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# Community Plan Element

## COMMUNITY PLAN ELEMENT

"The winds of fate, which blow business and population from one town to another and sometimes play strange tricks with bustling communities, have left these places to one side of the current of life, where they dream in quiet somnolence."

History of Colusa County  
McComish & Lambert, 1918

## ORGANIZATION OF THE COMMUNITY PLAN ELEMENT

This chapter is intended as a supplement to the the Land Use Element. While that Element prescribed broad policies for the county as a whole, this Element focuses on future land uses within the eight communities of Colusa County. For the incorporated cities of Colusa and Williams, the plans focus on the areas outside the city limits. Each of these cities will soon update their own general plans, identifying future land uses within their corporate limits. Land uses within the two cities are shown in a generalized manner on the plan maps to illustrate the relationship between each city and its sphere of influence.

This chapter begins with a description of the process used to develop each community plan. This is followed by a definition of the land use categories that appear on the plan maps. A narrative for each community is then presented, starting with Arbuckle and proceeding alphabetically to Williams. Each narrative contains a brief history of the community, followed by a description of present and future land uses. Future land use maps and development policies are presented for each community.

## BACKGROUND

### DEVELOPING THE COMMUNITY PLANS

#### **How Much Land Is Needed For Development?**

The Community Plans were developed through a three-step process. After projecting that the county's population would increase by 8,500 people by the year 2010, the first step was to distribute this increase to individual towns and rural areas. The second step was to convert the projections for each town into an estimate of housing demand, and to determine how many acres were needed in each town to support that demand. The third step was to identify areas within each town which could accommodate the projected housing demand. These areas were mapped and then evaluated to determine which were most suitable for housing. Acreage requirements for housing and related public uses are shown in Table CP-1.

CP-1: Residential Acreage Requirements, 1987-2010

	Projected Housing Units Needed, 1987-2010 <sup>1</sup> (upa = units per acre)				Acres Needed				
	Multi-Family 12.0 upa	Single-Family 3.8 upa	Rural Res. 0.8 upa	Total	Multi-Family	Single-Family	Rural Res.	Related Uses <sup>2</sup>	Total
Arbuckle	58	462	64	584	5	122	80	25	232
College City	--	--	20	20	--	--	25	--	25
Colusa (incl. SOI)*	110	544	124	778	9	143	155	30	337
Grimes	--	25	14	39	--	7	18	1	26
Maxwell	28	327	53	408	2	86	66	18	172
Princeton	--	25	14	39	--	7	18	1	26
Smyford-Lodioga	--	--	78	78	--	--	98	--	98
Williams (incl. SOI)*	144	979	199	1,322	12	258	249	54	573
Rural Farm Areas	--	--	<u>117</u>	<u>117</u>	--	--	<u>146</u>	--	<u>146</u>
GRAND TOTAL	340	2,362	683	3,385	28	623	855	129	1,635

\*SOI = sphere of influence

<sup>1</sup> Based on population projections cited in the previous chapter, an assumed household size of 2.7, a vacancy rate of 5%, and the following countywide distribution of house type: single family (70%); multi-family (10%); rural residential (20%)

<sup>2</sup> 20% allowance within multi-family and single-family areas for future schools, parks, churches, and other public/semi-public facilities not shown on land use plan

The process for identifying future commercial and industrial areas was slightly different. Rather than basing the supply of these areas on the demand for land, the plans reflect the strong desire to provide as wide a range of development sites as possible for prospective industries. Consequently, the industrial acreage shown in the plan is much more than what the market can absorb in the next 25 years. Industrial areas were selected based on their visibility, access to the freeway, access to the railroad, useability for farming, and distance from residential areas. Commercial areas were selected based on similar criteria, although rail access was unimportant and proximity to residential areas became an asset rather than a constraint.

### **Where Should New Residential Areas Be Located?**

Within each community, the suitability of land for residential development was evaluated based on the following criteria:

- o Susceptibility to flooding
- o Suitability of the soils for agriculture
- o Suitability of the soils for building and road construction
- o Suitability of the soils for septic tank and well use
- o Proximity to active large-scale farm operations
- o Slope and landslide potential
- o Compatibility with surrounding land uses
- o Existing parcelization and ownership patterns
- o Proximity to public sewer, water, and storm drainage systems
- o Proximity to schools and parks
- o Proximity to fire stations
- o Access and traffic volumes
- o Current zoning
- o Local attitudes towards the direction of the town's development
- o Proximity to noise sources, such as the freeway or rice dryers
- o Proximity to airports or landing strips
- o Potential impact on riparian areas or wildlife habitat

### **Relationship between Land Supply and Land Demand**

In all communities, a larger amount of land than is actually demanded has been designated for future urban uses. This has been done for the following reasons:

- o To provide some flexibility for the development community and ensure that an adequate range of development sites are available;
- o To recognize that not every landowner with land designated "UR", "C", or "I" intends to develop his or her property before the general plan horizon year; and
- o To recognize that not every parcel will build out to the maximum density allowed by the zoning ordinance.

The "oversupply" of land varies in each community, and with each land use. As mentioned earlier, the excess is greatest for industrial land uses. This is part of a deliberate economic development strategy that has been endorsed almost unanimously by the General Plan Committee. The oversupply means that within the industrial areas, development will need to be carefully managed to avoid "leapfrogging", costly utility extensions, and overbuilding.

Within residential areas, land supply exceeds 25-year demand by about 60 percent, although the difference is larger in some communities and smaller than others. The margin is greatest in those communities expected to have the largest population increases and in towns with large vacant areas that were subdivided many years ago. Although some oversupply of residential land is healthy, too much oversupply can defeat the purpose of the plan. If the supply of vacant residential land bears no relationship to demand, the result will be urban sprawl and development at much lower densities than those desired.

## LAND USE CATEGORIES

Agricultural-Transition Area (A-T). The intent of the A-T designation is two-fold: first, to recognize areas where land has already been subdivided into small parcels (less than 10 acres) for ranchettes, part-time farms, and orchards; and second, to identify vacant areas which may be suitable for urban uses in the future but which are not suitable at this time due to a lack of urban services and their distance from the established community.

In the former case, the designation recognizes that large-scale agricultural operations are no longer feasible in some areas due to small parcel size or proximity to existing urban centers. In such instances, the A-T areas serve as transition zones between urban areas and the large-scale farms beyond.

In the latter case, the designation is intended as a "holding zone" for eventual urban development. It may be appropriate to redesignate these areas for a more intense use at some time within the planning period, depending on market demand and development trends within the county. Designating all of the A-T areas for development at this time would be inappropriate since an oversupply of land would result (an oversupply would reduce the effectiveness of the plan, encourage urban sprawl, and raise urban service costs).

Until the A-T areas are redesignated for other uses, they should serve as a buffer zone between urban areas and large-scale agricultural operations. Because these areas are regarded as locations for long-term development, it is important that they are not extensively subdivided into small "ranchette" parcels over the next 20 years. Development patterns which would prevent these areas from ultimately being urbanized should be avoided. Rezoning of A-T areas to allow more intense uses would be inappropriate at this time.

Rural Residential (RR). This designation provides opportunities for semi-rural living (at an average density of one house per one to ten acres) within Colusa County. Rural residential uses are planned in those areas where land ownership and parcel patterns have already precluded the use of the land for agriculture, and in the area southwest of Maxwell. The rural residential areas are located immediately adjacent to the county's six major communities and on partially developed non-sewered townsites such as College City. Also included are remote non-sewered subdivisions such as Century Ranch. An important objective of the General Plan is to preserve the attractive low-density character associated with these areas.

Like the A-T areas, rural residential areas form a buffer between urban uses and farmland. While the primary activity on A-T lands is farming, the primary use of RR parcels is housing. RR parcels are usually large enough for backyard gardening or

raising horses, but their owners do not derive their living from these activities. RR parcels are usually much smaller than A-T parcels--sometimes no larger than a city lot as in College City. They are distinguished from Urban Residential parcels by the lack of a central sewer system. This same characteristic limits the development potential of rural residential areas.

Because of the health hazards associated with small lot septic systems, new parcels smaller than one acre should not be permitted in rural residential areas. However, there are several existing RR areas with lots smaller than one acre that will continue to develop over the next 20 years. Depending on the rate of development in these areas, construction of central sewer may eventually become a necessity.

Urban Residential (UR). This designation applies to areas where domestic sewer and water systems are available or can be made available to support residential development. Densities are generally one to five families per acre. However, since UR areas include apartments and mobile home parks, densities may be much higher in limited locations. Each UR area contains a range of zoning classifications, from the R-1 single family district to the R-4 apartment district.

The Urban Residential designation includes both existing residential neighborhoods and agricultural or undeveloped areas which are suitable for future development. The undeveloped areas are characterized by soils, slopes, and flood conditions that do not constrain residential development. They are usually contiguous to community sewer and water lines.

Residential development is the primary use in these areas, along with public support uses such as schools and parks. Agriculture is an acceptable interim use of any site with this designation. As these areas are developed, it is imperative that sufficient land is dedicated for public purposes, namely schools and parks. Individual school and park sites are not identified on the Community Plan Maps.

Industrial (I). Lands designated "industrial" fall into two categories: existing industrial areas and vacant areas designated for industrial parks. The existing industrial areas contain agricultural support uses such as irrigation pipe yards, grain storage warehouses, rice dryers, and packing and distribution facilities. These areas generally adjoin the railroad in Arbuckle, Williams, or Maxwell or the abandoned railroad ROW in Colusa and Grimes.

