

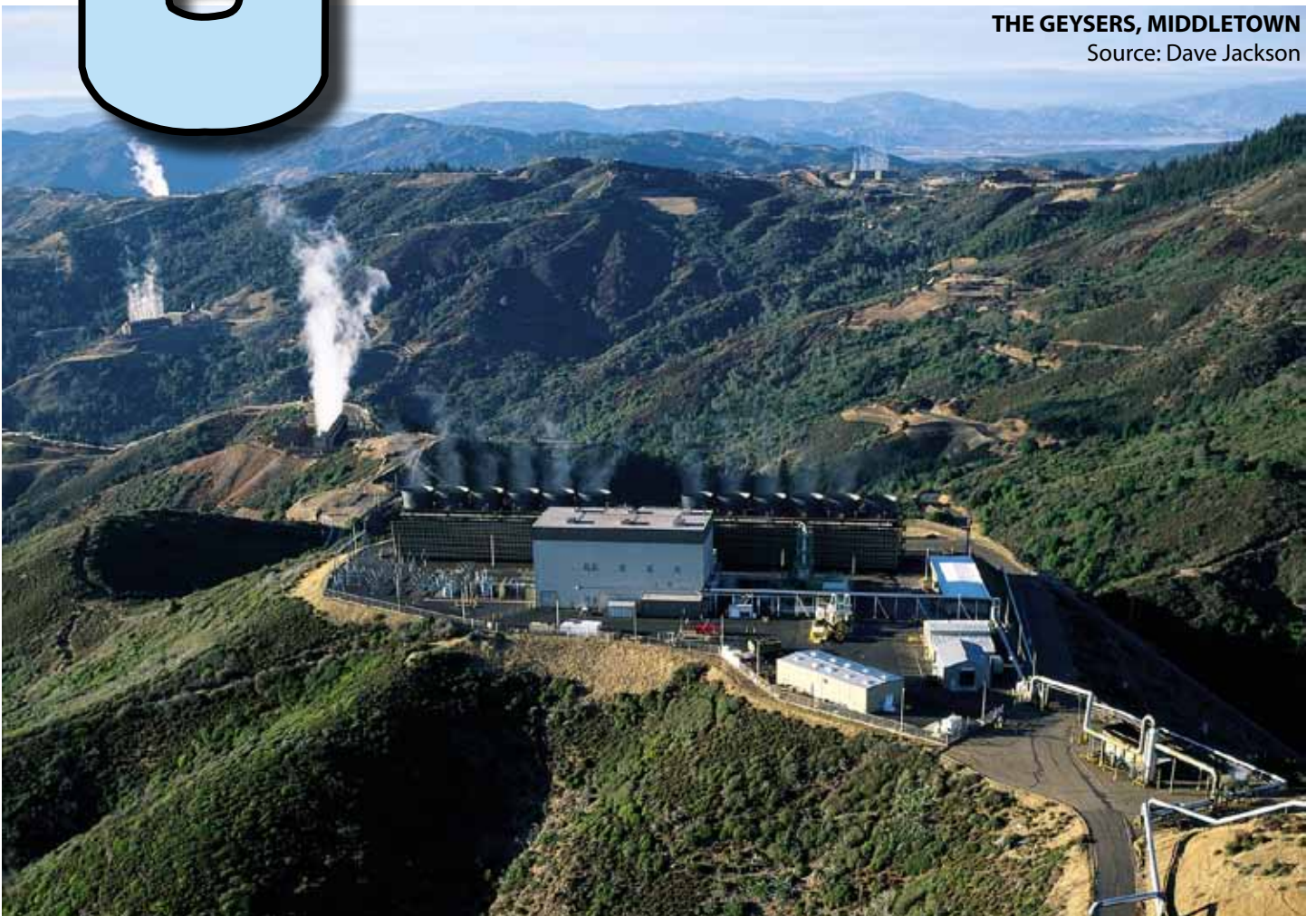
- 5.1 ECONOMY
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COMMUNITY DEVELOPMENT

5

THE GEYSERS, MIDDLETOWN

Source: Dave Jackson



5.0 COMMUNITY DEVELOPMENT

The Community Development section discusses economic development, housing, infrastructure networks, public services and land use. The objectives and policies will help to guide future development and planning programs within the Middletown Planning Area. These objectives and policies should be utilized in conjunction with applicable policies found in Sections 3 and 4 of this plan, as well as those of the Lake County General Plan.

5.1 ECONOMY

The goal of this chapter is to address the challenges and opportunities of economic development in the Middletown Planning Area and integrate new development into the existing communities in such a way that it will strengthen the strong sense of community and small-town rural atmosphere that is cherished by residents. A high level of community participation is desired to help implement a balanced and diverse mix of manufacturing, residential, tourism, and agriculturally beneficial economic development. The County should prepare and implement an overall economic development strategy for the Planning Area that emphasizes advantages associated with the downtown centers, geothermal, agriculture and tourism industries and the area’s natural features.

Figure 5-1 Employment Characteristics

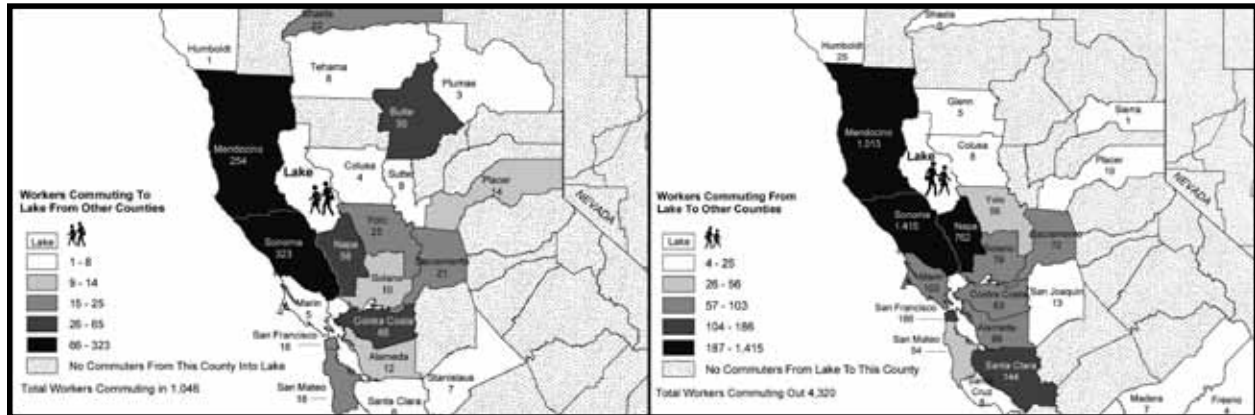
MIDDLETOWN PLANNING AREA						
Employment Characteristics of People 16 years of age and over						
	Middletown CDP	Hidden Valley Lake CDP	Middletown Planning Area	County	California	United States
Population (16 years and older)	848	2,782	4,559	45,977	25,596,144	217,168,077
In labor force	516	1,524	2,307	23,062	15,977,879	138,820,935
% in labor force	60.8%	54.8%	50.6%	50.2%	62.4%	63.9%
Commuting to work	418	1,368	2,247	19,886	14,525,322	128,279,228
% in labor force commuting	81.0%	89.8%	97.4%	86.2%	90.9%	92.4%
Mean travel time to work (minutes)	36.9	44.6	38.0	29.1	27.7	25.5
Median household income (dollars)	\$35,278	\$48,262	\$43,979	\$29,627	\$47,493	\$41,994

Source: 2000 Census, United States Census Bureau. The Middletown Planning Area is defined as Census Tract 13 in this study.

