED-6.2b

Continue to allow the sales and marketing of products grown and/or produced in Tehama County in areas designated for agricultural related use.

Policy ED-6.3

The County shall accommodate urban growth and other non-agricultural development by utilizing, whenever possible, lands that do not have agricultural viability as defined in the Agriculture and Timber Element of the County General Plan.

Implementation Measure ED-6.3a

Periodically review the policies set forth in the General Plan Agriculture and Timber Element, Zoning Ordinance, and the Land Development and Engineering Design Standards to assure these policies meet the goals established in the General Plan to protect environmentally sensitive lands while providing business opportunities. Report to the Planning Commission and Board of Supervisors assessing the development of urban uses and the loss/protection of agricultural and timber lands.

5.0 ECONOMIC DEVELOPMENT

NATURAL RESOURCE PRESERVATION

GOAL ED-7

Protect and enhance environmentally sensitive lands and natural resources while, at the same time, promoting business expansion, retention, and recruitment.

Policy ED-7.1

The County shall continue to preserve Tehama County's natural resources including: agriculture, timberlands, water and water quality, wildlife resources, minerals, natural resource lands, recreation lands, scenic highways, and historic and archaeological resources. The protection of natural resources is of the utmost importance and promoting business expansion, retention, and recruitment should compliment and enhance the natural resources while reducing negative impacts.

Implementation Measure ED-7.1a

Periodically review the policies set forth in the General Plan Open Space and Conservation Element, Zoning Ordinance, and the Land Development and Engineering Design Standards to assure these policies meet the goals established in the General Plan to protect environmentally sensitive lands while providing business opportunities. Report to the Planning Commission and Board of Supervisors assessing the development and interaction between commercial/industrial development and the protection of the County's the natural resources.



6.0 OPEN SPACE AND CONSERVATION ELEMENT

6.0 OPEN SPACE AND CONSERVATION

6.1 INTRODUCTION

LEGAL BASIS AND REQUIREMENTS

The Open Space and Conservation Element of the General Plan addresses a combination of issues including agricultural lands, timber resources, water quality, water resources, wildlife resources, mineral production, natural land resources, and historic and archeological resources. Government Code Sections 65302(d) and 65302(e) require that the General Plan include the following:

“A conservation element for the conservation, development, and utilization of natural resources including water and its hydraulic force, forests, soils, rivers and other waters, harbors, fisheries wildlife, minerals, and other natural resources.”

“An open-space element as provided in Article 10.5 (commencing with Government Code Section 65560).”

The General Plan is required to focus various open space and conservation issues including: the preservation of natural resources (fish and wildlife habitat); the managed production of resources (food, fiber, timber, and mineral production); outdoor recreation including areas of scenic, historic, or cultural value; and open space for health and safety.

Within the Tehama County General Plan, the Open Space and Conservation Elements are combined to address the required issues as well as issues that are especially relevant to the County.

6.2 OVERVIEW

WATER

Water is a critical resource to the economic, environmental, and recreational well-being of Tehama County. Currently, annual water use in the county averages about 380,000 acre-feet and over 65 percent of this demand is supplied by groundwater. In the past, concerns with surface water supply reliability, changing land use, local and statewide growth, and increased environmental water use has contributed to greater dependence upon groundwater. More recently, investigations into climate change, reduced snow pack, and decreased Delta export pumping are confronting Californians with a water supply dilemma. Long-range projections indicate wet years may be fewer and farther apart over the next 40 years. This has focused increasing attention toward groundwater resources that underlie Tehama County and the greater Northern Sacramento Valley.

This shift to groundwater coupled with concerns about water exports out of Tehama County in 1992 provided incentive to adopt Water Export Ordinance No. 1617 in 1994 and to develop a countywide Groundwater Management Plan beginning in 1995. Landowners, agricultural and domestic water purveyors, environmental interests, and the general public recognized the need to advance with groundwater resource protection by balancing groundwater use with groundwater recharge.

In 1998, after considerable public input and review, the Tehama County Groundwater Management Plan was completed and adopted by the Tehama County Flood Control



6.0 OPEN SPACE AND CONSERVATION



and Water Conservation District. Implementation of the Groundwater Management Plan is underway and encourages cooperation with cities, special districts, and landowners throughout Tehama County who share in the common objectives of the Plan. Information on implementation of the AB3030 Coordinated Groundwater Management Plan and Water Export Ordinance No. 1617 is available through the Department of Public Works and can be found at <http://www.tehamacountywater.ca.gov>.

AIR QUALITY

Tehama County is located in the northern area of the Sacramento Valley, approximately midway between Sacramento and the Oregon border. The Northern Sacramento Valley Air Basin (NSVAB) of the Sacramento Valley is about 200 miles long in a north-south direction, and has a maximum width of about 150 miles, although the width of the valley floor only averages about 50 miles. The basin contains the following counties within its area: Butte, Colusa, Glenn, Shasta, Sutter, Tehama and Yuba and is generally bounded on the east by the Cascade and Sierra Nevada Mountain Ranges, on the north and west by the California Coastal Range.

Tehama County is divided into numerous smaller air sub-basins of the broader Sacramento Valley air basin and includes a portion of the Lassen Volcanic National Park Class I mandatory federal air basin area. The Lassen Volcanic National Park sub-basin was designated as a Federal Class I mandatory air basin by the Clean Air Act (CAA) of 1977 and within this area, any new emissions source generators are required to undergo additional analysis pursuant to the Federal Clean Air Act.

Pursuant to the 2006 Air Quality Attainment Plan, or as amended, for the Northern Sacramento Valley Air Basin, the Basin is in a status of non-compliance for State PM₁₀ Standards and State O₂ (Ozone) Standards.

The Tehama County Air Pollution Control District (TCAPCD) is the regional agency that regulates stationary sources of air pollution within the County. The District's boundaries are the same as the County's.

BIOLOGICAL RESOURCES

Tehama County has a very wide range of biological communities. The biological communities and common plant and wildlife species occurring or expected to occur within these habitats, as described by the California Natural Diversity Data Base and the California Native Plant Society, are addressed in more detail in the following sections.

Sensitive Habitats

Sensitive habitats in Tehama County include serpentine soils, rock outcrops, wetlands, lakes, rivers, vernal pools, and old growth forests. These habitats are likely to harbor special-status plant and animal species, or provide the potential for these species.

Jurisdictional Waters of the U.S.

A wide range of jurisdictional "Waters of the U.S.", including wetlands, are located within the County. Many, if not most, of these water features have not been delineated. Consequently, a wetland determination must be made and, if necessary, a wetland

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delineation conducted and verified by the Army Corps of Engineers (ACOE) prior to the development of any project that would encroach upon such Waters of the U.S.

Wildlife Movement Corridors

Wildlife movement corridors are essential to the distribution of a variety of wildlife species, providing a means of movement throughout ranges that have often been encroached upon by human development. Timberland and open space throughout the County often provides significant movement corridors for wildlife such as mule deer.

Riparian Habitat

Riparian habitats support numerous plant, fish, and wildlife species and are considered to be a sensitive resource. Riparian vegetation provides shade, bank stabilization, sediment control, organic litter, large woody debris, nutrient control, microclimate and wildlife habitat. Riparian zones also act as a flood buffer during high water events. All of these are required for a healthy, functioning ecosystem.

OAK WOODLANDS

Oak woodlands consist of relatively open habitats, dominated by one or more species of oaks. They occur throughout California, and have a patchy distribution in the valleys and foothills of Tehama County.

At 633,000 acres, Tehama County contains the third largest acreage of resource-rich hardwood rangelands in California, just behind Monterey and San Luis Obispo Counties. The County's unique geography creates a diversity of oak habitats, including shady riparian woodland along the Sacramento River, and extensive oak savannas in the foothills. Additionally, the oak woodlands in eastern Tehama County provide the primary winter range for California's largest migratory deer herd.

To conserve Oak Woodlands, the planning process must identify and address the various land use practices that impact oak woodlands and develop appropriate mechanisms to achieve lasting conservation. Without policies to protect and conserve its existing oak woodlands, Tehama County could face multiple consequences, including the degradation of wildlife habitat, loss of biodiversity, loss of scenic resources, among others.

Woodland Wildlife

Oak woodlands harbor a rich diversity of native plant and wildlife species. The mild Mediterranean climate and abundant food provided by acorns allow many species to remain within the County year-round. Oak woodlands also provide critical wintertime habitat to migratory species that spend their summers at higher elevations. Because of these qualities, oak woodlands are determined by the Department of Fish and Game to have the richest wildlife species abundance of any habitat in California.

Blue Oak Woodlands

The Blue Oak Woodland natural community is the most abundant oak woodland in Tehama County and totals approximately 269,000 acres (CDF 2004). These woodlands occur in the lower foothill belt of both the eastern and western portions of the County. Blue oaks are relatively slow-growing, long-living trees. Large blue oaks can range in



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age from 150 to nearly 400 years, though the most common blue oak stands are currently 80 to 120 years in age.

Oak Woodlands Conservation Act

In 2004, Senate Bill 1334 (The Oak Woodlands Conservation Act) was passed by the California Legislature. This legislation added Section 21083.4 to the Public Resources Code related to oak woodland conservation. The Act requires the consideration of oak woodland conservation as part of the California Environmental Quality Act (CEQA).

In accordance with SB 1334, Tehama County Board of Supervisors adopted the *Voluntary Oak Woodland Management Plan* in 2005. The purpose of this document was to expand upon, refine, and improve voluntary oak protection guidelines that had been established by the County in 1994, and to provide a consistent policy for conservation and use of oak woodland habitats throughout the County.

NATURAL GAS AND MINERAL RESOURCES

Natural gas fields are located in the southern portion of the County, on both sides of Interstate 5. Geothermal springs are located in the Eastern and Western Planning Areas and in the Lassen National Forest (which includes portions of the Eastern Planning Area of Tehama County, as well as portions of Plumas, Lassen and Shasta Counties.) The thermal springs in Lassen National Park are of a moderate surface temperature ranging from 66°C to 129°C (150°F to 264°F).

The majority of Tehama County's mineral wealth is derived from the extraction of non-metallic sand, gravel, and volcanic cinder, which are used primarily by local paving and construction industries. Other mineral resources found in the County include aragonite, borax, chalcopyrite, chromite, copper, cristobalite, galena, garnet, opal, pectolite, penninite, sassolite, and Wallstonite.

NATURAL RESOURCES AND RECREATION

Tehama County is rich in recreational resources and lands. Hiking, fishing and boating opportunities abound, as well as the opportunity for more passive recreation. The Tehama County valleys and mountains have diverse and unique scenic resources including rivers, lakes, wetlands, large expanses of grassland, spectacular forests and high mountains. Included in this inventory are: USDA Forest Service lands; National Park Service lands (under the US Department of the Interior); Bureau of Land Management (BLM) properties; California State Parks facilities and areas; US Army Corps of Engineers lakes and parks; and County regional parks.

HISTORIC, ARCHAEOLOGICAL, AND CULTURAL RESOURCES

Prehistoric

A variety of Native American tribes have settled in what is now Tehama County. For example, prior to Euro-American settlement, Wintun Indian Tribes populated the upper Sacramento Valley and the foothill areas to its east. The Yana and Yahi tribes also lived most of the year along creeks to the west of Lassen Peak. Cultural resources have been found at major archaeological sites such as the "Los Molinos Vicinity – Ishi Site" in Deer Creek Canyon, and the "Sulphur Creek Archaeological District" in the Mill Creek vicinity. Both areas are listed on the Federal Register of Historic Places. In addition, excavations

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have uncovered several hundred prehistoric sites, including burial sites, west of the Sacramento River where the Nomlaki Tribe is known to have settled. Other tribes that may have occupied the Tehama County area include the Konkow, Maidu, Patwin, and Nisenan. Additionally, over 250 settlement sites have been identified along the Sacramento River and along river tributaries in the foothill regions of the County.

Archeological Resources

In contrast to historic resources, the archaeological resources of Tehama County are not presented to be accessible to the general public. This is primarily due to the sensitive nature of prehistoric sites and artifacts, but also to the lack of areas where public access can be controlled to prevent artifact damage. However, sites in Tehama County with visible surface indications of past cultural activity could possibly be utilized for interpretive displays. These would include rock shelters, midden sites in association with prehistoric dwellings, rock walls/circles, and petroglyph or pictograph sites.

Historic

Several historic sites in Tehama County are under the protection and management of the state or federal government. Plaques designate the location and describe the significance of sites identified by the State Historic Landmarks program and the Federal Register of Historic Places. In Tehama County, two of these California Registered Historic Landmarks have been further utilized. The Residence of General William B. Ide, with support from the State Department of Parks and Recreation, has been designated as a Historical/Cultural Area Park and provides picnicking facilities as well as historic information. Other locally significant historic sites in Tehama County include the original Masonic Lodge, the original Tehama County Jail in the City of Tehama, and the former Leland Stanford Ranch in Vina. Additionally, Mineral Headquarters is designated and managed by the National Park Service as a historic district.

PARKS AND FORESTS

Three National Forests manage lands within Tehama County: Mendocino, Lassen, and the Shasta-Trinity National Forest. Many recreation resources occur on these public lands, most of which are found at higher elevations throughout the County. Recreation resources are discussed for each of the forests and parks in the County.

Mendocino National Forest

The Mendocino National Forest straddles the eastern spur of the Coastal Mountain Range in northwestern California, covering a total of 894,399 acres that span portions of seven counties: Butte, Colusa, Glenn, Lake, Mendocino, Tehama, and Trinity. The Mendocino National Forest extends from the Yolla Bolly Mountains in the north (just west of the City of Red Bluff), to Clear Lake in the south. This includes 137,787 acres of designated wilderness and over 40 campgrounds, with a total of 514 recreation sites. Elevations range from approximately 1,000 feet to over 8,000 feet, providing a variety of vegetation and wildlife.

The Mendocino National Forest offers an array of recreation opportunities to the visitor, including fishing in lakes and streams, camping, picnicking, boating, hiking, horseback riding, wildlife viewing, hang-gliding, a large off-road vehicle trail system, winter snow play, hunting, wilderness experiences and mountain biking. The Mendocino National



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Forest is divided into three ranger districts: Grindstone (formerly Corning and Stonyford), Covelo, and Upper Lake.

The Mendocino National Forest Red Bluff Recreation Area encompasses 488 acres of diversified habitat adjacent to the Sacramento River, two miles south of Red Bluff. The Recreation Area includes the Sacramento River Discovery Center, Lake Red Bluff, two campgrounds, boat launches, a salmon viewing area, interpretive opportunities and a unique birding experience.

Lassen National Forest

The Lassen National Forest lies at the southern extent of the Cascade Mountain Range and the northern extent of the Sierra Nevada Mountain Range in northern California. The National Forest covers 1,200,000 acres that span portions of seven counties: Lassen, Shasta, Tehama, Butte, Plumas, Siskiyou and Modoc. This includes 77,881 acres of designated wilderness and over 40 campgrounds. A variety of vegetation and wildlife is provided with elevations that range from about 500 feet to over 8,000 feet.

Three wilderness areas are located in the Lassen National Forest including the Ishi, Caribou and Thousand Lakes Wilderness. The Ishi Wilderness lies within Tehama County. Approximately 20 miles east of Red Bluff, the Ishi Wilderness encompasses approximately 41,000 acres of low-elevation wilderness. In addition to providing for hiking, camping, fishing and swimming, this wilderness area provides an extensive array of wildlife habitat and wildlife viewing.

Lassen National Forest has an abundance of recreational opportunities to the visitor. Activities include fishing, camping, picnicking, boating, hiking, horseback riding, wildlife viewing, a large off-road vehicle trail system, winter snow sports, hunting, wilderness experiences, rock climbing and mountain biking. The Lassen National Forest is divided into three ranger districts: Hat Creek, Almanor and Eagle Lake.

Shasta Trinity National Forest

The Shasta Trinity National Forest lies at the northern extent of California and is the largest National Forest in California. Approximately 2,100,000 acres of diverse landscape stretch from the Trinity Alps to the Cascade Range, and the Yolla Bolly Wilderness to the Oregon Border.

The Shasta Trinity National Forest also has an abundance of recreational opportunities for the visitor. Activities include fishing, camping, picnicking, boating, hiking, horseback riding, wildlife viewing, winter snow sports, hunting, wilderness experiences, rock climbing, mountain biking and mountaineering. Only a small portion of this National Forest lies within Tehama County, including the Yolla Bolly Wilderness area.

Lassen Volcanic National Park

Lassen Volcanic National Park, managed by the National Park Service, lies at the southern terminus of the Cascade Mountain Range at the crossroads of three great biological provinces: the Cascades range to the north, the Sierra Nevada Mountains to the south and the Great Basin to the east. The Park preserves and protects 106,000 acres of forests, lakes, hydrothermal areas, and geologic formations. Established in 1916, Lassen

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National Park is an active volcanic landscape with elevations ranging from 5,000 to 10,454 feet.

Lassen National Park provides an abundance of recreational opportunities, including: 150 miles of hiking trails (including 17 miles of the Pacific Crest Trail), camping, mountaineering, rock climbing, winter snow sports, sightseeing, wildlife viewing and interpretive resources.

Bureau of Land Management

A number of Bureau of Land Management lands lie along the Sacramento River within Tehama County. Foster Island, Todd Island, Iron Canyon, Bald Hill, Paynes Creek, Perry Rifle, Massacre Flat, Inks Creek and Jelly's Ferry Area provide over 17,000 acres of public lands that can be utilized for recreational purposes. Access to many of these locations is via river only, while others are accessible via public roads. Recreation opportunities include birding, wildlife viewing, fishing, hiking and camping.

California State Parks

Two properties within Tehama County are designated as California State Parks. Woodson Bridge State Recreation Area and William B. Ide Adobe State Historic Park, both located along the Sacramento River, offer recreation opportunities to residents and visitors of Tehama County.

Black Butte Lake/US Army Corps of Engineers

The U.S. Army Corps of Engineers operates the Black Butte Lake recreation area, which spans the county line of Tehama and Glenn Counties. Black Butte Lake is located on Stony Creek southwest of Corning. The 4,460-acre lake is seven miles long and has a shoreline of 40 miles. The area provides numerous recreational opportunities including camping, boating, fishing, hiking, horseback riding, a large off-road vehicle area and interpretative opportunities.

Tehama County Parks

The Tehama County Parks system is operated and maintained by the Tehama County Parks and Recreation Department. The Parks system consists of nine parks and two public access areas, all of which are maintained by County Parks and Recreation staff. These parks include the Tehama County River Park, Mill Creek Park and Boat Launch, North Mill Creek Fishing Access, Bend Bridge Park and Public Access, Antelope Park, Brokenshire Meadow County Park, Camp Tehama, Cone Grove County Park, Gerber Park, Ridgeway Park, and the Simpson-Finnell Park.

SIGNIFICANT VISUAL FEATURES

The County has a broad range of landscapes that change with the gradual increase in elevation. Elevations range from the fertile floor of the Sacramento River Valley (elevation at Red Bluff is 341 feet) to more than 9,200 feet at the peak of Brokeoff Mountain on the County line. The diverse environments of the region are represented by distinct natural communities and landforms that display different development patterns and historical features. This diversity is an important element of Tehama County's visual heritage and one that many residents value as part of their overall quality of life.



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Rolling hills dotted with mature oaks and oak woodlands, agricultural land, walnut orchards, evergreen forests and snow-capped mountains, scenic rivers, alpine lakes, and historic structures all contribute to the visual character found in the County. These visual resources contribute to the county's economy through tourism and recreational opportunities.

County Designated Scenic Highways

State Route 89: The Tehama County General Plan has classified State Route 89 as a County scenic highway. This route in eastern Tehama County has been designated as part of the Volcanic Legacy Scenic Byway All American Road. It is also eligible to be, but has not been, classified as a California state scenic highway.

State Route 172: Route 172, located in eastern Tehama County in the area of Mill Creek, has been designated a County scenic highway in the General Plan Update.

State Route 36: State Route 36 from Manton Road eastward to the county line has been designated a County scenic highway in the General Plan Update. Additionally, State Route 36 from Bowman Road westward to the county line has been designated a County scenic highway in the General Plan Update.

State Route 32: Route 32 is located in eastern Tehama County. This highway traverses portions of Lassen National Forest. The Tehama County General Plan Update has classified this highway as a County scenic highway.

GEOLOGIC RESOURCES

Tehama County is located within the Great Valley Geomorphic province. The province includes that area known as the Great Central Valley of California and extends 400 miles north to south and 60 miles east to west. It is encompassed by the Coast Ranges (metamorphic), the Cascade Range (volcanic) and the Sierra Nevada (granitic and metamorphic).

The majority of rocks and deposits found within the province are sedimentary. The age of these rocks and deposits range from Upper Jurassic to Recent.

The Tehama Formation is a Plio-Pleistocene occurrence that is composed of fluvial sedimentary deposits of semi-consolidated pale-green, gray and tan sand, tuffaceous sand, silt, and clay. This material ranges in depth from 5-40 feet within the formation.

The rocks of the Coast Ranges present in the area consist of oceanic crustal rocks that are somewhat similar lithologically to those of the Klamath Mountains but are Early Jurassic to Cretaceous in age. The Great Valley province includes a thick deposit of moderately deformed Jurassic and Cretaceous marine strata that consist of detrital materials derived from uplifted basement rocks of the Klamath Mountains and the Sierra Nevada.

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6.3 GOALS, POLICIES, AND IMPLEMENTATION MEASURES

WATER AND WATER QUALITY

GOAL OS-1

To ensure that water supplies of sufficient quality and quantity will be available to serve the needs of the Tehama County, now and into the future.

Policy OS-1.1

The County shall protect and conserve water resources and supply systems through sound watershed management.

Implementation Measure OS-1.1a

Maintain local water ordinances to protect the integrity of water supplies in Tehama County.

Implementation Measure OS-1.1b

Consider and evaluate the need for a Water Conservation Ordinance.

Implementation Measure OS-1.1c

Ensure that projects adhere to the regulations of the State of California Reclamation Board, California Department of Fish and Game, Regional Water Quality Control Board, and U.S. Government.

Implementation Measure OS-1.1d

Work with local water providers and water conservation agencies to create an incentive program that encourages retrofitting existing development with low-flow water fixtures.

Implementation Measure OS 1.1e

Continue to maintain and implement the Adopted AB3030 Groundwater Management Plan to protect and preserve water supplies and water quality in Tehama County.

Implementation Measure OS 1.1f

Encourage continued involvement in Local, Regional, and Statewide Water Resource coordination, cooperation and collaboration to protect and preserve water supplies and water quality in Tehama County.

Implementation Measure OS 1.1g

Encourage water supply and wastewater plans to be developed in a regional master plan basis where appropriate.

Implementation Measure OS 1.1h

The export of groundwater from Tehama County shall be discouraged.

Policy OS-1.2

The County shall work to ensure continued reasonable alternate water supplies.



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Implementation Measure OS-1.2a

Encourage water supply agencies and companies in the County to identify and develop water supply sources, other than groundwater, where feasible.

Implementation Measure OS-1.2b

Require development project approvals to include a finding that all feasible and cost-effective options for conservation and water reuse are incorporated into project design.

Implementation Measure OS-1.2c

Encourage the use of treated wastewater to irrigate parks, golf courses, and landscaping.

Implementation Measure OS-1.2d

Promote the installation of sufficient groundwater monitoring wells and data collection facilities to assure non-injury to surrounding areas in the development of community and specific plan projects.

Policy OS-1.3

Surface water quality and stream flows for water supply, water recharge, recreation, and aquatic ecosystem maintenance shall be protected while respecting adjudicated and appropriated (California recognized water rights) rights of use.

Implementation Measure OS-1.3a

Protect surface and ground water from major sources of pollution, including hazardous materials contamination and urban runoff.

Implementation Measure OS-1.3b

Restrict hazardous materials storage in the 100-year floodplain to prevent surface water contamination.

Implementation Measure OS-1.3c

Educate the community on laws governing the proper handling of hazardous materials, especially those laws which pertain to discharging materials into creeks.

Implementation Measure OS-1.3d

Require clean-up of contaminated ground and surface water by current and/or past owners or polluters.

Implementation Measure OS-1.3e

Require community and specific plan areas to contain urban runoff control strategies.

Implementation Measure OS-1.3f

Require development to incorporate runoff control measures into their site design or to participate in an area-wide runoff control management effort consistent with standards developed by the Public Works Department.

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Implementation Measure OS-1.3a

Establish and require the use of best management practices to protect receiving waters from the adverse effects of construction activities, sediment and urban runoff.

Policy OS-1.4

The County shall encourage development of land for the purposes of improving groundwater recharge.

Implementation Measure OS-1.4a

Consistent with the General Plan development pattern and where deemed a reasonable on- or off-site improvement by the advisory agency, division of lands within all water district or County service area boundaries shall be conditioned based on the following:

- Provision of right-of-way access to irrigation infrastructure in order to facilitate their maintenance.
- Open irrigation ditches appropriately piped and sited to permit their continued use.

Policy OS-1.5

The County shall ensure the high quality of groundwater by emphasizing programs that minimize erosion and prevent the intrusion of municipal and agricultural wastes into water supplies.

Implementation Measure OS-1.5a

Natural Resource Lands land use subcategories shall be used to indicate areas essential to the recharge of groundwater and to afford protection from stream bank erosion.

Implementation Measure OS-1.5b

The Regional Water Quality Control Board shall monitor irrigation runoff to prevent infiltration of herbicides/fertilizers/pesticides and municipal wastes into streams, rivers of the groundwater basin. The County shall also encourage irrigation water recycling.

Implementation Measure OS-1.5c

As appropriate and feasible, the County shall install water-conserving landscaping and irrigation on County-owned facilities.

Policy OS-1.6

The County shall explore and encourage new water storage projects that are of local benefit.

Implementation Measure OS-1.6a

Work with local, regional, and state water suppliers to determine the necessary water storage required for projected growth in the County. Investigate potential federal and state funding opportunities related to water infrastructure. Apply for funding to establish water storage facilities.



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Policy OS-1.7

The County shall encourage new development to incorporate water conservation measures.

Implementation Measure OS-1.7a

Require development project approvals to include a finding that all feasible and cost-effective options for conservation and water reuse are incorporated into project design.

Implementation Measure OS-1.7b

Implement standards that require low-flow appliances and fixtures in all new development.

Implementation Measure OS-1.7c

Require new development to utilize state-of-the-art irrigation systems that reduce water consumption (e.g., drip irrigation, gray-water systems).

AIR QUALITY

GOAL OS-2

To maintain, protect, and improve the air quality in Tehama County at acceptable levels as defined by state and federal standards.

Policy OS-2.1

The County shall require new development projects to incorporate appropriate measures to reduce impacts to air quality.

Implementation Measure OS-2.1a

Require project proponents to coordinate with Tehama County Air Pollution Control District (TCAPCD) on appropriate methodologies for evaluating project emissions and air quality impacts (e.g., emissions modeling software, TCAPCD's thresholds of significance, etc.).

Implementation Measure OS-2.1b

Require all new development projects that exceed TCAPCD's thresholds of significance to incorporate design, construction, and/or operational features that will result in a reduction in emissions when compared to an "unmitigated baseline" project. The measures should consider cost-effectiveness, maximum cost, and the provision of credits for emissions reductions already in place.

Implementation Measure OS-2.1c

Monitor all new development required air quality mitigations. If mitigations are not being managed properly, take the appropriate steps to correct the situation.

Implementation Measure OS-2.1d

Require dust-free, all-weather sealed surface roads in all new subdivisions and new commercial developments.

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Implementation Measure OS-2.1e

Require all new wood burning fireplaces and stoves meet the requirements of TCAPCD Rule 4:27; Fireplace and Solid Fuel Heating Device Usage.

Policy OS-2.2

The County shall avoid siting sensitive land uses in the vicinity of agricultural processing, industrial, or other uses where odors or emissions could adversely affect the sensitive use.

Implementation Measure OS-2.2a

Implement measures identified under Policy LU-2.2.

Implementation Measure OS-2.2b

Through the development review process, the County shall work to minimize potential adverse effects of emissions and odors generated by industrial uses on a community.

Implementation Measure OS-2.2c

Require odor impact analyses be conducted for evaluating new development requests that either could generate objectionable odors that may violate TCAPCD Rule 4:4 or any subsequent rules and regulations regarding objectionable odors near sensitive receptors or locate new sensitive receptors near existing sources of objectionable odors. Should objectionable odor impacts be identified, odor mitigation shall be required in the form of setbacks, facility improvements or other appropriate measures.

Policy OS-2.3

The County shall encourage and support a compact and efficient land development pattern.

Implementation Measure OS-2.3a

Encourage mixed-use developments that put residences in close proximity to services, employment, transit, schools, and civic facilities/services.

Policy OS-2.4

The County shall encourage and support the use of alternative modes of transportation by incorporating public transit, bicycle, and pedestrian modes into the County planning processes.