The second category includes planned industrial areas in the I-5 corridor and the Colusa sphere of influence. Such areas are served by rail, interstate, or state highway and have high visibility. In the I-5 corridor, these lands are often located in the strip of land between Old Highway 99 and I-5. In Colusa, they include the Colusa Industrial Properties project and lands south of Pirelli Cable. In Williams, they include the Williams Industrial Properties project and large tracts between Husted Road and I-5. These areas are to be developed as master-planned industrial subdivisions rather than on a piecemeal basis.

In some cases, it may be appropriate to prepare specific plans or design guidelines that establish standards for the development of the planned industrial areas. Such plans could establish landscape requirements, setbacks, road standards, and architectural standards to ensure these areas were visually attractive and developed in an orderly manner.

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

Policies in the Land Use Element prohibit the development of commercial "strips" along the county's roadways. Consequently, future commercial areas are concentrated around major roadway intersections, namely at freeway interchanges in Arbuckle, Williams, and Maxwell, and at several locations along Highway 20 in Colusa. Most of the new commercial areas have been sited to serve interstate traffic. An effort has been made to focus local shopping in the existing downtown areas. All of the central business districts in Colusa County's communities have large pockets of vacant or underutilized land which should be infilled before retail uses are developed on the periphery of town. As an incentive to encourage downtown retailing, parking may need to be improved in some of the designated commercial districts.

Public and Semi-Public Services (P-S). This category includes schools, libraries, churches, fire and police stations, corporation yards, water and sewage plants, migrant labor camps, lodges, electric power substations, and airports. The category only applies to existing public uses since the exact locations of schools, utilities, parks, etc. will be determined as each respective community develops. Sites for such facilities should generally be provided within land designated for "Urban Residential" uses. Each "UR" area shown in the Community Plans contains enough vacant land to meet 25-year housing demand as well as demand for new public uses.

Parks and Recreation (P-R). Areas designated P-R include golf courses, city, community and state parks, fairgrounds, and other recreational areas. At the present time, all of the P-R areas are within communities. As in the case of public services, specific sites for future community parks are not presented on the land use map, but ample room has been provided in future residential areas for such parks. Acreage standards for parks are provided in the Recreation and Open Space Element of this plan.

## COMMUNITY PLANS

### EXISTING LAND USE

As part of the General Plan Update, an existing land use survey was completed for the eight community planning areas. Existing land use maps are contained in Appendix A. Existing land use data for the communities is summarized in Table CP-2.

#### ARBUCKLE

##### History

Arbuckle is one of three Colusa County towns founded during the northern extension of the Southern Pacific Railroad in the late 1870s. When College City turned down the opportunity for a rail depot in 1875, Missouri farmer Tacitus Arbuckle invited the railroad to his 7,320-acre farm three miles to the west. Arbuckle donated the land

Table CP-2: Developed Acreage Summary

Land Uses:	Acres Developed					Total
	<u>Residential</u>	<u>Commercial</u>	<u>Industrial</u>	<u>Public/ Semi-Public</u>	<u>Parks/ Recreation</u>	
<u>Community</u>						
Arbuckle	174	12	19	49	29	283
College City	22	1	4	--	4	31
Colusa SOI	742	79	156	101	143	1,221
Grimes	45	3	12	8	--	68
Maxwell	120	8	17	17	--	162
Princeton	40	2	2	16	--	60
Stonyford	70	2	--	15	18	105
Williams SOI	308	87	86	75	17	573
COUNTY TOTAL	1,521	194	296	281	211	2,503

SOI = Sphere of Influence



the depot and sidings, laid out a townsite, and began selling 25' x 115' lots for \$25-50 each. By 1876, the community had 300 residents. Around town, landowners offered farmers up to 5 years free use of their land as an incentive to clear the land of chemise brush and render it suitable for crop production.

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

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

In 1926, Arbuckle became a designated test area for guayule (rubber plant). However, large-scale planting of guayule in the fields around town did not begin until World War II, when a Federal Emergency Rubber Project was initiated as part of the war effort. Ten-year guayule leases were obtained by the U.S. Forest Service on 5,300 acres near Arbuckle. The plants failed to produce and were plowed up in 1944. Left behind were barracks that had been built to house the 400 men working on the federal project. The barracks were converted to a Prisoner Of War camp for captured German soldiers; soldiers detained in the camp would work in the area's almond orchards by day and return to their quarters at night. In 1948, the camp was sold; it was used as a farm labor camp until 1976 when it was condemned because its failing septic system posed a threat to Arbuckle's water supply. Today, the 20-acre Camp site is mostly vacant and is considered a likely area for future residential development.

Arbuckle's commercial district entered a long period of decline beginning with the construction of Interstate 5 in 1957. The Interstate bisected the town, diverting through-traffic away from Fifth Street (Old Highway 99W) and dividing the town into "east and "west" halves. The downturn in the farm economy has also affected many of the town's businesses. However, large increases in the town's population have created the demand for new retail and service establishments. In fact, Arbuckle was the fastest growing community in Colusa County between 1970 and 1985. During this period, its population grew from 1,037 to 1,700, a more than 60 percent increase.

### **Land Use Analysis**

Central Area. Arbuckle's current land use pattern reflects its origin as a railroad depot and agricultural processing center. Grain warehouses, almond processing facilities, farm implement dealers, and fertilizer outlets are among the land uses abutting the railroad. Some of the storage and processing buildings are vacant and are in poor condition. Several parcels are vacant or are used for farm equipment storage. One-half block to the west and parallel to the railroad, Fifth Street is the town's principal commercial district. The business district extends for about five blocks along Fifth Street between the railroad and the Interstate. The area is characterized by one and two-story masonry buildings dating from the early 1900s, in-

cluding the Oddfellows Hall, the Reddington Block, and the Arbuckle Hotel, and by more contemporary buildings such as the Post Office, an auto parts store, a grocery store and a bank. Many of the older buildings are vacant or underutilized.

North and south of the business district, the area between the Interstate and Fifth Street is predominantly residential. The Central Area includes about 30 single family homes and 18 apartments. Each of the Arbuckle freeway interchanges (north and south of town) is adjoined by a gas station and vacant commercially-zoned land.

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

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

West Arbuckle. Like East Arbuckle, the west side is largely residential. However, lots in West Arbuckle are generally larger and the housing stock is much newer. Only a small portion of the west side lies within the original townsite. Most of the development is contained in newer subdivisions developed after the completion of the Interstate. The development pattern is less concentrated than the east side with several pockets of vacant land and orchards surrounded by housing. The west side also contains the Arbuckle Elementary School, the Pierce High School/L. G. Johnson Junior High School campus, a 6-acre community park, a PG&E substation, the public library, and three churches.

The area contains about 330 residences, including 50 multi-family units in the Alexander Apartments and 134 homes in the Almond Paradise Subdivision. More than one-half of the west side's housing has been built since 1975. Two areas of the west side are underutilized and could potentially redevelop during the next 20 years. Both the Alexander's Camp (vacant farm labor camp) site and an irrigation pipe yard between King Street and Hillgate are adjoined by residential uses and are well-situated for development.

Construction of the Almond Paradise subdivision in 1981-84 marked a change in the development pattern and appearance of Arbuckle. The subdivision was the town's first large-scale development and does not have the diversity of architecture that characterizes older Arbuckle neighborhoods. Since the project is not contiguous to the older community and its landscaping has yet to mature, Almond Paradise seems to stand by itself. About 60 acres of orchards lie between the subdivision and the town. Future development in this area will help integrate Almond Paradise with the rest of Arbuckle.