The Planning Area can best be described as rural, with most residents clustered within the communities of Middletown and Coyote Valley. Calpine – The Geysers, a geothermal energy production company, is the largest single employer in the Planning Area with approximately 350 full-time staff and contract employees residing in Lake County; primarily in Middletown, Hidden Valley Lake, Cobb and Kelseyville. Since the late 1970’s, much of the economic growth in the Middletown Planning Area has been due to in-migration by geothermal employees. The household income figures are significantly higher in the Planning Area than the remainder of Lake County. Income figures in Coyote Valley/Hidden Valley Lake are over 40% higher than County averages. The reason for higher incomes in the area are not higher paying jobs in the south county area, but a large number residents who commute to Sonoma County, Napa County and other Bay Area workplaces. According to the 2000 Census over 27% of Lake

County's workforce works out of the County. A large number of these workers live in the Coyote Valley area because of the low cost of living but the high quality of life that the area offers.

Figure 5-2 Commuting Patterns



The Planning Area is well situated as the gateway between the Bay Area and tourist resorts and activities near and around Clear Lake. Tourist spending totaled \$220.5 million and generated \$2.4 million in local tax revenues in Lake County in the year 2000. It also accounted for 4,860 jobs countywide. The highest revenue sectors were restaurants/bars (\$59.9 million), accommodations (\$50.5 million), retail sales (\$47.6 million) and recreation (\$44.5 million). Proximity to Clearlake, Cobb Mountain, historic Middletown and Mt. St. Helena; and the local equestrian amenities, agricultural resources, large open spaces and the growing wine industry, uniquely situates the area to take advantage of this opportunity.

COMMERCIAL

According to the Lake County Economic Development Plan approved in 2002: *“Overall local feeling will lead the economic development effort to concentrate on recruiting small cottage businesses (typically with 20 or fewer employees), distance arrangements (home and online offices), residential and golf course development, resort and tourism related businesses (where the factors the community wants to keep in place are also important to bringing in visitors), and retail shops to keep the spending within the community.”*

The creation and expansion of local retail and services should be encouraged to increase tourism and attract highway travelers. Local retail and services should include retail shops, restaurants, professional offices and medical services. Development of these retail and service uses should employ the principles of smart growth including: directing growth toward existing communities, taking advantage of compact building design, discouraging sprawl, encouraging infill and preserving unique historical, cultural and natural resources (GP Policy LU-1.1). The County should support the creation and expansion of commercial facilities and events that attract tourists to the area. New developments, as well as expansion and infill development, should be attractive and compatible with the area's existing small-town rural atmosphere and theme (See Design Guidelines in Chapter 7).

Downtown Middletown has several historic structures that were reconstructed after a fire in 1918. The historic downtown theme should be continued, encouraged and guided through the design guidelines contained in this area plan. Creation of a “town center” development in Coyote Valley and the expansion of the existing downtown in Middletown will foster and encour-

age economic activity by being “walkable” and thoughtfully designed. The County should work with local business owners, business associations and others to develop financial assistance programs that encourage and offset design improvements. Additionally, “formula” or “franchise” business structures, signs and box stores that detract from the established theme should be required to develop in a way that is consistent with the Design Guidelines and local scale and character. Land use decisions in this plan strive to provide sufficient areas for new and expanded commercial developments while trying to focus development in established commercial areas.

One of the difficult tasks in economic development activities in rural areas is attracting economic activity and growth while preserving a small town identity and character. A coordinated economic development strategy for the area provides the best chance for success. A draft “Strategic Economic Development Area Plan” was prepared for the Coyote Valley area in 2000. This study provides some value, but was never completed or adopted and covers only a portion of the Planning Area. Perhaps the best approach is to develop an action plan for attracting desired economic activities and resolving the Middletown Area’s economic development problems. In order to take full advantage of its economic opportunities, the Planning Area should focus on improving its appeal as a destination.

Active community participation, particularly through implementation of the design standards in Chapter 6 and 7, can help create and expand existing local retail and service facilities with consistent themes. This will help strengthen town centers and bolster the local economy by enhancing community identity and increasing local shopping opportunities. Additionally, coordinating efforts between the community, the Lake County Marketing and Economic Development Department, the Community Development Department and potential developers to locate their business to the area will provide cohesive marketing. The Board of Supervisors established the Middletown Area Town Hall (MATH) which is a municipal advisory council serving the residents in Middletown, Cobb, Anderson Springs, Coyote Valley, Hidden Valley, and Long Valley. Input and review of new projects should be solicited from MATH and the Middletown Merchants association. These coordinated efforts could help foster the economic vitality of the Planning Area.

The community and County should research the opportunities available for encouraging and supporting small business start-ups and entrepreneurship through business incubator programs. These types of small businesses support the vision and ideals of “cottage industries” and rural character that Planning Area constituents have determined as desirable. Programs such as the Local Area Business Outreach program, which is administered through the Department of Labor, offer a number of information, marketing, and support services that are often vital for the vibrancy of small businesses. The Lake County Chamber of Commerce is evolving from an organization that has focused primarily on the Lakeport area. The County and community should continue to support and encourage the Lake County Chamber into working more intimately with the Middletown Planning Area.

GEOTHERMAL

The importance of the geothermal industry to Lake County and the Middletown Planning Area cannot be understated. The geothermal companies provide millions of dollars in annual tax revenues and royalties, and employees spend money in the local economy. However, there are a number of environmental challenges with the power plants and future expansion and development. The County needs to maintain a positive relationship with the geothermal industry and work closely to find a balance between protecting the industry as an economic “engine” and proper environmental mitigation. See the Geothermal Resources section in Chapter 3.5 for additional information.