Implementation Measure OS-2.4a

Encourage where feasible and where necessary for future connections, new developments to provide pedestrian and bicycle facilities, trails, and connections.

Policy OS-2.5

The County shall encourage and support the Tehama County Air Pollution Control District in their efforts to enforce local, state, and federal air quality laws, rules, and regulations in order to meet Ambient Air Quality Standards (AAQS).



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Implementation Measure OS-2.5a

Coordinate with TCAPCD through the environmental review process to ensure that proposed projects would not significantly affect the region's ability to meet State and federal air quality standards.

Implementation Measure OS-2.5b

Use the emissions guidelines produced by the California Air Resources Board and TCAPCD to ensure that County facilities and operations comply with mandated measures.

Implementation Measure OS-2.5c

Work with the Tehama County Air Pollution Control District to assure that emissions from increased population and vehicle miles traveled in the county are included in subsequent Northern Sacramento Valley Air Basin Air Quality Attainment Plans, and will assist the District in identification of additional control measures, as needed to offset emission increases.

Implementation Measure OS-2.5d

Request that the Tehama County Air Pollution Control District develop Indirect Source Guidelines for the potential air emissions from future development. Require to the extent practical and applicable that all new development adhere to the District Indirect Source Guidelines to mitigate air quality and greenhouse gas impacts.

Implementation Measure OS-2.5e

Strongly consider the adoption of a County Air Quality Impact Fee to assist in the reduction of air quality impacts in the County and support the efforts by the Tehama County Air Pollution Control District to prepare and adopt District air quality impact fees.

Implementation Measure OS-2.5f

When implementing or approving projects that would result in considerable grading and/or excavation activities, require as a condition of project approval those mitigation measures recommended by the Tehama County Air Pollution Control District to reduce construction related emissions.

Implementation Measure OS-2.5g

Consider as part of the project review and approval process the use of the following techniques to mitigate air quality impacts. These items may also be considered as potential project level measures by the TCAPCD to mitigate potential air quality impacts and be included in the Indirect Source Guidelines:

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TABLE 6-1
AIR QUALITY IMPACT MITIGATIONS

AGRICULTURE	ATMOSPHERE & CLIMATE	COMMUNITY DEVELOPMENT	DESIGN	ECONOMY
<ul style="list-style-type: none"> Support irrigation alternatives. 	<ul style="list-style-type: none"> Consider model clean vehicle requirements. Reduce greenhouse gas emissions resulting from energy use in buildings. Reduce greenhouse gas emissions resulting from transportation. Reduce methane emissions released from waste disposal. Reduce County government contributions to greenhouse gas emissions. Encourage the planting of trees with urban forestry practices 	<ul style="list-style-type: none"> Keep urban uses in the city-centered corridor. Identify and plan mixed use sites. 	<ul style="list-style-type: none"> Define flexible-use building types. Encourage mixed use projects. 	<ul style="list-style-type: none"> Provide assistance with green practices.
ENERGY & GREEN BUILDING	HOUSING	PUBLIC SERVICES & FACILITIES	TRANSPORTATION	WATER
<ul style="list-style-type: none"> Offer energy efficiency information, technical assistance, training and incentives. Use renewable energy in county facilities. Facilitate renewable energy technologies and design. Provide incentives for alternative energy production. Divert construction waste. 	<ul style="list-style-type: none"> Complete a non-residential job/housing linkage study. Conduct a survey of potential mixed use sites. Establish mixed use development standards and incentives. Evaluate the feasibility of an "Affordable Housing Overlay Designation". 	<ul style="list-style-type: none"> Divert construction waste. Reduce waste at county landfills. Offer recycling education. 	<ul style="list-style-type: none"> Support alternate work schedules. Promote transportation alternatives. Adopt standards for pedestrian and bicycle access. Consider pedestrian needs. Ensure safe routes to schools. Promote transit oriented development. Support green fuels. 	<ul style="list-style-type: none"> Support water conservation efforts. Support and integrate water district conservation efforts.





Policy OS-2.6

The County shall promote improved air quality benefits through energy conservation measures for new and existing development.

Implementation Measure OS-2.6a

Require energy-conserving features in the design and construction of new development. Many options exist for reducing pollution from energy-producing systems, including the following:

- Requiring the use of the best available technologies to reduce air pollution standards.
- Using building materials and methods that reduce emissions.
- Requiring that development projects be located and designed in a way that minimizes direct and indirect emission of air contaminants.
- Installing efficient heating equipment and other appliances, such as water heaters, swimming pool heaters, cooking equipment, refrigerators, furnaces, and boiler units.
- Utilizing automated time clocks or occupant sensors to control heating systems.

Implementation Measure OS-2.6b

Encourage the use of cost-effective and innovative emission-reduction technologies in building components and design. Such technologies may include the use of solar equipment, LED and compact florescent lighting, and the use of external electric outlets to allow for the use of non-gasoline powered lawn equipment.

Implementation Measure OS-2.6c

Support the use of building materials and methods that increase efficiency beyond State Title 24 standards.

Implementation Measure OS-2.6d

Encourage the use of "EPA Energy Star"-certified appliances.

Implementation Measure OS-2.6e

Promote the implementation of sustainable design strategies for "cool communities," such as installing solar equipment, light-colored paving, the use in increased amounts of insulation, dual-pane windows, and the planting of shade trees along south and west building exposures.

Implementation Measure OS-2.6f

Promote the incorporation of energy-conserving design and construction techniques in all facilities.

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Implementation Measure OS-2.6g

Support vehicle improvements and the use of clean vehicles that reduce emissions and improve air quality.

Implementation Measure OS-2.6h

Replace the County's fleet vehicles with new vehicles that utilize the lowest emission technology available, whenever economically feasible.

Implementation Measure OS-2.6i

To the extent permitted by law, adopt a policy that provides a preferential treatment to contractors using reduced emission equipment for County construction projects and for County contracts for services (e.g., garbage collection).

Implementation Measure OS-2.6j

Encourage lowest emission technology buses and vehicles in public transit fleets.

Implementation Measure OS-2.6k

Adopt an ordinance that limits the amount of time diesel-powered trucks, buses, and other heavy vehicles may idle in accordance with California Air Resources Board rules for mobile Toxic Air Contaminant sources..

Implementation Measure OS-2.6l

Upon tree removal, the County shall encourage the replanting of an equal or greater number of trees. The placement of new trees shall be located on the site so that they provide shade to south-facing windows in order to minimize heat gain.

Implementation Measure OS-2.6m

Utilize the guidelines in the California Air Resources Control Board Air Quality and Land Use Handbook: A Community Health Perspective when evaluating new development request that either would generate toxic air contaminant emissions near sensitive receptors or locate new sensitive receptors near existing sources of air toxic emissions in order to minimize health hazards.

Policy OS-2.7

Tehama County shall work with the Tehama County Air Pollution Control District, California Air Resources Board and/or other agencies to prepare a Climate Action Plan. The Climate Action Plan shall include at a minimum:

- *An inventory of current (2008) GHG emissions within the Tehama County Air Pollution Control District consistent with methodologies developed by the International Environmental Agency for Local Governments (ICLEI) and California Air Resources Board (ARB).*
- *An inventory 1990 GHG emission levels within the Tehama County Air Pollution Control District consistent with methodologies developed by ICLEI and ARB.*



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- Estimated inventory of 2020 GHG emission levels within the Tehama County Air Pollution Control District consistent with methodologies developed by ICLEI and ARB.
- Specific targets for reductions of the current and projected 2020 GHG emissions inventory from those sources reasonably attributable to the County's discretionary land use decisions and the County's internal government operations.
- Specific and general tools and strategies to reduce the current and projected 2020 GHG inventories and to meet the Plan's target's for GHG reductions by 2020.

The County shall seek funding from the State and/or other sources, including development impact fees, in order to fund the Plan.

FISH AND WILDLIFE RESOURCES

GOAL OS-3

To protect, preserve, and enhance fish and wildlife species by maintaining healthy ecosystems.

Policy OS-3.1

The County shall preserve and protect environmentally-sensitive and significant lands and water valuable for their plant and wildlife habitat, natural appearance, and character.

Implementation Measure OS-3.1a

Significant wildlife and wildlife habitats shall be protected through designations under the Natural Resource Conservation Land Use Classifications as shown in **Table 6-2** below.

TABLE 6-2
NATURAL RESOURCE CONSERVATION LAND USE CLASSIFICATIONS

SUB-CATEGORY	PURPOSE AND USE	CRITERIA	PLANNING CONDITIONS
Resource Lands	To identify and afford protection to riparian habitats	Identified riparian habitat, resource lands, natural area (CDFG, CNDDB) ¹	Regulation of land use Regulation of vegetation removal, and Use of set-backs or natural buffers

6.0 OPEN SPACE AND CONSERVATION

SUB-CATEGORY	PURPOSE AND USE	CRITERIA	PLANNING CONDITIONS
Habitat Resources	To protect and maintain documented, significant wildlife habitats for their aesthetic and ecological values. These areas are defined as supporting habitat for sensitive animal and plant species. These lands should remain in their natural states, yet may allow wilderness study, grazing and passive recreational activities (hiking, nature study) if these activities do not threaten the integrity of the habitat.	Identified as a significant natural by CNDDDB, CNPS, and/or CDFG ¹	Regulation of land use, Regulation of vegetation removal, and Regulation of the siting of structures.

Notes: 1) CNDDDB – California Natural Diversity Data Base
 CNPS – California Native Plant Society
 CDFG – California Department of Fish and Game



Implementation Measure OS-3.1b

Continue to refer all new land division applications to the Department of Fish & Game for review and comment.

Implementation Measure OS-3.1c

For purposes of public access, the County shall work with non-profit and conservation entities to encourage the purchase and /or acquisition of access rights on private lands fronting along the Sacramento River. The County should also support easement donations from private property owners for similar purposes.

Implementation Measure OS-3.1d

Encourage creation of habitat preserves that are immediately adjacent to one another in order to provide interconnected open space areas for animal movement.

Implementation Measure OS-3.1e

In order to clarify and improve the effectiveness of the County procedures by which it will address potentially significant impacts to biological resources, and to mitigate such impacts as practicable, the County will work with responsible agencies, including CDFG, USFWS, NOAA Fisheries and the USACOE, to create **Biological Resources Mitigation Guidelines** (Biological Guidelines). The Biological Guidelines will focus and streamline project analysis and mitigation with respect to biological impacts. The Guidelines shall include the following:

- For those areas in which special-status species are found or are likely to occur, or where species presence is inferred, the County shall require mitigation of impacts to those species. Mitigation shall be designed in consultation with the USFWS, NOAA Fisheries and the CDFG, and shall emphasize a multi-species approach to the maximum extent possible;
- Standard mitigation measures, designed in consultation with USFWS, NOAA Fisheries, and CDFG, to be used when appropriate to direct special status species surveys, including survey timing and protocols;

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- Standard mitigation measures, designed in consultation with USFWS, NOAA Fisheries, CDFG, and the USACOE to direct actions related to roadside ditches;
- Measures designed to preserve areas identified in the General Plan EIR and the General Plan Land Use Diagram as containing sensitive habitat, or in which special status species are known to be present or likely to occur;
- Methodology to encourage the preservation of existing waterways and discourage extensive or absolute relocation or channelization of creeks, rivers and waterways.

Implementation Measure OS-3.1f

Require that prior to any public or private development project in areas identified to contain or possibly contain special-status species – based on the Land Use Map, data provided in the Biological Resource section of the General Plan EIR or other suitable technical material available at the time – a biological survey be conducted by the project applicant to identify potentially occurring special-status species or their habitat using protocol acceptable to the regulatory agencies with authority over these species, or species presence shall be inferred. The results of the survey shall be documented in a Biological Resources Report.

Implementation Measure OS-3.1g

For each project in which unavoidable removal of wetland habitat or other waters of the U.S. will occur, the County shall require the project proponent to develop a compensation plan prior to construction.

Policy OS-3.2

The County shall protect areas identified by the California Department of Fish and Game and the California Natural Diversity Data Base as critical riparian zones.

Implementation Measure OS-3.2a

Resource Lands shall be designated on General Plan Land Use Diagram using the subcategories shown in **Table 6-2**.

Implementation Measure OS-3.2b

Lands designated with a Natural Resource Designation (Habitat Resources or Resource Lands) shall be zoned with the Natural Resources zoning designation.

Policy OS-3.3

The County shall support and coordinate County plans with inter-jurisdictional programs for Best Management Practices of riparian resources in the County.

Implementation Measure OS-3.3a

Work with state and federal agencies on County plans to any areas with riparian resources, identify and implement Best Management Practices for the plans.

6.0 OPEN SPACE AND CONSERVATION

Policy OS-3.4

The County shall endeavor to provide for wildlife circulation in and around new development projects, major transportation facilities, roads, railroads, and canals.

Implementation Measure OS-3.4a

Review projects through the entitlement process and CEQA analysis to ensure that they comply with this policy if the site contains unique habitat, creeks and/or wooded corridors.

Implementation Measure OS-3.4b

The effect on wildlife movement shall be analyzed prior to the approval of proposed development that encroaches upon vital corridors. The analysis shall include consultation with the CDFG to properly evaluate current wildlife movement and migration.

Implementation Measure OS-3.4c

In such cases where habitat preserves are crossed by a roadway, or where two adjacent preserves are separated by a roadway, the roadway shall be designed or upgraded with wildlife passable fencing separating the roadway from the preserve and/or shall incorporate design features that allow for the movement of wildlife across or beneath the road without causing a hazard for vehicles and pedestrians on the roadway.

Policy OS-3.5

The County shall work with State and Federal agencies to control and eliminate invasive plants from the County.

Implementation Measure OS-3.5a

Contact the appropriate state and federal agencies to determine potential assistance and obtain information for the control of invasive plant species.

Implementation Measure OS-3.5b

Create an educational leaflet that identifies common invasive species and recommends the planting of non-invasive species.

Implementation Measure OS-3.5c

Explore the feasibility of adopting and maintaining a Noxious Weed Ordinance. The Noxious Weed Ordinance shall include restrictions on the use of non-native exotic species known to be invasive and damaging to existing plant species.

Policy OS-3.6

The County shall explore options for the establishment of a County owned wetland bank.

Implementation Measure OS-3.6a

During the environmental review process, the County shall evaluate feasible on-site alternatives that will reduce impacts to wetland resources and effectively preserve these resources.



6.0 OPEN SPACE AND CONSERVATION



Implementation Measure OS-3.6b

Encourage projects that contain wetland preserves or creeks, or are located adjacent to wetland preserves or creeks, to be designed for maximum visibility and, as appropriate, access.

Implementation Measure OS-3.6c

Investigate the feasibility of a County-owned mitigation bank for wetland loss.

Policy OS-3.7

The County shall promote best management practices of natural resources that will enhance wildlife habitat.

Implementation Measure OS-3.7a

Water diversions/dams constructed along anadromous fish streams shall be designed to protect fish populations and to ensure adequate flow levels for spawning activity during migratory seasons in accordance with State and Federal regulations.

OAK WOODLANDS

GOAL OS-4

To encourage voluntary education and protection programs that assist private landowners in the management of their productive woodlands.

Policy OS-4.1

The County shall promote economic studies on the value of alternative and sustainable rangeland products such as fee hunting, eco-tourism, and organic agriculture.

Implementation Measure OS-4.1a

Work with the Tri-County Economic Development Corporation and the Tehama Economic Development Corporation to pursue economic studies that identify, support, and develop sustainable rangeland products.

Policy OS-4.2

The County shall utilize the resources and expertise of the Tri-County Economic Development Corporation, the Tehama Economic Development Corporation, Tehama County Resource Conservation District, and the Tehama County Farm Bureau in order to promote non-traditional low intensity business ventures within the oak woodlands of Tehama County.

Implementation Measure OS-4.2a

Work with the Tri-County Economic Development Corporation and the Tehama Economic Development Corporation to identify, support, and develop non-traditional businesses that utilize the oak woodlands of Tehama County.

6.0 OPEN SPACE AND CONSERVATION

Policy OS-4.3

The County shall educate landowners on the economic and environmental benefits of maintaining and restoring oak woodlands

Implementation Measure OS-4.3a

When harvesting oaks for fuel or range improvement, the County shall encourage landowners to maintain an average leaf canopy of at least 30 percent.

Implementation Measure OS-4.3b

Where commercial or extensive harvest is being contemplated, the County shall seek professional advice from such resources as UC Cooperative Extension (Farm Advisor), USDA Natural Resource Conservation Service (NRCS), CalFire, California Department of Fish & Game (CDF&G), and private consultants.

Policy OS-4.4

The County shall inform private landowners about the value of well-managed oak woodlands.

Implementation Measures OS-4.4a

Educate landowners about potential threats to oak woodlands in Tehama County.

Implementation Measure OS-4.4b

Seek funding that supports outreach to private landowners through the Tehama County Resource Conservation District, the NRCS, UC Cooperative Extension, Wildlife Conservation Board, and other organizations.

GOAL OS-5

To encourage landowners to protect oak woodlands for future generations.

Policy OS-5.1

The County shall promote the conservation of large working ranches with significant oak woodlands.

Implementation Measure OS-5.1a

Recognize sites according to landscape variables (size, shape, and connectivity to other habitats such as riparian) that support rich sustainable wildlife populations.

Implementation Measure OS-5.1b

Recognize sites where prescribed fire can be safely used as a management tool.

Implementation Measure OS-5.1c

Recognize sites that warrant voluntary protection according to threat and funding potential.



6.0 OPEN SPACE AND CONSERVATION



Policy OS-5.2

The County shall encourage the voluntary protection of woodlands through appropriate conservation measures.

Implementation Measure OS-5.2a

Develop partnerships between government and non-profit organizations to encourage protection of oak woodlands.

Implementation Measure OS-5.2b

Use land protection techniques which include conservation easements, oak tree mitigation banks and other forms of real estate transactions to protect significant oak woodland areas.

Implementation Measure OS-5.2c

The County shall explore the feasibility of an Oak Woodlands Ordinance.

GOAL OS-6

To encourage the restoration of oak woodlands that suffer from lack of regeneration and exotic species invasions.

Policy OS-6.1

The County shall strive for the restoration of oak woodlands that lack regeneration.

Implementation Measure OS-6.1a

In areas where oaks have been removed and are not regenerating, the County shall promote voluntary tree planting programs and measures that provide protection of oak seedlings from browsing and weeds.

Implementation Measure OS-6.1b

Participate in state and federal cost share programs and grants.

Policy OS-6.2

The County shall support the control of invasive weed species in oak woodlands.

Implementation Measure OS-6.2a

In coordination with the Colusa-Glenn-Tehama Weed Management Area, the County shall seek funding to map the location and abundance of target weeds in oak woodlands.

Implementation Measure OS-6.2b

Where possible, the County shall introduce prescribed fire and other methods to help control the spread of medusa-head grass, yellow star thistle, giant reed, and other invasive wildland weed species.

Policy OS-6.3

The County shall promote the reestablishment of native under story species.

6.0 OPEN SPACE AND CONSERVATION

Implementation Measure OS-6.3a

Encourage restoration of native plants as an alternative to exotic grasses. (Native plants will reduce weeds and may provide a longer grazing season for livestock.)

Implementation Measure OS-6.3b

Encourage diverse under story vegetation including shrubs. (Habitat with multiple layers of vegetation provide habitat for many bird species.)



GOAL OS-7

To establish a monitoring program to evaluate the effectiveness and successes of the Oak Woodland Goals and Policies.

Policy OS-7.1

The County shall request that the Tehama County Hardwood Advisory Committee periodically evaluates the state of oak woodlands using available data sources such as the California Department of Forestry and Fire Protection's FRAP (Fire and Resource Assessment Program) data.

Implementation Measure OS-7.1a

The Tehama County Hardwood Advisory Committee shall meet semi-annually to evaluate the state of oak woodlands in Tehama County.

Policy OS-7.2

The County shall foster communication between land managers, ranchers, and scientists regarding the protection and management of oak woodlands.

Implementation Measure OS-7.2a

Encourage workshop, symposiums, field trips, and other methods of outreach regarding oak woodlands.

Policy OS-7.3

The County shall encourage research on oak woodland habitats.

Implementation Measure OS-7.3a

Encourage studies that evaluate oak regeneration in Tehama County.

Implementation Measure OS-7.3b

Encourage studies that evaluate the effects of changing land uses on oak woodland's current values – wildlife, ranching, economics, etc.

Implementation Measure OS-7.3c

Encourage studies that provide Tehama County ranchers and other members of the agricultural community with better and more specific information about the sustainable management of oak woodlands.



NATURAL GAS AND MINERAL RESOURCES

GOAL OS-8

To encourage commercial resource development of Tehama County's natural resources in locations where environmental, aesthetic and adjacent land use compatibility impacts can be adequately mitigated.

Policy OS-8.1

The County shall require that development of natural gas and mineral resources be designed and conducted in a manner that minimizes incompatibility with nearby and adjacent land uses and minimizes impacts to local residents roadways, services, and facilities.

Implementation Measure OS-8.1a

Require all new oil and natural gas wells to meet the standards established by the State of California for land use compatibility and buffering.

Implementation Measure OS-8.1b

Coordinate mining operations and urban development to minimize conflicts between residents and mining, particularly where mining is required before urbanization.

Implementation Measure OS-8.1c

Future mineral mining in the more densely populated areas of the County shall be protected through the requirement of mitigation measures and reclamation plans which reduce or eliminate impacts from adjacent land uses on mining operations and, conversely, the impacts of mining operations on adjacent land uses. These mitigation measures and plans shall be prepared in compliance with the State Surface Mining and Reclamation Act of 1975, as amended.

Implementation Measure OS-8.1d

Mineral extraction operations and accessory uses including but not limited to, crushing, screening, asphalt and concrete batching and stock piling, shall be conditionally permitted in areas inherently compatible with mining. Inherently compatible lands can be characterized by their low economic value in both lands and improvements.

Implementation Measure OS-8.1e

Encourage and support inter-agency cooperation to protect mineral resources in Tehama County.

Policy OS-8.2

The County shall require all new mining operations prepare and implement reclamation plans pursuant to the State Surface Mining and Reclamation Act of 1975, as amended, and provide adequate monetary security to guarantee reclamation.

6.0 OPEN SPACE AND CONSERVATION

Implementation Measure OS-8.2a

Regulate surface mining operations as required by California's Surface Mining and Reclamation Act of 1975, as amended, ("SMARA"), Public Resources Code Section 2207 (relating to annual reporting requirements), and State Mining and Geology Board regulations for surface mining and reclamation practice.

Implementation Measure OS-8.2b

Where legally permitted, the County shall require inactive mined lands to be reclaimed to a usable condition that is readily adaptable to the future, anticipated land uses.

Policy OS-8.3

The County shall explore the need for the creation of special mining zones.

Implementation Measure OS-8.3a

Should such zones be determined to be necessary, the County should identify areas of significant mineral, gas, and oil resources, and develop an overlay zone to protect these resources for mining.

NATURAL RESOURCE LAND AND RECREATION

GOAL OS-9

To protect and enhance resource lands in the County for the continued benefit of agriculture, timber, grazing, recreation, wildlife habitat, and quality of life.

Policy OS-9.1

The County shall strive for the protection and enhancement of resource lands for the continued benefit of agriculture, timber, grazing, recreation, waterfowl, wildlife habitat, watersheds, and quality of life.

Implementation Measure OS-9.1a

Resource lands shall be protected by the provisions outlined in the Resource Lands, Habitat Resource, and Commercial Recreation land use designation of this General Plan.

Policy OS-9.2

The County shall encourage protection of reasonable access to resource land areas when neither the integrity of the natural resource nor private property rights will be adversely affected. Closure shall not unreasonably deprive public and private enjoyment of previously accessible natural resources.

Implementation Measure OS-9.2a

Monitor the potential closures to the public of natural resource lands within the County. Encourage reasonable access be maintained, if at all possible, to these lands.



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Policy OS-9.3

The County shall seek inter-jurisdictional cooperation and coordination on natural resources practices and recreation plans with an emphasis on economic impacts.

Implementation Measure OS-9.3a

Actively pursue opportunities to market and capitalize on the County's abundant natural resources to enhance economic development activities throughout the County.

Policy OS-9.4

The County shall actively promote outdoor recreation opportunities such as agri-tourism, nature-tourism, and environmental learning tourism.

Implementation Measure OS-9.4a

Identify opportunities for outdoor recreation within the County and work with the Chamber of Commerce, Tehama Economic Development Council, Tri-County Economic Development Corporation, and local businesses to market and attract visitors.

HISTORIC, ARCHAEOLOGICAL, AND CULTURAL RESOURCES

GOAL OS-10

To preserve the historic and archaeological resources of the County for their scientific, educational, aesthetic, recreational, and cultural values.

Policy OS-10.1

The County should protect and preserve significant archaeological and cultural resources.

Implementation Measure OS-10.1a

Refer all new development proposals on undisturbed land to the Northwest Information Center at California State University, Chico for an evaluation of potential impacts to archaeological and cultural resources.

Implementation Measure OS-10.1b

Encourage the nomination and registration of significant historic, archaeological, and cultural sites, resources, and buildings to the National Register of Historic Places and inclusion in the California Register of Historical Resources, California Historical Landmarks, and California Points of Historical Interest.

Implementation Measure OS-10.1c

Encourage public and private agencies and organizations to develop interpretive and educational programs in order to safely utilize historic and prehistoric sites for community benefit.

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Implementation Measure OS-10.1d

Require appropriate surveys and site investigations when needed as part of the initial environmental assessment for development projects in accordance with the California Environmental Quality Act (CEQA). Surveys and investigations shall be performed under the supervision of a professional archaeologist or other person qualified in the appropriate field, and approved by the County.

It is recognized that Timber Harvest Plans have been declared by the State to be functionally equivalent to environmental assessments required by CEQA.

Implementation Measure OS-10.1e

Impose the following conditions on all discretionary projects in areas which do not have a significant potential for containing archaeological or paleontological resources: "The Planning Dept. shall be notified immediately if any prehistoric, archaeological, or paleontological artifact is uncovered during construction. All construction must stop and an archaeologist that meets the Secretary of the Interior's Professional Qualifications Standards in prehistoric or historical archaeology shall be retained to evaluate the finds and recommend appropriate action.

Policy OS-10.2

The County shall encourage the rehabilitation, preservation, and utilization of historic buildings that are representative examples of the County's heritage.

Implementation Measure OS-10.2a

The County should work with local historical societies and interested parties to support the inventory of the historic resources in Tehama County. The State Office of Historic Preservation has determined that buildings or structures 45 years or older have the potential to be historically significant and should be evaluated for historical significance.

Implementation Measure OS-10.2b

Encourage property owners to register structures determined to be of federal, state, local historic significance in the National Register of Historic Places and/or the California Inventory of Historic Resources.

Policy OS-10.3

The County shall provide incentive programs and encourage cooperation with the private sector for the preservation, protection, or enhancement of historic, archaeological, and cultural resources.

Implementation Measure OS-10.3a

Provide information on potential private, state, and federal grants to the public and provide incentive programs to the private sector to preserve Historical and Cultural Resources.

Policy OS-10.4

The County shall encourage and support inter-agency cooperation to protect historic, archaeological, and cultural resources.



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Implementation Measure OS-10.4a

Consult with local, State, and federal agencies as well as local Native American communities in cases where new development may result in disturbance to historic, archaeological, and/or cultural resources.

AESTHETIC AND VISUAL RESOURCES

GOAL OS-11

To protect the scenic views and aesthetic qualities of Tehama County.

Policy OS-11.1

The County shall identify significant scenic viewsheds for public viewing areas in the County designated scenic highways, such as views of Mt. Shasta, Mt. Lassen, the Sacramento River, and the Coastal Range, and protect the visual integrity of the view shed.

Implementation Measure OS-11.1a

Identify public viewing areas and corresponding scenic viewsheds on the County's designated scenic highways (State Routes 89, 172, 36, 32). Protect these areas from visually intrusive development that would alter the qualities of the view shed by establishing guidelines regulating development heights and lighting.

Policy OS-11.2

The County shall strive to protect the aesthetic and scenic beauty of its regional locations.

Implementation Measure OS-11.2a

Develop view shed preservation standards. Require that new development be designed to integrate building design, natural landforms, and vegetation in order to minimize alteration of scenic vistas.

Implementation Measure OS-11.2b

To the extent feasible, new development will be required to retain existing trees and vegetation and ensure that these resources are incorporated into project design wherever feasible.

Implementation Measure OS-11.2c

Require that cellular towers be designed and located in order to minimize visual impacts of the tower and protect the scenic views for surrounding existing uses.

Implementation Measure OS-11.2d

The County may develop design standards regulating the appearance and design of hilltop and side-slope development.