## Proposed Land Use Plan

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

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

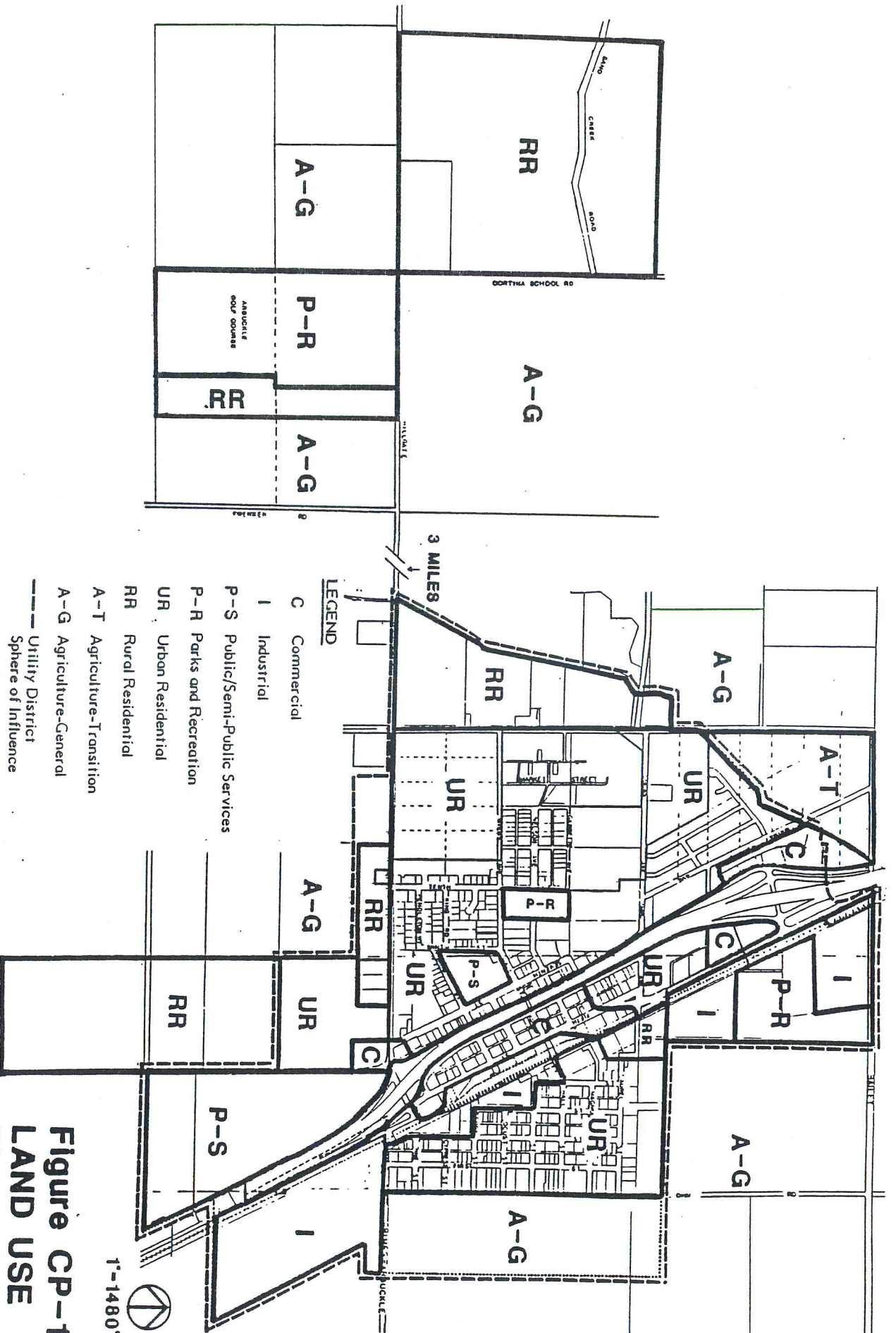
Areas for new industry are shown on the east side of Interstate 5 south of Grimes-Arbuckle Road and north of Gail Avenue. These areas adjoin the railroad and have good access to the freeway interchanges. The existing agricultural processing uses along the railroad in the center of town would remain,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

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

## Arbuckle Development Policies

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





**Figure CP-1  
LAND USE  
PLAN**

ARBUTLE

**COLUSA COUNTY GENERAL PLAN**  
Sedway Cooke Associates



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

## COLLEGE CITY

### History

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

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

### Land Use Analysis

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

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

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

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

## Proposed Land Use Plan

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

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

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

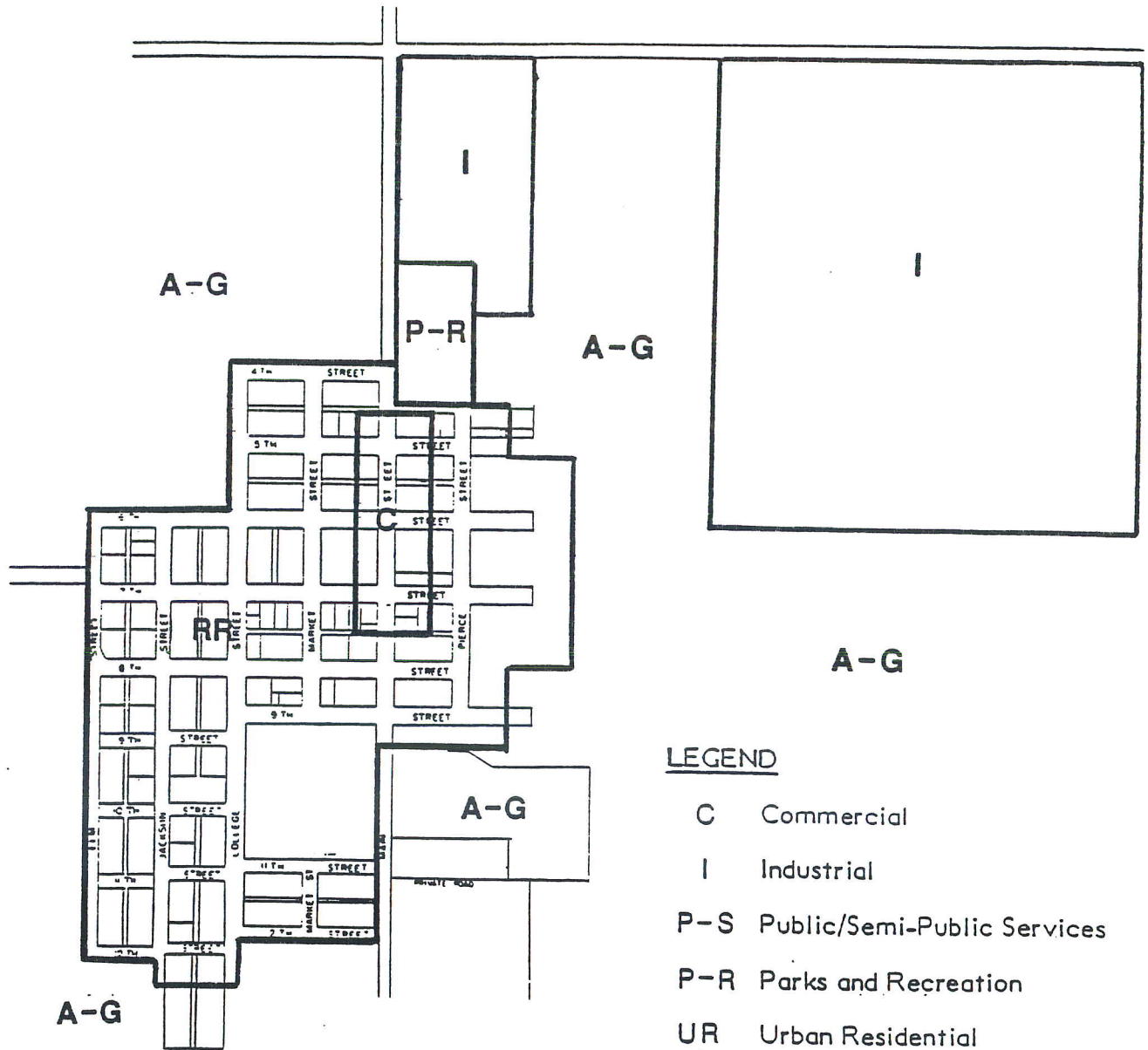
At this time, construction of a central sewer or water system by College City residents does not appear desirable or financially practical. If utilities are constructed at some point in the future it would be appropriate to reconsider this plan and encourage higher density uses.

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

## College City Development Policies

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





**LEGEND**

- C Commercial
- I Industrial
- P-S Public/Semi-Public Services
- P-R Parks and Recreation
- UR Urban Residential
- RR Rural Residential
- A-T Agriculture-Transition
- A-G Agriculture-General

**Figure CP-2**  
**LAND USE PLAN**  
 COLLEGE CITY



1"=790'

**COLUSA COUNTY GENERAL PLAN**  
 Sedway Cooke Associates



## COLUSA

### History

Much of the county's early history is centered around Colusa, the seat of county government, culture, and commerce from gold rush days to the present. The city was laid out on the site of Coru, an Indian village contained within a Mexican land grant deeded to American explorer John Bidwell. Bidwell sold his 8,875-acre land grant to Colonel Charles Semple of Kentucky in January, 1850. Semple, his nephew Will Green, and carpenter E. Hicks arrived in July, 1850. The three men laid out the town along a grid thirteen blocks from east to west and twelve blocks from north to south. Streets were drawn right-angled to the riverbank rather than along compass points. By the end of 1850, the town consisted of a small wood-frame bar and store, with a half-story hotel overhead. The streets that had been surveyed by Green and Semple remained on paper until merchants and settlers bought lots and cleared the wagon roads to their properties.

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

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

Much of the town was settled during the last decades of the 1800s. Elm, eucalyptus, walnut and orange trees were planted between 1875 and 1880. Many of the saplings have become towering shade trees today, providing Colusa with an amenity found in few other communities in the region. By the turn of the century, the city had become the trade center for much of the North Sacramento Valley. Construction of the Southern Pacific railroad diminished the reliance on the river for commerce but did not reduce Colusa's importance as a processing and shipping point for grain.

### Land Use Analysis

City of Colusa. Although policies in the County General Plan are directed at the unincorporated area, an understanding of the city is essential for these policies to be meaningful. Colusa is the county's most populous city and is its largest urbanized area. The city itself encompasses about 850 acres, but an additional 400 acres outside of town have been developed with scattered residences, retail-service uses and agriculturally-based industry. The economic base of the town is tied to agriculture, particularly rice and prunes. The city also contains a wire cable manufacturer and an orchard equipment manufacturer.

The incorporated area includes about 1,900 dwelling units, most of which are situated on 80 x 120 lots within the original townsite. Another 350 homes are located in the unincorporated area. Most development in Colusa was contained within the original grid of streets until the 1960s when the townsite was built out and peripheral land was developed with housing.