TOURISM

Some of the Planning Area's attractions include Hidden Valley Lake Golf Course and Country Club, Crazy Creek Gliderport, Trailside Park & Eco-Arts, Harbin Hot Springs, wine tasting rooms at Langtry Estate and Beaver Creek vineyards and Twin Pines Casino and Hotel. The Middletown Days annual equestrian event is a popular local festival. Other nearby attractions include: Rob Roy Golf Course, Cobb Mountain recreation areas, Robert Louis Stevenson State Park on the Sonoma/Lake County-line, camping and outdoor recreation opportunities for fishing, hunting, hiking, bicycling, horseback riding. There is a nationwide growth in popularity of agricultural, cultural and environmental tourism. The Planning Area is uniquely situated to attract visitors as they travel between the Napa County area and Clear Lake. The towns of Middletown and Coyote Valley should capitalize on developing tourist related amenities that are on, or easily accessed from the Highway 29 corridor. Additional entertainment venues, events and lodging units that serve a wide range of visitors should be encouraged. A number of Lake County's historic resorts are in the Middletown and surrounding area. Restoration of existing resorts should be encouraged as a tourist destination and to support the historic theme and character of the Middletown area.

AGRICULTURE

Agriculture is a vital component of the County's economy and quality of life and has the potential to provide entertainment venues, events and lodging facilities. The community has identified the need to make agriculture more financially viable as a high priority. A wide range of agricultural tourism uses should be encouraged and supported to strengthen the agricultural sector. Marketing programs, similar to the farm trails program in Sonoma County, which is designed to promote Lake County agricultural products and agri-tourism venues to both residents and markets outside of Lake County should be explored. Farms that offer visitors a chance to purchase local products, harvest their own produce or provide cooking and history demonstrations can benefit the local economy. Farmer's markets selling locally processed value-added agricultural products, such as jams, wines, oils and other packaged products could increase agricultural revenues.

There are a range of possibilities of developing "value-added" products in agricultural production areas. An example of this is a winery and/or tasting room on grape producing land. A cheese plant associated with a dairy operation would provide a value-added product. These types of businesses create unique revenue streams for existing agricultural producers and support the tourism industry. The continued establishment of wineries and tasting rooms associated with existing vineyards would bring more tourists to the area and provide a source of employment. Wineries can also provide a venue for special events and lodging for community groups and tourists. The County should establish criteria allowing for the development of agricultural tourism activities on sites in agricultural production, so long as the tourism related uses are compatible with and do not present significant impacts to on-going agricultural operations on adjacent lands.

PUBLIC SERVICES

Adequate public services and facilities are an essential component of a healthy and vibrant commercial area. The demand for public facilities and services will be increased as the County creates and expands commercial development. The Planning Area currently lacks a County

owned visitor's center or other accommodations that include public restrooms and tourist or recreational information. The Calpine Corporation maintains a Visitor's Center on the south end of Middletown which is a beautiful facility focused on geothermal resources. Calpine has been willing, in discussions with community members and County staff, to offer expanded use of the center for County information. Formal discussions with Calpine and the County should be initiated to see if a mutually acceptable agreement could be reached. A shared use center could alleviate a large amount of the costs associated with establishing a County Visitor's Center in the Middletown Area. Currently the Calpine center has poor visibility from Highway 29. Directional signage should be installed that directs travelers to the Visitor's Center. In cooperation with Calpine, the County should support the expansion of services and hours.

The future siting of a downtown park and library in Middletown will provide public restrooms. To accommodate traffic, facilitate local shopping, and provide a safe and comfortable means to travel, bicycle and vehicular circulation improvements are necessary in Middletown. The County should partner with Caltrans to implement traffic calming measures and improved pedestrian and bicycle access along State Highways 29 and 175. Due to a perceived lack of parking options in Middletown, a comprehensive parking plan and the "P" parking combining district should be added to commercial town center areas to plan for alternative parking options.

The Coyote Valley area currently has no "town center". (See Chapter 6.2 for more information) As this vision develops, the community and County staff should work together to develop adequate public facilities and infrastructure. Due to Lake County's distance and difficulty of travel from major population and economic centers, and lack of commercial air or rail transportation systems, the development of an airport should be encouraged to increase the transportation options, especially in the Planning Area. Lampson Field, near Lakeport, is the County's primary airport, but is nearly 25 air miles from either Middletown or Coyote Valley.

CODE ENFORCEMENT

A particular issue of concern to the citizens residing within the Middletown Planning Area revolves around the enforcement of local ordinances and codes involving property maintenance and community appearance. This includes residential, vacant and commercial lands. The Lake County Code Enforcement Division of the Community Development Department is responsible for the investigation, management and abatement of citizen complaints. Citizen complaints involve but are not limited to the following types of violations and nuisances: abandoned vehicles, open and outdoor storage, illegal dumping, illegal land uses, and signage. The goal of the Code Enforcement Division is to resolve violations with property owners through voluntary compliance; however, the Division does have the ability to levy fines through Notices of Violation and is able to abate violations through action and approval of the Lake County Board of Supervisors.

A majority of violations in residential neighborhoods are related to the disorderly appearance of properties. A common residential violation is the open and outdoor storage of items. These items often include inoperable vehicles, scrap metal and wood, and garbage. Another common type of violation involves substandard structures and building without permits. A majority of the older housing tends to be small and thus a large number of violations occur as residents conduct repairs and construct additions to residences and accessory structures without permits.

The County should also continue to provide code enforcement services that protect the cultural and historic value of existing places and buildings. (General Plan Policy LU-7.17). This should include demolition of hazardous and unsafe structures, elimination of open and outdoor storage of items and the removal of overgrown vegetation. Continued and consistent enforcement will assist in the attraction

and retention of businesses in the Planning Area.

Objective

5.1.1 Encourage comprehensive economic development that includes a high level of community participation to the long range benefit of the Planning Area with a balanced and diverse mix of commercial, manufacturing, residential, tourism and agriculture.

Policies

5.1.1 a Economic development proposals should involve a high level of community participation.

Implementation Programs/Strategies	Responsible Agency/Agencies	Impact on Budget	None
The County shall continue to solicit input and review of new projects from the MATH and Middletown Merchants Association. The County should prepare and implement an overall economic development strategy for the Middletown Planning Area that emphasizes advantages associated with the geothermal, agriculture and tourism industries, the area's natural setting.	Administrative Department, Marketing Division Community Development Department	Funding Source	None
		Priority	Moderate
		Timeframe	Continuous

Objective

5.1.2 Encourage development of well-designed retail and service uses that attract both tourists and local patrons and which are conveniently located to serve residential areas. [GP Goal LU-4]

Policies

5.1.2a Centrally located businesses and services shall be encouraged in locations that conveniently serve residential areas and foster and support the revitalization or creation of town centers.

Implementation Programs/Strategies	Responsible Agency/Agencies	Impact on Budget	None
Community Commercial land use designation and zoning shall be established in areas central to the existing communities. The localized themes and design guidelines of this plan shall support the revitalization or creation of town centers. Encourage adaptive reuse of existing underutilized facilities. Survey and rank existing property both public and private to determine available inventory.	Community Development Department	Funding Source	None
		Priority	High
		Timeframe	Immediate

5.1.2b Commercial development shall be consistent with the guidelines of this plan to provide attractive and compatible development, complimentary in theme to existing development.