6.0 OPEN SPACE AND CONSERVATION

Policy OS-11.3

The County shall consider the visual impacts of development within areas of significant topography, and shall work to minimize the visual impacts resulting from development of ridgelines.

Implementation Measure OS-11.3a

Consider the development of ridgeline and hillside development guidelines.

Policy OS-11.4

New development should be designed to be compatible with surrounding development in ways that contribute to the desired character of the surrounding area.

Implementation Measure OS-11.4a

New development shall include provisions for the design of outdoor light fixtures to be directed/shielded downward and screened to avoid adverse night-time lighting spill over effects on adjacent land uses and night-time sky glow conditions.

Implementation Measure OS-11.4b

All new structures shall be designed to minimize glare potential including the use of low-emissive glazing, the pre-finishing of metallic surfaces to avoid hot-spots, and non-reflective window treatments and exterior surfaces. The use of mirrored coatings, industrial brushed or polished features, aluminum, or other non-weathering materials shall be strictly prohibited. Reflectivity may be reduced or mitigated through the use of deep overhangs or other methods to provide shading or shadowing.

Implementation Measure OS-11.4c

Non-glare glass shall be used in all new residential and commercial buildings to minimize and reduce potential sources of glare.

GEOLOGIC AND SOIL RESOURCES

GOAL OS-12

To protect and maximize the present and future productive, economic, and environmental values of the County's soil resources.

Policy OS-12.1

The County shall recognize the need to protect and conserve areas where soils have high resource values, especially in terms of potential agricultural productivity.

Implementation Measure OS-12.1a

Utilizing the criteria included below, the County shall create mapping which identifies the locations of lands meeting these criteria for the purpose of conserving and preserving agricultural lands:

- Lands capable of supporting grazing, such as



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- Existing grazing lands for this purpose, or
- Grazing lands under Williamson Act Contract.
- Lands capable of supporting crop production, such as
 - Lands classified by the U.S. Soil Conservation Service Important Farmlands Study maps as P, S, U, L, and LP; or
 - Lands classified by the U.S. Soil Conservation Service Capability Classification System as having Class I or II soils; or
 - Croplands under Williamson Act contract.

Policy OS-12.2

The County shall exercise an appropriate degree of regulation designed to minimize soil erosion, including the administration of standards for grading and site clearance related to development projects.

Implementation Measure OS-12.2a

Consider adoption of a grading ordinance to establish standards and permitting processes in addition to enforcement of the Excavation and Grading provisions of the California Building Code to regulate grading projects which could cause or aggravate conditions for soil erosion related to development projects.

Policy OS-12.3

The County shall continue to encourage sound soil management, erosion prevention and control programs and projects, including the use of windbreaks, minimum tillage practices, grazing management, and riparian area rehabilitation.

Implementation Measure OS-12.3a

Work with the Agricultural Commissioners Office, the Tehama County Farm Bureau, and the Natural Resource Conservation Service to promote and educate residents, property owners, and the agricultural community as to the benefits of sustainable farming practices.

7.0 AGRICULTURE AND TIMBER ELEMENT

7.0 AGRICULTURE AND TIMBER

7.1 INTRODUCTION

LEGAL BASIS AND REQUIREMENTS

The California Government Code requires that an Open Space Element and a Conservation Element be included in general plans to address a combination of issues including: agricultural lands, timber resources, water quality, wildlife resources, mineral production, natural land resources, and historic and archeological resources. As part of this Tehama County General Plan, the County has exercised the option of combining the Open Space and Conservation Element. However, due to the importance of agricultural lands and timberlands in Tehama County, this separate element has been prepared to expand in more detail on these two resource topics.

7.2 OVERVIEW

AGRICULTURE

Agriculture has long been the backbone of Tehama County's economy. The favorable growing season, arid climate, fertile soils, and abundance of water contribute to making Tehama County an agricultural cornucopia in the northern Sacramento Valley. The areas that surround the Sacramento River are prime agricultural lands for irrigated crops. The foothills provide valuable grazing land and land for the production of dry-land hay and grain. The mountains provide timber and rangeland forage for summer grazing. All of these factors have contributed to shape the agricultural evolution of the County.

Historical Agriculture

Tehama County is rich with agricultural history. Since the early settlement of the County with the Mexican Land Grants, agriculture has intensified with the development of new technologies, fertilization, and irrigation systems. Tehama County was home to what was once one of the world's largest vineyards, the Vina Ranch, owned by Leland Stanford. The County also had one of the world's largest planned agricultural communities, the Maywood Colonies near Corning.

Agriculture, both historically and currently, is the County's highest income-producing industry, making it vital within the County. Agriculture provides Tehama County with its rural character, many of its open space resources, and a lifestyle that is highly-valued by its residents. This lifestyle is easily affected by urban growth and changes in the environment. Several resource groups and County agencies focus on educating the public about the value of agriculture to the quality of life in Tehama County.

Farm Acreage

Total acreage in farms steadily increased between the 1880's and the mid 1970's. During that time, total acreage peaked at nearly 1.3 million acres. From 1970 to the late 1980's, total acreage exhibited a slight decline. Between 1987 and 2002, it was reported by the National Agricultural Statistics Service (NASS) that total acreage had dropped from 1,104,584 acres to 862,440 acres.





Cropland

Land that has been used for producing crops has fluctuated much over the years. Data indicates that, at its peak in 1950, over 280,000 acres in Tehama County was designated as cropland (NASS). Many lands were farmed without irrigation, producing dry-land grain hay and other crops. This trend has slowly decreased over the years, with a low in the 1990's around 120,000 acres. In 2002, total cropland was estimated at approximately 141,000 acres. More information on the specifics of cropland within Tehama County can be found in Chapter 8-E (Agricultural Resources) of the Tehama County Background Report.

Orchard Production

Orchard production within the County was reported for the first time by the NASS in 1930. Between 1930 and the mid-1960s, orchard production remained relatively stagnant (between 10,000 and 15,000 acres), until it jumped to over 20,000 acres in the late 1960s. Since that time, orchard production has experienced a steady increase to 45,236 acres in 2002 (NASS). The increase in orchard acreages can be attributed to a combination of advances in irrigation technologies, the availability of irrigation water, and the availability of processing facilities within the area.

Tehama County orchards are made up of primarily walnuts, almonds, prunes, and olives. Walnuts are the most widely-planted crop in the County, with acreages currently estimated at 14,057. Walnut acreage is primarily focused along the Highway 99 Corridor between Red Bluff and Vina. Dried plums are the second most widely-planted crop in the County, with 2003 estimates at approximately 8,848 acres. However, overproduction has recently led to the USDA's voluntary tree removal within the County. Almond planting has also steadily increased in the County over the last 30 years, with recent estimates reported at 7,268 acres. Olives have also remained a very stable orchard crop within Tehama County, with recent counts totaling 5,560 acres, primarily around the Corning area.

Livestock Production

Tehama County serves as grazing ground for many Northern California and Southern Oregon cattlemen. Both historically and today, cattle are wintered in the lower foothills of the County and summered in the mountain meadows, although it should be noted that some livestock producers keep cattle on irrigated pasture on the valley floor during the summer months.

Cattle are the primary livestock within the County, with recent estimates at approximately 68,000 head. Sheep are the second-highest livestock commodity within the County, estimated at approximately 5,800 head. Hogs are the third-highest livestock commodity, estimated at approximately 1,000 head. It should be noted that chickens and turkeys have been large commodities within the County in the past, but over the years, these populations have dramatically declined from nearly 135,000 chickens in 1939 to the point where population estimates are not calculated by the local Ag Commissioner's office due to today's low number of poultry in the County.

7.0 AGRICULTURE AND TIMBER

TIMBER

Timber resources cover a substantial portion of land in the Eastern and Western areas of Tehama County. The 1983 General Plan summarized that, of the County's 1,909,000 acres, 460,000 (approximately 24 percent) were commercial forestlands. This term is defined as lands capable of producing at least 15 cubic feet per acre per year of industrial wood.

Historically, Tehama County has been one of the leading counties in timber production in California. But over the last two decades, timber harvests in Tehama County have dropped significantly. Between 1980 and 2003, harvests fell from 147,208,000 board feet to 74,207,000 board feet, a drop of 49.6 percent. The decline of public timber harvests since the end of the 1980's is primarily due to increased harvesting restrictions on public lands.

SOIL RESOURCES

Farmland Classifications and Rating System

Two classification programs are generally used to determine a soil's potential agricultural productivity. The USDA Soil and Conservation Service (USDA-SCS) Soil Capability Classification System takes into consideration soil limitations, the risk of damage when the soils are used, and the way in which soils respond to treatment. The Farmland Mapping and Monitoring Program (FMMP) administered by the California Department of Conservation, maps out agricultural areas based on soil quality and land use. Each rating system provides unique definitions for describing and determining important and productive farmland. In addition, various other descriptions and definitions are often utilized to describe soil productivity potential and appeal. While numerous definitions and rating indexes exist, the Tehama County General Plan recognizes the Farmland Mapping and Monitoring Program developed by the California Department of Conservation as the soil capability classification system utilized by Tehama County. These programs are described below.

Soil Capability Classification System

The Soil Capability Classification System designed by the USDA takes into consideration soil limitations, the risk of damage when the soils are used, and the way in which soils respond to treatment. Capability classes range from Class I soils, which have few limitations for agriculture, to Class VIII soils, which are deemed unsuitable for agriculture. Generally, as the ratings of the capability classification system increase, the yields and profits are more difficult to obtain. A general description of soil classification, as defined by the National Resource Conservation Service (NRCS), is provided in **Table 7-1**.





**TABLE 7-1
SOIL CAPABILITY CLASSIFICATION**

CLASS	DEFINITION
I	Soils have few limitations that restrict their use.
II	Soils have moderate limitations that reduce the choice of plants, or that require special conservation practices.
III	Soils have severe limitations that reduce the choice of plants, require conservation practices, or both.
IV	Soils have very severe limitations that reduce the choice of plants, require very careful management, or both.
V	Soils are not likely to erode but have other limitations; impractical to remove that limits their use largely to pasture or range, woodland, or wildlife habitat.
VI	Soils have severe limitations that make them generally unsuited to cultivation and limit their use largely to pasture, or range, woodland, or wildlife habitat.
VII	Soils have very severe limitations that make them unsuited to cultivation and that restrict their use largely to pasture or range, woodland, or wildlife habitat.
VIII	Soils and landforms have limitation that preclude their use for commercial plant production and restrict their use to recreation, wildlife habitat, or water supply, or to aesthetic purposes.

Source: USDA Soil Conservation Service.

Farmland Mapping and Monitoring Program

The Farmland Mitigation Monitoring Program (FMMP) was established in 1982 to continue the important Farmland mapping efforts begun in 1975 by the USDA-SCS. The intent of the USDA-SCS was to produce agricultural resource maps based on soil quality and land use across the nation. As part of the nationwide agricultural land use mapping effort, the USDA-SCS developed a series of definitions known as Land Inventory and Monitoring (LIM) criteria. The LIM criteria classified land's suitability for agricultural production; suitability included both the physical and chemical characteristics of soils and the actual land use. Important Farmland Maps are derived from the USDA-SCS soil survey maps using the LIM criteria.

Since 1980, the State of California has assisted the USDA-SCS with completing its mapping in the state. The FMMP was created within the California Department of Conservation (DOC) to carry on the mapping activity on a continuing basis, and with a greater level of detail. The DOC applied a greater level of detail by modifying the LIM criteria for use in California. The LIM criteria in California utilize the SCS and Storie Index Rating Systems, but also consider physical conditions such as a dependable water supply for agricultural production, soil temperature range, depth to the ground water table, flooding potential, rock fragment content, and rooting depth.

Important Farmland Maps for California are compiled using the modified LIM criteria (as described below) and current land use information. The minimum mapping unit is 10 acres unless otherwise specified. Units of land smaller than 10 acres are incorporated into the surrounding classification. The Important Farmland Maps identify five agricul-

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ture-related categories: prime farmland, farmland of statewide importance, unique farmland, farmland of local importance, and grazing land. Each is summarized below, based on *A Guide to the Farmland Mapping and Monitoring Program (1994)*, prepared by the Department of Conservation. The FMMP data is updated and released every two years. The most current information available from the FMMP is from 2004. This information is presented below. Farmland data for 2006 is currently being gathered and is not yet available. Descriptions and information on each farmland classification are presented below. As defined in Public Resources Code Section 21060.1 and State CEQA Guidelines Appendix G, "agricultural land" that is of concern under environmental review includes designated Prime Farmland, Unique Farmland and Farmland of Statewide Importance. Class I and II soils in the USDA-SDS are considered to be generally equal to Prime Farmland in the FMMP.



Prime Farmland

Prime Farmland is land that has the best combination of physical and chemical characteristics for the production of crops. It has the soil quality, growing season, and moisture supply needed to produce sustained high yields of crops when treated and managed, including water management, according to current farming methods. Prime Farmland must have been used for the production of irrigated crops at some time during the two update cycles prior to the mapping date. It does not include publicly owned lands for which there is an adopted policy preventing agricultural use.

Farmland of Statewide Importance

Farmland of Statewide Importance is land other than Prime Farmland that has a good combination of physical and chemical characteristics for the production of crops. It must have been used for the production of irrigated crops at some time during the two update cycles prior to the mapping date. It does not include publicly owned lands for which there is an adopted policy preventing agricultural use.

Unique Farmland

Unique Farmland is land which does not meet the criteria for Prime Farmland or Farmland of Statewide Importance, that has been used for the production of specific high economic value crops at some time during the two update cycles prior to the mapping date. It has the special combination of soil quality, location, growing season, and moisture supply needed to produce sustained high quality and/or high yields of a specific crop when treated and managed according to current farming methods. Examples of such crops may include oranges, olives, avocados, rice, grapes, and cut flowers. It does not include publicly owned lands for which there is an adopted policy preventing agricultural use.

Farmland of Local Importance

As defined by the state, Farmland of Local Importance is either currently producing crops, has the capability of production, or is used for the production of confined livestock. Farmland of Local Importance is land other than Prime Farmland, Farmland of Statewide Importance or Unique Farmland. This land may be important to the local economy due to its productivity or value. It does not include publicly owned lands for which there is an adopted policy preventing agricultural use. In a few counties the local advisory committee has elected to additionally define areas of Local Potential (LP) farmland. This land includes soils that qualify for Prime Farmland or Farmland of State-



wide Importance, but generally are not cultivated or irrigated. However, the Board of Supervisors in each County within the state has the authority to adopt or recommend changes to the category of Farmland of Local Importance.

In Tehama County, Farmland of Local Importance includes areas of soils that meet all the characteristics of Prime Farmland or of additional Farmland of Statewide Importance with the exception of irrigation. These farmlands include dry-land grains, haylands, and dry-land pasture.

Urban and Built-up Land

Land occupied by structures with a building density of at least 1 unit to 1.5 acres, or approximately 6 structures to a 10-acre parcel. This land is used for residential, industrial, commercial, construction, institutional, public administration, railroad and other transportation yards, cemeteries, airports, golf courses, sanitary landfills, sewage treatment, water control structures, and other developed purposes.

Other Land

Land not included in any other mapping category. Common examples include low density rural developments; brush, timber, wetland, and riparian areas not suitable for livestock grazing; confined livestock, poultry or aquaculture facilities; strip mines, borrow pits; and water bodies smaller than forty acres. Vacant and nonagricultural land surrounded on all sides by urban development and greater than 40 acres is mapped as Other Land.

Water

Perennial water bodies with an extent of at least 40 acres.

Tehama County Soil Characteristics

Soil types and their characteristics in Tehama County are controlled in part by location, i.e., valley or hillside. The principal soil series in Tehama County is the Tehama Series. Soils of this series have formed on the nearly level to gently sloping, deep alluvium of the Valley. The soils are well drained to somewhat poorly drained loams, silt loams, and clay loams on flood plains, alluvial fans and terraces. These soils are among the most agriculturally productive in the County. Along the alluvial plains of the Sacramento River and its tributaries, and generally between State Highway 99 and Interstate Highway 5 between Red Bluff and the southern County boundary, these soils are considered Class I-III soils in the USDA-SDS, and Prime Farmland, Farmland of Statewide Importance, and Farmland of Local Importance in the FMMP.

Soils present on the ridge systems to either side of the Valley have formed from a wide range of parent materials under varying conditions of slope steepness and stability, slope aspect, time, and annual rainfall. Therefore, the properties of these soils, including their hazards, are more variable than those formed on the more uniformly flat Valley floor (stable geomorphic surface), with its more homogeneous parent materials (alluvium). Soils in the foothills and ranges of Tehama County on the eastern and western sides of the valley are considered Class IV and below soils in the USDA-SDS and mostly Grazing Land in the FMMP.

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7.3 GOALS, POLICIES, AND IMPLEMENTATION MEASURES

Many of the policies in this General Plan are designed to encourage and support agriculture in Tehama County. The policies are divided into elements to aid in implementation of the General Plan, but focus on agriculture nonetheless. The following table summarizes those policies that exist in other elements but are intended to assist in agricultural practices:



**TABLE 7-2
AG-RELATED POLICIES LOCATED IN OTHER ELEMENTS**

REFERENCE	POLICY TEXT
Policy LU-1.1	The County shall encourage future residential development to be located adjacent to existing communities and established residential areas or within areas for which Specific or Master Plans have been prepared. Small, isolated housing tracts in outlying areas shall be discouraged as they disrupt surrounding rural and productive agricultural lands, forests, and ranches and are difficult to provide with services.
Policy LU-1.4	The County shall ensure that zoning and subdivision regulations protect agricultural lands, open space, and natural resources which include: grazing, timber, and wildlife lands, by not allowing land divisions intended for residential use to be developed in areas which are not specifically designated as residential in the General Plan, or for which appropriate long-term planning has not been completed as outlined within the General Plan, or for which appropriate long-term planning has not been completed as outlined within the General Plan.
Policy LI-1.5	The County shall Prepare and adopt an Oak Woodlands Protection Program, which will provide standards and guidelines for the harvesting and removal of Oak Woodlands.
Policy LU-2.1	The County shall develop a land use database that can be utilized as a resource to aid decision-making regarding agricultural land conservation and preservation.
Policy LU-2.2	The County shall protect and conserve existing prime agricultural and sensitive natural resource lands from residential development.
Policy LU-5.3	The County shall accommodate growth and other non-agricultural development by directing new growth to the following lands; that do not exhibit characteristics which would support agricultural uses and to areas for which services and infrastructure have been planned to support new growth.
Policy NI-5.4	The development pattern shall accommodate growth within the rural community of Bend and the rural service center of Bowman in a manner that preserves the agricultural values of lands surrounding these communities.
Policy NI-5.7	Valley Floor Agriculture and Upland Agriculture land uses shall be recognized and future development shall, to the extent feasible, be only accommodated (initially) within the residential land use categories designated on the Land Use Diagram.
Policy CI-5.1	The development pattern shall recognize the predominantly agricultural land use of the planning area.
Policy CI-5.3	The rural service center of Proberta and Gerber shall accommodate growth consistent with their agricultural support function and in a manner that preserves the agricultural value of lands surrounding these communities.
Policy SI-5.3	The rural service centers of Vina and Richfield shall accommodate growth consistent with their agricultural support function and in a manner that preserves the agricultural resource value of lands surrounding these communities.

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REFERENCE	POLICY TEXT
Policy EI-5.3	The development pattern shall recognize ranching and related agricultural operations, as well as the timber, habitat, and scenic values the planning area affords.
Policy WI-5.2	The development pattern shall recognize existing ranching operations and grazing activities which dominate the land use activity of this planning area.
Policy WI-5.4	The development pattern shall recognize the timber resources of this planning area and shall recognize the proximate boundaries of the Yolla Bolly-Middle Eel Wilderness area and the Shasta-Trinity and Mendocino National Forests.
Policy ED-5.1	The County shall support land use decisions that recognize the importance of airports to commercial, agricultural, and general aviation users.
Policy ED-6.1	The County shall work toward the protection of agricultural lands from development pressures or uses that will adversely impact or hinder existing or foreseeable agricultural operations and consider land use alternatives such as buffers, green belts, zoning and other methods whenever feasible.
Policy ED-6.2	The County shall recognize and promote agricultural based industries, and provide for the expansion of value added industries in an economically viable manner consistent with available resources.
Policy ED-6.3	The County shall accommodate urban growth and other non-agricultural development by utilizing, whenever possible, lands that do not have agricultural viability as defined in the Agriculture and Timber Element of the County General Plan.
Policy ED-7.1	The County shall continue to preserve Tehama County's natural resources including: agriculture, timberlands, water and water quality, wildlife resources, minerals, natural resource lands, recreation lands, scenic highways, and historic and archaeological resources. The protection of natural resources is of the utmost importance and promoting business expansion, retention, and recruitment should compliment and enhance the natural resources while reducing negative impacts.
Policy OS-1.5	The County shall ensure the high quality of groundwater by emphasizing programs that minimize erosion and prevent the intrusion of municipal and agricultural wastes into water supplies.
Policy OS-2.2	The County shall avoid siting sensitive land uses in the vicinity of agricultural processing, industrial, or other uses where odors or emissions could adversely affect the sensitive use.
Policy OS-9.1	The County shall strive for the protection and enhancement of resource lands for the continued benefit of agriculture, timber, grazing, recreation, waterfowl, wildlife habitat, watersheds, and quality of life.
Policy OS-9.4	The County shall actively promote outdoor recreation opportunities such as agri-tourism, nature-tourism, and environmental learning tourism.
Policy OS-12.1	The County shall recognize the need to protect and conserve areas where soils have high resource values, especially in terms of potential agricultural productivity.
Policy OS-12.3	The County shall continue to encourage sound soil management, erosion prevention and control programs and projects, including the use of windbreaks, minimum tillage practices, grazing management, and riparian area rehabilitation.

Table 7-2 is provided for reference and convenience; please see the appropriate element for discussion of the Policy and its related goal. Notwithstanding the policies in **Table 7-2**, the following pertains specifically to agriculture and timber uses in Tehama County.

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AGRICULTURAL LANDS

GOAL AG-1

To preserve and protect agricultural lands.



Policy AG-1.1

The County shall provide for the protection of agricultural lands from non-agricultural development pressures and uses that will adversely impact or hinder existing or foreseeable agricultural operations through a separation utilizing natural buffers and land use transition areas that mitigate or prevent land use conflicts with the development interest providing the buffers.

Implementation Measure AG-1.1a

Non-agricultural lands located adjacent to designated agricultural lands shall be subject to agricultural buffer overlay zoning regulations as delineated in the zoning code. The agricultural buffer zone will be a minimum of 300 feet between any new residential subdivision developments and "classified" agricultural lands, or pre-existing agricultural processing facilities, or industrial lands as discussed in Implementation Measure LU-2.2a.

Implementation Measure AG-1.1b

Direct urban uses to less valuable farmland when conversion is justified. Justification will include, but is not limited to, analysis of the criteria listed under Policy AG-1.2, Implementation Measure AG1.2c.

It will be the responsibility of the Board of Supervisors to consider findings relating to the criteria. Prior to approving a boundary expansion, the Board must determine, based on evidence in the record, that the benefits of the proposed conversion of agricultural land outweigh the impacts of the conversion.

Implementation Measure AG-1.1c

Continue to utilize and adhere to the principles and guidelines of the Tehama County "Agricultural Uses Disclosure" Ordinance.

Implementation Measure AG-1.1d

In order to protect agricultural operations from interference related to cellular or communication tower siting, the County will implement the measures identified under Policy LU-9.1 of this General Plan.

Implementation Measure AG-1.1e

The County shall adopt policies and/or guidelines for enhanced or additional notification to surrounding property owners when considering applications to convert agricultural lands to developed lands.

Policy AG-1.2

The County shall establish criteria for demonstrating appropriateness of conversion of agricultural land to other uses.



Implementation Measure AG-1.2a

Designated agricultural lands may be subdivided into separate parcels to create one site for a life estate home site provided conditions delineated in the Zoning Code are met.

Implementation Measure AG-1.2b

Beside the principal uses of agricultural lands, lands so classified may be used for residential purposes accessory to the principal use. Such accessory uses shall be limited to "family member" housing and agricultural labor housing subject to the requirements in the Zoning Code.

Implementation Measure AG-1.2c

The following criteria is to be applied during review of proposals for General Plan amendments to change Valley Floor Agriculture and Upland Agriculture land use designations and/or rezone of a UA or EA district outside of areas for which a Specific Plan or Master Plan has been prepared and approved:

1) Soil:

Is the soil suitable for agriculture according to the soil capability?

In general, unique or higher quality soil as identified on the Important Farmland Map of the State Mapping and Monitoring Program shall be deemed suitable for agriculture, unless verifiable evidence is provided identifying a diminished soil capability.

2) Parcel Size:

Is the present parcel a sufficient size for economic agricultural use? (In general, conforming to the minimum parcel size for the respective zoning classification.)

3) Use:

Is the land presently used, has it been recently used or could it be used, for agriculture?

4) Compatibility:

Will a nonagricultural use create conflicts as to compatibility with adjacent or nearby agricultural uses?

5) Consistency:

Is the proposal consistent with the goals and policies of the Tehama County General Plan?

For each criterion which raises a concern, the Board of Supervisors shall make (a) finding(s) that the value of the project provides an overall benefit to the County that outweighs the issue(s) identified outside of areas designated as Special Planning under this General Plan for which a Specific Plan and/or Development Agreement has been prepared and approved.

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Implementation Measure AG-1.2d

Continue to support the principles of the Tehama County "Agricultural Uses Disclosure" Ordinance.

Implementation Measure AG-1.2e

Allow lands designated for a non-agricultural land use by the General Plan, to continue the agricultural use of the property.

Implementation Measure AG-1.2f

Promote the protection of agricultural resources by encouraging new development to protect one acre of existing farmland of equal or higher quality for each acre of Prime Farmland, Unique Farmland or Farmland of Statewide Importance that would be converted to non-agricultural uses. This protection may consist of the establishment of farmland conservation easement, farmland deed restriction, or other appropriate farmland conversion in perpetuity, but may also be utilized for compatible wildlife conservation efforts. The farmland to be preserved shall be located within Tehama County and must have adequate water supply to support agricultural use. As part of the consideration of land areas proposed to be protected, the County shall consider the benefits of preserving farmlands in proximity to other protected lands.

Policy AG-1.3

The County shall encourage the diversification and development of all Agricultural enterprises including Natural Agricultural practices and Agricultural Tourism activities.

Implementation Measure AG-1.3a

Agricultural lands may be used for institutional purpose and youth ranch projects provided that such operations are developed utilizing the agricultural and open space attributes of the site to a maximum extent (Board Resolution 51-1998).

Implementation Measure AG-1.3b

Lands classified as Valley Floor Agriculture or Upland Agriculture may be used for treatment of non-hazardous contaminated soils through enhancement (blending, aeration, cultivation, fertilization, composting, emulsification, etc.) and bio-remediation upon the approval of a Use Permit in each individual case. "Non-hazardous contaminated soils" means those soils contaminated at levels beneath the hazardous threshold established in the California Health and Safety Code, Title 22, Section 25117 and sections 66261.10 thru 66261.33. (Board Resolution 144-1992).

Implementation Measure AG-1.3c

Support the creation of new markets for traditional and higher value crops and commodities

Implementation Measure AG-1.3d

Maintain sites for agricultural industry to meet the demand of agricultural product suppliers, laboratory research, field research, seed research and development, food processing and other agricultural-





related activities.

Implementation Measure AG-1.3e

Encourage and support new and emerging agricultural uses and practices within the County, such as vineyards and organic farming.

Implementation Measure AG-1.3f

Continue to encourage and support the ranching of alternative and historically-significant types of livestock, to include goats and sheep.

TIMBERLANDS

GOAL AG-2

To preserve and protect timberlands.

Policy AG-2.1

The County shall provide for the conservation of commercial timberland resources and related habitat.

Implementation Measure AG-2.1a

The Timberlands land use category shall be used to identify and protect lands currently under Timber Production Zoning.

Implementation Measure AG-2.1b

Development of Timberlands shall be subject to the conditions established in the Zoning Code.

Policy AG-2.2

The County shall protect timberlands from adjacent development that has the potential to adversely impact timber growing and harvesting operations.

Implementation Measure AG-2.2a

Lands adjacent to Timberlands shall be assigned land use designations that do not adversely impact timber growing and harvesting operations. These lands shall be restricted to Resource Lands, Habitat Resource, Upland Agriculture, or Public. Commercial recreation may be a conditional use, subject to use permit approval.

Policy AG-2.3

The County shall take an active role in the various timber management improvement and education programs as a means to improve timber yields and protect wildlife habitat and watersheds consistent with Timber Harvest Plans.

Implementation Measure AG-2.3a

Promote the use of recognized forest improvement practices and programs.