Development that has occurred since 1960 has followed more conventional suburban street patterns. Most of the residential growth has been to the south along Wescott Road and Bridge Street, primarily in subdivisions of 7,000 to 12,000 square-foot lots. The City has two principal commercial districts; a central business district centered around 5th and Market Streets, and a much smaller retail district along Fremont Street near 5th Street. Most agriculturally-related industrial uses in the city are located along Main Street near the river. Several large-parcel land uses are located in the southeast part of the city, including the County Fair Grounds, the High School, and Pirelli Cable Manufacturing. These three uses make up about one-sixth of the city's total land area.

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

Unincorporated 14th Street Area. This 55-acre area lies east of the city limits and west of the Southern Pacific railroad bed between Lurline and Wilson Roads. As of 1985, the area contained 58 legal, non-conforming residences (residences that were built before they were expressly prohibited by zoning), a spool manufacturing plant, a concrete batch plant, a PG&E yard, rice dryers, plum packing sheds, and open lots containing heavy equipment. There are also a large number of deteriorating shacks and structures within the area. Because of the mixture of incompatible land uses and its generally run-down appearance, 14th Street was the subject of a special land use study in 1985.

The problem that has been cited in this area concerns a strip of land one-half block wide running the length of 14th Street's west side. The area is zoned industrial but contains two dozen homes, many in poor condition. This strip acts as a transitional area between the heavy industrial uses east of 14th Street and the residential neighborhood along 13th Street and beyond. Current zoning for the area, which permits two-family residential and heavy manufacturing uses on adjoining parcels, was found to be unacceptable because it does not address the need for a buffer between these two uses.

The 1985 study recommended that General Plan and zoning designations for the area be modified so that industrial uses on the east side of 14th Street were gradually phased out. The transitional area would have its land use designation changed to medium-density residential and its zoning changed to R-4. The R-4 designation would permit both apartments and professional offices. Meanwhile, land west of 14th Street would be rezoned from heavy industrial to light industrial, promoting less obtrusive uses close to the nearby residential neighborhood. The study also recommended improvements to City water and sewer lines, which serve some of the properties in the area.

Recommendations of the 14th Street Study have been expressed as new General Plan policies and are presented below.

Unincorporated Lurline/Wilson Road Area. The Lurline Area includes the lands lying west and northwest of Colusa. The area is undergoing a slow transition from orchard and field crop uses to rural residential uses. There are a number of older residential subdivisions close to the city with 1/4-acre lots. There is also a 40-space mobile home park adjoining the city limits. The more recent development is occurring through the splitting of small farms or orchards into several parcels larger than one-half acre in size. The area still contains a viable agricultural base, but the acreage in agricultural production has declined steadily with the influx of "ranchettes".

After a flurry of lot splitting activity, development standards for the Lurline Area were proposed in 1986. The lot splits had resulted in the creation of several inaccessible parcels that could only be served by long driveways or substandard private streets. The resulting ownership pattern may eventually create street and urban service problems if the city of Colusa develops to the west. Some of the more significant Lurline Area proposals are:

- o that parcels cannot be divided into lots smaller than one acre until full public improvements are provided;
- o that permits for homes on existing public streets cannot be issued until public improvements and utilities are provided; and
- o that a community water system should be constructed after 50 percent of the parcels are developed.

The plan for the Lurline area designates those parcels closest to the city for Urban Residential uses. Eventual annexation and extension of city sewer and water to these areas is anticipated. Further to the west and north, areas for Rural Residential use have been identified. Additional parcels smaller than one acre should be prohibited in these areas. This will permit the area to retain its rural character and will avoid the necessity of extending city utilities.

Colusa's unincorporated west side also includes a series of commercial and residential uses located along Highway 20 at the junction of Wilson Road. This area contains a church, a seed processing plant, a commercial fish farm, an electronics store, and two large agricultural equipment sales outlets. The area also includes several houses and mobile homes, all served by private wells and septic systems. Some development is permitted along the western city limits and along Highway 20, but most of this area has been designated as "Agriculture-Transition" in the land use plan.

Unincorporated South Area. This area contains a mixture of residential, agricultural, and agriculturally-related industrial uses. Adjoining the city limits along Ware Avenue between Third and Eighth Streets, there are about 30 homes on 1/4-acre lots. This area is similar in character to the adjoining neighborhood within the city limits. To the south, Fifth Street extends beyond the city limits for about one-half mile. Fifth Street faces conditions and issues similar to the Lurline area. It contains about a dozen large-lot residences intermixed with orchards and is bounded by urban uses on three sides. Residents of the area favor retaining its wooded, low-density character.

Further south, the smaller orchard parcels open up to more expansive fields of grain crops. However, the 74-lot Walnut Ranch subdivision has been developed on a former walnut orchard about 1/3 mile south of the city limits along Wescott Road. Walnut Ranch has left a 50-acre undeveloped gap between the edge of Colusa and the subdivision. Recent lot splitting to the west of Walnut Ranch has created several residential estate parcels. Just south of Walnut Ranch, the abandoned Southern Pacific railroad bed defines the edge of the Colusa area. Beyond the railroad bed, field crops--most notably rice--extend for many miles toward the horizon.

Land on both sides of Wescott Road between Walnut Ranch and the city limits is ideally situated for future residential development. About 150 acres of vacant land in this area have been designated for urban residential uses. Further west, the rural residential area along 5th Street is to extend to the developing area west of Walnut Ranch.

Unincorporated East-Southeast Area. The unincorporated area east of Bridge Street was originally laid out as an extension of the 1850 Colusa townsite. On paper at least, seven of the east-west streets in the city were extended three blocks to the east. Only a few of these streets were constructed and many of the lots were consolidated. About 60 homes exist in this area, mostly in the Goad's Addition along Clay and Parkhill Streets. The homes are served by city water, but have private septic systems. Many of the water lines are substandard and in need of replacement.

Although Bridge Street is the city limit line, there are few perceivable differences in the character of the "city" and "county" sides of the street. Unincorporated uses along Bridge Street include the Veteran's Hall, two convenience stores, an auto showroom, sales, and repair establishment, and two bulk oil plants. Several vacant parcels have recently been annexed or will be annexed soon, including the recently opened Town and Country Shopping Center and Assembly of God Church.

From the Goad's Addition, Crommer Avenue extends 3/4 miles east to the river, providing access to several residences, prune and walnut orchards, a harvester manufacturer, and two bulk oil plants. There is also an old rice storage building along the river at the end of Main Street and a prune drying and packing plant at Moon Bend Road and Highway 20. Some of these parcels are likely to be annexed by the city in the near future.

Most of the East Side is well-suited for residential development, provided that street access is improved as development occurs. Although the East Side has historically developed more slowly than the south and west sides, there are currently proposals to build apartments and senior housing in this area. The Goads Addition and land south of the County Hospital have been identified for future urban residential development in the land use plan. To the east of these areas, additional lands have been set aside for rural residential development.

Unincorporated Airport Area. The land use pattern in the unincorporated area southeast of the city reflects the area's proximity to the Colusa Airport. The airport is a general aviation facility and is adjoined by support uses such as hangars, as well as light industrial uses. Aircraft noise and safety hazards have precluded residential uses near the runway. Most of the land between the city and the airport is contained within the 253-acre Colusa Industrial Park. Developed uses include a bean processing plant, rice dryer, mini-warehouse complex, seed plant, two crop duster companies, two agricultural chemical suppliers, and a water pump and well drilling company.

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

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

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

### **Proposed Land Use Plan**

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

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

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

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

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

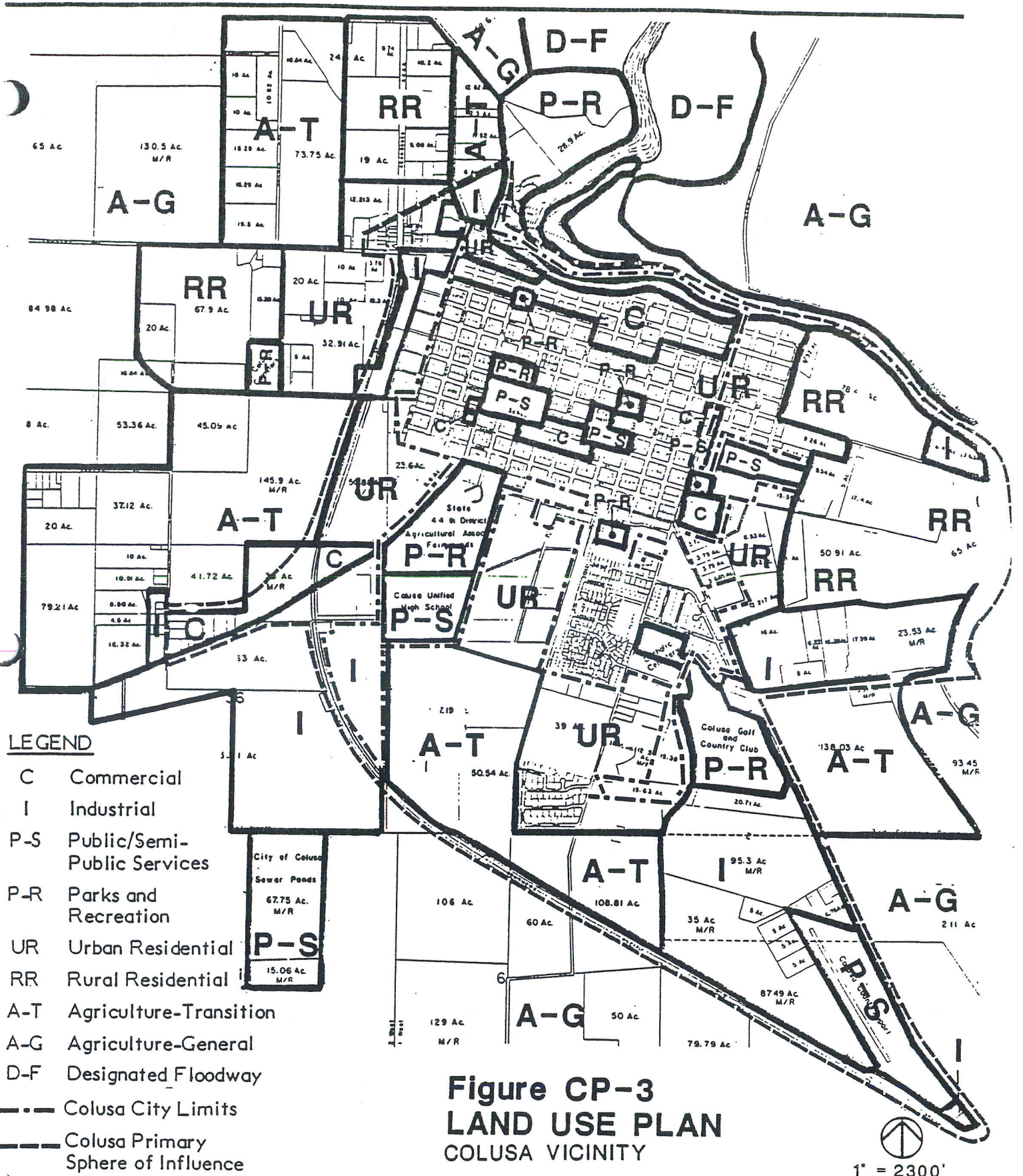
will become more critical as traffic through the county and within the city becomes heavier. Within the areas designated for Urban Residential development, additional school and park sites should be provided. Since these areas are to be annexed by the City of Colusa prior to their development, the city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

