

## 2.0 LAND USE

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### 2.1 OVERVIEW

This chapter presents an overview of the existing land use conditions within Tehama County. It highlights the various communities throughout the County, as well as special planning areas, such as the areas outside of the three incorporated cities (Corning, Red Bluff, and Tehama) and the various unincorporated communities. This chapter also examines existing land use patterns and developments that have occurred since the adoption of the previous General Plan

### LEGAL BASIS AND REQUIREMENTS

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The General Plan Guidelines for the State of California describe the mandatory Land Use Element as a guide to planners, the general public, and decisions makers to the ultimate pattern of development for the County at buildout. Land Use plays a central role in correlating all land use issues into a set of coherent development policies. Its objectives, policies, and programs relate directly to other elements. In addition, it is the most visible and often-used element in the local General Plan. The element's objectives and policies provide a long-range context for short-term actions.

### 2.2 PURPOSE AND METHODOLOGY

Research for this portion of the report was compiled through contacting agency personnel, interviewing individuals, and reviewing existing documents. Conclusions and assumptions made in the report are based on information provided through the many contacts surveyed. A complete list of individuals contacted and documents used can be found in the bibliography.

Population and demographics figures were obtained from the 2000 U.S. Census. For the discussion on population changes due to natural increase and net migration, reports prepared by the Demographic Research Unit of the California Department of Finance were consulted.

### 2.3 EXISTING SETTING

Tehama County is largely rural in nature, with isolated pockets of population primarily concentrated along the valley's major transportation corridors (Interstate 5 and SR-99). To the west and east, large ranches and government land holdings dominate the terrain.

The existing land use pattern within Tehama County primarily consists of a combination of upland agricultural, exclusive agricultural and public lands (See **Figure 2-1**). As stated previously, all of the major incorporated and unincorporated developed areas within Tehama County are located adjacent to major county or state transportation centers, and the majority of which are located adjacent to Interstate-5 and Highway 99.

Commercial land uses also primarily occur along these major state and county roadways, most of which are located in Red Bluff, Corning and Los Molinos. Residential land uses within the developed portions of the county often tend to be located behind or beyond the commercial and service uses directly adjacent to the major street network. See Section 2.5 for additional Land Use information.

### 2.4 REGULATORY FRAMEWORK

A wide range of State and Federal agencies exercise some level of regulatory control over land use decisions in Tehama County, some through permitting or review authority and others through ownership of land.

### AGENCIES WITH PERMITTING AUTHORITY

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**The State Lands Commission** has exclusive jurisdiction over all submerged lands owned by the State as well as the beds of navigable rivers, sloughs and lakes. The Commission has the authority to grant three kinds of permits (1) mineral extraction leases; (2) dredging permits (required for any dredging of navigable waterways for improvement of navigation, reclamation or flood control); and (3) land use leases (required for any proposal to utilize navigable waterways for any purpose other than dredging, e.g. piers, floats, docks).

**The State Department of Fish and Game (DFG)** has jurisdiction over "all water in the state," including any lakes, streams or rivers containing fish or wildlife resources. In Tehama County, such resources include the Sacramento River and all natural streams, creeks and drainageways leading to it. The DFG has also claimed authority over all other local drainage facilities. The DFG has authority over two permitting processes: (1) streambed alteration agreements, required for any projects that alters the flow of any lake, stream or river on the state; and (2) suction dredging permits, required for projects involving suction or vacuum dredging activities in state waters.

**The Regional Water Quality Control Board (RWQCB)** maintains jurisdiction over discharges into all rivers, creeks, streams and canals. Their agency also has jurisdiction over groundwater quality. Any project that will discharge wastes into any surface waters must conform to waste discharge requirements established by the RWQCB. These requirements serve as the Federal National Pollution Discharge Elimination System (NPDES) permit. The RWQCB also works to obtain coordinated action in water quality control, including prevention and abatement of water pollution and nuisances.

**The State Department of Transportation (CALTRANS)** has the authority over all state highways and freeway rights-of-way, including easements, and undeveloped rights-of-way that have been acquired in anticipation of future construction. Any project that proposes to construct a road connection or perform earthwork adjacent to a state highway or freeway must obtain an encroachment permit from Caltrans.

**The United States Army Corps of Engineers (CORPS)**, pursuant to the Rivers and Harbors Act, The CORPS maintains jurisdiction over all navigable waterways (including non-navigable streams, creeks, and marshes) and requires a permit for any work within these waterways, including dredging and filling.

**The Tehama County Air Quality Management District** is a regional agency that regulates stationary sources of air pollution within the County. The District's boundaries are the same as Tehama County. The District's Board of Directors is the Board of Supervisors. The District's main purpose is to enforce local, state and federal air quality laws, rules and regulations. Sources of air pollution include industrial development and commercial businesses with air emissions such as lumber product companies and gasoline stations. The district also regulates open outdoor burning and a variety of other programs such as Air Toxic Control Measures (ATCM's) and New Source Performance Standards (NSPS). The District issues permits to ensure that all equipment and processes comply with federal and state laws and regulations, and District rules. Before any person builds, alters, replaces, operates or uses anything that may cause emissions of air contaminants, a permit must be obtained from the District.

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### AGENCIES WITH REVIEW AUTHORITY

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While the following agencies do not issue permits, they do maintain review authority and may comment on aspects of a development proposal that are related to their particular areas of expertise.

**Local Agency Formation Commission (LAFCO)** has the authority over land use decisions affecting local agency boundaries, including city limits and sphere of influence boundaries for each of the three incorporated cities (Corning, Red Bluff, and Tehama) including various special and community service districts within Tehama County. Any proposed changes to the cities limits or sphere of influence boundaries must be reviewed and approved by the LAFCO.

**The State Department of Parks and Recreation** reviews development projects in relation to state recreational facilities and grants for local facilities. Within the Department of Parks and Recreation, the State Office of Historic Preservation is the designated State Historic Preservation Office (SHPO) and monitors State and Federally registered historic resources, as well as carrying out other statutory responsibilities.

**The California State Clearinghouse** is the point of contact for review of environmental documents where one or more state agencies will be a responsible or trustee agency. The Clearinghouse circulates environmental documents among state agencies, coordinates review and forwards comments to the lead agency.

**The State Department of Fish and Game (DFG)**, as a trustee agency, reviews projects and comments on potential impacts to fish and wildlife resources in general, and identifies potential impacts to endangered or threatened plant or animal species under the California Endangered Species Act. The Department is required to issue a written finding whether a proposed project would "jeopardize" the continued existence of any species, or result in the destruction or adverse modification of habitat essential to the continued existence of the species. If the Department makes the "jeopardy" finding, it is then required to develop "reasonable and prudent alternatives" to conserve the endangered or threatened species.

**The California Department of Forestry and Fire Protection (CDF)** is financially responsible for wildland fire prevention and suppression in all State Responsibility Areas (SRAs) of the County, including emergency response. The CDF is also responsible for the management and protection of natural resources, and regulates the enforcement of California's Forest Practice Regulations that guide timber harvesting on private lands.

**The United States Environmental Protection Agency (EPA)** has review authority over environmental documents that are prepared and circulated pursuant to the National Environmental Protection Act (NEPA). The EPA can comment on draft environmental impact statements (EISs), and NEPA procedures require filing of final EISs with the EPA. The EPA has authority over development projects pursuant to Section 404 of the Clean Water Act, an authority that overlaps with that of the Army Corps of Engineers. Generally, the EPA reviews Department of Army permits for compliance with guidelines for implementing Section 404 requirements. The EPA can, in rare cases, override an Army Corps of Engineers decision on a Department of Army permit in order to prohibit discharges into waterways.