7.0 AGRICULTURE AND TIMBER

Policy AG-2.4

The County shall encourage the construction and maintenance of public access roads valuable for timber production and fire control and allow for a range of options that promotes a healthy and Fire Safe Forest.

Implementation Measure AG-2.4a

Provide for the construction and maintenance of public access roads through the implementation of Development Impact Fees as described under Policy LU-6.1a of this General Plan.

Policy AG-2.5

The County shall promote various timber management improvement and education programs, and shall encourage the use of Best Management Practices (BMP's) as a means to improve timber yields and protect wildlife habitat and watersheds, as consistent with Timber Harvest Plans.

Implementation Measure AG-2.5a

The County should support the State of California's regulatory authority over forest practices on timberlands, because current forest practice rules and regulations already provide protection and consideration for watershed, wildlife, fisheries, range and forage, recreation and aesthetic enjoyment values.

Implementation Measure AG-2.5b

The County should formally request that the California Department of Forestry and Fire Protection include educational materials for residents in its Notice of Intent to Harvest Timber. Such materials should include information concerning the Forest Practice Act, Forest Practice Rules, and Department of Forestry Timber Harvest Plan review process.



8.0 SAFETY ELEMENT

8.0 SAFETY

8.1 INTRODUCTION

LEGAL BASIS AND REQUIREMENTS

Government Code Section 65302(g) of the California State law requires that a Safety Element be included within the General Plan. The legal requirements are as follows:

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

8.2 OVERVIEW

Tehama County is a safe county. The vast majority of the unincorporated areas of the County are located outside of the 100-year floodplain. Additionally, no active earthquake faults are known to exist, and few existing structures pose a significant hazard to the County residents. Additionally, there are few likely targets for terrorist activities. For these reasons, Tehama County is one of the safest counties in Northern California and is an attractive place to live, work, and recreate. Described below is a short overview of the County's public safety services and facilities as well as potential hazards.

PUBLIC SAFETY

Standardized Emergency Management Systems (SEMS)

The State of California Office of Emergency Services (OES) was directed by this law in coordination with other state agencies and interested local emergency agencies to establish, implement, and maintain SEMS by December 1, 1996. The law stipulates that all state agencies must use SEMS in responding to emergencies involving multiple jurisdictions or agencies. Local jurisdictions must use SEMS in responding to emergencies involving multiple jurisdictions of multiple agencies in order to be eligible for state funding or response-related personnel costs. Participation in SEMS is also required to assure reimbursement of expenses resulting from a State declared emergency. SEMS is the standard throughout the State of California.

Tehama County's emergency management organization operates under the Standardized Emergency Management System (SEMS). SEMS is the system required by the State for managing responses to multi-agency and multi-jurisdictional emergencies in California (Government Code Section 8607). SEMS requires emergency response agencies to use basic principles and components of emergency management to provide for a multiple level emergency response organization. SEMS is intended to structure and facilitate the flow of emergency information and resources within and between the organizational levels. Five organizational or response levels are defined in the SEMS, which are activated as needed to respond to an emergency. They are as follows:





- Field response level
- Local government level
- Operational area
- Regional level
- State level

The California Master Mutual Aid Agreement has been adopted by the SEMS and is designed to ensure that adequate resources, facilities and other support are provided to jurisdictions whenever their own resources are insufficient to cope with the needs of a given emergency situation. The State has been divided into six mutual aid regions in an effort to more effectively serve all regions of the state adequately. Tehama County lies in Region 3 along with 12 other northern California counties. The State Office of Emergency Services at Red Bluff serves the mutual aid region that encompasses Tehama County.

Law Enforcement

Law enforcement in the unincorporated areas of Tehama County and the City of Tehama is provided by the Tehama County Sheriff's Department, which is located in Red Bluff. The Sheriff is the chief law enforcement officer of the County, with jurisdiction throughout the unincorporated County, the incorporated cities, and State owned property. In Tehama County, the Sheriff's Department and the Office of Emergency Services are combined.

The Cities of Red Bluff and Corning operate police departments with jurisdiction throughout the incorporated cities. The California Highway Patrol enforces traffic laws throughout the county.

Fire Protection

The Tehama County Fire Department (TCFD) is administered under contract by CAL FIRE and provides fire protection, emergency dispatching, specialized training, equipment repair and maintenance, fire prevention, fire safety education and emergency medical responses to the unincorporated areas of Tehama County with the exceptions of the Gerber/Las Flores Community Service District and the Capay Fire Protection District. Thus, in Tehama County, the Tehama County Fire Department and the California Department of Forestry and Fire Protection are integrated departments that mutually support each agency's fire suppression and emergency response efforts.

The TCFD has automatic aid agreements with the Red Bluff City Fire Department, the Corning City Fire Department, the Gerber Fire Protection District, the Butte County Fire Department, Lassen Volcanic National Park, and the Shasta County Fire Department. Additionally, the TCFD has mutual aid agreements with the Capay Fire Protection District and the Cottonwood Fire Protection District.

The Tehama County Fire Department currently provides fire responses to the citizens of Tehama County through a network of sixteen fire stations and fifteen volunteer fire companies. At present, four of the stations, Los Molinos, Corning, Bowman, and Antelope are staffed year round twenty-four hours a day. In 2006 TCFD personnel included 140 volunteers, and 10 career firefighters to staff 25 fire engines, 8 rescue squads, and 9

8.0 SAFETY

water tenders. Cal-Fire firefighters are contracted by TCFD to augment wintertime fire protection staffing.

The distribution of stations places most residents of Tehama County within five road miles of a responding fire station. Prompt reporting and dispatching of a fire, equipment and personnel availability, water supply and time of response (directly affected by distance and type of staffing) are critical elements in the success or failure of structure fire protection.



Fire Hazards

A *Fire Management Plan 2005* was prepared for Tehama County by CDF (Cal-Fire) in cooperation with the Tehama County Fire Safe Councils. The Tehama/Glenn Unit includes areas in both Tehama and Glenn Counties. The plan is the instrument by which pre-fire planning activities are identified, prioritized and implemented through the cooperative efforts of local fire agencies and fire safe councils. It has been noted that most of the non-federal land outside the valley floor of Tehama County is classified as wildland area that may contain substantial forest fire risks and hazards. Furthermore, rural and wildland development has increasingly impacted wildland fire suppression priorities in areas where development has moved into the grasslands, oak woodlands, and forests. Generally referred to as the "Wildland-Urban Interface," this encroachment of dwellings into previously uninhabited areas has exacerbated the challenges of managing wildland fires.

Wildland Fire Protection

Tehama County Fire Department (TCFD) is responsible for suppression of wildland fires (vegetation fires) within the Local Responsibility area (LRA) not protected by other jurisdictions. Cal-Fire is financially responsible for wildland fire suppression and prevention in the State Responsibility Area (SRA). The cities of Red Bluff and Corning, and fire protection districts in Gerber, and Capay are responsible for wildland fire suppression within their jurisdictions. The U.S. Forest Service is responsible for the suppression of wildland fires on National Forest property not protected by other agreements. The TCFD provides wildland fire protection through its existing fire department organization and resources.

The TCFD is combination career and volunteer department. Time constraints for training the volunteers result in only one or two training sessions per year being devoted solely to wildland fire tactics, methods, and procedures. TCFD volunteer firefighters range in age from eighteen to sixty-five. While some volunteers maintain a physical fitness program that allows them to perform well during wildland fires, volunteers are most effective on smaller fires and emergencies of limited duration.

Fire Department Medical Response

Tehama County Fire Department (TCFD) provides various levels of emergency medical services (EMS) to an area of 2,951 square miles with a population of about 40,000 people. Approximately 64% of TCFD responses over the past five years have been to EMS emergencies. These include traffic collisions, which require a combination of fire protection, rescue and EMS. In 2000 emergency medical incident responses for TCFD/Cal-Fire totaled 1,527. In 2005 emergency medical incident responses for TCFD/Cal-Fire totaled 2,727, a 78.6 percent increase. Based on proposed development and subsequent population increases the number of emergency medical incident responses by TCFD/Cal-Fire will continue to rise. For a complete description of the emergency medi-



cal response services provided by the TCFD, please see the Tehama County Background Report, Section 7.0 (Community Facilities and Services).

Fire Department Homeland Security/Hazardous Materials Response

The Tehama County Fire Department (TCFD) currently trains personnel to the state mandated minimum level of *First Responder Haz Mat Operational*. Some Cal-Fire employees within the Unit are certified to the *Hazardous Materials Technical Specialist* level. TCFD has no legal responsibility for abatement of hazardous materials incidents; however, because TCFD is a “first responder” to this type of incident and its mission includes the protection of life and property, TCFD takes basic action to isolate and deny entry. Additionally, Tehama County participates in the Shasta Cascade Hazardous Materials Response Team, a formal collaborative effort to respond to hazardous materials incidents.

The threat of a terrorist attack has permeated even the rural areas of the United States; consequently, Red Bluff City Fire Department, Tehama County Sheriff's Office, California Office of Emergency Services, and TCFD/Cal-Fire operates, staffs, and maintains a Mass Casualty Incident/Decontamination (MCI) trailer. Funded by a Department of Homeland Security grant the MCI trailer has the capability of providing the equipment for mass decontamination and injury triage and treatment.

Airport Hazards

There are numerous privately-maintained airfields located within the unincorporated regions of Tehama County. These small fields, which exist at Lake California, in the Bowman area, at Rancho Tehama, and at Vina, fall under the jurisdiction of the State Aeronautics Board. These small airfields serve the recreation and business needs of a few of the County's private pilots. There are two publicly-owned general aviation airports in Tehama County: Red Bluff Municipal Airport and Corning Municipal Airport. These airports are classified as “community airports” and provide full service for general aviation. Municipal airports serve many functions in rural communities, such as Tehama County. They often serve as a base for fighting wildland fires, agriculture crop spraying and as a transfer point for commercial delivery services. Both the Red Bluff Municipal Airport and Corning Municipal Airport operate under their own comprehensive airport land use plans. It is the intent of this General Plan to be consistent with the adopted Comprehensive Airport Land Use Plans of both facilities.

California Public Utilities Code

Sections 21670 et seq. of the Public Utilities Code authorizes establishment of an airport land use commission and the formation of a comprehensive airport land use plan that will “protect public health, safety and welfare by ensuring the orderly expansion of airports and the adoption of land use measures that minimize the public's exposure to excessive noise and safety hazards within areas around public airports to the extent that these areas are not already devoted to incompatible uses.” The Tehama General Plan and any specific plans must be consistent with the comprehensive airport land use plan, or the governing body of the local jurisdiction must take specific steps to override the commission's recommendations.

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Seismic and Geologic Hazards

Tehama County is exposed to minimal seismic hazards due to its geographic location. The 1994 *Fault Activity Map*, prepared by the California Division of Mines and Geology (now the California Geological Survey), indicates no active or potentially active faults within Tehama County. Geologic hazards associated with seismic activity, such as liquefaction and seiche (earthquake generated waves), also have a low probability of occurring within Tehama County. Although no active faults are mapped in the county, there exists the potential for minor, localized earth shaking events as precursors to eruptive activity of Mount Lassen.

The region of Tehama County may experience earth-shaking activity from seismic events that occur outside the county. A review of seismic activity over the past 100 years is included in the 1974 Seismic Safety Element and states the following: "The planning area (Tehama County) has experienced only minor earthquakes within the area and secondary impacts from earthquakes centered out of the area. Projections of future impacts from seismic activity are from low to moderate."

Other laws and regulations relevant to the issues discussed in the Safety Element include the following:

Alquist-Priolo Earthquake Fault Zoning Act

The Alquist-Priolo Earthquake Fault Zoning Act (formerly the Alquist-Priolo Special Studies Zone Act), signed into law in December 1972, requires the delineation of zones along active faults in California. The purpose of the Alquist-Priolo Act is to regulate development on or near active fault traces to reduce the hazard of fault rupture and to prohibit the location of most structures for human occupancy across these traces. Cities and counties must regulate certain development projects within the zones, which includes the withholding of permits until geologic investigations demonstrate that development sites are not threatened by future surface displacement (Hart, 1997). Surface fault rupture is not necessarily restricted to the area within an Alquist-Priolo Zone. None of the properties within the County are located within an Alquist-Priolo Fault Rupture Zone.

Seismic Hazards Mapping Act

The Seismic Hazards Mapping Act provides for a statewide seismic hazard mapping and technical advisory program. This program assists cities and counties in fulfilling their responsibilities for protecting the public health and safety from the effects of strong ground shaking, liquefaction, landslides, or other ground failure and other seismic hazards caused by earthquakes. Pursuant to this Act, maps and accompanying information are to be made available to local governments for planning and development purposes. The California Geological Survey is to coordinate its activities with, and use existing information generated from, the earthquake fault zones mapping program, the landslide hazard identification program, and the inundation maps prepared pursuant to Section 8589.5 of the Government Code.





Flooding Hazards

Flooding can be a major problem in almost any part of the County. The basis for determining flood hazards is the "base flood": or the "100-year flood"- a flood level that has a one percent chance of being equaled or exceeded in any given year. The land area subject to inundation by the base flood is referred to as the "100-year floodplain."

Large portions of Tehama County are within a 100-year floodplain. Most of the floodplains in the County are located along the Sacramento River corridor and its associated tributaries. The areas within the County most prone to flooding include the following:

- Sacramento River Corridor, including the Cities of Red Bluff and Tehama
- Sacramento River tributary corridors

Dam failure, which is the collapse or failure of an impoundment that causes significant downstream flooding, is a potential hazard for Tehama County. Flooding of the area below the dam may occur as a result of structural failure of the dam, overtopping, or a seiche (earthquake generated waves). The collapse and structural failure of a dam may be caused by a severe storm, earthquakes, or internal erosion of piping caused by embankment and foundation leakage. Larger dams that would inundate significant portions of the county include the Shasta Dam (in Shasta County), Red Bluff Diversion Dam on the Sacramento River and Black Butte Dam on Stony Creek. The areas within the County most threatened by dam inundation are the incorporated and unincorporated areas along the Sacramento River corridor, including Red Bluff and Tehama.

State Flood Legislation

In 2007, Governor Arnold Schwarzenegger signed all of the components of the 2007 legislative flood package into law. The flood package [AB 5 (Wolk), AB 70 (Jones), AB 156 (Laird), AB 162 (Wolk), SB 5 (Machado) and SB 17 (Florez)] is designed to help to protect lives and property, ensure responsible local planning, and safeguard property from increased exposure to liability for damages caused by flooding.

As part of the 2007 Legislative Flood Package, changes were made to sections of the Water Code and Government Code which resulted in new requirements for flood hazard planning. As part of those changes, portions of Tehama County were determined to be within the "Sacramento-San Joaquin Valley", as defined by Water Code Section 9602, and are therefore subject to additional agency requirements. The "Sacramento-San Joaquin Valley" includes lands in the bed or along or near the banks of the Sacramento River or San Joaquin River, or any of their tributaries or connected therewith, or upon any land adjacent thereto, or within any of the overflow basins thereof, or upon any land susceptible to overflow therefrom. Much of the southern portion of Tehama County is located within this area, and therefore must incorporate provisions relative to the Central Valley Flood Protection Plan.

Hazardous Materials and Waste

Several businesses and industrial land uses in Tehama County use and transport hazardous materials as a part of their operations. Businesses that require the storage of hazardous materials must submit a Hazardous Material Business Plan to the County Environmental Health Department. Existing land uses that may have a hazardous material component include mining operation, heavy and light industrial uses, pro-

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pane/petroleum fueling and/or storage facilities, and commercial and retail operations. Additionally, I-5 and several major surface routes are used for the transportation of hazardous materials throughout the region and State. As traffic and population increase, the potential for accidents involving hazardous materials also increases.



Chapter 6.95 of the California Health and Safety Code

This chapter of the California Health and Safety Code requires all businesses to report the quantity and locations of hazardous materials to the regulatory authority on an annual basis if the business stores: (1) above 55 gallons of a liquid or 500 pounds of a solid hazardous material, (2) above 200 cubic feet of a compressed gas, or (3) a radioactive material that is handled in quantities for which an emergency plan is required. This plan is referred to as the Hazardous Material Business Plan (HMBP) and includes a Consolidated Contingency Plan or Emergency Response Plan. The regulatory authority (the Certified Unified Program Agency) in Tehama County is the Tehama County Environmental Health Department. All hazardous materials sites are generally inspected annually by Tehama County.

Title 40, Code of Federal Regulations

This code, as well as the State Aboveground Petroleum Storage Act, requires facilities or sites that store more than 660 gallons in a single container or 1,320 gallons in aggregate of oil to prepare a Spill Prevention, Control, and Countermeasures (SPCC) Plan. The SPCC Plan contains much of the same information as the Contingency Plan described above for hazardous materials, but is more detailed in the description of spill response and prevention measures.



8.3 GOALS, POLICIES, AND IMPLEMENTATION MEASURES

SAFETY

GOAL SAF-1

To establish Tehama County as a safe environment for all persons.

Policy SAF-1.1

The County shall prepare for emergencies and disasters prior to their occurrence by developing, maintaining, and implementing an Emergency Disaster Plan consistent with the requirements of state law.

Implementation Measure SAF-1.1a

Update local Emergency Management Plan identifying leadership, representatives, coordination, and action for responding to emergencies in a timely and efficient manner.

Implementation Measure SAF-1.1b

Coordinate with the Office of Emergency Services to assist in the development and implementation of an Emergency Disaster Plan.

Implementation Measure SAF-1.1c

Maintain, periodically update, and test the effectiveness of the County's Emergency Disaster Plan.

Implementation Measure SAF-1.1d

Participate in the Standardized Emergency Management System (SEMS) and the National Incident Management System (NIMS), and comply with the State of California Emergency Services Act.

Implementation Measure SAF-1.1e

Consider adopting a pre-disaster ordinance for post-disaster recovery and reconstruction that includes provisions for debris clearance, damage assessment, demolitions, re-occupancy, and building moratorium criteria, fee waivers and deferrals, and expedited permitting procedures for repair and reconstruction.

Policy SAF-1.2

The County shall ensure that adequate resources are allocated towards the preparation and training of County emergency personnel to handle all emergencies and disasters.

Implementation Measure SAF-1.2a

Conduct at least one emergency preparedness drill per year. Participants shall include: fire departments/protection districts, police and sheriff departments, County Departments including Public Works and the Office of Emergency Services as well as affected City and regional agencies.

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Implementation Measure SAF-1.2b

Coordinate and support emergency planning with federal, state, and local agencies.

Policy SAF-1.3

The County shall cooperate with other local, regional, state, and federal agencies and with rail carriers in an effort to secure the safety of all residents of Tehama County.

Implementation Measure SAF-1.3a

Participate in State mutual aid agreements with neighboring cities and counties; State and federal emergency relief agencies; and private enterprises such as Red Cross, Salvation Army, and local medical institutions to assist in shelter, relief, and first aid operations. Encourage cooperation among adjacent communities to provide backup fire suppression and law enforcement assistance in emergency situations.

Implementation Measure SAF-1.3b

Collaborate with all school districts within Tehama County, Tehama County Grounds and Maintenance, the faith based community, and other public entities to continue to offer public safety education classes, including but not limited to personal safety, fire safety, and bicycle safety.

Policy SAF-1.4

The County shall endeavor to maintain acceptable levels of risk of injury, death, and property damage resulting from reasonably foreseeable safety hazards in Tehama County.

Implementation Measure SAF-1.4a

Conduct an evaluation, as part of the CEQA process, of the potential safety hazards of proposed development within the County and mitigate impact as appropriate and practical to ensure a reasonable level of safety for residents, workers, and property owners.

Implementation Measure SAF-1.4b

Coordinate the design and installation of traffic control and calming measures to minimize impacts on emergency vehicle responses.

LAW ENFORCEMENT

GOAL SAF-2

To maintain effective and community-oriented law enforcement

Policy SAF-2.1

The County shall monitor and review the level of officer staffing provided in the County to ensure that sufficient staffing and resources are available to serve local needs.





Implementation Measure SAF-2.1a

Complete a review of law enforcement services in the County on an annual basis and seek funding for additional services as needed.

Implementation Measure SAF2.1b

Attempt to establish a minimum officer to population ratio of 1 officer to 1,000 population.

Implementation Measure SAF2.1c

Establish funding mechanisms to pay for both capital and operation costs of police services to serve new development.

Policy SAF-2.2

The County shall develop and support law enforcement programs through community partnerships, which reduce, as well as prevent crime.

Implementation Measure SAF2.2a

Pursue the involvement of citizen volunteers to assist in County law enforcement activities.

Policy SAF-2.3

The County shall plan and develop law enforcement facilities according to overall need and the distribution of growth within the County.

Implementation Measure SAF 2.3a

Require new development to pay their fair-share for necessary law enforcement improvements through the implementation of Development Impact Fees.

Policy SAF-2.4

The County shall use education and crime prevention as integral parts of the practice of law enforcement.

Implementation Measure SAF 2.4a

Expand efforts to demonstrate the long run cost to the community for lack of investment in education and prevention programs.

FIRE PROTECTION

GOAL SAF-3

To protect the people and property within Tehama County against fire related loss and damage.

Policy SAF-3.1

The County shall require accepted fire-resistive construction practices, including but not limited to site design and layout; use of appropriate landscaping and building materials; and the installation of automatic fire sprinklers on new and redevelopment projects to the extent permitted by law

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Implementation Measure SAF-3.1a

Continue to enforce local, state, and federal fire and safety codes. The County Fire Departments and all fire protection districts will enforce the uniform codes adopted by the California Building and Standards Commission and the Office of the State Fire Marshal, in addition to fire and life safety regulations within the California Government Code and Code of Regulations and those adopted via County Ordinance(s).

Implementation Measure SAF-3.1b

The County shall require that all new developments that are located in the SRA or in a LRA "Very High Fire" Severity Zone conform to the California Building Code's "Material and Construction Methods for Exterior Wildfire Exposure (Chapter 7A).

Implementation Measure SAF-3.1c

Ensure through the project review process that new developments include accepted fire engineering and design features that complement and enhance fire suppression capabilities and reduce fire hazards. Fire engineering and design features include sufficient fire hydrant "fire flow" capacity and/or residential fire sprinklers.

Implementation Measure SAF-3.1d

Require that new developments and redevelopment projects provide for safe, all weather, unobstructed access for emergency equipment and simultaneous civilian evacuation.

Implementation Measure SAF-3.1e

Require all new developments to design public facility improvements to ensure that water volume and hydrant spacing are adequate to support efficient and effective fire suppression without disruption to community water supplies.

Implementation Measure SAF-3.1f

Require on-site fire suppression systems for new commercial and industrial development, as well as multi-family residential development with five or more units, to reduce the impact on fire department equipment and personnel.

Implementation Measure SAF-3.1g

Require all home or manufactured home replacements to comply with current fire suppression requirements, including electrical wiring components.

Policy SAF-3.2

The County shall require new developments in State Responsibility Areas and other fire prone areas to mitigate all hazards to acceptable levels.

Implementation Measure SAF-3.2a

Review development proposals to determine if new development projects are located in State Responsibility Areas or fire prone areas. If development is permitted in these areas, ensure that mitigation measures are required that ensure the health and safety of Tehama County citizens.





Policy SAF-3.3

The County shall ensure that sufficient levels of service for fire protection are maintained by requiring development projects to provide and/or fund fire protection facilities, personnel, operations, and maintenance or provide alternative methods that sustain adequate levels of service.

Implementation Measure SAF-3.3a

Where determined to be necessary, the County will require as condition of approval the dedication of land and/or establishment of an appropriate funding mechanism to help offset costs for fire protection facilities and services.

Implementation Measure SAF 3.3b

Require new construction to pay their fair-share for necessary fire protection improvements by continuing to review Chapter 9.15 of the Tehama County Code (Development Impact Mitigation Fees).

Implementation Measure SAF 3.3c

Where feasible, require that public structures that do not meet adopted uniform code requirements for fire safety be upgraded, abated, or downgraded in use. Priorities for the rehabilitation or phasing out of existing unsafe structures will be based on hazards to life and occupancy classification.

Policy SAF-3.4

The County shall continue to support and cooperate with Cal-Fire in providing fire protection services and fire prevention programs for the unincorporated areas of the County.

Implementation Measure SAF-3.4a

Participate in mutual aid agreements and continue to collaborate with Cal-Fire and the county's fire departments and fire protection districts.

Policy SAF-3.5

The County shall strive to improve fire protection services for all County residents and businesses.

Implementation Measure SAF-3.5a

With the assistance of CAL FIRE, the County shall map and modify the following:

1. SRA and LRA Fire Severity Zones
2. Evacuation Routes/Shelter in Place
3. Wildfire Risks and Hazards
4. Existing Emergency Service Facilities and Areas Lacking Service.

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Implementation Measure SAF-3.5b

With the assistance of CAL FIRE, the County shall identify specific topographic and geographic mitigation measures for fuel modification and fire risk reduction (including but not limited to public education, increased initial attack, fuel modification and vegetation removal).

Implementation Measure SAF-3.5c

Require that public structures that do not meet the California Building Code or Uniform Fire Code requirements for fire safety be upgraded, abated, or downgraded in use. Priorities for the rehabilitation or phasing out of existing unsafe structures will be based on hazards to life and the level of occupancy.

Implementation Measure SAF-3.5d

Consider development of a Fire Hazard Zoning Code as defined in the Fire Hazard Zoning Field Guide published by the California Department of Forestry.

Implementation Measure SAF-3.5e

Require and inspect for compliance with California Code Public Resources Code Section 4290-4299; Tehama County Code Chapter 9.14 (Fire Safe Regulations); and adopted Development Standards.

Implementation Measure SAF-3.5f

Encourage strategic road placement and the use and maintenance of firebreaks, fuel breaks, and green belts for effective pre-fire suppression planning by local fire departments and districts, the U.S. Forest Service, Bureau of Land Management, and the California Department of Forestry and Fire Protection.

Implementation Measure SAF-3.5g

Encourage and promote the installation of smoke detectors and fire extinguishers in existing structures through continuing public education.

Implementation Measure SAF-3.5h

Require businesses and homes to have legible, lighted, and/or reflective address signs located along identified streets.

Implementation Measure SAF-3.5i

Review and ensure that any specific plans and master plans provide information regarding the funding of fire protection services.

Implementation Measure SAF-3.5j

The County Fire Department, in conjunction with Cal-Fire and local fire protection agencies, will implement the following fire prevention programs as funding and staff availability allow:

1. Upon request, assist businesses in preparing their fire prevention plans.
2. Present fire prevention programs at local schools and community events.





3. Carry out routine fire inspections.
4. Perform pre-fire plan inspections for businesses, Office of State Fire Marshal regulated facilities, and all medium and high hazard occupancies.

Implementation Measure SAF-3.5k

Enforce the county-wide weed abatement ordinance to minimize the spread of any fire to other properties and buildings; increase the success of suppression efforts; and compliment the beneficial affect of other fire hazard reduction endeavors.

Implementation Measure SAF-3.5l

Encourage and promote the installation of residential fire sprinklers in all new residential housing.

Implementation Measure SAF-3.5m

The County Fire Department, in conjunction with CAL FIRE, local fire safe councils, and other fire protection agencies in the County, will continue to renew and implement the CAL FIRE Tehama/Glenn Unit's Fire Management Plan. This will ensure that Tehama County:

- 1) Has a valid Community Wildfire Protection Plan.
- 2) Will have coordinated fuel and/or vegetation management projects.
- 3) Will continue to identify changes and modifications to assets at risk.

SEISMIC AND GEOLOGIC HAZARDS

GOAL SAF-4

To minimize the threat of personal injury and property damage due to seismic and geologic hazards.

Policy SAF-4.1

The County shall require that all construction comply with the California Building Code, including the requirements for seismic design.

Implementation Measure SAF-4.1a

Ensure that the requirements of the California Building Code, including seismic requirements, are included as part of the building permits issuance and inspection process.

Implementation Measure SAF-4.1b

Adopt and incorporate updated and revised versions of the California Building Code to address new technical and structural requirements that help improve safety.

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Implementation Measure SAF-4.1c

Public buildings and areas designed for assembly including: police stations, fire stations, schools and school facilities, hazardous material storage facilities, and bridges shall be constructed to meet State seismic safety and building standards.

Implementation Measure SAF-4.1d

Require the installation of earthquake-triggered automatic gas shut-off sensors, in accordance with Title 24 of the California Building Code, in high-occupancy facilities and in industrial and commercial structures.

Policy SAF-4.2

The County shall require that all new development and redevelopment projects that have the potential for seismic or geological hazards, including liquefaction, landslides, and expansive soils, be subject to geotechnical evaluation prior to approval.

Implementation Measure SAF-4.2a

Require applicants to submit a geotechnical report prepared by a licensed soils or geotechnical engineer for any new development or redevelopment project subject to expansive soils or other potential seismic or geologic hazards. The report shall address any potential seismic or geologic hazards and recommend measures to mitigate for those hazards.