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

### **Colusa Sphere of Influence Development Policies**

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





**COLUSA COUNTY GENERAL PLAN**  
Sedway Cooke Associates



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

## GRIMES

### History

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

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

### Land Use Analysis

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

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

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

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

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

### **Proposed Land Use Plan**

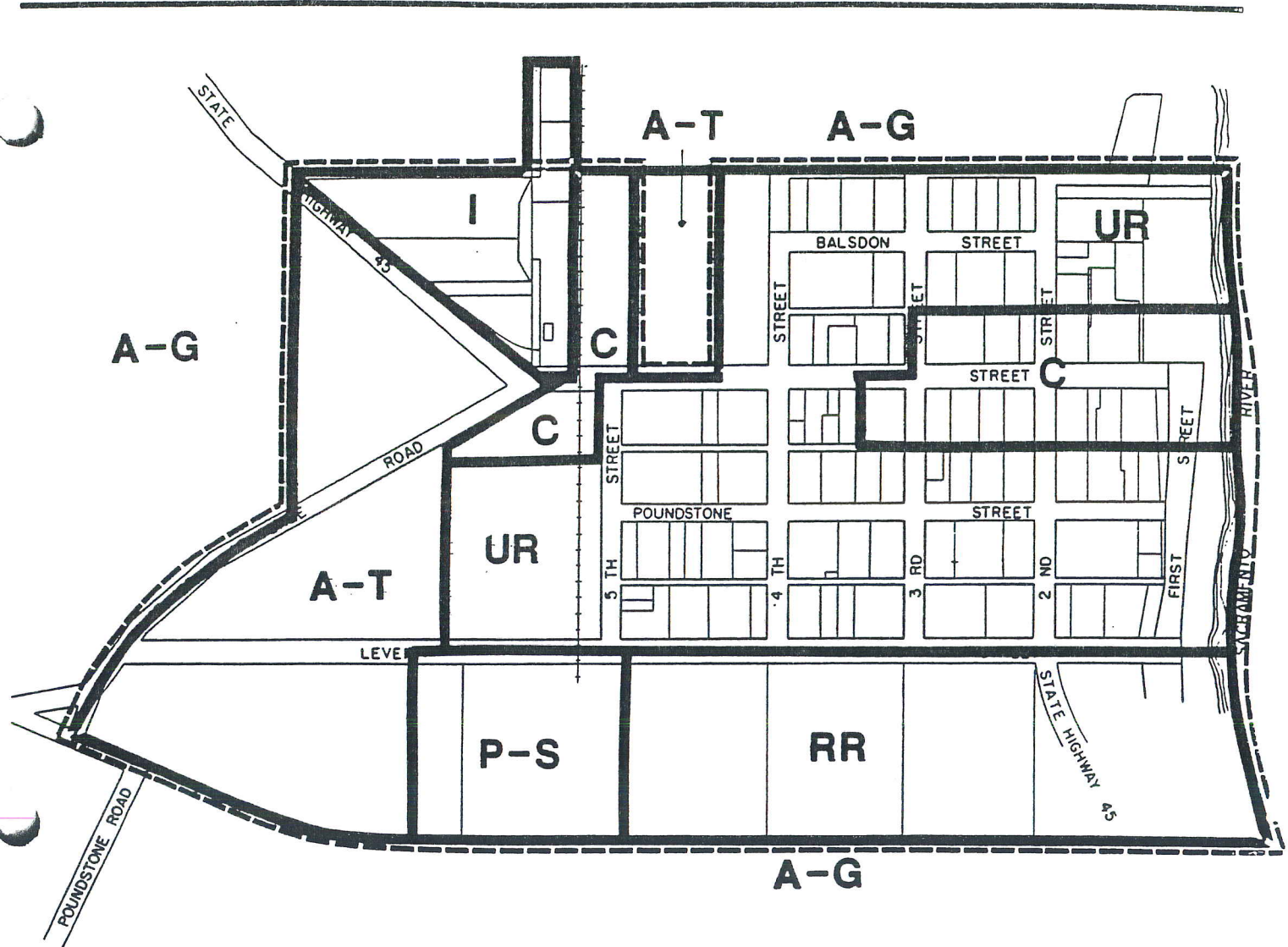
The long-range plan for Grimes keeps future development within the existing utility district boundaries and reserves the surrounding areas for agriculture. There are currently about 60 acres of vacant land left in the utility district, an area about equal in size to the developed part of Grimes. Less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

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

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

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

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



**LEGEND**

- C Commercial
- I Industrial
- P-S Public/Semi-Public Services
- P-R Parks and Recreation
- UR Urban Residential
- RR Rural Residential
- A-T Agriculture-Transition
- A-G Agriculture-General
- Grimes Utility District

**Figure CP-4**  
**LAND USE PLAN**  
 GRIMES



1" = 480'

**COLUSA COUNTY GENERAL PLAN**  
 Sedway Cooke Associates

## Grimes Development Policies

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

## MAXWELL

### History

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

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

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

vacant or underutilized today. Other historic buildings have been demolished. The 1922 High School and 1914 Grammar School were both demolished in the mid-1970s because they did not meet the earthquake safety hazards of the Field Act.

## Land Use Analysis

Maxwell's development has historically been oriented around a north-south axis along the railroad and an east-west axis perpendicular to the railroad along Oak Street. The original townsite was supplemented during the town's early years by a series of subdivisions or "additions" named after the landowners, including McCoy, Felt, Danley, Harden, and Mathieson. The additions generally extended the town's grid of streets to the configuration it bears today, roughly 8 blocks by 8 blocks. Land surrounding the town is used for field crops, especially rice.

Business District. The town's business district extends along both sides of Oak Street for about three blocks. Commercial uses are centered along the blocks just west of the old rail depot, but the opening of a modern supermarket east of the railroad may change this pattern. As in other small towns in Colusa County, downtown has been hit hard by the advent of convenience stores, supermarkets, and shopping centers in distant communities. In response, many of the newer shops in downtown Maxwell focus on the sale of specialty items such as flowers, antiques and gifts. Oak Street also includes a restaurant, market, auto parts shop, beauty salon, barber shop, laundromat, and the town library. Several of the storefronts are vacant. Just west of the retail district, Oak Street includes the post office, fire department, and American Legion Hall.

Railroad/Old 99 Area. Agriculturally-related industrial uses extend along both sides of the railroad, as they have for over a century. Most of the wooden sheds and buildings which once lined the tracks have been demolished or lost to fire. A very large grain warehouse, surrounded by rice harvesters, occupies the northeast corner of Oak and the railroad. Other metal or masonry warehouses are located south of Oak Street along the west side of the tracks and Old Highway 99. There are a number of large vacant lots along the railroad and Old 99 which are used for truck and harvester parking. These lots are intermixed with scattered commercial uses, including two service stations, two restaurant/bars, a metal building manufacturer, a bank, and a convenience store. Residents of Maxwell have expressed a desire to beautify the Old Highway 99 strip and to encourage tree-planting and commercial redevelopment in this area.

Residential Areas. Maxwell contains about 310 single family homes, 20 multi-family units, and a 26-space mobile home park. One-half of the town's housing lies in the northwest quadrant (north of Oak Street and west of the railroad). In total, about 120 acres in the town are used for housing and adjoining streets. Most residential lots in the original townsite were 25' x 116', while the "additions" featured slightly larger lots. Virtually all of the housing in the Maxwell townsite was built on parcels consisting of two or more of the original lots. Residential parcels as large as 1/2 acre are not uncommon within the town, although most homes are on lots of 6,000 to 15,000 square feet.