**The United States Fish and Wildlife Service (USFWS)** must be consulted on all federal projects, such as Army Corps of Engineers/Department of Army permits, pursuant to the Fish and Wildlife Coordination Act. The Service comments on potential project effects on "endangered or threatened" plant and animal species under the Federal Endangered Species Act. In reviewing

a project, the Fish and Wildlife Service could issue a "jeopardy" determination and would propose alternatives to the permitting agency, in a manner similar to the State Department of Fish and Game process. The Fish and Wildlife Service also comments on potential effects of land development projects on fish and wildlife resources.

**Bureau of Land Management (BLM)**, a bureau of the Department of the Interior, is a multiple-use land management agency responsible for administering 270 million acres of public land located primarily in the Western United States, including Alaska. The BLM manages many resource programs such as minerals, forestry, wilderness, recreation, fish and wildlife, wild horses and burros, archaeology and rangeland. Within Tehama County, the BLM manages approximately 120,730 acres of land.

**U.S. Forest Service** a division of the United States Department of Agriculture is responsible for the management of the Tehama National Forest, which encompasses approximately 1,079,971 acres of land and lies within portions of Colusa, Lake, Glenn, Mendocino, Tehama and Trinity Counties. Within Tehama County, The National Forest includes approximately 174,000 acres of land. The Forest Service is responsible for the management of timber, mineral resources, fire management and prevention, recreation, law enforcement, cultural and wildlife resources.

## 2.5 ISSUES AND OPPORTUNITIES

### HISTORIC DEVELOPMENT

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Tehama County was created out of parts of Butte, Colusa, and Shasta Counties in 1856. Named for the City of Tehama, some of the suggested roots for the word Tehama are "hot lowlands" from Arabic and "high water" from a local Native American dialect. Tehama County's early economy depended heavily on the use of natural resources (e.g. agriculture and lumber).

The County seat, Red Bluff, was also established in 1856. Its strategic location along the Sacramento River, connecting it to both Sacramento and San Francisco, enabled it to serve as a transportation hub, exporting Tehama's agricultural and lumber products by steamships up and down the river. Steamships also imported freight to Red Bluff where it was unloaded and distributed to the Trinity mining camps to the northwest.

The Central Pacific Railroad connected through to Red Bluff in the 1870's and soon replaced the steamships as the primary mode of transportation and commerce. Red Bluff's downtown reflects the Victorian architectural style popular during the 1870's due both to its connection to the cities of Sacramento and San Francisco as well as lumber made available by the Sierra Lumber Company Flume.

### LAND USE HISTORY

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#### Regulatory Documents

Following the appointment of a Planning Commission shortly after World War II, the activities of the Commission increased greatly each year. The Board of Supervisors adopted a Zoning Enabling Ordinance in 1956. By 1961, with a marked increase in subdivision activity and major freeway, public water development, recreation and other projects to be integrated into the County development pattern, it became apparent that an accelerated planning program was necessary to keep plans ahead of development. An application for an Urban Assistance grant was filed in that year, and the first County Master (General) Plan project was started early in 1962. The purpose of the Master Plan project was to provide for the County the most essential

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elements of a General Plan and complementary Specific Plans to ensure that the basic guides for good growth and orderly development would be available during the critical years ahead.

In 1970, Tehama County revised its County Master Plan earlier plan. The revised plan comprised land use, circulation, recreation, and public services and facilities elements. Four years later, the land use element was again revised, and conservation, open space, safety, seismic safety, noise, and scenic highways elements were adopted. The current General Plan was last revised in 1983. Since then, no significant updates have occurred.

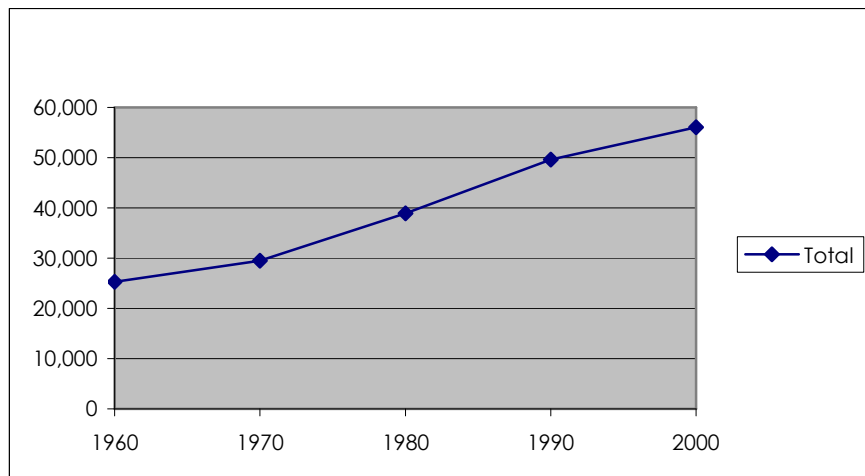
### Population

Between 1960 and 1990, the County's population increased from 25,305 to 49,625 people, an average annual growth rate of 1.68 percent. Between 1990 and 2000 the County's population increased from 49,625 to 55,700 people, or an average 1.18 percent annual growth rate for the decade. The growth rate was around three percent early in the decade (1990 to 1992) and declined to less than one percent in the latter part of the decade (CED, 2004).

**TABLE 2-1**  
**TEHAMA COUNTY POPULATION CHANGE**

	1960	1970	1980	1990	2000
<b>TOTAL</b>	25,305	29,517	38,888	49,625	56,039
<b>CHANGE</b>		4,212	9,371	10,737	6,414
<b>PERCENT CHANGE</b>		16.64%	31.75%	27.61%	12.92%

**FIGURE 2-1**  
**TEHAMA COUNTY TOTAL POPULATION CHANGE**



Between 2000 and 2003, the County's population rose to 57,700 people, averaging a 1.16 percent annual growth rate for the three-year period, which is lower than the growth rate for the State of California within that same time period (4.8 percent). Reflecting its rural character, Tehama County's population density (persons per square mile) remains dramatically below the State average, with just 19 persons per square mile in 2000 compared to the state average of 217.2 persons per square mile.

The State Department of Finance, Demographic Research Unit, estimates Tehama County's population at 58,700 people in 2005, representing a 1.1 percent annual growth rate. It further projects that the County population will be 61,200 people in 2010, representing a 0.8 percent annual growth rate through the year 2010 (CED, 2004).

**Table 2-2**, below, provides a historical perspective of dwelling unit construction in the County and the number of units constructed in three to ten year intervals throughout history:

**TABLE 2-2  
CONSTRUCTION OF DWELLING UNITS, TEHAMA COUNTY (1939-2000)**

YEAR BUILT	NUMBER
1990 to 2000	3,836
1980 to 1989	4,623
1970 to 1979	5,981
<b>1960 to 1969</b>	2,666
<b>1950 to 1959</b>	2,110
1940 to 1949	2,098
1939 or earlier	2,233

Source: U.S. Bureau of the Census

**Table 2-3**, below, provides a perspective as to the total number of dwelling units (by type) in the County, based on the 2000 census:

**TABLE 2-3  
TOTAL HOUSING UNITS (BY TYPE), TEHAMA COUNTY**

UNITS IN STRUCTURE	NUMBER	PERCENT
1-unit, detached	14,186	60.2
1-unit, attached	486	2.1
2 units	435	1.8
3 or 4 units	778	3.3
5 to 9 units	612	2.6
10 to 19 units	308	1.3
20 or more units	670	2.8
Mobile Home	5,773	24.5
Boat, RV, Van, etc.	299	1.3
Total Units	23,547	100.0

Source: U.S. Bureau of the Census, Census 2000

According to the 2000 Census, the County contained 90 units (0.4%) that lack complete plumbing facilities, 159 units (0.8%) that lack complete kitchen facilities, and 483 units (2.3%) that have no telephone service.