Implementation Measure SAF-4.2b

Require a soils report, prepared by a licensed soils engineer, for all projects within areas of identified soil limitations. Soils reports shall evaluate the shrink/swell and liquefaction potential of sites and recommend measures to minimize unstable soil hazards.

Policy SAF-4.3

The County shall maintain current information on seismic and geologic hazards.

Implementation Measure SAF-4.3a

Periodically update County maps and information on seismic and geologic hazards including landslide hazards. Areas identified as potential landslide zones shall be designated on the maps.

Policy SAF-4.4

The County shall incorporate seismic and geologic hazards mitigation measures into County ordinances and procedures.

Implementation Measure SAF-4.4a

All development proposals shall be referred to the County Planning Department, County Building and Safety Department, and Road Department/Public Works Department to review and comment on any potential seismic or geologic impacts or potential hazards. The environmental review for development proposals shall include a full inventory of potential soil, seismic, or geologic concerns; an assessment of potential project impacts; and identification of any mitigation and/or monitoring measures. Issues that are related to liquefaction and po-





tential ground failure, if any, shall be addressed. Project design, grading, and building design and construction techniques shall be used, where appropriate, to minimize these hazards.

The applicant shall be responsible for providing any and all studies pertaining to potential seismic and geologic hazards and per County requirements.

Implementation Measure SAF-4.4b

Review and revise the Land Development and Engineering Design Standards and Zoning Ordinance as needed to incorporate any specific data or design requirements related to seismic and geologic.

Implementation Measure SAF-4.4c

Review and ensure that any specific plans are consistent with the goals and policies of the General Plan and shall identify any potential geologic, soil, and/or seismic hazards and include measures to reduce the risk of these hazards.

FLOOD HAZARDS

GOAL SAF-5

To minimize and reduce the risk of personal injury and property damage resulting from flooding.

Policy SAF-5.1

The County shall manage the risk of flooding by discouraging new development located in an area that is likely to flood.

Implementation Measure SAF-5.1a

Strongly discourage any projects that would result in new or increased flooding impacts on adjoining parcels or upstream and downstream areas not designed and intended to accommodate the increase in flood waters.

Implementation Measure SAF-5.1b

Strongly discourage development of habitable structures within a designated 100-year Flood Hazard Zone (FHZ), as determined by the most recent floodplain mapping available from the Federal Emergency Management Agency (FEMA) or other acceptable source.

Implementation Measure SAF-5.1c

On flood-prone parcels, the County shall locate development on portions of the site that are not subject to flooding, consistent with other policies of this General Plan.

Implementation Measure SAF-5.1d

Require all residential lots to have buildable areas sufficient to accommodate a residence and associated structures outside of a designated 100-year Flood Hazard Zone.

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Implementation Measure SAF-5.1e

Discourage the use of fill to create buildable area within the Flood Hazard Zone, except in extreme circumstances consistent with all other applicable policies and regulations, and after review to determine potential impacts on wildlife, habitat, and flooding on other parcels.

Implementation Measure SAF-5.1f

Require vehicular access to the buildable areas of all parcels to be at or above the ten-year floodplain elevation, while not obstructing the natural water flow.

Implementation Measure SAF-5.1g

Strongly discourage the creation of lots whose access will be inundated by flows resulting from a ten-year or greater storm event. Bridges or similar structures may be used to provide access over creeks or inundated areas, subject to applicable local, state, and federal regulations.

Implementation Measure SAF-5.1h

Discourage additional crossings of natural creek in order to reduce potential flooding and access problems, except as needed to provide roadway and trail connections and preserve natural resource areas.

Implementation Measure SAF-5.1i

Prohibit new and modified bridge structures that will increase the water surface elevation of the Flood Hazard Zone, unless analysis clearly indicates that the physical and/or economic use of upstream properties will not be adversely affected.

Policy SAF-5.2

The County shall require that adequate drainage facilities exist for both existing and new development.

Implementation Measure SAF-5.2a

Both new developments and redevelopment of existing sites shall provide storm water detention and/or retention facilities on-site to prevent flooding due to run-off or where existing storm drainage facilities are unable to accommodate increased storm water run-off.

Implementation Measure SAF-5.2b

Require all new development projects to either incorporate runoff control measures to minimize peak flows of runoff or otherwise implement Comprehensive Drainage Plans.

Implementation Measure SAF-5.2c

Require the establishment of maintenance districts or similar mechanisms for significant new drainage facilities to promote the maintenance and operation of such facilities and actively engage in assuring the maintenance of existing drainage facilities to ensure their proper operation during storm events.





Policy SAF-5.3

The County shall incorporate flood control mitigation into County ordinances and procedures.

Implementation Measure SAF-5.3a

Regulate all uses and development in areas prone to flooding through land use planning, zoning, and other restrictions.

Implementation Measure SAF-5.3b

Minimize the potential for flood damage to public and emergency facilities, utilities, roadways, and other infrastructure through appropriate siting as well as incorporating measures to prevent flooding.

Implementation Measure SAF-5.3c

The County shall require that all new developments do not exceed the cumulative rate of peak runoff over pre-development levels.

Implementation Measure SAF-5.3d

All development proposals shall be referred to the County Planning Department, County Building and Safety Department, and Road Department/Public Works Department to review and comment on any potential flooding impacts or hazards. The environmental review for development proposals shall include a full inventory of flood concerns; an assessment of potential project impacts; and identification of any mitigation and/or monitoring measures. Project design, grading, and building design and construction techniques shall be used, where appropriate, to minimize flood hazards.

The applicant shall be responsible for providing any and all studies pertaining to flooding hazards and per County requirements.

The County shall, where appropriate, incorporate the following measures to prevent flooding and excessive run-off.

- Promote and encourage the use of grassy swales to transport run-off from urban areas to natural drainages.
- Promote and encourage the use of pervious paving materials.
- Prohibit large continuous paved areas unless adequate drainage is provided.
- Require all run-off be contained on-site with no net increase.
- Locate building pads a sufficient distance above the Flood Hazard Zone.
- Require that all storm drainage culverts and bridges along designated floodplains be designed to accommodate, at a minimum, 100-year flood volumes. Improvements should accommodate 150 percent of the 100-year volumes.

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Implementation Measure SAF-5.3e

Review and revise their Land Development and Engineering Design Standards and Zoning Ordinance as needed to incorporate any specific data or design requirements related to flooding hazards that are contained within this General Plan Update.

Implementation Measure SAF-5.3f

Review and ensure that any specific plans are consistent with the goals and policies of the General Plan and shall identify any potential flooding hazards and include measures to reduce the risk of these hazards.

Policy SAF-5.4

Upon adoption of the Central Valley Flood Protection Plan, and this General Plan, the County shall review the consistencies of County flood-related planning documents for consistency with the current General Plan with the provisions of Central Valley Flood Protection Plan and the policies of the General Plan.

Implementation Measure SAF-5.4a

Consider adoption of a local plan of flood protection under Water Code sections 8201 et seq.

Implementation Measure SAF-5.4b

Review and update the Floodplain Management Ordinance within the Tehama County Code to meet the requirements of FEMA.

Implementation Measure SAF-5.4c

Work collaboratively with other appropriate agencies to identify those areas subject to flooding and to prepare flood emergency plans and flood mitigation programs, as provided for by Water Code Sections 9621 through 9623.

Implementation Measure SAF-5.4d

Review the flood hazard provisions of the Land Use, Open Space & Conservation, and Safety Elements of the General Plan for consistency with the Central Valley Flood Protection Plan, upon its adoption.

GOAL SAF-6

Provide increased community awareness regarding flooding hazards and available programs.

Policy SAF-6.1

The County shall use and incorporate local plans and groups to help identify flooding hazards, mitigation options, and available programs.

Implementation Measure SAF-6.1a

Consistent with FEMA requirements, the County shall complete and implement a Local Hazard Mitigation Plan.





Implementation Measure SAF-6.1b

Encourage implementation of the Tehama County Flood Control and Water Conservation District Flood Mitigation Plan.

Policy SAF-6.2

The County shall work with the Federal Emergency Management Agency (FEMA) to update the County's FEMA flood maps.

Implementation Measure SAF-6.2a

Utilize FEMA's Cooperating Technical Partners Program to assist with the County's Flood Insurance Rate Maps.

GOAL SAF-7
The County shall pursue funding for the construction of flood control measures.

Policy SAF-7.1

The County shall target and pursue sources of State and Federal funding for flood control.

Implementation Measure SAF-7.1a

Actively pursue mechanisms to help fund flood prevention and storm maintenance programs.

Policy SAF-7.2

The County shall include storm drainage improvements and flood control as priority in the Capital Improvement Plan.

Implementation Measure SAF-7.2a

Prioritize the use of storm drainage construction funds and flood control measures through the County's Capital Improvement Plan.

AIRPORT HAZARDS

GOAL SAF-8
To minimize the risk of personal injury and property damage resulting from airport hazards.

(Policy CIR-3.2 addresses land uses around the County's airports.)

Policy SAF-8.1

The County shall require that any new development around the Red Bluff Municipal Airport or Corning Municipal Airport does not create a safety hazard.

Implementation Measure SAF-8.1a

Refer all development projects within the airport safety zones to the Tehama County Airport Land Use Commission for review and comment.

Implementation Measure SAF-8.1b

Require that all development projects within the planning boundary established by the airport land use commission shall be consistent with

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all applicable safety policies, County standards, and adopted Airport Land Use Plans.

Implementation Measure SAF-8.1c

Site new land uses within the planning boundary established by the airport land use commission consistent with the adopted Airport Land Use Plans.



HAZARDOUS MATERIALS

GOAL SAF-9

To minimize the risk of personal injury, property damage, and environmental degradation resulting from the use, transport, disposal, and release or discharge of hazardous materials.

Policy SAF-9.1

The County shall ensure that the use, transport, and disposal of hazardous materials comply with all federal, state, and local regulations and requirements.

Implementation Measure SAF-9.1a

Comply with and enforce, to the extent possible, Chapter 6.95, Section 25503 of the California Health and Safety Code. This chapter requires that all businesses report the quantity and location of all hazardous materials to the regulatory agency on an annual basis if the business stores: more than 55 gallons of a liquid or 500 pounds of a solid hazardous material, more than 200 cubic feet of a compressed gas, or a radioactive material that is handled in quantities for which an emergency plan is required. In accordance with Chapter 6.95 of the California Health and Safety Code, sites that store quantities of hazardous materials above the thresholds noted above or any hazardous wastes are required to submit a Hazardous Materials Business Plan (HMBP) to the Tehama County Office of Emergency Services. The HMBP will include an inventory of all hazardous materials stored at the business including the specific physical and chemical descriptions of each material. The Hazardous Materials Plan will be reviewed annually and updated as necessary if the amount and/or location of any hazardous materials shall change. The HMBP will also include, where appropriate, a Consolidated Contingency Plan that describes the emergency response procedures to be taken in case of hazardous material spill, contamination, or fire.

Implementation Measure SAF-9.1b

Where appropriate, the County shall ensure compliance with Title 40 of the Code of Federal Regulations. Title 40 requires the preparation of a Spill Prevention, Control, and Countermeasures (SPCC) Plan. This Plan contains much of the same information as the Consolidated Contingency Plan that is required in the HMBP (see SAF-9.1a), but requires more details in the description of spill response and prevention measures.



Implementation Measure SAF-9.1c

Review all proposed development proposals that manufacture, use, transport, or dispose of hazardous materials to ensure compliance with federal, state, and local regulations and requirements.

Policy SAF-9.2

The County shall implement safety measures regarding the transport, use, storage, and disposal of hazardous materials within the County.

Implementation Measure SAF-9.2a

Develop, maintain, and implement a Tehama County Hazardous Waste Management Plan consistent with the requirements of state law

Implementation Measure SAF-9.2b

To the extent permitted by law, establish a designated hazardous materials truck route or establish rules for the transport, notification, and permit processing through Tehama County. Coordinate with the State Office of Emergency Services, the State Department of Toxic Substances Control, the State Highway Patrol, the Tehama County Fire Department and Cal-Fire, the Tehama County Sheriff's Office, and other appropriate agencies in hazardous materials route planning and incident response.

Implementation Measure SAF-9.2c

Comply with State laws regarding the use of toxic chemicals in parks, grounds and public buildings and ensure that County staff is properly trained in the use, storage, and disposal of toxic chemicals.

Implementation Measure SAF-9.2d

Coordinate and support remediation of known hazardous waste sites with federal, state, and local agencies.

Implementation Measure SAF-9.2e

Adopt the California Air Resources Board's (CARB) Airborne Toxic Control Measure (ATCM) for Naturally Occurring Asbestos (NOA) and Construction, Grading, Quarrying, and Surface Mining Applications.

Implementation Measure SAF-9.2f

Coordinate with the State Office of Emergency Services, the State Department of Toxic Substances Control, the State Highway Patrol, the Tehama County Fire Department and Cal-Fire, the Tehama County Sheriff's Office, and other appropriate agencies in hazardous materials route planning and incident response.

Policy SAF-9.3

The County shall require the separation of hazardous or toxic materials from the public.

Implementation Measure SAF-9.3a

Require industries which store and process hazardous or toxic materials to provide a buffer zone between the materials and the property boundaries; the buffer zone must be sufficient to protect public safety, as determined by the Department of Environmental Health and Te-

8.0 SAFETY

hama County Fire.

Implementation Measure SAF-9.3b

Consider the impact of proposed industrial development projects with respect to transport of hazardous materials with the County. Locate uses requiring substantial transport of hazardous materials to direct such traffic away from the residential and commercial areas within the County.

Policy SAF-9.4

The County shall ensure that all industrial facilities are constructed, maintained, and operated in accordance with current safety and environmental protection standards.

Implementation Measure SAF-9.4a

Support the continued enforcement of permitting requirements for radioactive materials.

Implementation Measure SAF-9.4b

Enforce public safety standards for the use of radioactive materials, including the placement of placards on transport vehicles.



9.0 NOISE ELEMENT

9.0 NOISE

9.1 INTRODUCTION

LEGAL BASIS AND REQUIREMENTS

The legal requirements of the General Plan Noise Element are defined within Government Section 65302(f) as:

"[The General Plan shall include] a noise element which shall identify and appraise noise problems in the community. The noise element shall analyze and quantify, to the extent practicable, as determined by the legislative body, current and projected noise levels for all of the following sources:

- 1) Highways and freeways.
- 2) Primary arterials and major local streets.
- 3) Passenger and freight railroad operations and ground rapid transit systems.
- 4) Commercial, general aviation, heliport, helistop, and military airport operations, aircraft over-flights, jet-engine test stands, and all other ground facilities and maintenance functions related to airport operation.
- 5) Local industrial plants, including, but not limited to, railroad classification yards.
- 6) Other ground stationary noise sources identified by local agencies as contributing to the community noise environment."

Government code requires that noise contours reflected in the tables be shown for the above noise sources based on noise monitoring and accepted noise modeling techniques. The noise contours are to be used as a guide for designating land uses within the land use element that minimizes the exposure of community residents to excessive noise.

9.2 OVERVIEW

The compatibility between noise that is generated by various land uses and the sensitivity of the surrounding land uses to that noise is an important planning consideration. Noise level compatibility varies with numerous factors, including the following:

- Background noise levels
- Intensity of noise source
- Character of noise source
- Frequency of noise
- Timing of noise (day vs. night)
- Sensitivity of adjacent land uses

The Noise Element of the Tehama County General Plan provides a basis for comprehensive local policies to control and abate environmental noise and to protect the citizens of the county from excessive noise exposure. The fundamental goals of the Noise Element are as follows:





- To provide sufficient information concerning the community noise environment so that noise may be effectively considered in the land use planning process.
- To develop strategies for abating excessive noise exposure through cost-effective mitigation measures in combination with appropriate zoning to avoid incompatible land uses.
- To protect those existing regions of the planning area whose noise environments are deemed acceptable and also those locations throughout the community deemed "noise sensitive."
- To protect existing noise-producing commercial and industrial uses in Tehama County from encroachment by noise-sensitive land uses.

BACKGROUND OF NOISE

Sound travels through the air as waves of tiny air pressure fluctuations, which are caused by various vibrations. In general, sound waves travel away from the noise source as an expanding spherical surface. The energy contained in a sound wave is consequently spread over an increasing area as it travels away from the source. The result is a decrease in volume at greater distances from the noise source.

Noise has been cited as being a health problem, not only in terms of actual physiological damages such as hearing impairment, but in terms of inhibiting general well-being and contributing to stress and annoyance. The health effects of noise arise from interference with human activities such as sleep, speech, recreation, and tasks demanding concentration or coordination.

In the mid 1970's, the State of California decided that noise issues were significant enough to warrant new laws. In 1976 the Department of Health issued the first guidelines for acceptable noise levels – guidelines which are today maintained by the Office of Noise Control in the State Department of Health Services. Soon thereafter, local governments were required to include Noise Elements in their General Plans. Noise Elements were intended then, as now, to establish policies and programs which direct the distribution of land uses to "minimize the exposure of community residents to excessive noise."

MEASUREMENT OF ENVIRONMENTAL NOISE

The human ear is subject to a wide range of sound intensities, and the sounds that people hear are in direct proportion to those intensities. The decibel (dB) scale is a logarithmic scale used to compress this range. On the dB scale, the smallest audible sound (near total silence) is 0 dB. A sound 10 times more powerful is 10 dB. A sound 100 times more powerful than total silence is 20 dB. A sound 1,000 times more powerful than total silence is 30 dB. See **Table 9-1** for more information. The "A" weighting scale, that which most closely resembles human hearing, is used in this plan and is noted by the symbol (dBA).

Varying noise levels are often described in terms of the equivalent constant decibel level. Equivalent noise levels (Leq) are used to develop single-value descriptions of average noise exposure over various periods of time. Such average exposure ratings often include additional weighting factors for annoyance potential because of time of day or other considerations.

9.0 NOISE

Ambient noise levels constitute the composite from all sources far and near. In this context, the ambient noise level constitutes the normal or existing level of environmental noise at a given location.

The Day-Night Average Level (Ldn) is based upon the average noise level over a 24-hour day, with a +10 decibel weighing applied to noise occurring during nighttime (10:00 p.m. to 7:00 a.m.) hours. The nighttime penalty is based upon the assumption that people react to nighttime noise exposures as though they were twice as loud as daytime exposures. Because Ldn represents a 24-hour average, it tends to disguise short-term variations in the noise environment.

The Community Noise Equivalent Level (CNEL) is similar to the Ldn, but with weighing factors placed on two time periods (7:00 am to 10:00 pm, and 10:00 pm to 7:00 am).

**TABLE 9-1
TYPICAL A-WEIGHTED SOUND LEVELS OF COMMON NOISE SOURCES**

DECIBELS	DESCRIPTION
130	Threshold of pain
120	Jet aircraft take-off at 100 feet
110	Riveting machine at operators position
100	Shotgun at 200 feet
90	Bulldozer at 50 feet
80	Diesel locomotive at 300 feet
70	Commercial jet aircraft interior during flight
60	Normal conversation speech at 5-10 feet
50	Open office background level
40	Background level within a residence
30	Soft whisper at 2 feet
20	Interior of recording studio

MANAGEMENT OF ENVIRONMENTAL NOISE

To control noise from fixed sources that have developed from processes other than zoning or land use planning, many jurisdictions have adopted community noise control ordinances. Such ordinances are intended to abate noise nuisances and to control noise from existing sources. They may also be used as performance standards to judge the creation of a potential nuisance, or potential encroachment of sensitive uses upon noise-producing facilities. Community noise control ordinances are generally designed to resolve noise problems on a short-term basis (usually by means of hourly noise level criteria), rather than on the basis of 24-hour or annual cumulative noise exposures.

Parameters used when estimating traffic noise relate to the traffic, the roadway and the receiver. Traffic parameters affecting noise are the number and type of vehicles passing a point during a particular time period and the average speed of the vehicles. Roadway variables include its surface, gradient and geometry.

Highway noise increases as the number and average speed of automobiles on it increases. For example, if the automobile traffic volume doubles, the noise level from





those autos increases by about 3 dBA. However, if the speed decreases to half, the noise level from autos decreases by about 6 dBA. The engine exhaust and tire-roadway interaction also contribute prominently to overall automobile noise.

When distance is the only factor considered, sound levels from an isolated noise source will typically decrease by about 6 dB for every doubling of distance from the source. When the noise source is essentially a continuous line (e.g. vehicle traffic on a highway), noise levels decrease by about 3 dB for every doubling of distance.

Receiver parameters are those factors that affect the relationship of the receiver's position to the vehicle-roadway noise source. The distance between the observer and the highway is the most significant factor. The greater the distance, the lower the noise level. Doubling the distance from the highway (for example going from 100 to 200 feet) reduces the average traffic noise at the receiver's position by about 4 to 6 dBA.

Railroad noises may also be measured and compared using Ldn levels as a basis for evaluation. Railway noise is produced by the combination of diesel engine noise and railway car noise. Other variables include distance to the receiver, numbers of train operations, speed of trains and numbers of cars per train. Engine air horns and grade crossing warnings are treated as single event noises.

Noise from overhead aircraft around general aviation airports is evaluated based on the number of daytime and nighttime operations for jet and non-jet take-offs and landings. Ldn contours are drawn which include consideration of aircraft altitude and other surrounding noise sources.

EXISTING AND FUTURE NOISE ENVIRONMENTS

The primary noise sources in Tehama County consist of highway and local traffic on County roads, as well as commercial and industrial uses, airports and railroad operations. Each of these noise sources is discussed individually below.

Roadways

The use of the automobile is recognized in the Regional Transportation Plan (RTP) as the dominant mode of transportation in Tehama County. The RTP reported that there were approximately 43,000 licensed motor vehicles (excluding trailers) that travel an average of 2,225,000 vehicle miles daily upon public roads in the county. There are nearly 1,200 centerline miles and 2,400 lane miles of streets and roads in the county.

State Highways provide the primary routes connecting the cities and unincorporated areas in Tehama County. These highways account for nearly 70 percent of vehicle travel in the county.

- Interstate 5: A high-emphasis route of the National Highway System, I-5 passes through approximately 42 miles of Tehama County, through Red Bluff and Corning.
- SR-99: State Route 99 (also known as 99 East) is a 2-lane conventional highway/expressway with a 25-mile segment through Tehama County.

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- SR-36: State Route 36 runs 104 miles through Tehama County. The road is an east-west highway with important principal arterial segments near Red Bluff (which connect I-5 and SR 99E).
- SR-89: State Route 89 is a 2-lane conventional highway that spans a total of 243 miles. In Tehama County, SR-89 runs 4.4 miles, leading to Lassen National Volcanic Park.
- SR-172: State Route 172 is a 2-lane conventional highway. It spans 8.91 miles in Tehama County, beginning in Mineral and continuing through Mill Creek.

Table 9-2 depicts County roadway distances from roadways to CNEL noise contours, as based upon Average Daily Traffic (ADT) and speed of vehicles.

Table 9-3 depicts actual roadways and roadway operating conditions based upon available ADT traffic data for the various minor collector and larger roadways within Tehama County.



TABLE 9-2
CALCULATED DISTANCE (IN FEET) FROM CENTER LINE TO CNEL NOISE CONTOUR BASED ON SPEED AND ADT

30 MPH					45 MPH					55 MPH					65 MPH					70 MPH					
ADT	CNEL				ADT	CNEL				ADT	CNEL				ADT	CNEL				ADT	CNEL				
	55	60	65	70		55	60	65	70		55	60	65	70		55	60	65	70		55	60	65	70	
100					100					5000	305	142	66		5000	405	189	89		5000	461	214	101		
200					200					5500	325	151	70		5500	432	201	95		5500	491	228	107		
300					300					6000	344	160	74		6000	458	213	100		6000	520	242	113	55	
400					400					6500	363	169	78		6500	483	225	106		6500	548	255	120	58	
500					500					7000	381	177	82		7000	507	236	111	54	7000	576	268	125	60	
600					600	53				7500	399	185	86		7500	531	247	116	56	7500	603	281	131	63	
700					700	59				8000	417	194	90		8000	554	258	121	58	8000	630	293	137	66	
800					800	64				8500	434	202	94		8500	577	268	126	60	8500	656	305	142	68	
900					900	70				9000	451	209	97		9000	599	279	130	63	9000	681	317	148	71	
1000					1000	75				9500	467	217	101		9500	621	289	135	65	9500	706	328	153	73	
1500	50				1500	98				10000	484	225	104		10000	643	299	140	67	10000	731	340	159	75	
2000	61				2000	118	55			10500	500	232	108		10500	664	309	144	69	10500	755	351	164	78	
2500	71				2500	137	64			11000	515	239	111	52	11000	685	318	149	71	11000	779	362	169	80	
3000	80				3000	155	72			11500	531	246	115	53	11500	706	328	153	73	11500	802	373	174	82	
3500	89				3500	171	80			12000	546	254	118	55	12000	726	337	157	75	12000	825	383	179	85	
					4000	187	87			12500	561	261	121	56	12500	746	347	162	77	12500	848	394	184	87	
					4500	203	94			13000	576	267	124	58	13000	766	356	166	79	13000	870	404	188	89	
					5000	217	101			13500	591	274	127	59	13500	785	365	170	81	13500	892	415	193	91	
					5500	232	108			14000	605	281	131	61	14000	804	374	174	83	14000	914	425	198	93	
					6000	245	114	53		14500	619	288	134	62	14500	824	383	178	84	14500	936	435	203	95	
					6500	259	120	56		15000	634	294	137	64	15000	842	391	182	86	15000	957	445	207	97	
					7000	272	126	59																	
					7500	285	132	62																	
					8000	297	138	64																	
					8500	310	144	67																	
					9000	322	149	70																	
					9500	333	155	72																	
					10000	345	160	75																	

ADT: Average Daily Traffic
 CNEL: Community Noise Equivalent Level

9.0 NOISE

**TABLE 9-3
ROADWAY TRANSPORTATION NOISE GENERATION**

STREET	CLASSIFICATION	ADT	MPH	DISTANCE		DISTANCE, IN FEET TO CNEL	
				55 DB	60 DB	65 DB	70 DB
Interstate 5	Interstate Freeway	50,000	70	-	1,032	479	222
State Route 99	State Route	11,900	55	530.7	246.4	114.5	53.4
Baker Road	Arterial	2,760	45	137	63.8	0	0
Bowman Road	Arterial	8,029	55	416.7	193.5	90	0
Gyle Road	Arterial	1,925	45	97.6	0	0	0
Main Street	Arterial	*	55	--	--	--	--
South Avenue	Arterial	5,245	45	217.4	101.1	0	0
Adobe Road	Major Collector	2,115	45	118.1	55.1	0	0
Black Butte Road	Major Collector	208	30	0	0	0	0
Capay Road	Major Collector	728	45	58.9	0	0	0
Chestnut Avenue	Major Collector	2,836	35	0	0	0	0
Corning Road	Major Collector	977	45	69.6	0	0	0
Dusty Way	Major Collector	*	55	--	--	--	--
Flores Avenue	Major Collector	718	55	0	0	0	0
Hoag Road	Major Collector	2,351	45	118.1	55.1	0	0
Hooker Creek Road	Major Collector	1,577	45	97.6	0	0	0
Jellys Ferry Road	Major Collector	1,230	45	0	0	0	0
Lake California Drive	Major Collector	4,178	45	187.4	87.1	0	0
Live Oak Road	Major Collector	2,420	45	118.1	55.1	0	0
Manton Road	Major Collector	534	45	0	0	0	0
Mccoy Road	Major Collector	173	45	0	0	0	0
Newville Road	Major Collector	*	55	--	--	--	--
Paskenta Road	Major Collector	684	45	53.2	0	0	0
Rancho Tehama Road	Major Collector	1,226	45	74.6	0	0	0
Rawson Road	Major Collector	1,437	45	74.6	0	0	0
Red Bank Road	Major Collector	567	45	0	0	0	0
Sale Lane	Major Collector	360	45	0	0	0	0
San Benito Avenue	Major Collector	2,918	55	0	0	0	0
Walnut Street	Major Collector	4,732	45	202.7	94.2	0	0
Wilcox Road	Major Collector	673	45	53.2	0	0	0
Wilder Road	Major Collector	210	45	0	0	0	0
Bend Ferry Road	Minor Collector	350	55	0	0	0	0
Cannon Road	Minor Collector	*	55	--	--	--	--
East Chard Avenue	Minor Collector	*	55	--	--	--	--
Hall Road	Minor Collector	648	45	53.2	0	0	0
Kirkwood Road	Minor Collector	544	45	0	0	0	0
Lanes Valley Road	Minor Collector	130	45	0	0	0	0
Lowrey Road	Minor Collector	*	55	--	--	--	--
Newville Road	Minor Collector	*	55	--	--	--	--
Reeds Creek Road	Minor Collector	1,591	45	97.6	0	0	0
Round Valley Road	Minor Collector	*	55	--	--	--	--
Samson Avenue	Minor Collector	98	55	0	0	0	0
Trinity Avenue	Minor Collector	1,024	45	74.6	0	0	0
Tyler Road	Minor Collector	2,364	45	118.1	55.1	0	0
Watkins Road	Minor Collector	162	45	0	0	0	0
Willard Road	Minor Collector	192	45	0	0	0	0

(*) Data Currently Unavailable

Source: Tehama County Public Works Department, 2007





Railroads

The railroad contributes a significant source of noise locally, within areas of Tehama County adjacent to the tracks, due to warning horns and wheel noise on the tracks. The only active railroad operation within Tehama County is the Union Pacific Railroad, which runs through central Tehama County. Union Pacific's north-south main line, between Seattle and Southern California, runs through Tehama County on its route between Red Bluff and Chico. This route passes through or within 5 miles of the towns of Vina, Los Molinos, Gerber, Las Flores, Proberta and Red Bluff.