The residential areas are fairly compact. Although most blocks contain one or two vacant lots, the lots are often used for backyard gardening and in some cases for raising livestock. Some of the residential blocks include non-residential uses, especially barns, large metal sheds, and small home businesses. The residential area

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

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

### Proposed Land Use Plan

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

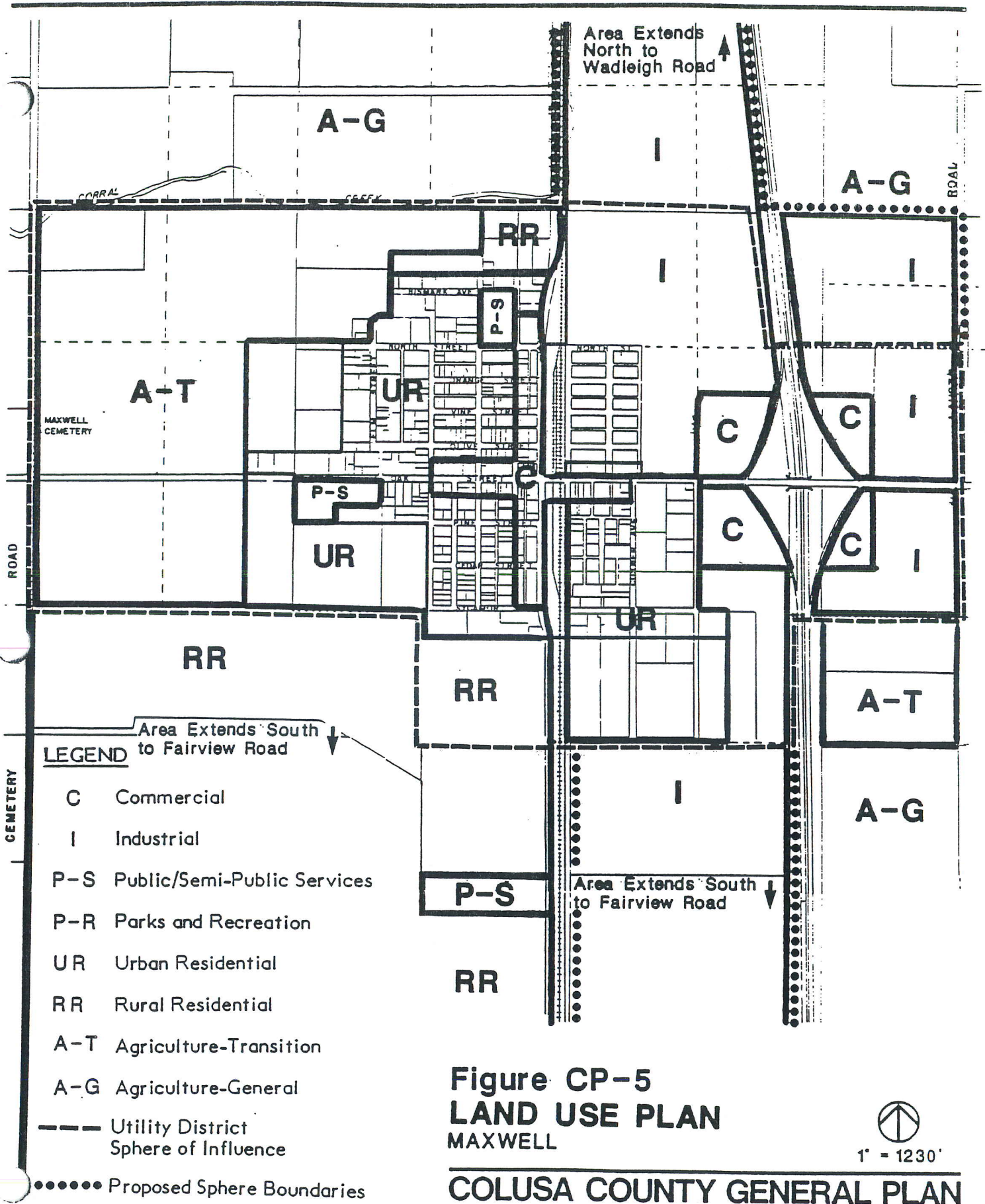
In addition to the new industrial areas, the land use plan shows new commercial uses around the freeway interchange. The types of uses envisioned are similar to those around the Williams freeway interchange, namely restaurants, service stations, motels, and retail uses. New commercial uses would also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

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

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

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





## Maxwell Development Policies

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

## PRINCETON

### History

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

### Land Use Analysis

Princeton's development pattern reflects the man-made features which form its eastern and western boundaries. Levees--containing the Sacramento River on the east and the River Branch Canal on the west--have defined the edges of town for many years. Because these two levees are parallel to each other and are less than one-quarter mile apart, Princeton's growth has been pushed to the north and south. The town is oriented along Highway 45, the principal route between Colusa and Chico. The railroad passed about one-half mile west of town so it has not really influenced the way Princeton appears today.

The town extends four blocks from north to south and three blocks from east to west. Most of the blocks are bisected by a 30' north-south alley. Lots in the original townsite were somewhat larger than in other Colusa County towns, averaging 80'x 160'. Most of the town's 100 homes are on parcels of 1/4 to 1/2 acre. Princeton also includes a 4-unit apartment building, and a small mobile home park. Most of the housing is contained within the original townsite, although a strip of lots along Highway 45 extends north of town to the ferry landing. The town's rice dryer lies just beyond the landing.

Princeton has a well-defined "downtown" occupying a single block along Highway 45 between Prince Street and Center Street. Uses include a hardware store, two bars, a market, and an auto parts store. The library, irrigation district, and post office are located in this area as well. There are also several grain storage buildings. The composition of uses is very similar to that found in downtown Grimes. However, Highway 45 has relatively high traffic volumes, creating a less intimate atmosphere in the central area than in Grimes. North and south of downtown, homes extend along the highway to the edges of town.

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

Bridges at Norman Road, Center Street, and Spencer Road cross the River Branch Canal and join Princeton with the farmland to the west. Most land west of the canal is used for rice farming, although about 12 acres by the high school are used for

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

### **Proposed Land Use Plan**

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

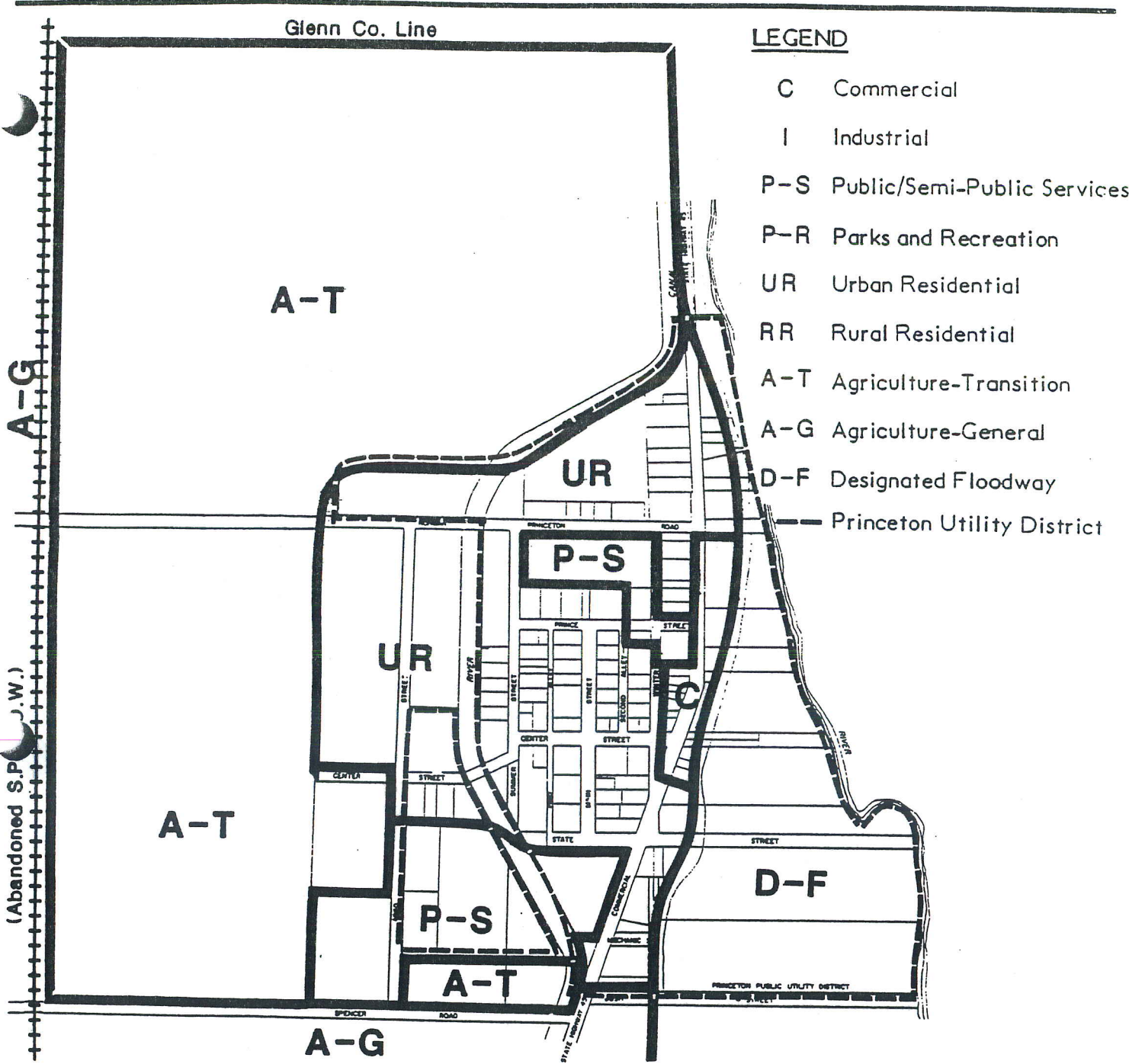
While the plan sets aside more than a 20-year supply of residential land, the amount of development shown is far less than what is currently allowed by the town's zoning. In fact, the present zoning map shows about 250 acres of farmland on which apartments or duplexes are permitted; if this land were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

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

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

### **Princeton Development Policies**

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



**Figure CP-6**  
**LAND USE PLAN**  
**PRINCETON**



1" = 600'

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

## STONYFORD-LODOGA

### History

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

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

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

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

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

### Land Use Analysis

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

spectacular backdrop of Snow and St. John Mountains, give Stonyford a rustic "old-west" character. This has made the area increasingly popular for retirees, second home owners, and families seeking rural lifestyles.