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### Lands Inventory

Based on the available data, Tehama County has a large area of land in private ownership, 74 percent, compared with other counties in California where range and woodlands are major characteristics. This leaves approximately 26 percent in federal ownership, consisting of approximately 16.5 percent National Forest, 2.5 percent Bureau of Land Management, 0.01 percent tribal lands and approximately 7 percent miscellaneous Federal Reserve lands. See **Table 2-4** for a more detailed account of Land Ownership within Tehama County.

**TABLE 2-4  
LAND OWNERSHIP, TEHAMA COUNTY**

LAND OWNERSHIP	ACRES	PERCENT OF TOTAL LAND AREA
<b><u>Federal</u></b>		
Mendocino National Forest	123,975	6.54
Lassen National Forest	188,420	9.95
Bureau of Land Management	47,830	2.52
Native American	81	0.01
Other	132,029	6.97
<b>Total</b>	<b>492,335</b>	<b>25.99</b>
<b><u>State, County, and Municipal</u></b>		
Private	1,402,078	74.01
<b>Total all land</b>	<b>1,894,413</b>	<b>100.0</b>

Source: Tehama County General Plan, Tehama County Assessor's Office, Bureau of Land Management, U.S. Forest Service

### Land Uses

The uses of land in the County are related primarily to location to highways and improved roadways, and soil type. The County seat, Red Bluff is located along Interstate 5, as is the City of Corning.

Much of the land in the County is resource-based, taking the form of cropland, rangeland and pasture land, woodland and non-farmland which can be best described as rural residential and suburban residential as well as larger parcels in non-resource lands. Much of the agricultural and timberlands depicted in the current land use maps can be considered accurate in general to their actual land uses.

### Existing Zoning

The Board of Supervisors adopted the current Zoning Ordinance in 1983, pursuant to Ordinance No. 3787 (Zoning Enabling Plan for Tehama County). The purpose of the zoning ordinance was to protect and promote the public health, safety, morals, peace, comfort, convenience, prosperity and general welfare, including prescribing land use regulations that promote forestry and agriculture. The Zoning Ordinance is the primary tool for implementing the policies of the General Plan. The Zoning Ordinance establishes Zoning Districts based upon the General Plan land use designations, summarized in **Table 2-5**.

TABLE 2-5  
ZONING DISTRICTS

DISTRICT	ZONING DISTRICT	GENERAL PLAN LAND USE DESIGNATION
<b>Agricultural</b>		
U-A	Upland Agricultural District	<b>Agricultural Lands:</b> The primary land use in this district is for the grazing of livestock. Secondary uses include tree, row, and field crops, farming, animal husbandry, dairies, nurseries, etc. Minimum lot area in a U-A district shall be forty to one hundred sixty acres.
E-A	Agricultural District Exclusive	<b>Agricultural Lands:</b> The primary land use in this district shall be the production of crops. Secondary uses for lands in this district include the grazing of livestock. Minimum lot area in an E-A district shall be ten acres to forty acres.
<b>Residential</b>		
RE	Residential Estate District	<b>Rural Large Lot:</b> Uses permitted in an RE district include one-family dwellings, crop and tree farming, private stables, and publicly owned parks. The minimum lot area is ten thousand five hundred square feet.
R-1	One-Family District Residential	<b>Rural Small Lot:</b> Uses permitted in an R-1 district shall be one-family dwellings, including private garages, accessory buildings, and home occupations. Crop and tree farming is also permitted, but not including commercial nurseries, or the railing of any animals other than ordinary household pets. Minimum lot area is five thousand square feet.
R-2	Two-Family District Residential	<b>Suburban Residential:</b> Uses permitted in an R-2 district shall include all uses permitted in an R-1 district with the addition of two-family dwellings. Minimum lot area is six thousand square feet.
R-3	Neighborhood Apartment District	<b>Suburban Residential:</b> Uses permitted in an R-3 district shall include all uses permitted in the R-1 and R-2 districts with the addition of parks and playgrounds, group buildings, multiple-family dwellings, apartments, boardinghouses and private garages/parking lots. Minimum lot area is six thousand square feet, but not less than one thousand five hundred square feet of lot area for each unit in multiple or apartment dwellings, and not less than two thousand square feet for each unit in group dwellings.
R-4	General Apartment District	<b>Suburban Residential:</b> Uses permitted in an R-4 district shall include all uses permitted in the R-1, R-2, and R-3 districts with the addition of hotels, hospitals, mortuaries, rest homes, churches, private schools, sanitariums, nursery schools, daycare centers, professional offices, clubs, lodges and fraternities. Minimum lot area is six thousand square feet.

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DISTRICT	ZONING DISTRICT	GENERAL PLAN LAND USE DESIGNATION
<b>Commercial</b>		
C-1	Neighborhood Commercial District	<b>Commercial:</b> Uses in a C-1 district shall include all uses permitted in R districts, as well as the retail businesses such as foodstores, bookstores, drugstores, laundry agencies, barbershops, small-scale repair shops, professional offices, gas stations, and self-operated laundries. There are no minimum lot requirements in the district.
C-2	Community Commercial District	<b>Commercial:</b> Uses in a C-2 district shall include all uses permitted in R and C-1 districts, with the addition of retail stores such as banks, bowling alleys, drugstores, clothing stores, restaurants, pawnshops, hotels, theaters, print shops, mortuaries, and bakeries. Professional offices and public utility offices are also permitted. There are no minimum lot requirements in the district.
C-3	General Commercial District	<b>Commercial:</b> Uses permitted in a C-3 district shall include uses permitted in R, C-1 and C-2 districts, with the addition of commercial repair garages, automobile sales, construction and building material sales, transient lodging, funeral and interment services and plumbing and electrical services. There are no minimum lot requirements in the district.
C-4	Local Convenience Center Commercial District	<b>Commercial:</b> Uses permitted in a C-4 district shall include uses permitted in R districts, with the addition of foodstores, gas stations, small restaurants and bars, and commercial uses that provide a needed service to the community. There are no minimum lot requirements in the district.
<b>Recreation</b>		
G-R	General Recreation District	<b>Recreation:</b> Uses permitted in a G-R district shall include public parks, playgrounds, and recreation areas, crop and tree farming, grazing and animal husbandry, one-family dwellings, and noncommercial picnic, boating, swimming, fishing, riding and hunting facilities and structures. Lot requirements in a G-R district shall follow minimum regulations provided for R-1 districts, and otherwise provided in use permit conditions.
NR	Natural Resource Lands and Recreation District	<b>Recreation:</b> Uses permitted in an NR district include fire trails, riding and hiking trails, nonprofit riding stables, parks and picnic sites, crop and tree farming, grazing, noncommercial boat launching and docking facilities, and other uses that the Planning Commission determines are similar to the above. Minimum parcel size in an NR district is forty acres.