Implementation Programs/Strategies	Responsible Agency/Agencies	Impact on Budget	None
Develop and adopt design guidelines consistent with the policies of the Area Plan that enhance the visual character of the area and that compliment existing development. Establish a Design Review Committee with local representation that will respect and enhance the areas' small town rural character and natural environment. Enforce commercial design standards through the design review process.	Community Development Department	Funding Source	None
		Priority	High
		Timeframe	Immediate

5.1.2c "Formula" or "franchise" business structures, signs and box stores within the Planning Area that detract from the small-town rural character shall be generally discouraged unless architecture and signage are made compatible with local themes.

Implementation Programs/Strategies	Responsible Agency/Agencies	Impact on Budget	None
The County should amend the Zoning Ordinance to provide limitations on formula stores and signage, requiring all new development to follow local architectural design criteria.	Community Development Department	Funding Source	None
		Priority	High
		Timeframe	Continuous

5.1.2 d Support continued enforcement of County Zoning Codes and further refine abatement programs for code violations.

Implementation Programs/Strategies	Responsible Agency/Agencies	Impact on Budget	Staffing
The County should continue to fund code enforcement programs and regularly provide direction to the Community Development Department regarding enforcement priorities.	Community Development Department, Board of Supervisors	Funding Source	General Fund
		Priority	High
		Timeframe	Continuous

Objective

5.1.3 To increase availability of public services and facilities such as parking lots, restrooms, parks, county offices and visitors centers, especially in the downtown commercial areas.

Policies

5.1.3a A full service visitor’s center should be located in Middletown.

Implementation Programs/Strategies	Responsible Agency/Agencies	Impact on Budget	Operating
The County should support expansion of services and hours of operation of the existing visitor’s center through staffing or marketing funding, in cooperation with Calpine. Install directional signage on major roads directing travelers to the visitor’s center.	Lake County Marketing & Economic Development Division	Funding Source	TOT Taxes
		Priority	Moderate
		Timeframe	Continuous

5.1.3b Plan for and develop well located, tourist-friendly public restrooms in the downtown commercial areas of Middletown and Coyote Valley.

Implementation Programs/Strategies	Responsible Agency/Agencies	Impact on Budget	Const. & Main.
Site future parks or libraries within or adjacent to the downtown commercial areas that provide conveniently located public restrooms.	Public Services Department Board of Supervisors	Funding Source	TOT Taxes
		Priority	High
		Timeframe	Short-term

5.1.3c The County should encourage the development of an airport in the South County to support further commercial and industrial growth and increase transportation options.

Implementation Programs/Strategies	Responsible Agency/Agencies	Impact on Budget	Unknown
The County should consider its options for encouraging the development of a “South County” airport and business park, which could potentially include a fly-in residential subdivision as a component. An integrated, multi-faceted project would likely be more economically feasible to develop. Support from the County could include appropriate zoning and land use designations.	Community Development Department, Marketing and Economic Development Division, Board of Supervisors	Funding Source	Unknown
		Priority	High
		Timeframe	Long-term

5.1.3d Pedestrian, bicycle and vehicular circulation should be improved in downtown commercial areas to facilitate local shopping.

Implementation Programs/Strategies	Responsible Agency/Agencies	Impact on Budget	Staffing
Partner with Caltrans to implement vehicular traffic calming measures and improved pedestrian and bicycle access along State Highways 29 and 175.	Department of Public Works	Funding Source	General Fund; Grants
		Priority	High
		Timeframe	Continuous
Develop a comprehensive commercial parking plan for the Planning Area and add the "P" Parking combining district to the base zoning districts in the Middletown town center to provide for alternative parking options.	Community Development Department, Department of Public Works	Funding Source	None
		Priority	High
		Timeframe	Continuous

5.1.3e The County shall, through its marketing program, continue to develop community gateway and visitor service signs and services.

Implementation Programs/Strategies	Responsible Agency/Agencies	Impact on Budget	Small
Install and maintain new highway and pedestrian signs identifying community gateways, visitor services and local attractions. Continue and improve visitor services in Middletown.	Administrative Department, Marketing Division, Caltrans Community Development Department	Funding Source	TOT
		Priority	High
		Timeframe	Continuous

Objective

5.1.4 Encourage commercial development and community enhancement projects aimed at drawing tourists and special events to the Planning Area.

Policies

5.1.4a Support the creation and expansion of commercial facilities and events that provide services to and attract tourists to the area, where appropriate.

Implementation Programs/Strategies	Responsible Agency/Agencies	Impact on Budget	Staffing
Support the development of commercially zoned parcels in a way that maximizes their use. Provide for necessary permits for special events, where appropriate.	Community Development Department & Redevelopment Agency	Funding Source	None
		Priority	Moderate
		Timeframe	Continuous
Continue to enforce the use of commercially zoned properties for transient uses. Hotels, and motels and RV parks in the Planning Area should not be used as permanent living facilities.	Community Development Department & Tax Collector	Funding Source	Staffing
		Priority	High
		Timeframe	Continuous

- 5.1.4b** Make agriculture more economically viable by encouraging the development of value-added agricultural industries that support tourism and maintaining sites in agricultural production, as long as the agricultural tourism uses do not negatively impact on-going agricultural operations on adjacent lands.

Implementation Programs/Strategies	Responsible Agency/Agencies	Impact on Budget	Staffing
Support the development of wineries and other agri-tourism related uses. Develop revisions to the Zoning Ordinance to allow farm-stay development on appropriate agricultural sites. Provide for necessary permits for special events, where appropriate. Develop a self-guided tour guidebook, motor coach tour itineraries, farm trail maps and similar guides for tourists. Implement a park lands acquisition program and the establishment of pedestrian, bicycle and equestrian paths and amenities.	Community Development Department, Agricultural Commissioner & Farm Bureau Administrative Department, Marketing Division, Community Development Department	Funding Source	None
		Priority	Moderate
		Timeframe	Continuous

- 5.1.4c** Encourage development of additional lodging units to serve a range of visitors from camping, family oriented motels, luxury resorts and a conference center.

Objective

- 5.1.5 Encourage comprehensive economic development efforts for the long-term benefit of the Planning Area aimed at increasing local employment opportunities**

Policies

- 5.1.5a** Strengthen commercial town centers within the communities of Middletown and Coyote Valley in order to bolster the local economy, enhance community identity and increase local shopping opportunities.

Implementation Programs/Strategies	Responsible Agency/Agencies	Impact on Budget	Staffing
The County shall encourage a mixture of land uses to promote diversification of the local economy.	Marketing and Economic Development Dept., Community Development Dept.	Funding Source	Redevelopment, General Fund
		Priority	High
		Timeframe	Continuous

5.1.5b Priority should be given to providing service and employment opportunities locally.