Today, Stonyford consists of about two square blocks and 30 homes. Market Street contains two general stores, two restaurants, two lodges, a phone company office, a post office, and the town hall. The town also contains two historic churches. The lodges, churches, and town hall have been social gathering places for nearly a century and are still a very important part of community life. The rodeo grounds east of town, site of Stonyford's largest annual event, are also an important part of the town's heritage.

Much of the Stonyford community is located outside of the original townsite, on the farms and rural residences that dot the surrounding countryside. Just north of town, the Indian Valley School serves Stonyford and adjoining areas in Glenn County. Across Lodoga-Stonyford Road, the Mendocino National Forest Ranger Station provides housing for rangers working in the southeastern portion of the forest. The Forest Service offices are located about 1/2 mile south of town. The town library and the Stonyford Landfill are located nearby. There are also a few rural residential subdivisions in the south part of Stonyford, all contained within the town's water district. These subdivisions contain a combined total of about 25 homes, generally on one to five acre lots. Most of the housing units are mobile homes or prefabricated homes.

Lodoga. The town of Lodoga consists of about 20 homes and extends for about 1/2 mile along the banks of Indian Creek. Most of the homes were originally built as vacation cabins. Homes generally occupy the 1/4 to 1/2 acre lots that are wedged in the strip of land between the creek and the Sites-Lodoga/Leesville-Lodoga Road. The community also contains a bar and restaurant, a veterinary clinic, and a TV repair shop. There are several vacant parcels located along the creek, but their development potential is limited by flood hazards. The larger parcels on the edge of Lodoga are generally used for farming but have some potential for rural residential development.

Indian Valley. Stonyford-Lodoga's physical setting makes the area unique among Colusa County communities. Unlike the Sacramento Valley towns which are surrounded by flat open plains and vast farms, the land between Stonyford and Lodoga is rugged and heavily wooded. The terrain has fostered a scattered rural development pattern oriented along the roads connecting the communities at either end of the valley. Flat land is generally used for wheat farming, while the grassy rolling hills are used for cattle and sheep grazing. Interspersed between the farms and ranches are a number of rural subdivisions, including Century Ranch and East Park Lake View Acres. There are also several large acreage homesites, especially along Goat Mountain Road and Stonyford-Lodoga Road.

Stonyford is presently the largest population center in the western foothills of Colusa County. Due to its development potential, however, Century Ranch is likely to become the larger community as time passes. The 1,000-lot subdivision has about 60 homes, just 6 percent of its buildout potential. Between 25 and 30 of these homes are occupied year-round. Lots are generally 1/2 acre and are oriented along winding roads and cul-de-sacs that traverse the hilly site. The homes are scattered throughout the subdivision giving the impression that lot sizes are actually much larger. There is a community water system, administered by a private water company, but no centralized sewer. Because of the difficulty in achieving adequate percolation for

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

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

### **Proposed Land Use Plan**

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

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

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

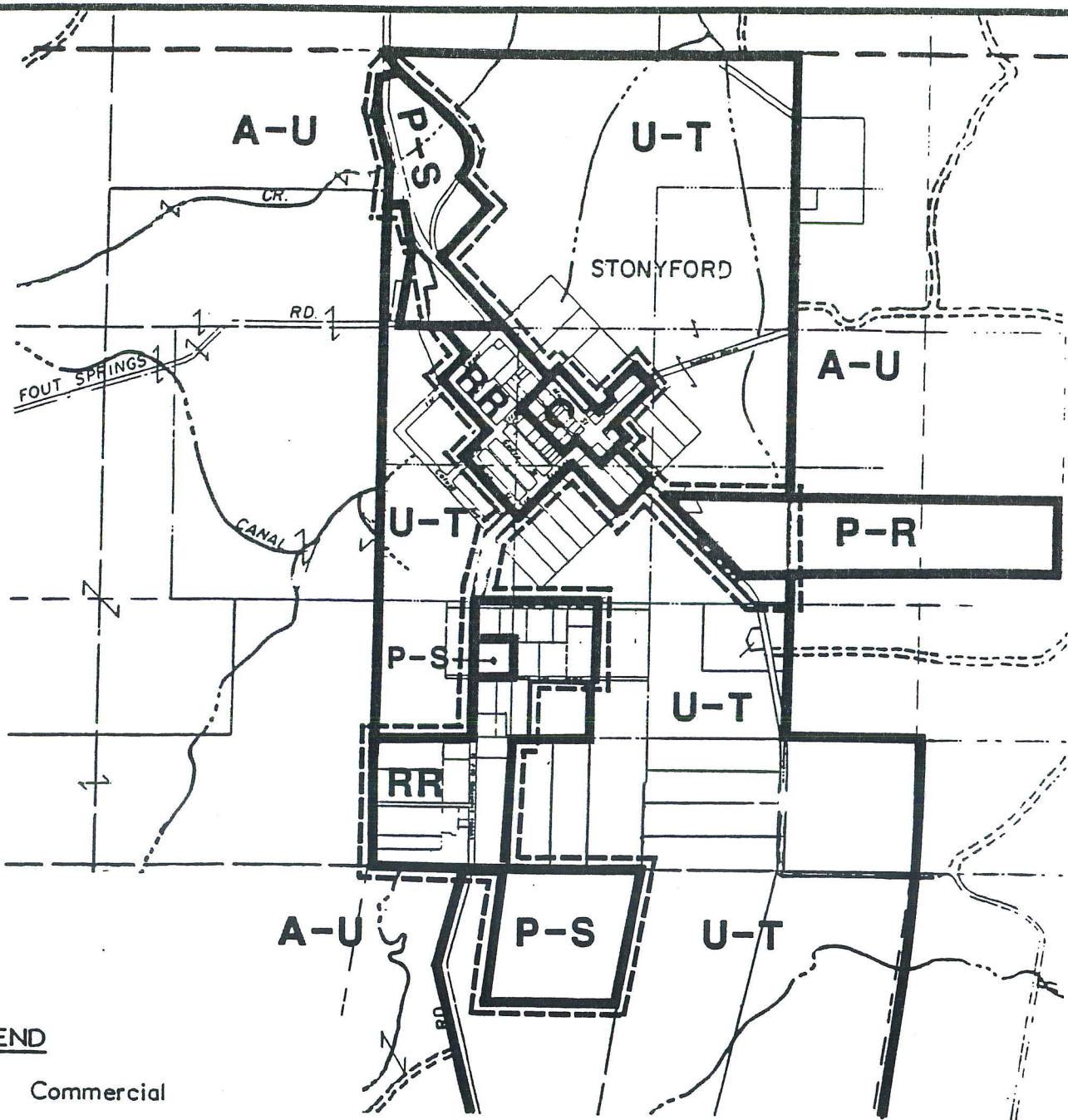
The land immediately adjoining Stonyford is designated an "upland transition" area. This use provides a buffer between the town and the surrounding ranchlands and undeveloped foothills. Within the transition area, farming and ranching are to be the predominant uses, although some very low density residential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

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

### **Stonyford-Lodoga Development Policies**

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





**LEGEND**

- C Commercial
- I Industrial
- P-S Public/Semi-Public Services
- P-R Parks and Recreation
- UR Urban Residential
- RR Rural Residential
- U-T Upland-Transition
- A-U Agriculture-Upland

 Stonyford Water District

**Figure CP-7**  
**LAND USE PLAN**  
 STONYFORD



1" = 1550'

**COLUSA COUNTY GENERAL PLAN**  
 Sedway Cooke Associates

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

## WILLIAMS

### History

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

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

## Land Use Pattern

City of Williams. Although the county does not regulate land use within the city limits, a discussion of the incorporated area is included to put conditions in the surrounding area in perspective. Incorporated areas are shown in a generalized manner on the Williams Community Plan. More specific designations may be determined by the city when it updates its general plan.

Land use in Williams reflects the town's historic orientation along the railroad and its more recent orientation towards Interstate 5. Williams is laid out much the same as Maxwell; an agricultural-industrial area extends north and south along the railroad, a business district extends perpendicular to the railroad along a major east-west road, and residential neighborhoods lie north and south of the business district. However, the residential areas in Williams are more than twice as large as Maxwell's, and commercial uses in Williams cover an area nearly ten times the size of downtown Maxwell. In fact, Williams has a far greater proportion of its land in commercial uses than any other community in Colusa County. This reflects the large acreage in freeway-dependent uses such as motels, restaurants, and service stations. These establishments take up much greater land areas than the old commercial buildings in the main business district.