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DISTRICT	ZONING DISTRICT	GENERAL PLAN LAND USE DESIGNATION
<b>Industrial</b>		
M-1	Light Industrial District	<b>Industrial:</b> Uses permitted in an M-1 district shall include uses permitted in C-3 districts, with the addition of assembly and storage of goods, wholesale and storage warehouses, feed yards, manufacturing, dry-cleaning plants, laundries, veterinary hospitals, retail lumberyards, and similar uses. There are no minimum lot requirements in the district.
M-2	General Industrial District	<b>Industrial:</b> Uses permitted in an M-2 district shall include uses permitted in M-1 districts with the addition of wholesale lumberyards, lumber mills, pottery kilns, concrete batching plants, blacksmith shops and casting foundries. There are no minimum lot requirements in the district.
PD	Planned Development District	<b>Development:</b> Uses permitted in a PD district shall include all uses permitted in R, C & M districts, subject to the securing of a use permit. Lot requirements are specified in the use permits.
<b>Miscellaneous</b>		
AV	Airport District	<b>Airport:</b> Uses permitted in an AV district shall include paved runways, aircraft storage, repair hangers, aircraft refueling facilities, passenger and freight terminal facilities, lighting radio and radar facilities, and accessory structures and facilities, including aircraft and aviation accessory sales, caretaker dwelling and related uses. There are no minimum lot requirements in the district.
PA	Public Agency District	<b>Public Agency:</b> Uses permitted in a PA district include public schools, parks and recreation areas, fairgrounds, civic centers, public forest and reservoir areas, historical sites, public utility facilities for local services, and other sites which the Planning Commission determines are similar to above. There are no minimum lot requirements in the district.
TPZ	Timber Preserve District	<b>Forest Lands:</b> Uses permitted in a TPZ zone include those integrally related to the growing, harvesting and processing of forest products, management for watershed, fire and erosion control, and management for fish and wildlife habitat. A TPZ district must consist of contiguous parcels and parcels zoned TPZ may not be divided into parcels less than one hundred sixty acres.

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The Zoning Ordinance is a detailed document that addresses physical development standards and criteria for the County, and includes the following:

- Definition of terms,
- Explanation of use classifications, such as Residential, Civic, Commercial, Industrial, Agricultural, Extractive use types,
- Explanation of zones (districts) and zone boundaries,
- Upland Agricultural, Agricultural Exclusive, Timber Preserve, Residential Estate, One-family Residential, Two-family Residential, Neighborhood Apartment, General Apartment, Neighborhood Commercial, Community Commercial, General Commercial, Local Convenience Center Commercial, General Recreation, Light Industrial, General Industrial, Planned Development, Airport, Primary Floodplain, Natural Resource Lands and Recreation, and Public Agency Districts
- Special Overlay Districts,
- General Provisions and Exceptions,
- Processing requirements for Home Occupations and Cottage Industries,
- Processing Requirements for Mobile Home Parks and Campgrounds,
- Parking, Sign and Telecommunication facilities provisions,
- Processing Requirements for Use Permits, Variances, Development Review, Administrative Permits,
- Non-Conforming use and structures,
- Appeals process, and
- A Zoning Map. The Zoning Map shows the locations of the zoning districts, which in turn are based upon (and thereby implements) the land use designations of the General Plan.

Upon completion of the General Plan update, the Zoning Ordinance may require updating to reflect the range of new land use policies and any changes to the land use designations.

### INCORPORATED CITIES WITHIN THE COUNTY

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Every city and county in the state must adopt a “comprehensive, long term General Plan” (§ 65300). The General Plan must cover a local jurisdiction’s entire planning area, and address the broad range of issues associated with a city or county’s development. The plan must cover the territory within the boundaries of the adopting city or county as well as any land outside its boundaries which, in the planning agency’s judgment, bears relation to its planning. For cities this means all territory within city limits, both public and private. Counties must address all unincorporated areas. When establishing its planning area, each city should consider using its Sphere of Influence as a starting point. The Local Agency Formation Commission (LAFCO) adopts a Sphere of Influence for each city to represent “the probable physical boundaries and service area” of each city. The following is a description of each of the three incorporated cities in Tehama County.

### City of Corning (Figure 2-4):

Located in the southern portion of the County, approximately 10 miles north of the Tehama/Butte County border, the City of Corning was incorporated in 1907. The City is bisected by Interstate-5, with most of the residential and commercial development located east of I-5.

The physical layout of the City is based on the original 19th century plat of the city, with streets running north-south and east-west. Solano Street is the primary business district in the older downtown.

The topography of the Corning area is gently rolling and is transected by several small creeks or drainage ditches. Natural vegetation is sparse, but orchards and urban landscaping create a pleasant semi-rural environment throughout the year.

Approximately 2.72 square miles in total area and having a population of 7,028, Corning has a population density of 2,584 people per square mile. Compared with other incorporated cities within Tehama County, Corning's population density is higher than the average of 1,922 people per square mile.

Corning grew from 5,870 to 6,741 during the 1990's. This amounts to an increase of 871 persons or about a 15 percent increase. Expressed annually, this amounts to an average growth rate of about 1.4 percent. According to the State Department of Finance, the City has grown from 6,741 to 7,028 since 2000. This amounts to an increase of 287 persons or about 4.5 percent in the five-year period, and an average annual growth rate of about 0.84 percent. Year 2000 Census data and projections from the DoF indicate that Corning has a higher "persons per housing unit" factor than other communities in Tehama County (2.774).

According to the City's General Plan, the largest use of land within Corning is agricultural/rural. This land use accounts for 549 acres (31 percent) of the total area. The majority of this agricultural land is located along the fringes of the city and primarily includes orchards and land designated for grazing. The second highest land use designation is residential, primarily consisting of single-family structures on modest lot sizes.

Residential land use accounts for 494.8 acres (28 percent) of Corning. There are 2,713 housing units in Corning, primarily located in the northwest, south central and southeast portions of the community. The northeast portion of the City has a more dispersed residential land use.

Corning has 177.6 acres of commercial land uses (10 percent of the total). The major commercial areas of the community are parallel to Solano Street. Corning also has 39 acres devoted to industrial land use. The main industrial areas of Corning is the eastern side of the Southern Pacific right of way from Solano Street to the southern City limits on Kirkwood Road and the area adjacent to North Street and Highway 99W. Other specialized land uses such as schools, parks, churches, and neighborhood stores are distributed throughout the City. The large Bell-Carter olive processing operation dominates the central district near the railroad.

According to the City's General Plan, the population of Corning is primarily made up of moderate-income families who work in the city, in other local communities, or in local agricultural operations. Most retail, recreational, educational and social needs are met in the City or nearby.

Based upon 2000 Census data, the median age in Corning is 37.5 years and the median household income is \$25,357. These numbers are both average when compared to the County

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as a whole. 21.1% of the population is below the poverty line (no discretionary disposable income). The median house value is \$79,600, which is above average compared to the county as a whole.

The City of Corning domestic water system is comprised of 10, which serves a population of approximately 6,741. The wells range in depth between 200 and 800 feet and are the sole source of Corning's water supply. Three of the wells are currently not in use due to groundwater contamination. The City replaced the entire antiquated 1912 water distribution system in 1999 to increase efficiency and effectiveness.

The Corning Public Works Department has developed a Water Capital Improvement Program that includes plans for long-range improvements to the city water system. The program will allow the City to maintain the current water system, as well as to allow for necessary upgrades to support future growth.

The City of Corning owns and operates an industrial and domestic wastewater treatment plant, which began operation in 1988. The plant is located approximately five miles southeast of the city on Gardner Ferry Road. The existing capacity of the plant is 1.38 million gallons per day (GPD). The City is currently in the process of upgrading the water capacity.

The City has a franchise agreement with Corning Disposal Service to collect solid waste from homes and businesses and transport the materials to the Tehama County Landfill, which is located on Plymire Road in Red Bluff.

The City is provided with educational services by Corning Union Elementary School District, located at 1590 South Street, which manages four elementary schools and one middle school, and Corning Union High School District, located at Blackburn Avenue, which directs one high school and one continuation high school. These schools serve the Corning area, Henleyville, and Rancho Tehama.