Implementation Programs/Strategies	Responsible Agency/Agencies	Impact on Budget	Staffing
Coordinate efforts with the County Marketing and Economic Development Department, Community Development Services, and potential developers to locate their businesses to the area. Provide workforce training and business incubation opportunities to help foster the employment and economic vitality of the Planning Area.	Community Development Marketing and Economic Development Departments, Local Business Outreach Programs	Funding Source	General Fund
		Priority	High
		Timeframe	Continuous

5.1.5c Increase local employment opportunities in order to provide an adequate number of jobs to support the local population.

Implementation Programs/Strategies	Responsible Agency/Agencies	Impact on Budget	None
The County should take all steps possible to encourage the development of a large business park subdivision that has access to public sewer and water. Research and encourage business development and business incubator projects in the area.	Community Development Department	Funding Source	None
		Priority	Moderate
		Timeframe	Continuous

5.2 HOUSING

The Lake County Housing Element sets overall housing goals, policies and programs for five-year time periods. State planning law requires counties and cities to revise and update their housing elements every five years. A "Regional Housing Needs Allocation" (RHNA) prepared by the Lake County – City Area Planning Council is incorporated into the Lake County Housing Element. This plan identifies housing needs for the unincorporated areas of the County. The Housing Element also contains a Housing Market Analysis, and sections on Housing Needs, Housing Development Potential and Housing Programs. The Element outlines a five-year action plan with goals, objectives, policies, implementation strategies and projected time frames. The next required update of the Lake County Housing Element will be in 2010. State law requires that Lake County address the following statewide housing goals:

- To assist in the development of housing for all income groups, particularly low and moderate income households.
- To provide adequate and sufficient sites for the development of all types of housing, particularly multi-family rentals, housing for the homeless and farm labor quarters.
- To conserve and improve the existing housing supply.
- To remove local government constraints to housing maintenance, improvement and development.
- To promote fair housing opportunities for all citizens regardless of age, sex, race, religion and/or disability.

The 2008 Lake County General Plan sets additional policies that support jobs/housing balance, mixed use development and build-out at maximum density for the zoning district. It encourages: linkages between the jobs and housing, income and housing affordability and encourages the location of housing

near basic services. Furthermore the General Plan requires that zoning provide for an adequate of supply of land to accommodate farm worker housing. These policies are consistent with the new Sustainable Communities Strategy Law adopted by the State of California in October 2008. This state law also encourages transit oriented development, a balanced mix of housing for all income levels, mixed use developments, and most importantly, it links the Regional Housing Needs Assessment (RHNA) to state transportation funding. Policies affecting the Planning Area include directives that transit priority projects contain at least 50% residential use, have a minimum density of 20 units per acre and a commercial floor-area ratio of up to .75. It is also recommended that they exceed energy efficiency standards and provide one of the following: (1) 5 acres of open space, (2) 20% moderate income housing, (3) 10% low income housing or (4) 5% very low income housing. The theory is that as density increases in core community areas, low cost housing and public transit become more economically feasible and available and reduce traffic and air quality impacts of development.

The Department of Housing and Urban Development (HUD) defines low income as 80% or less of the county median income. However, because HUD also establishes a minimum subsistence income level for the entire state, two-thirds of Lake County's households are classified as low income. Area plans need to include suitable sites and provide appropriate zoning and land use densities to assist in meeting these projected housing needs.

The Lake County Housing Element lists specific sites that are designated for medium to high density housing suitable for development of low income units. The necessary infrastructure to support development of high density housing (up to twenty units per acre), including public transit, water and sewage disposal is very limited in the Planning Area. Seven parcels totaling 7.5 acres were identified as suitable for low income housing. The average typical yield would be 55 units of low to moderate income housing if the sites are developed at maximum density. Infill within community boundaries and maximum density development on lots that already have services in place should be encouraged prior to creating new subdivisions. Additionally, the programs outlined in the Housing Element of the General Plan should be utilized to improve overall housing conditions and stock.

Infill development should maintain or enhance the positive qualities of the surrounding neighborhoods. Parcel sizes larger than the minimum size established for the land use classification may be required in order to maintain compatibility with adjoining land uses. Housing is encouraged in downtown commercial areas. Residential in-fill development is further discussed in this chapter under the Land Use and Zoning Plan, Section 5.5.

Mixed use development is a concept where living areas are provided above or adjacent to commercial and light industrial uses. Depending on the location and site design, the residential use may be placed above, behind or in front of the commercial, which may include a wide variety of uses such as retail shops, professional offices, restaurants, cottage industries, craft and woodworking shops, artist studios and so on. This is a tool to locate housing near jobs, which reduces traffic, improves air quality and creates a more vibrant commercial area with a full-time community presence.

The year 2000 census data shows that approximately 6,200 people lived in the Planning Area. The largest existing subdivisions in the Planning Area are Hidden Valley Lake (3,350 lots) and Anderson Springs (200 lots). There are some smaller subdivisions of 20-50 units in Middletown. While there is a significant senior population in Hidden Valley Lake and Anderson Springs, none of these subdivisions include provisions for low income housing, and a large number of the units are second homes. Low to moderate income housing within the Middletown Planning Area consists mainly of residential second units and granny units, one senior and low income

rental complex near the Middletown High School on Big Canyon Road, and one apartment complex on Highway 175 at Santa Clara Road in Middletown.

Figure 5-3 Population and Housing Characteristics

MIDDLETOWN PLANNING AREA						
Population and Housing Characteristics						
	Middletown CDP	Hidden Valley Lake CDP	Middletown Planning Area	County	California	United States
Total Housing Units	427	1,595	2,660	32,528	12,214,549	115,904,641
Occupied	392	1,411	2,274	23,974	11,502,870	105,480,101
Vacant	35	184	386	8,554	711,679	10,424,540
Vacant Housing Units for SRO Use	16	98	224	5,479	236,857	2,298,919
% of Vacant Units	8.2%	11.5%	14.5%	26.3%	5.8%	9.0%
% of Vacant Units for SRO Use	45.7%	53.3%	58.0%	64.1%	33.3%	22.1%
% of Total Units for SRO Use	3.7%	6.1%	8.4%	16.8%	1.9%	2.0%
Vacant Housing not for SRO Use	19	86	162	3,075	474,822	8,125,621
% of Vacant Units not for SRO Use	4.4%	5.4%	6.1%	9.5%	3.9%	7.0%
Housing Unit occupied by						
Owner	227	1,175	1,722	16,914	5,527,618	55,212,108
Renter	165	236	552	7,060	4,921,581	35,199,502
% Owner Occupied	57.9%	83.3%	75.7%	70.6%	48.1%	52.3%
Median Age of Housing (yrs.)	48	21	27	43	30	31
Average Household Size	2.56	2.67	2.6	2.39	2.87	2.59
Total Population	1,020	3,777	6,050	58,309	33,871,648	281,421,906