According to noise studies conducted by Union Pacific, the average Sound Exposure Levels (SEL) for freight train operations along the UPRC railroad track is approximately 100 dB at a distance of 100 feet from railroad track centerline.

According to John Bromley, Director of Public Affairs for Union Pacific, the route between Red Bluff and Chico currently averages 18 trains per day, including Amtrak passenger trains. Cargo is predominantly southbound lumber and paper products, but cargo also includes a wide variety of other consumer and industrial goods.

Operations are continuous throughout the year, although a reduction of service occurs in the off-season. The trains run 24 hours a day without any particular times favored. The numbers of trains and the times they run vary day to day depending on business levels, traffic on the railroad and weather.

Airports

There are two public airports within Tehama County: Corning Municipal Airport and Red Bluff Municipal Airport. Both airports are owned and operated by the cities of Corning and Red Bluff, respectively.

The noise impacts from these airports were analyzed in the Tehama County Airport Comprehensive Land Use Plan (TCACLUP), adopted by the Airport Land Use Commission. The following data for these airports was also obtained from the TCACLUP.

Noise contours are based on the Community Noise Equivalent Level (CNEL) as defined in Title 21 of the California Code of Regulations. The TCACLUP includes noise contours for the two airports. Specific locations and operational information for each of the airports discussed with the TCACLUP is provided below.

The history of noise complaints around general aviation airports suggests that some land use regulation measures are required under the traffic pattern and within the 55 CNEL contour. Preferred measures are those that restrict residential land use within the traffic pattern. Land use restrictions may include prohibiting residential development underneath that traffic pattern or limiting development to low density uses.

The local standard for noise levels near existing airports in Tehama County is 60 dBA Ldn for residential areas or other sensitive receptors. **Table 9-4**, taken from the Tehama County Comprehensive Airport Land Use Plan (CLUP), shows detailed Airport/Land Use Noise Compatibility Criteria.

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**TABLE 9-4
IMPACT OF AIRPORT NOISE ON LAND USE**



Land Use Category	CNEL or LDN, dBA 1				
	50-55	55-60	60-65	65-70	70-75
Residential					
Single family detached and duplexes	+	0	◆	◆◆	◆◆
Multi-family and transient lodging	++	+	0	◆	◆
Mobile homes	+	◆	◆	◆◆	◆◆
Public					
School, libraries, hospitals, nursing homes	+	0	◆	◆	◆◆
Churches, auditoriums, concert halls	+	0	0	◆	◆◆
Transportation, parking, cemeteries	++	++	++	+	0
Commercial and Industrial					
Offices, retail	++	+	0	0	◆
Service commercial, wholesale trade warehousing light industrial	++	++	+	0	0
General manufacturing, utilities, extractive industry	++	++	++	+	+
Agricultural and Recreational					
Cropland	++	++	++	++	+
Livestock breeding	++	+	0	0	◆
Parks, playgrounds, zoos	++	+	+	0	0
Golf courses, riding stables, water recreation	++	++	+	0	0
Outdoor spectator sports	++	+	+	0	◆
Amphitheaters	+	0	◆	◆◆	◆◆
Land Use Acceptability	Interpretations Conditions				
++ Clearly Acceptable	The activities associated with the specified land use can be carried out with essentially no interference from the noise exposure.				
+ Normally Acceptable	Noise is a factor to be considered in that slight interference with outdoor activities may occur. Normal Construction methods will eliminate most noise intrusions upon indoor activities.				
0 Marginally Acceptable	The indicated noise exposure will cause moderate interference with outdoor activities and indoor activities with windows open. This is acceptable upon the conditions that outdoor activities are minimal and construction features which provide for sufficient noise attenuation are used. Under other circumstances, the land use should be discouraged.				
◆ Normally Unacceptable	Noise will create substantial interference with both outdoor and indoor activities. Noise intrusion upon indoor activities can be mitigated by requiring special noise insulation construction. Land uses which have conventionally constructed structures and/or involve outdoor activities which would be disrupted by noise should generally be avoided.				
◆◆ Clearly Unacceptable	Unacceptable noise intrusion upon land use activities will occur. Adequate structural noise insulation is not practical under most circumstances. This land use should be avoided unless strong overriding factors prevail.				



Corning Municipal Airport

The Corning Municipal Airport consists of one runway on 77 acres of land. It is located within the City Limits of Corning at the intersection of Neva Ave. and Marguerite Ave. in the northeast quadrant of the City. According to the TCACLUP, there are currently 21 airplanes and 1 helicopter based at the Corning Municipal Airport.

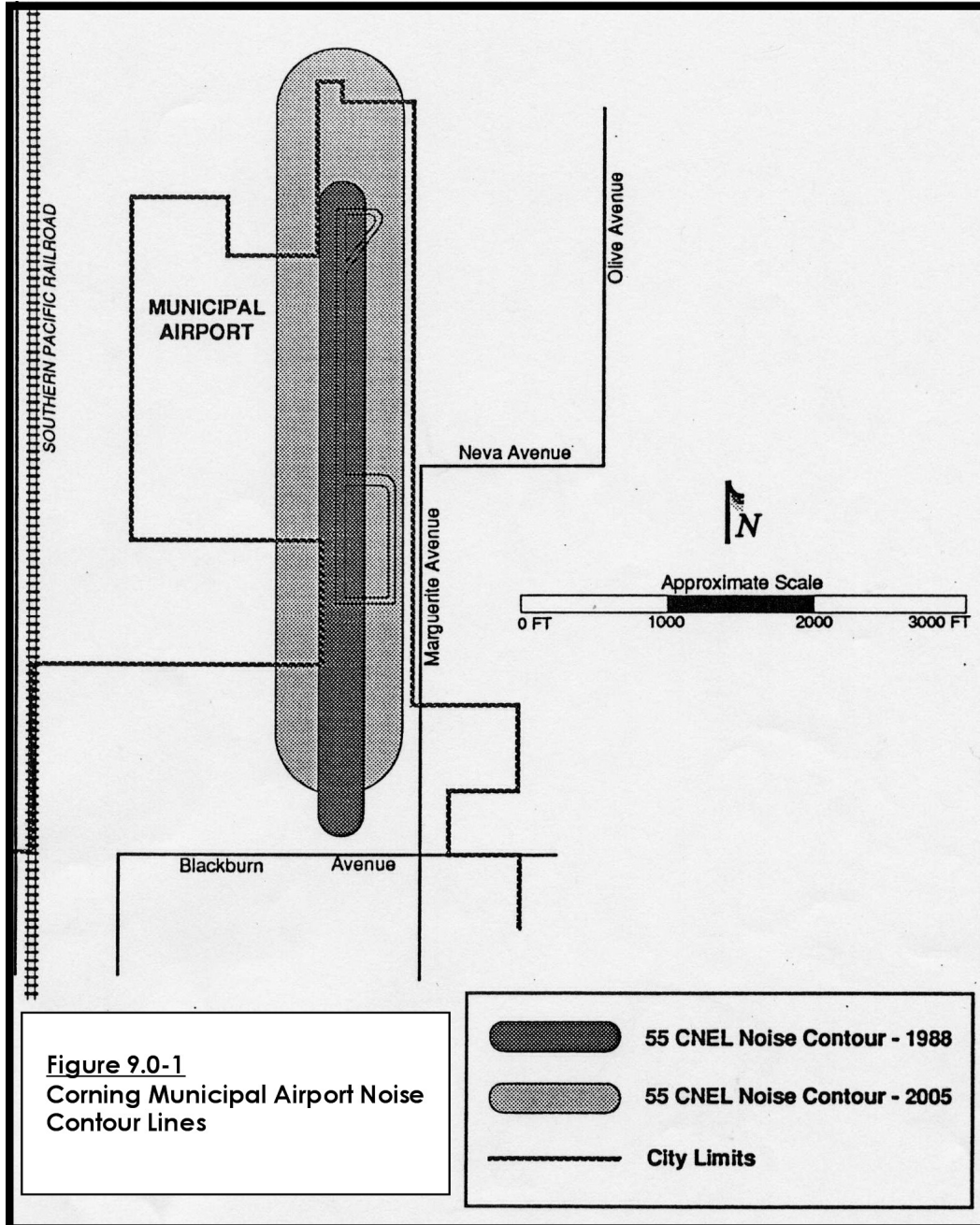
Runway 16-34 spans 2,700 ft., with single-wheel weight limitations of 12,000 lbs. Aircraft that generally use the airport are single-engine fixed wing general aviation aircraft, but twin-engine aircraft also occasionally utilize the airport. On an annual average basis, there are approximately 24 operations per day.

The Corning Municipal Airport Master Plan includes a planned relocation and extension of Runway 16-34. These actions are proposed to better separate aircraft operations from urban uses to the south. As a result, the threshold for the runway will shift 900 feet to the north. Additionally, a 1,500-foot northerly extension will be completed, resulting in a net lengthening of 600 feet for an overall runway length of 3,300 feet.

Wadell Engineering Corporation developed an identification of noise contours for the Corning Municipal Airport on behalf of the TCACLUP. On the contour maps for both the 2,700-foot and the potential future 3,300-foot versions of the runway, three contours were identified (55 CNEL, 60 CNEL and 65 CNEL) which extend approximately 500 feet to the east and west of the center of the runway and 1,500 feet to the north and south of the respective ends of the runway.

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Figure 9.0-1 depicts the Airport Noise Contour Lines for the Corning Municipal Airport, as found in the City of Corning General Plan. It should be noted that, according to the Corning General Plan, this Figure only provides contour lines for the 55 CNEL level due to the airport's small size and lack of commercial air traffic. Noise levels are not considered significant within the contour lines of the runway.



Source: City of Corning General Plan Noise Element 1994



Red Bluff Municipal Airport

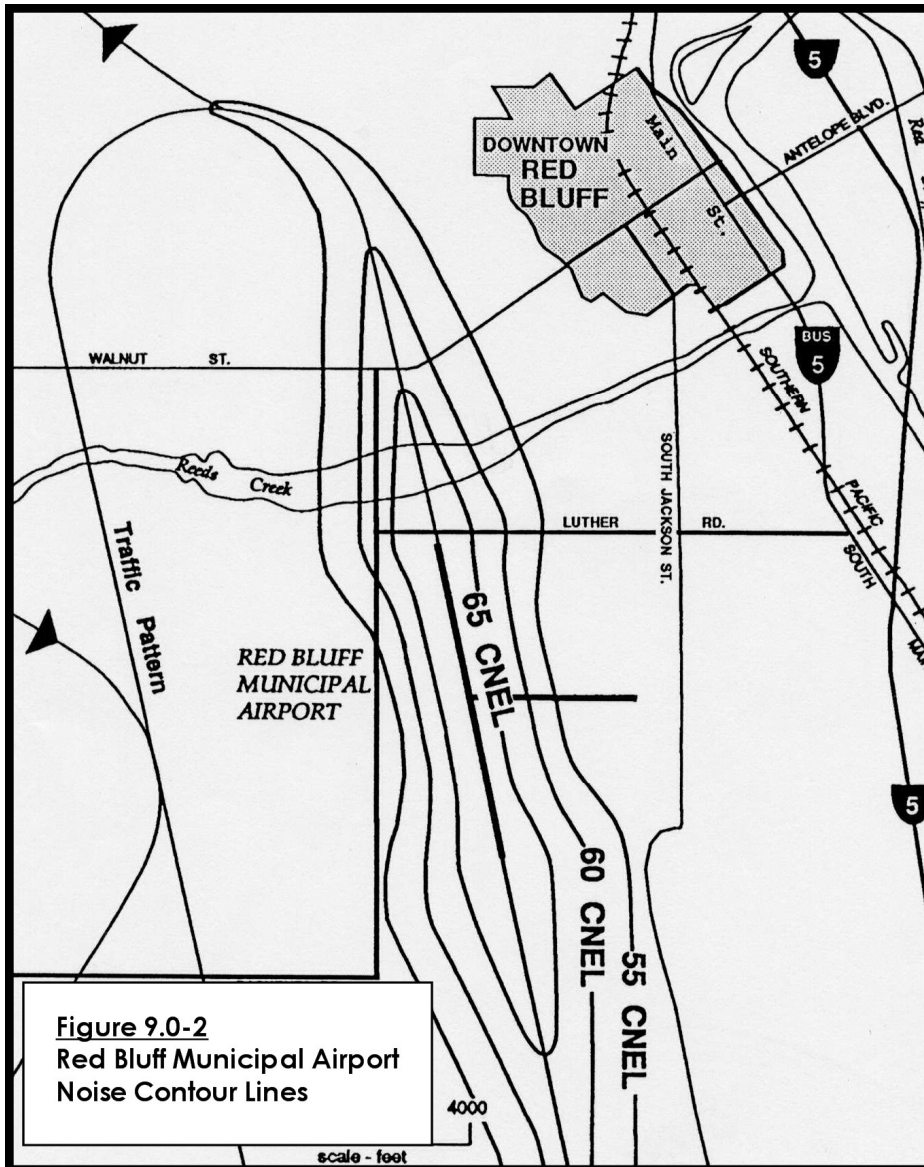
The Red Bluff Municipal Airport has 602 acres of land and a 5,984-foot runway system. It is located entirely within the Red Bluff City Limits and is served by Luther Rd. to Airport Blvd. or South Jackson St. to Airport Blvd. It is bounded on the west by Paskenta Rd. The primary runway, 15-33, is 150 feet wide and 5,984 feet long with single-wheel weight limitations of 30,000 lbs. and double-wheel weight limitations of 65,000 lbs.

Aircraft that generally use the airport are single-engine fixed-wing general aviation aircraft and twin-engine aircraft, but jets and helicopters also occasionally utilize the airport. On an average annual basis, there are approximately 72 operations per day.

The noise contours for the Red Bluff Airport were developed as part of the Red Bluff Airport Master Plan. The contours identified are 55 CNEL, 60 CNEL and 65 CNEL, extending in decreasing order approximately 1,000 feet to the north and 1,000 feet south of the runway. Although the majority of the identified noise contours are located southwest of the City, the northwest extensions of the 55 CNEL and 60 CNEL contour lines stretch between approximately 400-800 feet past Paskenta Road in the southwestern corner of Red Bluff. The southern points of the contours extend into unoccupied land, approximately 500 feet north of Red Bank Creek.

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Figure 9.0-2 depicts the Airport Noise Contour Lines for the Red Bluff Municipal Airport, as found in the City of Red Bluff General Plan.



Source: City of Red Bluff General Plan, Comprehensive Airport Land Use Plan, 2001

TCACLUP NOISE POLICIES

The following noise policies were adopted by both airports in the TCACLUP:

- 1) Impact of Airport Noise on Land Use shall be evaluated in terms of the Community Noise Equivalent Level (CNEL), as defined in Title 21 of the California Administration Code.
- 2) The maximum noise exposure that shall be considered normally acceptable for residential areas is 60 dBA CNEL.





- 3) The relative acceptability or unacceptability of particular land uses with respect to the noise levels to which they would be exposed as indicated in the "Impact of Airport Noise on Land Use" matrix, Table 2. These criteria shall be the principal determinants of whether a proposed land use is compatible with the noise impact from a nearby airport, but special circumstances, which would affect the specific proposal's noise sensitivity (e.g., the extent or lack of outdoor activity), also shall be taken into account.
- 4) One of the conditions for approval of a land use which is "marginally acceptable" or "normally unacceptable" (see **Table 9-4, Land Use Acceptability Definitions**) for the given noise environment is that the building must provide a satisfactory degree of noise attenuation. If the structure can reduce the noise exposure to the indicated level, the use may be acceptable. It should be noted that the interior noise criteria are measured in terms of maximum noise levels of individual events and not average noise levels as represented by CNEL values. Since maximum exterior individual even noise levels are greater than the CNEL value at a given location, the required noise reduction of the structure thus will be greater than the difference between the interior noise level criterion and the CNEL value.
- 5) In applying the interior noise level criteria, engine run-up noise shall be considered as a source of commonly occurring exterior noise.
- 6) When applying the noise compatibility criteria to a given location, the basis for evaluation shall be the maximum Community Noise Equivalent Level to which the location is or is forecast to be exposed.
- 7) If a noise analyses, including noise monitoring, is conducted for a particular location and the results indicate that the maximum CNEL will be less than shown herein, the lower exposure level may be used for the land use evaluation at the discretion of the Airport Land Use Commission.

NON-TRANSPORTATION NOISE SOURCES

Non-transportation noise sources can be characterized as stationary noise sources that may last a period of several hours, or be ongoing through a 24-hour period. Some of these noise sources include, but are not limited to, industrial facilities, trucking operations, tire shops, auto maintenance shops, shopping centers, drive-up windows, car washes, recycling centers, parks and other recreational areas, and agricultural activities. Noise standards for new uses affected by non-transportation noise have been included as **Table 9-7**.

9.0 NOISE

9.3 GOALS, POLICIES, AND IMPLEMENTATION MEASURES

The Noise Element of the Tehama County General Plan provides a basis for comprehensive local policies to control and abate environmental noise and to protect the citizens of the County from excessive noise exposure.



GOAL N.1

Provide sufficient information concerning the community noise environment so that noise may be effectively considered in the land use planning process.

Policy N-1.1

*The County shall require an acoustical analysis for new projects anticipated to generate excessive noise located adjacent, or near, to noise-sensitive land uses. The acoustical analysis shall be prepared in accordance with **Table 9-5, Requirements for Acoustical Analysis Prepared in Tehama County.***

**TABLE 9-5
REQUIREMENTS FOR AN ACOUSTICAL ANALYSIS PREPARED IN TEHAMA COUNTY**

AN ACOUSTICAL ANALYSIS PREPARED PURSUANT TO THE NOISE ELEMENT SHALL:

- 1) Be the responsibility of the applicant.
- 2) Be prepared by qualified persons experienced in the fields of environmental noise assessment and architectural acoustics.
- 3) Include representative noise level measurements with sufficient sampling periods and locations to adequately-describe local conditions.
- 4) Estimate existing and projected cumulative noise levels in terms of the standards of **Tables 9-6** and **9-7** of this General Plan and compare those levels to the adopted policies of the Noise Element.
- 5) Recommend appropriate mitigation to achieve compliance with the adopted policies and standards of the Noise Element. Where the noise source in question consists of intermittent single events, the report must address the effects of maximum noise levels in sleeping rooms evaluating possible sleep disturbance.
- 6) Estimate interior and exterior noise exposure after the prescribed mitigation measures have been implemented.
- 7) Describe the post-project assessment program that could be used to evaluate the effectiveness of the proposed mitigation measures.

Implementation Measure N-1.1a

Require site-specific noise analyses where noise generating land uses are proposed in proximity to sensitive noise sources such as residences, schools, nursing homes, hospitals, and day care centers. Noise mitigation shall be included and followed where the results of the analysis warrant such actions.



Implementation Measure N-1.1b

Require noise analysis where noise sensitive uses are proposed adjacent to noise generating uses such as concentrated agricultural operations, airports, freeways and major roadways, etc. Noise mitigation shall be included and followed where the results of the analysis warrant such actions.

GOAL N-2

Develop strategies for abating excessive noise exposure through cost-effective mitigation measures in combination with appropriate zoning to avoid incompatible land uses.

Policy N-2.1

The County shall review the Zoning Code to ensure good land use planning to reduce possible conflicts regarding noise impacts.

Implementation Measure N-2.1a

Consider developing and enforcing a Countywide Noise Control Ordinance consistent with the standards and policies contained in this General Plan.

Policy N-2.2

The County shall require vegetative screening and appropriate landscaping along required solid noise mitigation barriers, such as walls or berms, in order to reduce the aesthetic impact of the solid noise barrier. The use of sound walls should only be utilized under extreme noise impacts and shall be discouraged in favor of less intrusive noise mitigation (e.g., landscaped berms, increased setbacks).

Implementation Measure N-2.2a

Develop countywide requirements for noise mitigation that includes vegetative and landscaped buffers as well to mitigate for noise impacts. The requirements shall also include long-term maintenance of noise mitigation areas.

Policy N-2.3

The County shall enforce the State Noise Insulation Standards (California Administrative Code, Title 24) and the California Building code regarding the construction of new multiple-occupancy dwellings such as hotels, apartments, and condominiums.

Implementation Measure N-2.3a

Update the County's Building Codes to include the State Noise Insulation Standards of the California Building Code.

Policy N-2.4

The County shall restrict construction activities to the hours as determined in the Countywide Noise Control Ordinance, if such an Ordinance is adopted.

9.0 NOISE

Implementation Measure N-2.4a

Restrict construction activities to the hours as determined by the County's Noise Control Ordinance unless an exemption is received from the County to cover special circumstances. Special circumstances may include emergency operations, short-duration construction, etc.

Implementation Measure N-2.4b

Require all internal combustion engines that are used in conjunction with construction activities be muffled according to the equipment manufacturer's requirements.



GOAL N-3

Protect those existing regions of the planning area whose noise environments are deemed acceptable, and also those locations throughout the community deemed "noise sensitive".

Policy N-3.1

*The interior and exterior noise level standards for noise-sensitive areas of new uses affected by traffic or railroad noise sources in Tehama County are depicted in **Table 9-6**.*

**TABLE 9-6
NOISE STANDARDS FOR NEW USES AFFECTED BY TRAFFIC AND RAILROAD NOISE
TEHAMA COUNTY NOISE ELEMENT**

NEW LAND USE	OUTDOOR ACTIVITY AREA - LDN	INTERIOR - LDN/PEAK HOUR Leq¹	NOTES
All Residential	60-65	45	2, 3, 4
Transient Lodging	65	45	5
Hospitals & Nursing Homes	60	45	6
Theaters & Auditoriums	---	35	
Churches, Meeting Halls, Schools, Libraries, etc.	60	40	
Office Buildings	65	45	7
Commercial Buildings	65	50	7
Playgrounds, Parks, etc.	70	---	
Industry	65	50	7

Notes:

- 1) For traffic noise within Tehama County, Ldn and peak-hour Leq values are estimated to be approximately similar. Interior noise level standards are applied within noise-sensitive areas of the various land uses, with windows and doors in the closed positions.
- 2) Outdoor activity areas for single-family residential uses are defined as back yards. For large parcels or residences with no clearly defined outdoor activity area, the standard shall be applicable within a 100-foot radius of the residence.
- 3) For multi-family residential uses, the exterior noise level standard shall be applied at the common outdoor recreation area, such as at pools, play areas, or tennis courts.



- 4) Where it is not possible to reduce noise in outdoor activity areas to 60 dB Ldn or less using a practical application of the best-available noise reduction measures, an exterior noise level of up to 65 dB Ldn may be allowed provided that available exterior noise level reduction measures have been implemented and interior noise levels are in compliance with this table.
- 5) Outdoor activity areas of transient lodging facilities include swimming pool and picnic areas.
- 6) Hospitals are often noise generating uses. The exterior noise level standards for hospitals are applicable only at clearly identified areas designated for outdoor relaxation by either hospital staff or patients.
- 7) Only the exterior spaces of these uses designated for employee or customer relaxation have any degree of sensitivity to noise.

Implementation Measure N-3.1a

Work to develop a County-wide traffic noise abatement program for the express purpose of reducing traffic noise exposure at existing residential uses which are affected by traffic noise levels in excess of the County's noise level standards. The program shall include the following specific aspects for noise abatement consideration where reasonable and feasible:

1. Noise barrier retrofits.
2. Truck usage restrictions.
3. Reduction of speed limits.
4. Use of quieter paving materials.
5. Building façade sound insulation.
6. Traffic calming.
7. Additional enforcement of speed limits and exhaust noise laws.
8. Signal timing.

Policy N-3.2

*The County shall prohibit new noise-sensitive land uses in noise-impacted areas unless effective mitigation measures are incorporated into the project design. Where the noise levels standards in **Table 9-6** are predicted to be exceeded by new uses proposed within Tehama County, appropriate noise mitigation measures shall be included in the project design to reduce projected noise levels to a state of compliance with **Table 9-7** standards.*

Implementation Measure N-3.2a

Review new project developments to ensure compliance with the standards depicted in **Table 9-6** and **Table 9-7**.

GOAL N-4
Protect existing noise-producing commercial and industrial uses in Tehama County from encroachment by noise-sensitive land uses.

Policy N-4.1

The County shall require review for discretionary industrial, commercial, or other noise-generating land uses for compatibility with adjacent and nearby noise-sensitive land uses.

Implementation Measure N-4.1a

Review all development proposals to ensure that any new noise-generating land uses are compatible with existing uses or appropriate measures are implemented to ensure that nearby noise-sensitive land

9.0 NOISE

uses are not affected.

Policy N-4.2

The interior and exterior noise level standards for noise-sensitive areas of new uses affected by non-transportation noise sources within Tehama County are depicted in **Table 9-7**.

Implementation Measure N-4.2a

Review all development proposals to ensure compliance with **Table 9-7**, Noise Standards for New Uses Affected by Non-Transportation Noise.

**TABLE 9-7
NOISE STANDARDS FOR NEW USES AFFECTED BY NON-TRANSPORTATION NOISE**

NEW LAND USE	OUTDOOR ACTIVITY AREA - LEQ		INTERIOR - LEQ	
	DAY-TIME	NIGHT TIME	DAY & NIGHT	NOTES
All Residential	50	45	35	1, 2, 7
Transient Lodging	55	---	40	3
Hospitals & Nursing Homes	50	45	35	4
Theaters & Auditoriums	---	---	35	
Churches, Meeting Halls, Schools, Libraries, etc.	55	---	40	
Office Buildings	55	---	45	5, 6
Commercial Buildings	55	---	45	5, 6
Playgrounds, Parks, etc.	65	---	---	6
Industry	65	65	50	5

Notes:

- 1) Outdoor activity areas for single-family residential uses are defined as back yards. For large parcels or residences with no clearly defined outdoor activity area, the standard shall be applicable within a 100-foot radius of the residence.
- 2) For multi-family residential uses, the exterior noise level standard shall be applied at the common outdoor recreation area, such as at pools, play areas or tennis courts. Where such areas are not provided, the standards shall be applied at individual patios and balconies of the development.
- 3) Outdoor activity areas of transient lodging facilities include swimming pool and picnic areas, and are not commonly used during nighttime hours.
- 4) Hospitals are often noise generating uses. The exterior noise level standards for hospitals are applicable only at clearly identified areas designated for outdoor relaxation by either hospital staff or patients.
- 5) Only the exterior spaces of these uses designated for employee or customer relaxation have any degree of sensitivity to noise.
- 6) The outdoor activity areas of office, commercial and park uses are not typically utilized during nighttime hours.
- 7) It may not be possible to achieve compliance with this standard at residential uses located immediately adjacent to loading dock areas of commercial uses while trucks are unloading. The daytime and nighttime noise level standards applicable to loading docks shall be 55 and 50 dB Leq, respectively.

General: The Table 9-7 standards shall be reduced by 5 dB for sounds consisting primarily of speech or music, and for recurring impulsive sounds.

If the existing ambient noise level exceeds the standards of Table 9-7, then the noise level standards shall be increased at 5 dB increments to encompass the ambient.



**GOAL N.5**

To encourage and support the noise policies adopted by both airports in the Tehama County Airport Comprehensive Land Use Plan (TCACLUP).

Policy N-5.1

The County shall work to keep current and implement the noise policies in the "Impact of Airport Noise on Land Use" table (9-4).