Law enforcement within the city limits is provided by the Corning Police Department, which is headquartered at 774 Third Street. Fire protection is provided by the City of Corning Fire Department, as well as the California Department of Forestry.

### **City of Red Bluff (Figure 2-5):**

Red Bluff is located in the central portion of Tehama County, at the intersection of State Highway 99 and Interstate-5, which are the two most significant transportation corridors in California. The City is located approximately 10 miles south of the Tehama/Shasta County border, with an elevation of 309 feet.

Red Bluff is bisected by Interstate-5, with most of its residential and commercial development located west of I-5. The physical layout of the City is based on a traditional grid system, with streets running north-south and east-west.

Approximately 7.4 square miles in total area and with a population of 13,712, Red Bluff is by far the largest city in Tehama County, housing approximately 25 percent of the County's population. Red Bluff has a population density of 1,853 people per square mile, which, when compared with other incorporated cities within Tehama County, is slightly below the average density of 1,922 people per square mile.

Red Bluff grew from 12,363 to 13,147 during the 1990's. This amounts to an increase of 784 persons or about a 6 percent increase. Expressed annually, this amounts to an average growth rate of about 0.6 percent. According to the State Department of Finance, the City grew from 13,147 to 13,690 between 2000 and 2003. This amounts to an increase of 543 persons or about 4.1 percent in the three-year period, and an average annual growth rate of about 1.37percent. Year 2000 Census data and projections from the DoF indicate that Red Bluff has a lower "persons per housing unit" factor than other communities in Tehama County (2.481).

The effect of Interstate-5 on Red Bluff on the City has been an increase in its access to external markets and regional highway movements. The freeway improves the locational advantages of Red Bluff for economic development opportunities.

The Sacramento River also bisects the City, running in a roughly southwest direction north of the city and subsequently curving to a southeast direction as it flows south. The river is located to the east of the downtown area.

The largest use of land within the city limits is residential, primarily single-family structures on small lot sizes. According to the General Plan, these structures account for 63 percent of the 5,062 housing units within the city. Low-density housing was built at the center of town during Red Bluff's early years and expanded further from the central city as the Red Bluff grew.

Medium-density residential units make up about 20 percent of residential acreage, which are distributed with little pattern across the City. The Existing Land Use Map indicates the largest of these complexes is located along south Sale Lane, east of the Sacramento River along Lakeside Drive and Gilmore Road, near the south bank of Reeds Creek.

According to the Red Bluff General Plan, the most diverse concentration of commercial land is located within the central city, making up approximately 16 percent of the central city area. Today, commercial land makes up approximately 6.4 percent of Red Bluff, according to the city's General Plan.

Industrial land uses are primarily located in the southern areas of Red Bluff, the majority of which are located adjacent to the railroad, the Sacramento River and Interstate 5. Industrial land use makes up approximately 3.7 percent of Red Bluff, according to the General Plan.

Other specialized land uses such as schools, parks, churches, and neighborhood stores are scattered throughout the city.

The Southern Pacific Railroad was an important element in the area economy. Rail access has enabled the historic growth of the lumber industry, once the principal employment base in the area. The railroad continues to serve the economy today, but in a much diminished capacity.

The 280-acre municipal airport is an important transportation asset to the community. The airport is located southwest of the City, adjacent to the urbanizing fringe provides good open space resources and has high land development opportunities.

Based upon 2000 Census data, the median age in Red Bluff is 33.7 years and the median household income is \$27,029. 21.1 percent of the population is below the poverty line (no discretionary disposable income). The median house value is \$87,000, which is above average compared to the county as a whole.

## 2.0 LAND USE

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Red Bluff owns and operates the municipal water supply and distribution system, which is completely self-supplied, therefore not requiring the purchase of water from outside sources. According to the Red Bluff General Plan, the system produced a total of 1,498.7 million gallons of water in 1991 and served a population of 12,568.

The City owns and operates a sewage treatment plant, which is located on Messer Road. The average annual flow of discharge through this facility is over 1.15 million gallons per day and it has a capacity of 2.0 million gallons per day.

The City is provided with educational services by Red Bluff Union Elementary School District, located at 1755 Airport Road, with three facilities, and Red Bluff Union High School District, located at 1525 Douglas Street, which directs one high school, one independent study high school and one continuation high school.

Law enforcement within the city limits is provided by the Red Bluff Police Department, which is headquartered at 555 Washington Street. Fire protection is provided by the Red Bluff City Fire Department, as well as the California Department of Forestry.

### **City of Tehama (Figure 2-6):**

The City of Tehama is located in the center of the Sacramento Valley, west of Highway 99, on the west bank of the Sacramento River. The city is located at an elevation of 210 feet. It is less than one mile west of Los Molinos, approximately nine miles northwest of the City of Corning, and 15 miles southeast of the City of Red Bluff.

The existing land use within the City of Tehama primarily consists of detached single-family residents. According to the City of Tehama General Plan, the City has a planning area that is made up of 128 platted acres and 352 acres of agricultural land.

Tehama has a grid style pattern of streets. The internal street structure supports mostly traffic coming from or going to the residences. Most of the traffic that comes through Tehama is absorbed by 5<sup>th</sup> Street and C Street, as indicated by moderately high traffic volumes for a rural community.

The area of Tehama immediately adjacent to the Sacramento River has historically been impacted by flooding. The entire city is in a Federal Emergency Management Agency (FEMA) designated Class A5 flood plan, and has been designated as a "floodway" by the U.S. Army Corps of Engineers.

Approximately 0.8 square miles in total area and with a population of 433, the City of Tehama has a population density of 541 people per square mile. Compared with other incorporated cities within Tehama County, the City's population density is considerably below the average density of 1,922 per square mile.

According to the City of Tehama General Plan, population growth within the city averaged around 1 percent per year from 1990 to 2000. This is an 8.5 percent increase for the decade and slightly less than the increase for the previous decade (11.1 percent growth). The 2000 estimated population for the city is 434 persons.

Year 2000 Census data and projections from the DoF indicate that Tehama has a lower "persons per housing unit" factor than other communities in Tehama County (2.419). This normally indicates an older population.

Based upon 2000 census data, the median age in Tehama is 41.3 years and the median household income is \$27,500. 31.6% of the population is below the poverty line (no discretionary disposable income). The median house value is \$91,100, which is above average compared to the county as a whole.

The commercial needs of Tehama residents are generally met by businesses in Los Molinos, Red Bluff, and elsewhere. Historic businesses within the City of Tehama include a mini-mart and a small tavern. There are trailer parks on the east side of the Sacramento River, located outside the city.

Solid waste is transported by truck to the Red Bluff Landfill on Plymire Road in Red Bluff. Sewage disposal needs within the City are met by private septic systems on all developed sites.

There is agricultural land to the south and to the west of the City. Historically, the primary agricultural exports were wool, wheat, and hides. Modern agricultural activity is centered on row crops and orchards.

The City has a school site that is currently leased out to the Federal Head Start Program. The utilization of this site provides an opportunity for development of shared use with education and community needs. The school grounds additionally offer open space and recreational opportunities.

There are two parks within Tehama. Habert Park, a 2.3-acre parcel, is located at the north end of town between Third Street and Fourth Street, directly south of the railroad tracks. Belbeck Park is located directly behind the school site, at the corner of G Street and Fourth Street. Both parks have picnic areas and softball fields, as well as children's play structures.

The City of Tehama's primary source of recreation is the Sacramento River to its east, which offers fishing and boating, as well as a number of view corridors within that platted area. Some of these provide panoramic views of the river, as well as views of Mt. Lassen.

Fire protection is provided by the Tehama County CDF Fire Department. The closest fire station is located just to the east of the city in Los Molinos at 7930 Sherwood Blvd. Law enforcement is provided by the Tehama County Sheriff's Department, which has its closest station in Red Bluff.