Source: 2000 Census, United States Census Bureau. SRO Use is Seasonal, Recreational or Occasional Use as defined by the US Census Bureau. The Middletown Planning Area is defined as Census Tract 13 in this study

FUTURE HOUSING NEEDS

Middletown

The 2000 U.S. Census shows Middletown's population at 1,020 in 427 dwelling units. As of January 2007, the current estimated population of Middletown was 1,326, (See Figure 5-3) based on a rate of 2.39 persons per dwelling unit (DU), which is the average household population for Lake County. Based on building permit records, the average annual growth rate within the community area between 2000 and 2007 was 3.8% when including the 50 unit Middletown Manor apartments which were construct-

ed in 2001. The average annual growth rate for single family home development during the same period was 2.5%. A projection of a moderate to high growth rate is appropriate for the 20-year growth needs within Community Areas because it provides for a “cushion” or margin of error in determining the amount of land needed to accommodate long-term needs. Growth rates are cyclical, being influenced largely by market conditions, and not all large vacant or underutilized parcels are available for sale to developers.

In planning for an average 2% annual growth rate for the Middletown Community Boundary, the year 2030 population estimate would be 1,949, an increase in 618 people compared to the year 2006. This translates to 761 dwelling units, or 241 more dwellings than existed in 2006, based on the current household size of 2.56. The Middletown Community Area Boundary should contain adequate lands to accommodate this expected increase.

Coyote Valley

As of November 2006, the total existing dwelling count within Coyote Valley was 2,441. The household population is believed to be higher than the countywide average of 2.39 persons per dwelling unit. As of 2008 the population in Coyote Valley is approximately 6,000.

The major population center in Coyote Valley is the Hidden Valley Lake Subdivision (HVL). HVL consists of 3,350 lots. The Homeowner’s Association (HOA) indicated that 2,270 of these lots were developed as of November 2006, and there were 890 vacant lots. The HOA and Community Services District (CSD) estimated that between 600 and 800 of these vacant lots are “buildable” by current standards, depending on sewage disposal capacities. To provide a margin of error, housing needs calculations have been based on the lower estimate of 600 usable lots remaining in this subdivision.

As of November 2006, the Hidden Valley Ranchos, which are not a part of the Hidden Valley Lake Homeowner’s Association, consisted of 131 parcels with dwellings, and 42 vacant parcels. There were 16 additional dwellings and 8 vacant parcels north of this subdivision and 24 existing dwellings to the south and west that are within the Community Area of Coyote Valley.

The total estimated housing capacity within the Coyote Valley Growth Boundary is 4,525 dwellings. This estimate assumes that the larger vacant and underutilized parcels within the community boundary will eventually be developed consistent with the Low Density Residential land use designation and average 3 dwellings per acre. It is typical for parcels located within the boundary to be developed at this density. This figure also includes all of the existing dwellings, and the vacant, buildable lots within the existing subdivisions. The total development potential remaining in the Coyote Valley Community Growth Boundary is estimated as 2,084 dwellings based on the existing land use and zoning designations and projects recently approved or proposed.

Based on a 2% annual population growth the population within the Coyote Valley Community Growth Boundary is expected to reach 8,055 people by the year 2030, representing an increase in 2,553 residents compared to 2006. It is estimated that this translates into the need for an additional 956 dwelling units based on the average household size of 2.67.

Anderson Springs

There are 195 single-family residential housing units and cabins in the Anderson Springs Subdivision. The subdivision has a year-round population of 500 people with a season maximum of 1,000 residents¹. A Planning Department survey (August 1986) revealed that approximately

¹ Anderson Springs Water District, 2008

27% of the housing stock is in need of rehabilitation¹. A Planning Department real estate survey (Fall 1986) showed that the majority of residents purchasing houses in the Anderson Springs Subdivision intended to reside there year-round.

Objective

5.2.1 Plan for affordable and logical residential growth that implements the policies of the General Plan and balances housing with jobs and growth needs while maintaining a small town, rural atmosphere.

Policies

5.2.1a Large new development projects should contain components of affordable housing and development of independent senior housing and assisted living facilities should be encouraged.

Implementation Programs/Strategies	Responsible Agency/Agencies	Impact on Budget	None
Continue to encourage the use of density bonuses for senior, assisted living, low and very low income housing in large, future residential projects. Inform developers of the benefits of density bonuses in pre-application conferences.	Community Development Department	Funding Source	None
		Priority	Moderate
		Timeframe	Continuous

5.2.1b Medium and high density residential developments that are compatible with the neighborhood character shall be encouraged in locations close to services with adequate sewer and water facilities, within community boundary areas.

Implementation Programs/Strategies	Responsible Agency/Agencies	Impact on Budget	None
Utilize the "R2" zoning district and the Medium Density Residential land use designation and the "R3" zoning district and High Density Residential land use designation for appropriate sites within community boundaries. Discourage developments that can not be adequately sustained by existing infrastructure.	Community Development Department, Planning Commission, Board of Supervisors	Funding Source	None
		Priority	Moderate
		Timeframe	Continuous

5.2.1c Mixed use development with commercial and residential components should be encouraged in the community business districts when adequate infrastructure is available or can be made available.

Implementation Programs/Strategies	Responsible Agency/Agencies	Impact on Budget	None
Establish a mixed use combining district to overlay downtown commercial areas where found to be appropriate.	Community Development Dept., Planning Commission, Board of Supervisors	Funding Source	None
		Priority	Moderate
		Timeframe	Continuous

5.2.1d Infill development shall maintain or enhance the positive qualities of the surrounding neighborhoods. Parcel sizes larger than the minimum size established for the land use classification may be required in order to maintain compatibility with surrounding lot sizes. Alternatively, the “PDR”, Planned Development Residential process may be considered to allow for clustered residential developments that provide for trails, parks, and open space buffers in exchange for reduced lot sizes.

Implementation Programs/Strategies	Responsible Agency/Agencies	Impact on Budget	None
Review of future infill projects during the permitting process should include a detailed review of surrounding development to ensure that the infill project fits the neighborhood character. The planned development process should be utilized when small lots or open space are desired to blend with existing development.	Community Development Department, Planning Commission, Board of Supervisors	Funding Source	None
		Priority	High
		Timeframe	Continuous

5.2.1e Develop housing in a manner that complements the small town community identity and incorporates quality design consistent with the rural character of the Planning Area.