Commercial uses are concentrated on the north and south sides of Business Route 20 ("E" Street) on the east side of Interstate 5. Although the establishments at the interchange serve the local population, their primary customers are interstate travelers. Williams is the largest community along the 65-mile stretch of road between Woodland and Willows and is a major stopping point for gas, food, and lodging. To the west of the freeway-commercial area, the older downtown commercial area stretches for several blocks along 7th Street (Old Highway 99). Highway 99 contains six motels, a supermarket, and a number of restaurants, variety stores, gas stations, and offices. Commercial uses are intermixed with public uses to the west on "E" Street. The blocks west of the central district include City Hall, the police and fire station, the library, and a market.

Virtually all of the area's industries are located on parcels fronting the railroad. Many of these parcels are actually unincorporated and are discussed below. Within the city limits, major industrial uses include a feed mill, a grain warehouse, and a pole manufacturer. There is also a machine shop in downtown Williams, and there are a number of truck storage lots and gas wells along Old Highway 99.

The town's housing stock is about evenly distributed between the north and south sides of "E" Street. From downtown Williams, residential areas extend about five blocks to the west, five blocks to the north, and five blocks to the south. All residences within the city limits lie east of the railroad. The city's housing stock includes 500 single family homes, 25 mobile homes, and just over 100 duplexes and apartments. Single family neighborhoods in the city average about 5 dwelling units per acre, with many homes on 50' x 150' lots.

Several large acreage uses stand out in the city of Williams. On the west side, the elementary, middle, and high schools share a common 40-acre campus. Other major land uses in the city include two city parks, the Sacramento Museum, and 7 churches. Most land in the city limits has been built out, although several infill commercial parcels and vacant lots remain. The 1986 Housing Element for Williams estimated that 27 acres of vacant residential land remained in the city. Much of this land is not really vacant, since it contains rural residences on 1- to 8-acre lots.



There is no indication that the large lot homeowners in the city plan to create subdivisions on their properties. Given the projected level of growth in Williams, most of the community's future housing will be constructed on parcels that are presently unincorporated.

Unincorporated I-5 Corridor. The I-5 Corridor area includes land in the Williams sphere of influence east of the city limits. Several of the properties adjoining the city limits already receive city water and sewer and have recently been annexed. Most of the remaining land in this area is used for rice farming, tomatoes, and other row crops, but there are scattered agricultural-industrial and commercial uses east of the freeway. Much of the Williams I-5 area is planned for industrial development during the coming years.

The area between the city limits and the interstate includes a milling company, rice dryers and storage bins, and a county equipment yard. Further south, a migrant farm labor camp occupies about 25 acres along the Interstate.

East of the freeway, there are several rural residences and agricultural storage buildings, a commercial airport used for crop dusting, a petroleum products warehouse, a bus yard, a swimming pool manufacturer, a flea mart, rice and vine seed drying facilities, and a few commercial supply businesses. These uses occupy small parcels and are very widely scattered along Husted Road, Crawford Road, Old Highway 99, and the Husted Lateral. Away from the roadsides, the large tracts behind the commercial buildings are used for agriculture.

The Community Plan for Williams recommends that much of this land be designated for future industrial development. Its visibility from the freeway, proximity to the railroad, and accessibility from I-5 make it ideally situated for industry. Most parcels lying in the triangular area bounded by Highway 20, I-5 and Husted Road have been designated "Industrial"; the area immediately adjacent to the "E" Street and Highway 20 interchanges have been designated "Commercial".

About 930 acres east of Husted Road and the Southern Pacific Railroad, north of the Glenn-Colusa Canal, and south of Abel Road are already contained within a proposed industrial park. The tentative site plan for Williams Industrial Properties would create 36 parcels between 12 and 54 acres in size, served by a loop street off Husted Road. Most of the site will be rezoned for heavy industry, although a light industrial buffer between the project and Husted Road will be maintained to avoid future conflicts as the city of Williams grows to the south.

Unincorporated Southern Rural-Residential Area. To the south and southwest of Williams, fruit and walnut orchards on relatively small farm parcels have proven to be an attractive draw for rural-residential development. This area, which was once almost exclusively used for agriculture, now contains about 80 rural non-farm residences on parcels averaging 1/2 acre to 5 acres. Most of the parcels have been created through lot splits on orchards rather than through major subdivisions. The smallest parcels adjoin the city limits, especially along Theater Drive and Venice Boulevard. Further south, residential uses have been less intrusive and the orchards are more predominant. The area also contains scattered commercial uses, including an irrigation pipeyard, a tow-truck company, a motel, a county corporation yard, and a crop dusting landing strip just west of Husted Road.

As in other rural-residential areas in Colusa County, the practice of housing development without sewer and water services is of some concern south of Williams. As



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

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

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

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

### **Proposed Land Use Plan**

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

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





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

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

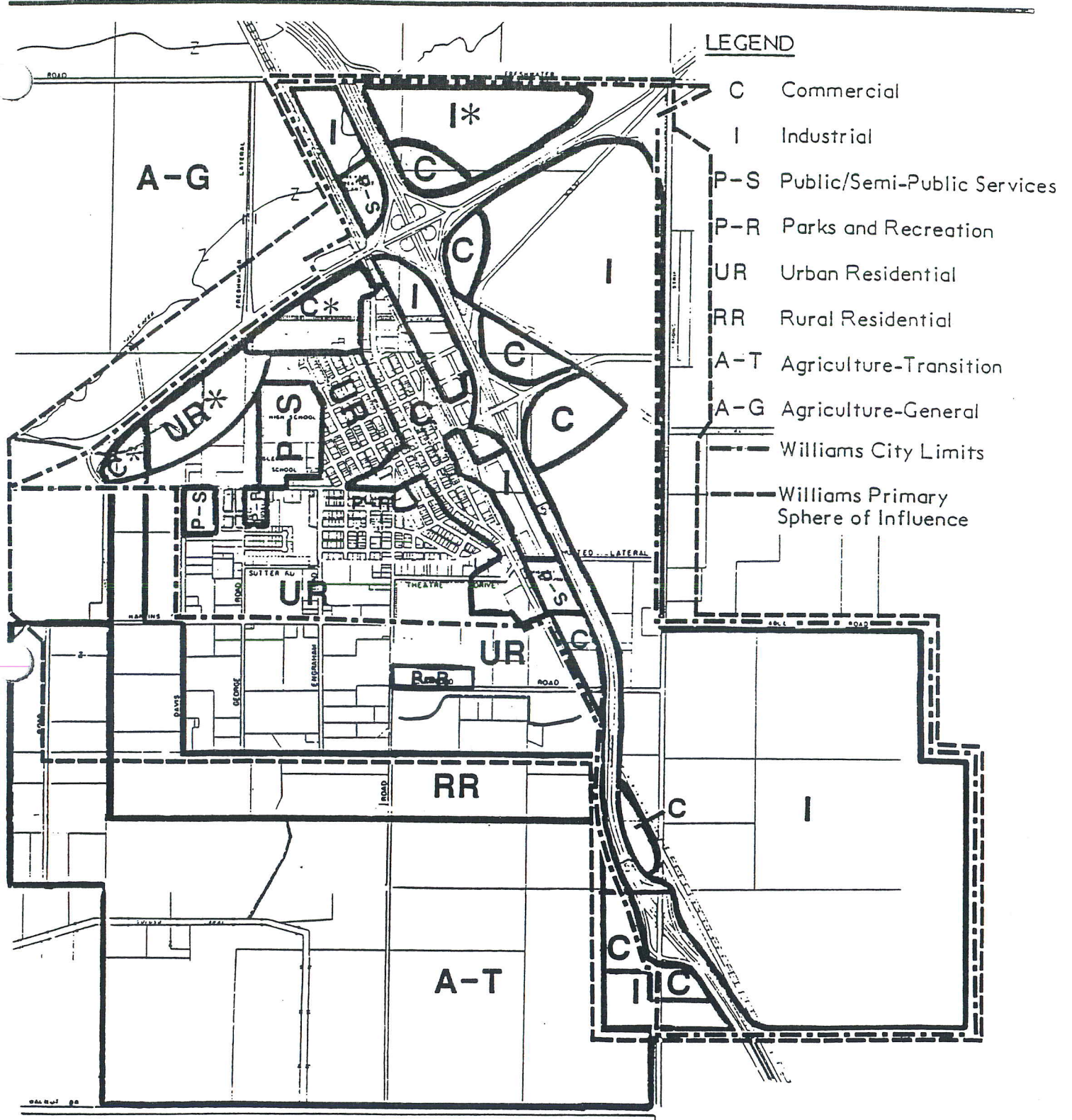
About 1,000 acres have been designated for "urban residential" use. Some of this area is already partially developed with rural residential uses. The character of this area would change over time as utilities were extended south and higher density development took place. Rural residential development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

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

### **Williams Sphere of Influence Development Policies**

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





\* Developable Only After  
Area has been Removed  
From 100-Year Flood Plain

**Figure CP-8**  
**LAND USE PLAN**  
WILLIAMS VICINITY



1" = 2600'

**COLUSA COUNTY GENERAL PLAN**  
Sedway Cooke Associates

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

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