There are no schools within the City of Tehama, and students in the area attend school in the community of Los Molinos.

### UNINCORPORATED COMMUNITIES (COMMUNITY PLANNING AREAS)

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In addition to the incorporated cities, the County has many unincorporated towns, villages, and rural hamlets that may be the subject of review during the General Plan update. Following is a summary description of these smaller communities, focusing on local land use patterns and themes. These communities are further described in this Background Report in subsequent chapters, including 3.0 Economic Development, and 8.0 Natural Environment.

**Figures 2-7** through **2-9** provide depictions of existing land uses and constraints to development for each of the planning areas discussed below.

## 2.0 LAND USE

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### **Gerber (Figure 2-8):**

The town of Gerber is an unincorporated area located on San Benito Ave., roughly 10 miles southeast of Red Bluff, with an elevation of 309 feet. It is roughly 4 miles east of Interstate-5 and 6 miles west of Highway 99. The Southern Pacific Railroad, which once operated division point facilities in Gerber, runs parallel to San Benito Ave.

Approximately 1.3 square miles in total area and with a population of 1,389, Gerber is a small rural agricultural and residential community with a density of 1,104 people per square mile. Compared with other unincorporated communities within Tehama County, Gerber's population density significantly exceeds the average density of 38.4.

Gerber is Tehama County's youngest community. Originally established as a railroad town, the community was named for W.E. Gerber, who sold the land to the Southern Pacific Railroad Co. in 1916. During that year, SPR began 40 thriving years in the community by moving its division point facilities to Gerber from Red Bluff.

In 1955, when diesel engines replaced steam locomotives, Southern Pacific closed its Gerber facilities down. All railroad operations completely ceased in 1965.

Gerber's residential uses are typically located east of San Benito Ave. Based upon 2000 Census data, the median age in Gerber is 30 years and the median household income is \$24,107. 28.7% of the population is below the poverty line (no discretionary disposable income). The median house value is \$68,600, which is average when compared to the county as a whole.

Non-residential uses are primarily located on San Benito Ave. These uses include a recycling center, post office, market, gas station, tractor shop, volunteer fire department, two restaurants and the Tehama County Department of Public Works office.

The existing zoning pattern in Gerber primarily consists of R-1 (Single-Family Residential) with some Commercial zoning along San Benito Ave.

There is one school within the community. Gerber Elementary, located at 23014 Chard Ave., consists of grades K-8 with an enrollment of 498 students.

Fire protection is provided to the community by the California Department of Forestry as well as the Gerber CSD fire department. Law enforcement is provided by the Tehama County Sheriff's Department, which has its nearest station in Red Bluff.

### **Los Molinos (Figure 2-7):**

Compared with other unincorporated communities in Tehama County, Los Molinos is a higher-density, developed, mixed-use community with a range of residential and non-residential uses and densities.

The community was established in 1905 by the Los Molinos Land Co., which was formed to sell off the land that was inherited from the estate of Joseph S. Cone. The community's name was taken from the Spanish words for "the mills."

Los Molinos is located on Highway 99, roughly 14 miles south of Red Bluff, with an elevation of 220 feet. It is approximately 2 miles east of the Sacramento River.

The community is the largest and most urbanized of the unincorporated areas within Tehama County. Approximately 2 square miles in total area and having a population of 1,952 people, Los Molinos is a small rural agricultural and residential community with a density of approximately 869 people per square mile. Compared with other unincorporated communities within Tehama County, Los Molinos's population density is considerably higher than the average density of 38.4.

Based upon 2000 Census data, the median age in Los Molinos is 36.1 years and the median household income is \$26,691. 18.9 % of the population is below the poverty level (no discretionary disposable income). The median house value is \$89,500, which is relatively high compared to the county as a whole.

Non-residential land uses in Los Molinos are primarily located adjacent to Highway 99. These uses consist of a variety of services, including office professionals, industrial plants, and manufacturing facilities. Grocery and convenience stores, gas stations, restaurants, heating and air conditioning manufacturing, a bank, library, church, post office, tractor dealer, automotive repair garages and a septic installation center are among the businesses that are located in Los Molinos along Highway 99.

Residential uses are typically located behind the strip of non-residential uses, east of Highway 99. The existing zoning pattern in Los Molinos is primarily R-1 (Single-family Residential), and RE (Residential Estates). Land that is located adjacent to Highway 99 is primarily zoned C-3 (General Commercial).

There are two schools within the community of Los Molinos. Los Molinos Elementary, located at 7700 Stanford, consists of grades K-8 and has 336 students. Los Molinos High School, located at 7900 Sherwood Blvd., consists of grades 9-12 and has 189 students.

Fire protection is provided to the community by the California Department of Forestry and the Tehama County Fire Department CDF. Law enforcement is provided by the Tehama County Sheriff's Department. The nearest hub for these services is located in Red Bluff.

### **Manton (Figure 2-8):**

The community of Manton has an elevation of 1,997 feet and is located on the Tehama-Shasta County boundary, approximately 30 miles northeast of Red Bluff on Manton Road off of SR 36.

The community, which is situated in the northeast area of Tehama County, got its name in 1892. Legend has it that "Manton" was derived from the phrase "Man's Town," because there were significantly more men than women at the time of its christening.

The settlement was established in an area that was owned by William Bramlett, who had purchased the territory from the Central Pacific Railroad in 1880. Land in and around the community was plentiful, containing productive soil, virgin timber, and water in the creeks to grow crops and power the mills.

By the 1890's, the village of Manton was heavily populated. At one time, there was a recreation hall, a saloon, a hotel and a livery stable north of the creek.

The lumber industry was born during the Gold Rush due to the demand for timber needed for shoring up chutes, flumes and mine shafts, as well as for building cabins, homes and other buildings. Although the area around what was to become Manton couldn't be mined, the timber and fast-moving streams made it a valuable commodity to the mining industry.

## 2.0 LAND USE

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Vineyards were planted in 1982 over large expanses of open fields, and on cleared brush and old orchard land south and east of the community. The vineyards are still in production and grapes are typically grown for Fetzer Vineyards.

Approximately 17.8 square miles in total area and with a population of 372 people, present-day Manton is a small rural residential and agricultural community with a density of 21 people per square mile. Compared with other unincorporated communities within Tehama County, Manton's population density is one of the lowest.

According to the 2000 Census, the median age in Manton is 51 years and the median household income is \$28,333. 18.1% of the population is below the poverty level (no discretionary disposable income). The median house value is \$66,300, which is average comparable to the county as a whole.

The existing zoning pattern in Manton is primarily R-1 (Single-Family Residential) and Upland Agricultural.

Non-residential uses are primarily located on Manton Road. These uses include a diner, post office, church, volunteer fire department, CDF Fire Department, Grange, and a museum.

There is one school within the community. Manton Elementary School, located at 31345 Forward Road, consists of grades 1-8 and has 46 students.

Fire protection is provided to the community by the Manton Volunteer Fire Department, as well as the California Department of Forestry. Law enforcement is provided by the Tehama County Sheriff's Department, which has an office in Shingletown, approximately 8 miles to the north.

### **Mineral (Figure 2-8):**

Situated on State Highway 36, approximately 40 miles east of Red Bluff, the community of Mineral is one of the least-populated in Tehama County. Originally known as Mineral Springs, the town is located in the northeast corner of Tehama County, approximately 10 miles south of Lassen Volcanic National Park and 25 miles west of Lake Almanor.

Mineral is topographically the highest community in the County with an elevation of 4,950 feet and receives an average annual snowfall of 153 inches.