Implementation Programs/Strategies	Responsible Agency/Agencies	Impact on Budget	None
Encourage good design that incorporates characteristics found in older neighborhoods and avoids ‘cookie-cutter’ approaches to subdivision by developing minimum design guidelines applicable to new subdivision development.	Community Development Department, Planning Commission	Funding Source	None
		Priority	High
		Timeframe	Continuous

5.2.1f Residential uses in mixed-use areas should have reduced parking requirements where it can be demonstrated that shared residential and commercial parking will not result in an unacceptable impact on parking in the public right-of-way or on off-street parking lots.

Implementation Programs/Strategies	Responsible Agency/Agencies	Impact on Budget	None
During the development and site design process, reduced parking standards should be supported for mixed-use developments. The parking standards of the Lake County Zoning Ordinance should be evaluated and amended.	Community Development Department, Planning Commission, Board of Supervisors	Funding Source	None
		Priority	High
		Timeframe	Continuous

5.2.1g Applicants for new residential subdivisions of 10 or more units should be encouraged to provide at least 10 percent of the units available as affordable housing. The County should develop incentives for affordable housing to further encourage its development.

Implementation Programs/Strategies	Responsible Agency/Agencies	Impact on Budget	None
<p>The County should encourage developers to incorporate affordable housing into new residential subdivisions.</p> <p>The county should consider the development of incentive programs to facilitate the development of affordable housing with new developments.</p>	Community Development Department	Funding Source	None
		Priority	High
		Timeframe	Continuous

5.3 NETWORKS

Planning for circulation, transportation and utility infrastructure must be correlated with the land use patterns of the General Plan and Area Plan. This consistency is necessary so that a rational relationship between land uses and the capacity, location and circulation characteristics of roads is assured as an area develops over time.

Circulation in the Middletown Planning Area is highly dependent upon highway transportation. Movement of people and goods is confined to the network of state highways, county roads, and private roads that serve the area. There are few pedestrian, bicycle and equestrian improvements in the area. Public and private transit systems are available on a limited basis. The Planning Area lacks navigable waterways for the transport of goods and there are no public airports.

STREETS AND HIGHWAYS

Roadways have the dual function of allowing for general circulation and providing property access. While high and constant speeds are desirable for circulation mobility, low speeds are more desirable for property access. Traditionally, roadways have focused primarily on the movement of vehicles while providing pedestrian facilities as an after thought.

Highways, streets and roads are classified functionally as either arterials, collectors or local facilities. Higher classified streets and roads are designed to carry greater volumes of traffic and provide for a broader range of service needs.

Functional Classification

Functional classification of roadways is useful in the development of new road construction projects and in establishing road maintenance priorities. Highways, roads and streets are classified based on their functionality:

- Arterials (Principal or Minor): In California, Arterials primarily link cities and towns both within and outside the state.
- Collectors (Rural Major or Rural Minor): Collector roads provide access between Local streets and Arterials. Rural Minor Collectors link smaller urban areas and other places of interest that are not served by the Arterial system. As their name implies, Rural Minor Collectors collect traffic from the Local Streets and distribute it to the Arterial system or to the smaller urban areas that they directly serve. Rural Major Collectors provide circulation between neighborhoods.
- Local Roads and Streets: Local roads and streets primarily provide traffic movement within communities and are generally low speed, low volume roads. Traffic movement is of secondary importance on the Local system.

Traffic movement should be provided in increasing levels of efficiency – Arterials should be the most

efficient at moving traffic and Local Roads should be the least efficient in order to provide safe property access.

Arterials

Middletown and Coyote Valley are served directly by only one major arterial highway. State Route 29 provides north/south access to Middletown from Calistoga to the south and Lower Lake to the north. State Route 175, is a minor arterial that links Middletown and Anderson Springs to the Cobb Mountain area to the northwest.

In the community of Middletown, State Route 29 assumes the local name of Calistoga Street. It is a Federal Aid Primary route, making it eligible for Federal and State funding for improvements. State Route 175 is known as Main Street in downtown Middletown. Both highways are eligible to be designated as State Scenic Highways. Locally, the portions of both highways located outside of the community business districts are designated scenic through the use of the "SC", Scenic Combining district. The "SC" Combining District provides viewshed protection for scenic vistas visible from designated roadways.

Collectors

There are two major collectors in the Planning Area. Butts Canyon Road joins State Route 29 north of the Middletown business district and connects to Napa County to the south. Hartmann Road connects Hidden Valley Lake subdivision to Route 29. Both Butts Canyon Road and State Route 175 are components of the Federal Aid Secondary (F.A.S.) system. These roads are eligible for Federal funds for improvements as secondary facilities.

There are number of rural minor collector roads in the Planning Area. Big Canyon Road, which provides access to several South County resorts, joins Main Street (State Route 175) west of Calistoga Street via Barnes Street and joins State Route 29 via Wardlaw Street near Middletown High School. Dry Creek Cutoff connects Dry Creek Road to Highway 29. During summer low water flows, the road also connects to Highway 175 north of Calistoga Street. Santa Clara Road connects State Route 175 to State Route 29 south of downtown. Spruce Grove Road Extension and the southern loop of Spruce Grove Road connect to State Route 29 near Hidden Valley Lake subdivision. Socrates Mine Road just north of the Planning Area connects some rural residences and the Geysers geothermal wells and plants to State Route 175 just north of Anderson Springs. It also serves as an alternate emergency access route in case of wildland fires or severe storm conditions. These minor collectors as well as the remaining streets in Middletown are county roads and are funded from local sources.

Rural, Local and Private Roads

Most of the other roadways in the Middletown Planning Area are rural and local county maintained roads, funded from local sources. The principal exceptions are the internal road systems within subdivisions, including Hidden Valley Lake and Anderson Springs. The internal roadways within these subdivisions are funded by the landowners within the subdivision through homeowners associations, private road maintenance agreements or County Zones of Benefit. The Hidden Valley Lake Homeowners Association funds road improvements and maintenance through association fees and special road assessments on each lot. Roads within a County Zone of Benefit are maintained by the County, but owners of parcels within the zone are assessed for the maintenance fees.

Western Mine Road, south of Middletown, is a route into Sonoma County, but is inadequately

improved and serves only light levels of traffic. There is local support for improving and paving this road for better use as an alternate access route in and out of the area.

Table 5-4 Functional Road Classification

FUNCTION	NUMBER	NAME	LIMITS
Principal Arterial	SR 29	State Highway 29 Calistoga Road	Spruce Grove Road (Hidden Valley Lake) to Napa County Line
Minor Arterial	SR 175	State Highway 175 Main Street	Highway 29 (Middletown) to Socrates Mine Road (Cobb)
Major Collector	CR 101	Butts Canyon Road	Highway 29 (Middletown) to Napa County Line
	CR 104	Hartmann Road	Highway 29 to Stinson Road (Hidden Valley Lake)
Rural Minor Collector	CR 107	Big Canyon Road	Barnes Street to Harbin Springs Road (Middletown)
	CR113	Dry Creek Cutoff	Highway 29 to Dry Creek Road (Middletown).
	CR 117G	Santa Clara Road	Highway 175 to Highway 29 (Middletown).
Rural Minor Collector	CR	Socrates Mine Road	Highway 175 to Road 8025
		Spruce Grove Road	Highway 29 (Middletown) to Highway 29 (Lower Lake)
		Western Mine Road	Highway 175 to County Line

Note: All other roads not listed are Functionally Classified as Rural or Local.