Implementation Measure N-5.1a

Review all development proposals to ensure compliance with the TCACLUP. Compliance shall include:

- a. Airport/Land Use noise compatibility shall be evaluated in terms of the Community Noise Equivalent Level (CNEL), as defined in Title 21 of the California Administration Code.
- b. The maximum noise exposure that shall be considered normally acceptable for residential areas is 60 dBA CNEL.
- c. The relative acceptability or unacceptability of particular land uses with respect to the noise levels to which they would be exposed as indicated in the "Impact of Airport Noise on Land Use Types" matrix. These criteria shall be the principal determinants of whether a proposed land use is compatible with the noise impact from a nearby airport, but special circumstances, which would affect the specific proposal's noise sensitivity (e.g., the extent or lack of outdoor activity), also shall be taken into account.
- d. One of the conditions for approval of a land use which is "marginally acceptable" or "normally unacceptable" for the given noise environment is that the building must provide a satisfactory degree of noise attenuation (see **Table 9-4, Land Use Acceptability Definitions**). If the structure can reduce the noise exposure to the indicated level, the use may be acceptable. It should be noted that the interior noise criteria are measured in terms of maximum noise levels of individual events and not average noise levels as represented by CNEL values. Since maximum exterior individual even noise levels are greater than the CNEL value at a given location, the required noise reduction of the structure thus will be greater than the difference between the interior noise level criterion and the CNEL value.
- e. In applying the interior noise level criteria, engine run-up noise shall be considered as a source of commonly occurring exterior noise.
- f. When applying the noise compatibility criteria to a given location, the basis for evaluation shall be the maximum Community Noise Equivalent Level to which the location is or is forecast to be exposed.
- g. If a noise analyses, including noise monitoring, is conducted for a particular location and the results indicate that the maximum CNEL will be less than shown herein, the lower exposure level may be used for the land use evaluation at the discretion of the Airport Land Use Commission.

10.0 HOUSING ELEMENT

**TEHAMA COUNTY HOUSING ELEMENT
PUBLISHED UNDER A SEPARATE COVER**

11.0 GLOSSARY OF TERMS

TEHAMA COUNTY GENERAL PLAN GLOSSARY OF TERMS

100-Year Flood: A flood that has 1 percent likelihood of occurring in any given year.

100-Year Floodplain: The area covered in water during a 100-year flood.

Access: A way or means of approach to provide physical entrance and exit to a property (see ingress and egress).

Acres, Gross: Acreage calculation that includes the entire site or project area and used to calculate gross density.

Acres, Net: Acreage calculation that includes a portion of a site or a project area that can be built upon and excludes that portion of the site or project area that cannot be utilized for building such as roads, right-of-ways and bodies of water (e.g. lakes, ponds, and rivers) and used to calculate net density.

Adjacent: Physically touching or bordering upon; sharing a common property line.

Adverse Impact: A negative consequence for the physical, social, or economic environment resulting from an action or project.

Affordability Requirements: Provisions established by a public agency to require that a specific percentage of housing units in a project or development remain affordable to low income households for a specific period of time.

Affordable Housing: Housing capable of being purchased or rented by a household with very low, low, or moderate incomes, based on a household's ability to make monthly payments necessary to obtain housing. Typically, housing is considered affordable when a household pays less than 30 percent of its gross monthly income (GMI) for housing including utilities.

Affordable Housing Development: A housing development that is "affordable to low and moderate income households" means that at least 20 percent of the units in the development will be sold or rented to lower income households, and the remaining units to either lower or moderate income households. Housing units for lower income households must sell or rent for a monthly cost not greater than 30 percent of 60 percent of the area median income, as established by the State of California Department of Housing and Community Development. Housing units for moder-

ate-income households must sell or rent for a monthly cost of no greater than 30 percent of the area median income.

Agency: A governmental entity, department, office, or administrative unit.

Agricultural District: A land use designation applied to large size parcels, generally at least 20 acres in size, located in an area where the land is predominantly characterized by having "choice" agricultural soils. The designation, sometimes used as an overlay, identifies land upon which agricultural should be the primary use.

Agricultural Employee: For purposes of qualifying for Employee Housing within an area zoned for agricultural uses, an agricultural employee is someone who meets both of the following criteria: (I) He or she is engaged as a laborer in agriculture, including forestry or lumbering operations; and (II) He or she is excluded from the coverage of the National Labor Relations Act, as amended, as an agricultural employee, pursuant to Section 2(3) of the Labor Management relations Act, 29 U.S.C. Sec. 158(e), and Section 3(f) of the Fair Labor Standards Act (Section 203 [f]), Title 29, United States Code. Someone employed in forestry, lumbering, or silviculture is not an agricultural employee unless the forestry or lumbering operations in which such a person is employed are performed by a farmer or on a farm as an incident to or in conjunction with a farming operation.

Agricultural Preserve: Land designated for agriculture (See "Williamson Act.")

Agriculture: Use of land for the production of food and fiber, including the growing of crops and/or the grazing of animals on natural prime or improved pastureland.

Air Pollution: Concentrations of substances found in the atmosphere that exceed naturally occurring quantities and are undesirable or harmful in some way.

Airport-related Use: A use that supports airport operations including, but not limited to, aircraft repair and maintenance, flight instruction, and aircraft chartering.

Alluvial: Soils deposited by stream action.

Alquist-Priolo Special Studies Zone Act, Earthquake Fault Zone: A state designated seismic hazard zone along traces of potentially and recently active faults, in which specialized geologic investigations must be prepared prior to approval of certain types of new development.

Ambient: Surrounding on all sides; used to describe measurements of existing conditions with respect to traffic, noise, air and other environments.

Analysis: The examination of a subject, particularly its component parts and their interrelationships.

Annexation: Incorporation of a land area into an existing district or municipality, with a resulting change in the boundaries of the annexing jurisdiction.

Apartment: (1) One or more rooms of a building used as a place to live, in a building containing at least one other unit used for the same purpose. (2) A separate suite, not owner occupied, which includes kitchen facilities and is designed for and rented as the home, residence, or sleeping place of one or more persons living as a single housekeeping unit.

Approach Zone: The air space at each end of a landing strip that defines the glide path or approach path of an aircraft and that should be free from obstruction.

Approving Authority: The agency, board, group, or other legally designated individual or authority, which has been charged with review and approval of project plans and permit development applications.

Aquifer: An underground, water-bearing layer of earth, porous rock, sand, or gravel, through which water can seep or be held in natural storage. Aquifers generally hold sufficient water to be used as a water supply.

Archaeological: Relating to the material remains of past human life, culture, or activities.

Arterial: A medium-capacity (10,000-35,000 average daily trips) roadway that provides intra-community travel and access to the countywide highway system. Access to community arterials should be provided at collector roads and local streets, but direct access from parcels to existing arterials is common.

Assessment District: (See "Benefit Assessment District.")

Attainment: Compliance with state and federal ambient air quality standards within an air basin. (See "Non-attainment.")

Average Daily Traffic (ADT): The total volume of traffic carried by a roadway segment in an average 24-hour period *or* the average number of vehicle trips generated by a project or projects in a 24-hour period.

Base Flood: In any given year, a 100-year flood that has a one percent likelihood of occurring, and is recognized as a standard for acceptable risk.

Benefit Assessment District: An area within a public agency's boundaries that receives a special benefit from the construction of one or more public facilities. A Benefit Assessment District has no legal life of its own and cannot act by itself. It is strictly a financing mechanism for providing public infrastructure as allowed under the Streets And Highways Code. Bonds may be issued to finance the improvements, subject to repayment by assessments charged against the benefiting properties. Creation of a Benefit Assessment District enables property owners in a specific area to cause the construction of public facilities or to maintain them (for example, a downtown, or the grounds and landscaping of a specific area) by contributing their fair share of the construction and/or installation and operating costs.

Bicycle Lane (Class II facility): A corridor expressly reserved for bicycles on a street or roadway in addition to any lanes for use by motorized vehicles.

Bicycle Path (Class I facility): A paved route not on a street or roadway and expressly reserved for bicycles traversing an otherwise unpaved area.

Bicycle Route (Class III facility): A facility shared with motorists and identified only by signs. A bicycle route has no pavement markings or lane stripes.

Bikeways: A term that encompasses bicycle lanes, bicycle paths, and bicycle routes.

Biota: Encompassing all of the species of plants and animals occurring within a certain area.

Biotic Community: A group of living organisms characterized by a distinctive combination of both animal and plant species in a particular habitat.

Bond: An interest-bearing promise to pay a stipulated sum of money, with the principal amount due on a specific date. Funds raised through the sale of bonds can be used for various public purposes.

Buffer Zone or Area: An area of land separating two distinct land uses that acts to soften or mitigate the effects of one land use on the other.

Building: Any structure used or intended for supporting or sheltering any use or occupancy.

Buildout; Build-out: Development of land to its full potential or theoretical capacity as permitted under current or proposed planning or zoning designations. (See "Carrying Capacity.")

11.0 GLOSSARY

California Building Code (CBC): A national, standard building code that sets forth minimum standards for construction, published by the International Conference of Building Officials (ICBO).

California Environmental Quality Act (CEQA): A State law requiring State and local agencies to regulate activities with consideration for environmental protection. If a proposed activity has the potential for a significant adverse environmental impact, an Environmental Impact Report (EIR) must be prepared and certified as to its adequacy before taking action on the proposed project. General Plans require the preparation of a "program EIR."

Caltrans: California Department of Transportation.

Capital Improvements Program (CIP): A program, administered by a city or county government and reviewed by its planning commission, which schedules permanent improvements, usually for a minimum of five years in the future, to fit the projected fiscal capability of the local jurisdiction. The program generally is reviewed annually, for conformance to and consistency with the General Plan.

Carbon Dioxide: A colorless, odorless, non-poisonous gas that is a normal part of the atmosphere.

Carbon Monoxide: A colorless, odorless, highly poisonous gas produced by automobiles and other machines with internal combustion engines that imperfectly burn fossil fuels such as oil and gas.

Carrying Capacity: Used in determining the potential of an area to absorb development: (1) The level of land use, human activity, or development for a specific area that can be accommodated permanently without an irreversible change in the quality of air, water, land, or plant and animal habitats. (2) The upper limits of development beyond which the quality of human life, health, welfare, safety, or community character within an area will be impaired. (3) The maximum level of development allowable under current zoning. (See "Buildout.")

Census: The official decennial enumeration of the population conducted by the federal government.

Channelization: (1) The straightening and/or deepening of a watercourse for purposes of storm-runoff control or ease of navigation. Channelization often includes lining of stream banks with a retaining material such as concrete. (2) At the intersection of roadways, the directional separation of traffic lanes through the use of curbs or raised islands that limit the paths that vehicles may take through the intersection.

Character: Special physical characteristics of a structure or area that set it apart from its surroundings and contribute to its individuality.

Choice Timber Production Soils: Lands that contain soils which can sustain commercial timber production as determined by the Agricultural Commission and the SDA as defined in the "California Forestry Handbook" and soil surveys.

Circulation System: A network of transit, automobile, bicycle and pedestrian rights-of-way that connect origins and destinations.

Circulation Element: One of the seven state-mandated elements of a general plan. It contains adopted goals, policies and implementation programs for the planning and management of existing and proposed thoroughfares, transportation routes and terminals, as well as local public utilities and facilities, all correlated with the land use element of the general plan.

City: City with a capital "C" refers to the City of Red Bluff, Corning, or Tehama as the incorporated government agency of the area (e.g., "The *City* will enact ordinances."). City with a lower case "c" refers to the geographical area of a city (e.g., "There are parks in the *city*.")

Clear Zone: That section of an approach zone of an airport where the plane defining the glide path is 50 feet or less above the centerline of the runway. The clear zone ends where the height of the glide path above ground level is above 50 feet. Land use under the clear zone is restricted.

Cluster Development: A development design technique that concentrates buildings in specific areas on a site to allow that remaining land to be used for recreation, open space, preservation of environmentally sensitive areas and/or agricultural buffers. The locating of buildings within a specific area of a site may also assist to mitigate visual impacts of development, increase the efficiency of necessary infrastructure and assist in the preservation of the feel of an agricultural or rural area.

Community Development Block Grant (CDBG): A grant program administered by the U.S. Department of Housing and Urban Development (HUD) on a formula basis for entitlement communities, and by the State Department of Housing and Community Development (HCD) for non-entitled jurisdictions. This grant allots money to cities and counties for housing rehabilitation and community development, including public facilities and economic development.

Community Facilities District: Under the Mello-Roos Community Facilities Act of 1982 (Government Code Section 53311, et seq.), a legislative body may create within its jurisdiction a special district that can issue tax-exempt bonds for the planning, design, acquisition, construction, and/or operation of public facilities, as well as provide public services to district residents. Special tax assessments levied by the district are used to repay the bonds.

Compatible: Capable of existing together without conflict or ill effects.

Concurrency: Installation and operation of facilities and services needed to meet the demands of new development simultaneous with the development.

Conservation: The management of natural resources to prevent waste, destruction, or degradation.

Consistency, Consistent With: Free from significant variation or contradiction. California State law requires that a general plan be internally consistent and also requires consistency between a general plan and implementation measures such as the Zoning Code.

Consistent: Free from variation or contradiction. Programs in the General Plan are to be consistent, not contradictory or preferential. State law requires consistency between a general plan and implementation measures such as the Zoning Code.

County: County with a capital "C" generally refers to the government or administration of a county. County with a lower case "c" may mean any county or may refer to the geographical area. In this General Plan, "The County" generally refers to the County of Tehama, either as a governmental agency or as a geographic area.

Covenants, Conditions, and Restrictions (CC&Rs): A term used to describe restrictive limitations that may be placed on property and its use, and which usually are made a condition of holding title or lease.

Criterion: A standard upon which a judgment or decision may be based. (See "Standards.")

Critical Facility: Facilities housing or serving many people, which are necessary in the event of an earthquake or flood, such as hospitals, fire, police, and emergency service facilities, utility "lifeline" facilities, such as water, electricity, and gas supply, sewage disposal, and communications and transportation facilities.

Community Noise Equivalent Level (CNEL): A 24-hour energy equivalent level derived from a variety of single-noise events, with weighing factors of 5 and 10 dBA applied to evening (7 PM to 10 PM) and nighttime (10 PM to 7 AM) periods, respectively, to allow for the greater sensitivity to noise during these hours.

Conservation: The management of resources to prevent waste, destruction, or neglect.

Consistency: Agreement or harmony of parts or features to one another or a whole; ability to be asserted together without contradiction.

Contiguous: Next to, abutting, or touching and having a boundary, or portion thereof, which is coterminous.

Criteria: Standards upon which a judgment or decision may be based.

Cumulative Impact: As used in CEQA, the total impact resulting from the accumulated impacts of individual projects or programs over time.

DB: Decibel; a unit used to express the relative intensity of a sound. Every increase of 10 doubles the perceived loudness though the noise is actually ten times more intense.

DBA: The "A-weighted" scale for measuring sound in decibels; adjusts the effects of low and high frequencies in order to simulate human hearing.

Dedication: The turning over by an owner or developer of private land for public use, and the acceptance of land for such use by the governmental agency having jurisdiction over the public function for which it will be used. Dedications for roads, parks, school sites, or other public uses often are made conditions for approval of a development by a city or county. Dedication, In lieu of cash payments that may be required of an owner or developer as a substitute for a dedication of land, usually calculated in dollars per lot, and referred to as in lieu fees or in lieu contributions.

Density, Residential: The number of permanent residential dwelling units per acre of land. Densities specified in this General Plan may be expressed in units per gross acre. See "Acre, Gross."

Density, Employment: A measure of the number of employed persons per specific area (for example, employees/acre).

Developable Acres, Net: See "Acre, Net"

11.0 GLOSSARY

Developable Land: Land that is suitable as a location for structures and that can be developed free of hazards to, without disruption of, or significant impact on natural resource areas.

Developer: An individual who or business that prepares raw land for the construction of buildings or causes to be built physical building space for use primarily by others, and in which the preparation of the land or the creation of the building space is in itself a business and is not incidental to another business or activity.

Development: The physical extension and/or construction of urban land uses. Development activities include: subdivision of land; construction or alteration of structures, roads, utilities, and other facilities; installation of septic systems; grading; deposit of refuse, debris, or fill materials; and clearing of natural vegetative cover (with the exception of agricultural activities).

Development Agreement: A legislatively approved contract between a jurisdiction and a person having legal or equitable interest in real property within the jurisdiction

(California Government Code Section 5865 et. seq.) that "freezes" certain rules, regulations, and policies applicable to development of a property for a specified period of time, usually in exchange for certain concessions by the owner.

Development Fee: See "Impact Fee."

Development Rights, Transfer of (TDR): Also known as "Transfer of Development Credits," a program that can relocate potential development from areas where proposed land use or environmental impacts are considered undesirable (the "donor" site) to another ("receiver") site chosen on the basis of its ability to accommodate additional units of development beyond that for which it was zoned, with minimal environmental, social, and aesthetic impacts.

Discourage, v.: To advise or persuade to refrain from.

Discretionary Decision: As used in CEQA, an action taken by a governmental agency that calls for the exercise of judgment in deciding whether to approve and/or how to carry out a project.

Dwelling Unit: A room or group of rooms (including sleeping, eating, cooking, and sanitation facilities, but not more than one kitchen), which constitutes an independent housekeeping unit, occupied or intended for occupancy by one household on a long-term basis.

Easement: Usually the right to use property owned by another for specific purposes or to gain access to another property. For example, utility companies often have easements on the private property of individuals to be able to install and maintain utility facilities.

Easement, Conservation: A tool for acquiring open space with less than full fee purchase, whereby a public agency buys only certain specific rights from the land owner. These may be positive rights (providing the public with the opportunity to hunt, fish, hike, or ride over the land), or they may be restrictive rights (limiting the uses to which the land owner may devote the land in the future.)

Ecosystem: An interacting system formed by a biotic community and its physical environment.

Elderly: Persons age 62 and older. (See "Seniors.")

Eminent Domain: The right of a public entity to acquire private property for public use by condemnation, and the payment of just compensation.

Emission Standard: The maximum amount of pollutant legally permitted to be discharged from a single source, either mobile or stationary.

Encourage, v.: To stimulate or foster a particular condition through direct or indirect action by the private sector or government agencies.

Endangered Species: A species of animal or plant is considered to be endangered when its prospects for survival and reproduction are in immediate jeopardy from one or more causes.

Enhance, v.: To improve existing conditions by increasing the quantity or quality of beneficial uses or features.

Energy-Equivalent Level (LEQ): LEQ measures individual noises for a period of time (typically for one hour) and determines the average noise level.

Environment: CEQA defines environment as "the physical conditions which exist within the area which will be affected by a proposed project, including land, air, water, mineral, flora, fauna, noise, and objects of historic or aesthetic significance." (See

"California Environmental Quality Act.")

Environmental Impact Report (EIR): A report required by the California Environmental

Quality Act (CEQA) and which assesses all the environmental characteristics of an area and determines what effects or impacts will result if the area is altered or disturbed by a proposed action or project. (See "California Environmental Quality Act.")

Environmental Impact Statement (EIS): Under the National Environmental Policy Act, a statement on the effect of development proposals and other major actions that significantly affect the environment.

Erosion: (1) The loosening and transportation of rock and soil debris by wind, rain, or running water. (2) The gradual wearing away of the upper layers of earth.

Event: As used in the Safety Element of this General Plan, an "event" is an accidental release of a substance, material or energy from a facility that may cause a hazardous physical effect beyond the exterior boundary of the facility. An "event" may occur as the end result of a series of related circumstances or actions; the individual circumstances or actions are not themselves considered to be "events" for the purposes of implementation of Safety Element policies.

Exaction: A contribution or payment required as an authorized precondition for receiving a development permit; usually refers to mandatory dedication (or fee in lieu of dedication) requirements found in many subdivision regulations.

Family: An individual or a group of persons living together in a dwelling unit, not including a fraternity, sorority, club, or other group of persons occupying a hotel, lodging house or institution of any kind.

Farmland: Refers to eight classifications of land mapped by the U.S. Department of Agriculture Soil Conservation Service.

Fault: A fracture in the earth's crust forming a boundary between rock masses that have shifted.

Feasible, Economically: Capable of being done, executed, or managed successfully from the standpoint of the physical and/or financial abilities of the implementer(s).

Feasible, Technically: Capable of being implemented because the industrial, mechanical, or application technology exists.

FEMA: The Federal Emergency Management Agency.

Finding(s): The result(s) of an investigation and the basis upon which decisions are made. Findings are used by government agents and bodies to justify action taken by the entity.

Fire Hazard Zone: An area where, due to slope, fuel, weather, or other fire-related conditions, the potential loss of life and property from a fire necessitates

special fire protection measures and planning before development occurs.

Fiscal Impact Analysis: An evaluation of the direct public costs and revenues, which may result from a project or program. Enables local governments to evaluate relative fiscal merits of projects and proposed actions.

Flood Insurance Rate Map (FIRM): For each community, the official map on which the Federal Insurance Administration has delineated areas of special flood hazard and the risk premium zones applicable to that community.

Flood Plain: The relatively level land area on either side of the banks of a stream regularly subject to flooding. See "100-Year Floodplain"

Floodway: The channel of a river or other watercourse and the adjacent land areas that must be reserved in order to discharge the "base flood" without cumulatively increasing the water surface elevation more than one foot. No development is allowed in floodways.

Floor Area Ratio (FAR): The gross floor area permitted on a site divided by the total net area of the site, expressed in decimals to one or two places. For example, on a site with 10,000 net sq. ft. of land area, a Floor Area Ratio of 1.0 will allow a maximum of 10,000 gross sq. ft. of building floor area to be built. On the same site, an FAR of 1.5 would allow 15,000 sq. ft. of floor area; an FAR of 2.0 would allow 20,000 sq. ft.; and an FAR of 0.5 would allow only 5,000 sq. ft.

Forest Resources, Significant: Significant forest resources are those resources that are significantly important to and supportive of productive timber management, including lands having site classifications that indicate high and intermediate productivity potential.

Freeway: A high-speed, high-capacity, limited-access transportation facility serving regional and county-wide travel.

Geological: Pertaining to rock or solid matter.

General Plan: A compendium of policies regarding long-term development, in the form of diagrams and accompanying text. The legal document required of each local agency by the State of California Government Code Section 65301 and adopted by the City or County. In California, the General Plan has seven mandatory elements (Circulation, Conservation, Housing, Land Use, Noise, Open Space, and Safety) and may include any number of optional elements (e.g., Energy, Economic Development, Parks and Recreation.)

Grasslands: Land reserved for pasturing or mowing, in which grasses are the predominant vegetation.

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Groundwater: Water under the earth's surface, often confined to aquifers capable of supplying wells and springs.

Groundwater Recharge: The natural process of infiltration and percolation of rainwater from land areas or streams through permeable soils into water holding rocks that provides underground storage ("aquifers").

Guidelines: General statements of policy direction around which specific details may be later established.

Habitat: The physical location or type of environment in which an organism or biological population lives or occurs.

Hazardous Material: Any substance that, because of its quantity, concentration, or physical or chemical characteristics, poses a significant present or potential hazard to human health and safety or to the environment if released into the workplace or the environment. The term includes, but is not limited to, hazardous substances and hazardous wastes.

Highway: High-speed, high-capacity, limited-access transportation facility serving regional and county-wide travel.

Historic; Historical: An historic building or site is one that is noteworthy for its significance in local, state, or national history or culture, its architecture or design, or its works of art, memorabilia, or artifacts.

Historic Preservation: The preservation of historically significant structures and neighborhoods until such time as, and in order to facilitate, restoration and rehabilitation of the building(s) to a former condition.

Household: All those persons—related or unrelated—who occupy a single housing unit. (See "Family.")

Households, Number of: The count of all year-round housing units occupied by one or more persons. The concept of household is important because the formation of new households generates the demand for housing. Each new household that is formed creates the need for one additional housing unit or requires that one existing housing unit shall be shared by two households. Thus, household formation can continue to take place even without an increase in population, thereby increasing the demand for housing.

Housing and Community Development Department of the State of California (HCD): The State agency that has principal responsibility for assessing, planning for, and assisting communities to meet the needs of low- and moderate-income households.

Housing Unit: The place of permanent or customary abode of a person or family. A housing unit may be a single-family dwelling, a multi-family dwelling, a condominium, a modular home, a mobile home, a cooperative, or any other residential unit considered real property under State law. A housing unit has, at least, cooking facilities, a bathroom, and a place to sleep. See "*Dwelling Unit*," "*Family*," and "*Household*."

Hydrocarbons: A family of compounds containing carbon and hydrogen in various combinations. They are emitted into the atmosphere from manufacturing, storage and handling, or combustion of petroleum products and through natural processes. Certain hydrocarbons interact with nitrogen oxides in the presence of intense sunlight to form photochemical air pollution.

Image: The mental picture or impression of a city or place taken from memory and held in common by members of the community.

Impact: The effect of any direct man-made actions or indirect repercussions of man made actions on existing physical, social, or economic conditions.

Impact Fee: A fee, also called a development fee, levied on the developer of a project by a city, county, or other public agency as compensation for otherwise-unmitigated impacts the project will produce. California Government Code Section 66000 et seq. specifies that development fees shall not exceed the estimated reasonable cost of providing the service for which the fee is charged. To lawfully impose a development fee, the public agency must verify its method of calculation and document proper restrictions on use of the fund.

Impervious Surface: Surface through which water cannot penetrate, such as roof, road, sidewalk, and paved parking lot. The amount of impervious surface increases with development and establishes the need for drainage facilities to carry the increased runoff.

Implementation: Actions, procedures, programs, or techniques that carry out policies.

Improvement: The addition of one or more structures or utilities on a parcel of land.

Incident: See "*Event*"

Incorporation: Creation of a new city.

Industrial: The manufacture, production, and processing of consumer goods. Industrial is often divided into "heavy industrial" uses, such as construction yards, quarrying, and factories; and "light industrial" uses, such as research and development and less intensive warehousing and manufacturing.

Industrial Park; Office Park: A planned assemblage of buildings designed for workplace use.

Infill Development: Development of vacant land (usually individual lots or left-over properties) within areas that are already largely developed.

Infrastructure: Public services and facilities, such as sewage disposal systems, water-supply systems, other utility systems, and roads.

Ingress: The place or means of entering a property.

Institutional Uses: (1) Publicly or privately owned and operated activities such as hospitals, convalescent hospitals, intermediate care facilities, nursing homes, museums, and schools and colleges; (2) Churches and other religious organizations; and (3) Other non-profit activities of a welfare, educational, or philanthropic nature that can not be considered residential, commercial, or industrial. *See "Public and Quasi-public Facilities"*

Intensity, Building: For residential uses, the actual number or the allowable range of dwelling units per net or gross acre. For non-residential uses, the actual or the maximum permitted floor area ratios (FARs).

Inter-agency: Indicates cooperation between or among two or more discrete agencies in regard to a specific program.

Interest, Fee: Entitles a landowner to exercise complete control over use of land, subject only to government land use regulations.

Interest, Less-than-fee: The purchase of interest in land rather than outright ownership; includes the purchase of development rights via conservation, open space, or scenic easements. (See "Development Rights.", "Easement, Scenic.", "Lease.", and "Leasehold

Interest.")

Intermittent Stream: A stream that normally flows for at least thirty (30) days after the last major rain of the season and is dry a large part of the year.

Inundation: Covered by floodwaters.

Jobs/Housing Balance; Jobs/Housing Ratio: The availability of affordable housing for employees. The jobs/housing ratio divides the number of jobs in an area by the number of employed residents. A ratio of 1.0 indicates a balance. A ratio greater than 1.0 indicates a net in-commute; less than 1.0 indicates a net out commute.

Joint Powers Authority (JPA): A legal arrangement that enables two or more units of government to share authority in order to plan and carry out a specific program or set of programs that serves both units.

Lake: Any natural or man-made body that impounds water year round under normal conditions. In identifying the high water mark on man-made lakes controlled by dams, the maximum spillway elevation will be used.

Land Banking: The purchase of land by a local government for use or resale at a later date. "Banked lands" have been used for development of low- and moderate-income housing, expansion of parks, and development of industrial and commercial centers. Federal rail-banking law allows railroads to bank unused rail corridors for future rail use while allowing interim use as trails.

Landmark: (1) A building, site, object, structure, or significant tree, having historical, architectural, social, or cultural significance and marked for preservation by the local, state, or federal government. (2) A visually prominent or outstanding structure or natural feature that functions as a point of orientation or identification.

Landscaping: Planting including trees, shrubs, and ground covers suitably designed, selected, installed, and maintained as to enhance a site or roadway permanently.

Land Use: The occupation or utilization of land or water area for any human activity or any purpose defined in the General Plan.

Land Use Regulation: A term encompassing the regulation of land in general and often used to mean those regulations incorporated in the General Plan, as distinct from zoning regulations (which are more specific).

Leapfrog Development: New development separated from existing development by substantial vacant land.

Lease: A contractual agreement by which an owner of real property (the leaser) gives the right of possession to another (a lessee) for a specified period of time (term) and for a specified consideration (rent).

Level of Service (LOS) Standard: A standard used by government agencies to measure the quality or effectiveness of a municipal service, such as police, fire, or library, or the performance of a facility, such as a street or highway.