Approximately 3 square miles in total area and having a population of 143 people, Mineral is a small rural residential community with a density of 47.6 people per square mile. Compared with other unincorporated communities within Tehama County, Mineral's population density is slightly higher the average density of 38.4. Compared with other unincorporated communities, Mineral has the lowest population density in Tehama County.

According to the 2000 Census, the median age in Mineral is 46 years and the median household income is \$39,107. 12.1% of the population is below the poverty level (no discretionary disposable income). The median house value is \$165,625.

The average value of homes in Mineral is among the highest in the county due to the town's proximity to Lake Almanor and other recreational areas. People from urban areas who are seeking outdoor retreats near the lake often purchase cabins and 2nd homes in the Mineral area.

Tehama County Sanitation District #1 serves the needs of the immediate community of Mineral. The wastewater system has a design capacity of 0.16 MGD with a current dry weather flow of approximately 0.045 MGD. There is very limited available capacity, with a potential for an additional 60 hookups.

There are two schools within the community. Mineral Charter School, located at 38355 Scenic Drive, consists of grades 3-10 and has 30 students. Mineral Elementary school, also located at 38355 Scenic Drive, consists of grades K-8 and has 8 students.

Fire protection is provided to the community by the California Department of Forestry. Law enforcement is provided by the Tehama County Sheriff's Department, which has its nearest office in Shingletown, approximately 15 miles to the northwest.

### **Rancho Tehama (Figure 2-9):**

Rancho Tehama is located directly east of the Mendocino National Forest, approximately 15 miles southwest of Red Bluff and 10 miles west of Interstate-5 on Gyle Road. The elevation is between 500 and 1,000 feet, depending on location.

The community is roughly 22 square miles in total area and has a population of approximately 2,500 and a density of 65.5 people per square mile. Compared with other unincorporated communities within Tehama County, Rancho Tehama's population density is above the average density of 38.4.

According to the 2000 Census, the median age in Rancho Tehama is 43 and the median household income is \$25,069. 25.5% of the population is below the poverty line (no discretionary disposable income).

Rancho Tehama is located adjacent to Elder Creek, which flows in an eastward direction toward the Sacramento River. Most of the community's terrain consists of rolling hills, covered with grassy woodland, sprawling oaks and pines. Rancho Tehama is home to various wildlife, included deer, raccoons, wild turkey, dove and quail.

The residential community consists of properties that range in size from 1 to 27 acres. Most of the parcels are zoned RE (Residential Estates). There are also a few lots that are zoned C-3 (General Commercial).

Non-residential uses consist of a gas station, post office, volunteer fire department, recreation hall, and three small stores. There is also a community airport with a 3,750-foot runway, which resides at a field elevation of 550 feet.

The local Property Owner's Association owns the pond, park, airstrip and recreation hall. Members of the Property Owners' Association are all residential property owners. The Property Owners' Association's responsibilities include maintaining facilities, trash removal and road repair.

There is one school within the community. Rancho Tehama Reserve Elementary, located at 17357 Stage Coach Road, consists of grades K-4 and has 91 students. The school district operates a bus service that takes them to Corning after 4<sup>th</sup> Grade.

Fire protection is provided to the community by the Rancho Tehama Volunteer Fire Department and the California Department of Forestry. Law enforcement is provided by the Tehama County Sheriff's Department, which has its nearest office in Red Bluff.

## 2.0 LAND USE

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### **Vina (Figure 2-9):**

Vina is located one mile west of Highway 99, about 19 miles north of Chico, with an elevation of 435 feet.

The community was founded in 1871 by Henry Gerke, a large landowner and winery man of the area who named the community "Vina", meaning vineyard, due to a 3,500-acre vineyard that grew in the area. At one time, the town included several grocery stores, two hotels, five saloons, Cone and Kimball's general store and a "Chinatown." Most of the original town was destroyed by fire on February 13, 1915.

Present-day Vina is approximately 7 square miles in total area and has a population of 435. The town is a small rural residential and agricultural community with a density of 57.2 people per square mile. Compared with other unincorporated communities within Tehama County, Vina's population density above the average density of 38.4.

According to the 2000 Census, the median age in Vina is 36.2 and the median household income is \$28,634.

The community is based on a traditional grid street system. Residential uses are typically located east of Rowles Road, which runs south along the railroad tracks and serves as the primary street in Vina, between 1<sup>st</sup> Street and 7<sup>th</sup> Street.

Non-residential uses are primarily located on Rowles Road. These uses include a general store, post office and tractor repair shop. Union Pacific Railroad's north-south line bisects the town.

In 1955, the Abby of New Clairvaux was founded in Vina. This monastery owns and farms 585 acres of walnuts, prunes, almonds, wine grapes, and olives; all of which are irrigated. There are 24 monks within this community who maintain the land.

Adjacent to Vina is a large quantity of agricultural lands that are used primarily for sheep and cattle grazing, as well as walnut orchards to the south.

There is one school within the community. Vina Elementary School, located at 7<sup>th</sup> & D Street, consists of grades 1-8 and serves 81 students.

Fire protection is provided to the community by the California Department of Forestry, which has a department approximately 6 miles southwest in Corning and law enforcement is provided by the Tehama County Sheriff's Department, which is based in Red Bluff.

### **Paskenta (Figure 2-9):**

The community of Paskenta is located 20 miles west of Corning, by way of Corning Road and approximately 30 miles southwest of Red Bluff, via Paskenta Road. The name was taken from the Indian language meaning "under the bank" because a bank of approximately 200 feet rises on the south side of Thomes Creek. Paskenta's elevation is 309 feet.

Settled in 1856, Paskenta was once known as the "Little Reno" of Northern California because the chief business in the area was gambling. During the late 1800s, the town was the primary stop between Harrison Gulch, a major mining camp that was located in the extreme southwestern arm of Shasta County, and more populous areas to the south.

At the time, Paskenta had three stores, two blacksmith shops, two saloons, one boot and shoemakers shop, a glove manufacturing shop, a Chinese laundry, a butcher shop, a hotel, a cheese-making establishment and a large hall used for dances, as well as a school with about 50 students. The town supplied the many small ranches as well as the large ones and was the stopping place for the miners coming out of the nearby hills.

Following World War II, Crane Mills opened a sawmill in Paskenta, which ultimately became the major source of revenue for the community. The family-owned sawmill operated for more than forty years, but was forced to close in 1992 due to a timber shortage, ending the employment of 120 people.

Today, Paskenta is a small rural agricultural and residential community of 259 people. Compared with other unincorporated communities within Tehama County, Paskenta's population density is low, compared to the average density of 38.4.

According to the 2000 Census, the median age in Paskenta is 35 years and the median household income is \$22,321.

Non-residential uses are primarily located on Round Valley Road. These uses include an automobile repair shop, post office, fire protection station, and a general store. Black Butte Reservoir also is located to the south.

There is one school within the community of Paskenta. Elkins Elementary, located at 2960 Elkins Road, consists of grades K-8 and has 24 students. Following 8<sup>th</sup> Grade, students are bussed to Corning for high school.

Simpson-Finnell Park is located within the community of Paskenta and offers recreational opportunities for picnicking, equestrian activities, baseball, tennis and play equipment for children.

Fire protection is provided to the community by the Paskenta Fire Station, which is located at 12960 Toomes Camp Road. Law enforcement is provided by the Tehama County Sheriff's Department, which has its nearest station in Red Bluff.

### **Dairyville (Figure 2-9):**

Dairyville is a small, unincorporated farming community eight miles south of Red Bluff on Highway 99, 1 mile east of the Sacramento River. The area was laid out by the Los Molinos Land Co. on the former property of J.S. Cone and was settled mainly by Mennonites. The settlement originally included a cheese factory.

Due to the fact that the community was never incorporated and has a very small population that is spread throughout the area, it is difficult to determine the exact population or boundaries of Dairyville. However, the existing zoning pattern within the community primarily consists of single-family residential and agricultural estates.

Non-residential uses are generally located along Highway 99 and include a restaurant, small general store, auto repair/painting facility and a church.

Because there are no schools within Dairyville, students are bussed primarily to Lassen View Elementary and Los Molinos High School for education.

## 2.0 LAND USE

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Fire protection is provided by the California Department of Forestry and law enforcement is provided by the Tehama County Sheriff's Department, both of which have the closest offices in Red Bluff, approximately 5 miles to the northwest.

### **Lake California (Figure 2-7):**

Lake California is a partially-developed 6,500-acre private development that is located approximately 11 miles north of Red Bluff, 20 miles south of Redding and 5 miles east of I-5 with an elevation of 600 feet at the ridge tops and 350 feet by the lake. The development was conceived in the mid-1960s as a recreational community and continues to grow as an "up-scale" planned community. Today it is the fastest growth area in the county.

Lake California is managed by a Property Owner's Association (POA). The development was originally planned for 9,380 lots. Tehama County approved 8 tracts with a total of 2,525 lots. Due to lot combinations, the current number is 2,271, which consist of 877 single-family homes, 44 duplexes, 1 triplex and 4 businesses, including a market, real estate office, water district and restaurant. 7,109 lots have reverted back to a Natural Resources classification.

Lake California has a population of 2,985 people. The parcels within the community are zoned R1, R2, R3, R4, & C1.

The median age in Lake California is 39 years and the median household income is \$43,143. 0 percent of the population is below the poverty level. The median house value is \$319,717, which is high compared to the county as a whole.

Residential uses are typically located on the ridge tops and by the lake. Lot sizes in the area vary from 6,000 square feet to 10,000 square feet. Non-residential land uses in Lake California are primarily located throughout the development below ridge top homes and as natural resource lands used for grazing cattle near the lake.

There are no schools within the community of Lake California. Students in the area are bussed to Red Bluff High School and Evergreen Middle & Elementary Schools for educational purposes.

Fire protection is provided to the community by the California Department of Forestry, the Bowman Road Fire Station and the Lake California Volunteer Fire Department. Law enforcement is provided by the Tehama County Sheriff's Department and its 27 member volunteer Stars Program as well as the CHP for traffic control. The nearest hub for these services is located in Red Bluff.

### POPULATION

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According to the 2000 U.S. Census, the population of Tehama County was 56,039. This was an increase of approximately 12.9 percent from the 1990 U.S. Census population of 49,625. **Table 2-6** shows U.S. Census population figures from 1970 to 2000 for the County, along with the percentage change in population. As indicated by **Table 2-6**, the population of the County grew substantially during the 1970s and 1980s, but the growth rate was much slower during the 1990s. The percentage increase in County population during the 1990s of 12.9 percent was less than that for the state, which was 13.8 percent.

**TABLE 2-6  
TEHAMA COUNTY POPULATION, 1970-2000**

YEAR	POPULATION	PERCENT CHANGE
2000	56,039	12.9
1990	49,625	27.6
1980	38,888	31.7
1970	29,517	--

Source: U.S. Census Bureau.

Of the total 2000 County population, 8,377 residents (approximately 14.9 percent) live in the three incorporated cities within the County: Red Bluff, Corning, and Tehama. Red Bluff, the County seat, is the largest city with a population of 5,567. The remaining County residents live in small, unincorporated communities or in residences scattered throughout the unincorporated area.

The increase in population within the County during the 1980s and 1990s can be attributed almost equally to natural increase (more births than deaths) and to net migration. Estimates developed by the California Department of Finance for population change in Tehama County from 1990 to 1999 indicate that approximately 21 percent of the County's population increase was accounted for by natural increase, and the remainder by net migration (California Department of Finance, 2005).

DEMOGRAPHICS

The population of Tehama County is almost evenly divided between men and women. Women account for 50.6 percent of the County population, according to 2000 Census figures. Approximately 58.4 percent of the population age 15 years and older is married, while 23.7 percent has never married. Approximately 17.9 percent of the 15-and-over population is divorced or separated.

The percentage of County residents below the age of 18 is 27.4 percent, an increase from 26.9 percent in 1990. Residents 65 years of age or older comprise 15.9 percent of the County population, which is an increase from 16.9 percent in 1990.

**Table 2-7** shows the racial composition of the County population in 1990 and 2000. As indicated by the table, little change has occurred in the racial composition of the County population, except for a significant decline in the percentage of white residents. Although speculative, the decline may be explained in part by residents who changed their racial categorization from "white" to another category, particularly "other" or "two or more races," the latter category not having been established prior to the 2000 Census.

## 2.0 LAND USE

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**TABLE 2-7**  
**COUNTY POPULATION BY RACE**

<b>RACE</b>	<b>PERCENT OF POPULATION, 1990</b>	<b>PERCENT OF POPULATION, 2000</b>	<b>PERCENTAGE CHANGE</b>
White	91.6	84.8	-6.8
Black	0.7	0.6	-0.1
American Indian/Alaska Native	1.8	2.1	+0.3
Asian/Pacific Islander	.04	0.8	+0.76
Other	4.8	5.0	+0.2
Two or more races	<sup>1</sup>	3.4	<sup>1</sup>

<sup>1</sup> Category not established in 1990 U.S. Census.

Figures may not add up to 100 percent due to rounding.

Source: U.S. Census Bureau

According to the U.S. Census, Hispanics and Latinos are considered an ethnic group rather than a race, which is why they aren't included on the above table. The Hispanic population in the County increased from 10.3 percent of the total County population in 1990 to 15.8 percent in 2000. The 5.5 percent increase is greater than that for any racial group, and is slightly lower than the percentage increase in the state population during the same time period (6.6 percent).

There are 23,547 households in the County, which is percent higher than the 1990 figure of 20,403. Approximately 63.5 percent of Tehama County's households are considered family households, which is less than the 1990 percentage of 67.2 percent. Approximately 9.6 percent of County households are family households headed by females. Of the total non-family households, approximately 70.5 percent have householders that live alone. Approximately 10.4 percent of total County households have householders 65 years of age or older who live alone, which is slightly above the 1990 percentage of 10.0 percent and above the statewide percentage of 7.8 percent. The average household size in the County in 2000 was 2.62, a slight decrease from the 1990 average size of 2.68.

Approximately 72.2 percent of the County population age 25 and older has graduated from high school. The percentage of 25-and-over residents with a bachelor's degree or higher is 10.2 percent. By comparison, approximately 76.8 percent of California residents graduated from high school, and approximately 26.6 percent hold a bachelor's degree or higher.

Median household income in Tehama County in 1999 was \$31,206. This was below the statewide median household income of \$47,493. Approximately 17.3 percent of families in the County were below the poverty level established in 1999. This percentage is higher than that of California families who are below the poverty level (10.6 percent).

### **2.6 IMPLICATIONS FOR THE GENERAL PLAN**

- Upon completion of the General Plan update, the Zoning Ordinance may require updating to reflect the range of new land use policies and any changes to the land use designations.
- The location new development will strongly influence the County's ability to preserve the rural character of its unincorporated towns over time. The County's relatively low population density can be expected to increase with projected increases in population.

The General Plan will help determine whether projected growth is concentrated in specified growth areas or whether it is distributed at lower densities over a greater land area.

- Transition areas between rural uses and urban uses.
- Establish growth "boundaries" for unincorporated areas.