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Level of Service (Traffic): A scale that measures the amount of traffic that a roadway or intersection can accommodate, based on such factors as maneuverability, driver dissatisfaction, and delay. Although various measures of traffic are used, the following are commonly accepted descriptions:

- *Level of Service A* - Indicates a relatively free flow of traffic, with little or no limitation on vehicle movement or speed.
- *Level of Service B* - Describes a steady flow of traffic, with only slight delays in vehicle movement and speed. All queues clear in a single signal cycle.
- *Level of Service C* - Denotes a reasonably steady, high-volume flow of traffic, with some limitations on movement and speed, and occasional backups on critical approaches.
- *Level of Service D* - Designates the level where traffic nears an unstable flow, intersections still function, but short queues develop and cars may have to wait through one cycle during short peaks.
- *Level of Service E* - Represents traffic characterized by slow movement and frequent (although momentary) stoppages. This type of congestion is considered severe, but is not uncommon at peak traffic hours, with frequent stopping, long-standing queues, and blocked intersections.
- *Level of Service F* - Describes unsatisfactory stop-and-go traffic characterized by "traffic jams" and stoppages of long duration. Vehicles at signalized intersections usually have to wait through one or more signal changes, and "upstream" intersections may be blocked by the long queues.

Liquefaction: The transformation of loose water-saturated granular materials (such as sand or silt) from a solid into a liquid state. A type of ground failure that can occur during an earthquake.

Local Agency Formation Commission (LAFCo): A five- or seven-member commission within each county that reviews and evaluates all proposals for formation of special districts, incorporation of cities, annexation to special districts or cities, consolidation of districts, and merger of districts with cities. Each county's LAFCo is empowered to approve, disapprove, or conditionally approve such proposals. The five LAFCo members generally include two county supervisors, two city council members, and one member representing the general public. Some LAFCos include two representatives of special districts.

Lot: (See "Site.")

Lot of Record: A lot that is part of a recorded subdivision or a parcel of land that has been recorded at the county recorder's office containing property tax records.

Maintain, v.: To keep in an existing state. (See "Preserve, v.")

Map, Parcel: For residential subdivisions, a map created pursuant to the Subdivision Map Act (SMA), which contains four or fewer lots. Parcel maps created for commercial property may include more than four lots, as provided in the SMA.

Map, Tract: A subdivision map for residential development which includes five or more lots.

Manufactured Housing: Residential structures that are constructed entirely in the factory, and which since June 15, 1976, have been regulated by the Federal Manufactured Home Construction and Safety Standards Act of 1974 under the administration of the U.S. Department of Housing and Urban Development (HUD).

Marsh: An area periodically or permanently covered with shallow water, either fresh or saline.

May: That which is permissible.

Median Strip: The dividing area, either paved or landscaped, between opposing lanes of traffic on a roadway.

Mello-Roos Bonds: Locally issued bonds that are repaid by a special tax imposed on property owners within a "community facilities" district established by a governmental entity. The bond proceeds can be used for public improvements and for a limited number of services. Named after the program's legislative authors.

Mercalli Intensity Scale: A subjective measure of the observed effects (human reactions, structural damage, geologic effects) of an earthquake. Expressed in Roman numerals from I to XII.

Mineral Resource: Land on which known deposits of commercially viable mineral or aggregate deposits exist. This designation is applied to sites determined by the State Division of Mines and Geology as being a resource of regional significance, and is intended to help maintain the quarrying operations and protect them from encroachment of incompatible land uses.

Minimize, v.: To reduce or lessen, but not necessarily to eliminate.

Mining: The act or process of extracting resources, such as oil, minerals, or sand and gravel, from the earth.

Ministerial (Administrative) Decision: An action taken by a governmental agency that follows established procedures and rules and does not call for the exercise of judgment in deciding whether to approve a project.

Mitigate, v.: To ameliorate, alleviate, or avoid to the extent reasonably feasible.

Mitigation Measures: Includes: (a) Avoiding the impact altogether by not taking a certain action or parts of an action; (b) Minimizing impacts by limiting the degree or magnitude of the action and its implementation; (c) Rectifying the impact by repairing, rehabilitating, or restoring the impacted environment; (d) Reducing or eliminating the impact over time by preservation and maintenance operations during the life of the action; (e) Compensating for the impact by replacing or providing substitute resources or environments.

Mixed Use: Properties on which various uses, such as office, commercial, institutional, and residential, are combined in a single building or on a single site in an integrated development project with significant functional interrelationships and a coherent physical design. A "single site" may include contiguous properties.

Multiple Family Building: A detached building designed and used exclusively as a dwelling by three or more families occupying separate suites.

Municipal Services: (See "Municipal Services.")

Must: That which is mandatory.

National Ambient Air Quality Standards: The prescribed level of pollutants in the outside air that cannot be exceeded legally during a specified time in a specified geographical area.

National Environmental Policy Act (NEPA): An act passed in 1974 establishing federal legislation for national environmental policy, a council on environmental quality, and the requirements for environmental impact statements.

National Flood Insurance Program: A federal program that authorizes the sale of federally subsidized flood insurance in communities where such flood insurance is not available privately.

National Historic Preservation Act: A 1966 federal law that established a National Register of Historic Places and the Advisory Council on Historic Preservation, and that authorized grants-in-aid for preserving historic properties.

National Register of Historic Places: The official list, established by the National Historic Preservation Act, of sites, districts, buildings, structures, and objects significant in the nation's history or whose artistic or architectural value is unique.

Native Plant or Animal: A plant or animal species that originates from a particular area.

Natural State: The condition existing prior to development.

Necessary: Essential or required.

Neighborhood: A relatively small, developed area, typically residential in character, with certain geographic features, general boundaries and sometimes social characteristics which set it apart from other areas of the larger community.

Noise: Any sound that is undesirable because it interferes with speech and hearing, or is intense enough to damage hearing, or is otherwise annoying. Noise, simply, is "unwanted sound."

Noise Attenuation: Reduction of the level of a noise source using a substance, material, or surface, such as earth berms and/or solid concrete walls.

Noise Contour: A line connecting points of equal noise level as measured on the same scale. Noise levels greater than the 60 Ldn contour (measured in dBA) require noise attenuation in residential development.

Non-attainment: The condition of not achieving a desired or required level of performance. Frequently used in reference to air quality. (See "Attainment.")

Oak: Any tree of the *Quercus* species.

Office Use: The use of land by general business offices, medical and professional offices, administrative or headquarters offices for large wholesaling or manufacturing operations, and research and development.

Open Space Land: Any parcel or area of land or water that is essentially unimproved and devoted to an open space use for the purposes of (1) the preservation of natural resources, (2) the managed production of resources, (3) outdoor recreation, or (4) public health and safety.

Ordinance: A law or regulation set forth and adopted by a governmental authority, usually a city or county.

Overlay Land Use Designation: A supplemental land use or zoning designation that modifies the basic underlying designation in some specific manner.

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Parcel: A lot, or contiguous group of lots, in single ownership or under single control, usually considered a unit for purposes of development.

Parcel Map: See "Map, Parcel"

Park Land, Parkland: Land that is publicly owned or controlled for the purpose of providing parks, recreation, or open space for public use.

Parks: Open space lands whose primary purpose is recreation. (See "Open Space Land," "Community Park," and "Neighborhood Park.")

Peak Hour/Peak Period: For any given roadway, a daily period during which traffic volume is highest, usually occurring in the morning and evening commute periods. Under some conditions, the "peak hour" may stretch into a "peak period" of several hours' duration.

Percolation: Downward flow or infiltration of water through the pores or spaces of rock or soil.

Perennial Stream or River: Any watercourse that flows year-round, typically shown on the USGS 7.5 minute map series as a solid blue line.

Performance Standards: Zoning regulations that permit uses based on a particular set of standards of operation rather than on particular type of use. Performance standards provide specific criteria limiting noise, air pollution, emissions, odors, vibration, dust, dirt, glare, heat, fire hazards, wastes, traffic impacts, and visual impact of a use.

Phased Development: A development project that is constructed in stages, each stage being capable of existing independently of the others.

Planning Area: The area directly addressed by the general plan. A city's planning area typically encompasses the city limits and potentially annexable land within its sphere of influence.

Planning Commission: A body, usually having five or seven members, created by a city or county in compliance with California law (Section 65100) that requires the assignment of the planning functions of the city or county to a planning department, planning commission, hearing officers, and/or the legislative body itself, as deemed appropriate by the legislative body.

Policy: A specific statement of principle or of guiding actions that implies clear commitment but is not mandatory. A general direction that a governmental agency sets to follow in order to meet its goals and

objectives before undertaking an action program. (See "Program.")

Pollutant: Any introduced gas, liquid, or solid that makes a resource unfit for its normal or usual purpose.

Pollution: The presence of matter or energy whose nature, location, or quantity produces undesired environmental effects.

Pollution, Non-Point: Sources for pollution that are less definable and usually cover broad areas of land, such as agricultural land with fertilizers that are carried from the land by runoff.

Pollution, Point: In reference to water quality, a discrete source from which pollution is generated before it enters receiving waters, such as a sewer outfall, a smokestack, or an industrial waste pipe.

Poverty Line: The level of income below which one cannot afford to purchase all of the resources that are required to live. Those who have an income below the poverty line have no discretionary disposable income, by definition.

Preservation: As used in historic preservation, the process of sustaining the form and extent of a structure essentially as it exists. Preservation aims at halting further deterioration and providing structural stability but does not contemplate significant rebuilding. (See "Historic Preservation.")

Preserve, n.: An area in which beneficial uses in their present condition are protected; for example, a nature preserve or an agricultural preserve. (See "Agricultural Preserve." and "Protect.")

Preserve, v.: To keep safe from destruction or decay; to maintain or keep intact. (See "Maintain.")

Prime Agricultural Land: (1) Land used actively in the production of food, fiber, or livestock. (2) All land which qualifies for rating as Class I or Class II in the Soil Conservation Service land use compatibility classifications. (3) Land that qualifies for rating 80 through 100 in the Storie Index Rating. (See "Prime Farmland" and "Storie Index.")

Prime Farmland: Land which has the best combination of physical and chemical characteristics for the production of crops. Prime Farmland must have been used for the production of irrigated crops within the last three years. Prime Farmland does not include publicly owned lands for which there is an adopted policy preventing agricultural use. (See "Prime Agricultural Land.")

Private Road/Private Street: Privately owned (and usually privately maintained) motor vehicle access that is not dedicated as a public street. Typically the owner posts a sign indicating that the street is private property and limits traffic in some fashion.

Professional Offices: A use providing professional or consulting services in the fields of law, medicine, architecture, design, engineering, accounting, and similar professions, but not including financial institutions or real estate or insurance offices.

Program: An action, activity, or strategy carried out in response to adopted policy to achieve a specific goal or objective. Policies and programs establish the "who," "how" and "when" for carrying out the "what" and "where" of goals and objectives.

Protect, v.: To maintain and preserve beneficial uses in their present condition as nearly as possible. (See "Enhance.")

Public and Quasi-public Facilities: Institutional, academic, governmental and community service uses, either owned publicly or operated by non-profit organizations, including private hospitals and cemeteries. (See "Institutional Uses.")

Public Services: Services traditionally provided by local government, including water and sewer, roads, parks, schools, and police and fire protection.

Rangeland Ecosystem: An area with similar ecological characteristics on which man has placed boundaries for management purposes. Ecosystem includes both living (plants, animals) and non-living (soils, topography, climate) components of the defined area. A particular plant and animal community may be associated with each ecosystem.

Rare or Endangered Species: A species of animal or plant listed in: Sections 670.2 or 670.5, Title 14, California Administrative Code; or Title 50, Code of Federal Regulations, Section 17.11 or Section 17.2, pursuant to the Federal Endangered Species Act designating species as rare, threatened, or endangered.

Reclamation: The reuse of resources, usually those present in solid wastes or sewage (e.g. reclaimed water).

Recognize, v.: To officially (or by official action) identify or perceive a given situation.

Reconstruction: As used in historic preservation, the process of reproducing by new construction the exact form and detail of a vanished structure, or part thereof, as it appeared during a specific period of time. Reconstruction is often undertaken when the

property to be reconstructed is essential for understanding and interpreting the value of an historic district and sufficient documentation exists to insure an exact reproduction of the original.

Recreation, Active: A type of recreation or activity that requires the use of organized play areas including, but not limited to, softball, baseball, football and soccer fields, tennis and basketball courts and various forms of children's play equipment.

Recreation, Passive: Type of recreation or activity that does not require the use of organized play areas.

Recycle, v.: The process of extraction and reuse of materials from waste products.

Regional: Pertaining to activities or economies at a scale greater than that of a single jurisdiction, and affecting a broad geographic area.

Rehabilitation: The repair, preservation, and/or improvement of substandard housing.

Remodeling: As used in historic preservation, making over or rebuilding all or part of an historic structure in a way that does not necessarily preserve its historical, architectural, and cultural features and character.

Residential Development: The construction of three or more homes as part of a single project, or a project which results in the creation of three or more parcels averaging less than 20-acres each when the parcels are intended primarily for use as individual home sites.

Residential, Multiple-Family: Usually three or more dwelling units on a single site, which may be in the same or separate buildings.

Residential, Single-Family: A single dwelling on a single site, designed for occupation by one family at a time.

Restore: To renew, rebuild, or reconstruct to a former state.

Restrict: To check, bound, or decrease the range, scope, or incidence of a particular condition.

Retention Basin or Retention Pond: A pond, pool, or basin used for the permanent storage of water runoff. Retention ponds differ from detention ponds in that the latter are temporary storage areas. Retention ponds may offer potential for water recreation since the water remains permanently. Both types of basins or ponds may provide for the controlled release of the water.

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Retrofit: To add materials and/or devices to an existing building or system to improve its operation, safety, or efficiency. Buildings can be retrofitted to use solar energy and to strengthen their ability to withstand earthquakes, for example.

Rezoning: An amendment to the map and/or text of a zoning ordinance to effect a change in the nature, density, or intensity of uses allowed in a zoning district and/or on a designated parcel or land area.

Richter Scale: A measure of the size or energy release of an earthquake at its source. The scale is logarithmic; the wave amplitude of each number on the scale is 10 times greater than that of the previous whole number.

Ridgeline: (1) A line connecting the highest points along a ridge and separating drainage basins or small-scale drainage systems from one another; (2) The intersection of two roof surfaces forming the highest horizontal line of the roof.

Right-of-way: A strip of land occupied or intended to be occupied by certain transportation and public use facilities, such as roadways, railroads, and utility lines.

Riparian Habitat: The land and plants bordering a watercourse or lake.

Riparian Area: Riparian areas are comprised of the vegetative and wildlife areas adjacent to perennial and intermittent streams. Riparian areas are delineated by the existence of plant species normally found near freshwater.

Risk: The danger or degree of hazard or potential loss.

Runoff: That portion of rain or other precipitation that does not percolate into the ground and is discharged into streams or drainage facilities instead.

Sanitary Sewer: A system of subterranean conduits that carries refuse liquids or waste matter to a plant where the sewage is treated, as contrasted with storm drainage systems (that carry surface water) and septic tanks or leech fields (that hold refuse liquids and waste matter on-site). *See "Septic System"*

Seiche: An earthquake-generated wave in an enclosed body of water such as a lake, reservoir, or bay.

Seismic: Caused by or subject to earthquakes or earth vibrations.

Seniors: Persons age 62 and older. (See "Elderly.")

Septic System: A sewage-treatment system that includes a settling tank through which liquid sewage flows and in which solid sewage settles and is decomposed by bacteria in the absence of oxygen. Septic systems are often used for individual-home waste disposal where an urban sewer system is not available. *See "Sanitary Sewer"*

Setback: The horizontal distance between the property line and any structure.

Sewage: *See "Wastewater"*

Shall: That which is obligatory; an unequivocal direction.

Shopping Center: A group of commercial establishments, planned, developed, owned, or managed as a unit, with common off-street parking provided on the site.

Should: Signifies a directive to be honored if at all possible; a less rigid directive than "shall," to be honored in the absence of compelling or contravening considerations.

Sign: Any representation (written or pictorial) used to convey information, or to identify, announce, or otherwise direct attention to a business, profession, commodity, service, or entertainment, and placed on, suspended from, or in any way attached to, any structure, vehicle, or feature of the natural or manmade landscape.

Significant Effect: A beneficial or detrimental impact on the environment. May include, but is not limited to, significant changes in an area's air, water, and land resources.

Site: A parcel of land used or intended for one use or a group of uses and having frontage on a public or an approved private street. A lot.

Slope: Land gradient described as the vertical rise divided by the horizontal run, and expressed in percent.

Soil: The unconsolidated material on the immediate surface of the earth created by natural forces that serves as natural medium for growing land plants.

Solid Waste: Any unwanted or discarded material that is not a liquid or gas. Includes organic wastes, paper products, metals, glass, plastics, cloth, brick, rock, soil, leather, rubber, yard wastes, and wood, but does not include sewage and hazardous materials.

Organic wastes and paper products comprise about 75 percent of typical urban solid waste.

Special Plan: The intent of the SP – Special Planning land use overlay designation is to provide for, and identify, areas in the County that require or would benefit from the development of detailed planning efforts such as the preparation of Specific and/or Master Plans. These areas

may include areas of large land holdings that could be developed as large planned communities, and/or areas proposed for development that are not currently served by roadways or community services that would benefit from detailed planning efforts.

Specific Plan: A legal tool authorized by Article 8 of the Government Code (Section 65450 et seq.) for the systematic implementation of the general plan for a defined portion of a community's planning area. A specific plan must specify in detail the land uses, public and private facilities needed to support the land uses, phasing of development, standards for the conservation, development, and use of natural resources, and a program of implementation measures, including financing measures.

Sphere of Influence: The probable physical boundaries and service area of a local agency, as determined by the Local Agency Formation Commission (LAFCO) of the County.

Sprawl: "Sprawl" is a general, non-technical term used to describe a poorly planned, haphazard development pattern along highways and roads in which growth occurs with little or no consideration to such community planning concepts as compact grouping of compatible and complimentary land uses and the provision of economically-efficient community infrastructure such as sewer and water systems, sidewalks, lighting, and traffic control.

Standards: (1) A rule or measure establishing a level of quality or quantity that must be complied with or satisfied. The State Government Code (Section 65302) requires that general plans spell out the objectives, principles, "standards," and proposals of the general plan. Examples of standards might include the number of acres of park land per 1,000 population that the community will attempt to acquire and improve, or the "traffic Level of Service" (LOS) that the plan hopes to attain. (2) Requirements in a zoning ordinance that govern building and development as distinguished from use restrictions, for example, site-design regulations such as lot area, height limit, frontage, landscaping, and floor area ratio.

Storm Runoff: Surplus surface water generated by rainfall that does not seep into the earth but flows overland to flowing or stagnant bodies of water.

Structure: Anything constructed or erected that requires location on the ground (excluding swimming pools, fences, and walls used as fences).

Subdivision: The division of a tract of land into defined lots, either improved or unimproved, which can be separately conveyed by sale or lease, and which

can be altered or developed. "Subdivision" includes a condominium project as defined in

Section 1350 of the California Civil Code and a community apartment project as defined in Section 11004 of the Business and Professions Code.

Subdivision Map Act: Division 2 (Sections 66410, et seq.) of the California Government code, this act vests in local legislative bodies the regulation and control of the design and improvement of subdivisions, including the requirement for tentative and final maps. (See "Subdivision.")

Substantial: Considerable in importance, value, degree, or amount.

Timber: Trees of any species maintained for eventual harvest for forest products purposes, whether planted or of natural growth, standing or down, on privately or publicly owned land, including Christmas trees, but excluding nursery stock.

Timber Production Lands: Generally, lands predominantly characterized by "choice" timber production soils and suitable for producing commercial timber. Formally, lands designated as Natural Resources (NR) or zoned Timber Production Zone (TPZ).

Topography: Configuration of a surface, including its relief and the position of natural and man-made features.

Tourism: The business of selling goods or services to persons traveling for pleasure.

Tract Map: See "Map, Tract"

Traffic Model: A mathematical representation of traffic movement within an area or region based on observed relationships between the kind and intensity of development in specific areas. Many traffic models operate on the theory that trips are produced by persons living in residential areas and are attracted by various non-residential land uses.

(See "Trip.")

Transit: The conveyance of persons or goods from one place to another by means of a local, public transportation system.

Transit, Public: A system of regularly scheduled buses and/or trains available to the public on a fee-per-ride basis. Also called "Mass Transit."

Trees, Street: Trees strategically planted--usually in parkway strips, medians, or along streets--to enhance the visual quality of a street.

11.0 GLOSSARY

Trip: A one-way journey that proceeds from an origin to a destination via a single mode of transportation; the smallest unit of movement considered in transportation studies. Each trip has one "production end," (or origin--often from home, but not always), and one "attraction end," (destination). (See "Traffic Model.")

Trip Generation: The dynamics that account for people making trips in automobiles or by means of public transportation. Trip generation is the basis for estimating the level of use for a transportation system and the impact of additional development or transportation facilities on an existing, local transportation system. Trip generations of households are correlated with destinations that attract household members for specific purposes.

Truck Route: A path of circulation required for all vehicles exceeding set weight or axle limits, a truck route follows major arterials through commercial or industrial areas and avoids sensitive areas.

Turbidity: A thick, hazy condition of air or water due to the presence of suspended particulates or other pollutants.

Uniform Building Code (UBC): A national, standard building code that sets forth minimum standards for construction, published by the International Conference of Building Officials (ICBO).

Uniform Housing Code (UHC): State housing regulations governing the condition of habitable structures with regard to health and safety standards, and which provide for the conservation and rehabilitation of housing in accordance with the Uniform Building Code (UBC).

Urban Design: The attempt to give form, in terms of both beauty and function to selected urban areas or to whole cities. Urban design is concerned with the location, mass, and design of various urban components and combines elements of urban planning, architecture, and landscape architecture.

Urban Land Use: Residential, commercial, or industrial land use in areas where urban services are available.

Urban Services: Utilities (such as water, gas, electricity, and sewer) and public services (such as police, fire, schools, parks, and recreation) provided to an urbanized or urbanizing area.

Use: The purpose for which a lot or structure is or may be leased, occupied, maintained, arranged, designed, intended, constructed, erected, moved, altered, and/or enlarged in accordance with the zoning ordinance and General Plan land use designations.

Utility Corridors: Rights-of-way or easements for utility lines on either publicly or privately owned property. (See "Right-of-way." or "Easement.")

Vacant: Lands or buildings that are not actively used for any purpose.

Volume-to-Capacity Ratio: A measure of the operating capacity of a roadway or intersection, in terms of the number of vehicles passing through, divided by the number of vehicles that theoretically could pass through when the roadway or intersection is operating at its designed capacity. Abbreviated as "v/c." At a v/c ratio of 1.0, the roadway or intersection is operating at capacity. If the ratio is less than 1.0, the traffic facility has additional capacity.

Warehousing Use: A use engaged in storage, wholesale, and distribution of manufactured products, supplies, and equipment, excluding bulk storage of materials that are inflammable or explosive or that present hazards or conditions commonly recognized as offensive.

Wastewater: Liquid and water-carried industrial wastes and sewage from residential dwellings, commercial buildings, industrial and manufacturing facilities, and institutions, whether treated or untreated.

Water-efficient Landscaping: Landscaping designed to minimize water use and maximize energy efficiency.

Wetlands: Transitional areas between terrestrial and aquatic systems where the water table is usually at or near the surface, or the land is covered by shallow water. Under a "unified" methodology now used by all federal agencies, wetlands are defined as "those areas meeting certain criteria for hydrology, vegetation, and soils."

Wildlife: Animals or plants existing in their natural habitat.

Will: That which is expected or may be expected. Expresses intent or purpose. (See "Shall" and "Should.")

Williamson Act: Known formally as the California Land Conservation Act of 1965, it was designed as an incentive to retain prime agricultural land and open space in agricultural use, thereby slowing its conversion to urban and suburban development. The program entails a ten-year contract between the City or County and an owner of land whereby the land is taxed on the basis of its agricultural use rather than its market value. The land becomes subject to certain enforceable restrictions, and certain conditions need to be met prior to approval of an agreement.

Woodlands: Lands covered with woods or trees.

Zone, Traffic: In a mathematical traffic model the area to be studied is divided into zones, with each zone treated as producing and attracting trips. The production of trips by a zone is based on the number of trips to or from work or shopping, or other trips produced per dwelling unit.

Zoning: The division of a city or county by legislative regulations into areas, or zones, which specify allowable uses for real property and size restrictions for buildings within these areas; a program that implements policies of the General Plan.



TEHAMA COUNTY GENERAL PLAN UPDATE

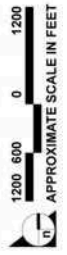
APPENDIX A Approved Specific/Master Plans

Sun City Tehama Specific PlanA-1

Lake California Master PlanA-2

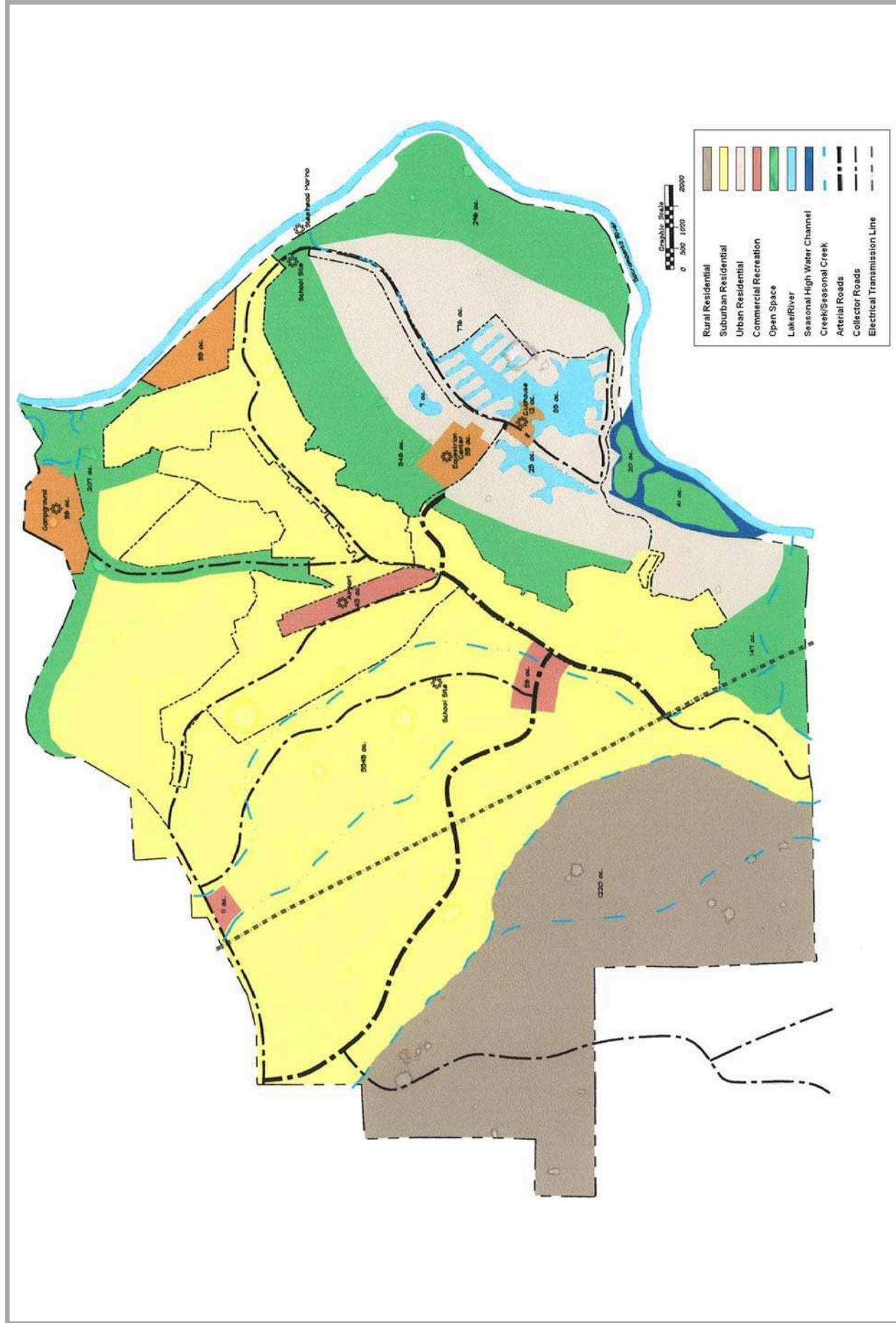


- Project Boundary
- Land Use Designations**
- SR Suburban Residential
 - UR Urban Residential
 - C Commercial
 - CR Commercial Recreation
(includes Golf Course)
 - P Public
 - OS Open Space



Appendix A-1

Sun City Tehama Specific Plan



Appendix A-2

Lake California Master Plan