Traffic Volumes

The Lake County Department of Public Works and the California Department of Transportation (Caltrans) monitor traffic volumes at various locations throughout the Planning Area. The State highway system accommodates the bulk of traffic movements in the Middletown Planning Area. Traffic in Lake County has been shown to fluctuate significantly by season. Peak Average Daily Trips (ADT) on certain segments of the State system sometimes increase by 30 percent or more above annual average volumes in the summer months. July typically experiences the heaviest traffic flow in Lake County due to the influx of tourists to the area.

The highest volumes recorded on county roads in the Planning Area were on Hartmann and Spruce Grove Roads. This road provides access to the Hidden Valley Lake subdivision. Butts Canyon Road also shows significant use. This facility is a through route into Napa County. Although lower volumes are experienced on other minor collector roads such as Santa Clara, Dry Creek and Wardlaw, the impacts may be greater on narrower roads which are not improved to carry these volumes.

Level of Service

Level of service is a quantitative measure of the conditions on a highway that is based on travel time for through movements along the road. Conditions such as road configuration, traffic volume, speed, safety, convenience, comfort and economy are considered. Level of service is rated from a high of "A" to a low of "F". Levels "A" and "B" represent excellent to very good service, "C" and "D" represent good to adequate service, and "E" and "F" represent poor to very poor service. A roadway designed for a certain level of service often operates at different levels throughout the day.

In recent years, commuter trips have resulted in increased traffic impacts on Highway 29. As traffic volumes increase, concerns have increased about the ability of the highway system in the Planning Area to meet existing and projected needs. There are two traffic signals in the Planning Area at the junction of Highway 29 with Highway 175 and with Wardlaw Street/Big Canyon Road in Middletown. Caltrans has noted that intersection improvements are needed for the vicinity and intersection of Highway 29 and Hartmann Road. It is also likely that intersection improvements will be needed for the intersection of Butts Canyon Road and Highway 29 within the time span of this planning document. This intersection experiences congestion and inadequate levels of service at peak hours. All county roads in the Planning Area operate at a "C" level of service or better.² A variety of adverse effects occur when the level of service is decreased in an area. Residential areas, businesses, and schools adjacent to the impacted routes would experience the greatest effects. Unless corrected, operating speeds decline, waiting time for gaps to enter or cross traffic lanes increase, turning movements become increasingly hazardous, and pedestrian and non-motorized safety also decline. Both Caltrans and Department of Public Works use level of service calculations in determining and prioritizing transportation projects.

Future Growth

Road improvement and maintenance are significant issues in the Planning Area. Growth in the area will increase traffic volume and put demands on the existing road system. Updates to the Lake Countywide Needs Survey and Regional Transportation Plan are currently in the process. The impact of new development on existing roads should be considered during this review process. The Countywide Roadway Needs Study (December 2000) addresses expected traffic increases through the year 2020. A revised model of the California Department of Finance population projections were utilized in determining future average daily traffic on County roads, which contemplates a 2020 Lake County population of 85,100.

The Lake County/City Area Planning Council (APC) is the Regional Transportation Planning Agency (RTPA) for the Lake County Regions. The APC is an essential component for planning, prioritizing and funding transportation projects in Lake County. The essential duties of the RTPA is to ensure appropriate local transportation choices are made with the ¼ cent of State sales tax monies and the administration of the local State Transportation Improvement Program (STIP). The STIP is a five-year list of transportation projects which is approved by the California Transportation Commission (CTC). The APC is a primary stakeholder in transportation matters within the Planning Area and the entire county.

The largest single factor affecting roadway improvements in the Planning Area and Lake County as a whole is the back log of deferred maintenance and rehabilitation projects. The main issue is the lack of available funding. Most funding sources strictly prohibit the use of funds

² Dow & Associates. Lake County Regional Transportation Plan (October 2005), page 22. Confirm these figures.

for rehabilitation related projects forcing funding to be generated at the local level. Deferred maintenance comes at the price of costlier rehabilitation needs in the future.

State Highway System

The California Department of Transportation (Caltrans) is the responsible government agency for the California State Highway systems. Within the Planning Area this includes State Highway 29 and State Highway 175. In planning for improvement related projects Caltrans develops growth, based in part on Department of Finance projections, to plan for the impact of population increases on the state highway system. Caltrans has determined that State Routes 29 and 175 are currently operating within the desired level of service (LOS) established for these facilities. The LOS denotes the ability of a roadway to handle peak hour traffic demand. The desired LOS for State Route 29 was established as "C" and for State Route 175 the desired LOS has been established at "D". Currently, Caltrans has placed a moratorium on new direct access to State Route 29 through the Middletown area which may inhibit future development if alternate site access cannot be developed.

Caltrans typically has the sole responsibility for maintenance and improvements to the highway system, but has a cooperative role in the development of improvement projects. The county should continue to work cooperatively with the state to assess safety and aesthetic needs on the highways, including providing for signage, appropriate speeds, pedestrian improvements, traffic calming and beautification measures. The Roadway Needs Study completed in 2000 identified several needed improvement projects at intersections between state highways and county roads. The intersections are listed below:

- Dry Creek Cutoff at Highway 29, Middletown
- Butts Canyon Road at Highway 29, Middletown

In addition to the intersections identified by the Roadway Needs Study the Middletown Area Plan Advisory Committee noted the following intersection trouble spots:

- Hartmann Road at State Highway 29, Coyote Valley.
- Access to the Callayomi Park Subdivision at Highway 175, Middletown. (Located on the north side of Highway 175 between downtown Middletown and the Dry Creek Cutoff.)
- Spruce Grove Road at State Highway 29, Coyote Valley.
- Spruce Grove Road Extension at State Highway 29, Hidden Valley Lake. (Avoid direct access of future development projects to State Highway 29.)
- Anderson Springs Road at Highway 175, Middletown. (Impaired site distance.)
- Congestion at and around the intersection of State Route 29 and State Route 175 and the capacity of State Route 175 and State Route 29 to accommodate future traffic in the downtown Middletown area.

Prior to the construction of improvements, for the above listed intersections, further traffic analysis and study will need to be conducted for each individual site. A wide assortment of intersection improvements should be considered with the ultimate priority focused on improving safety for both pedestrian and motor vehicles. Potential improvements include: turn lane channelization, sight distance improvement, intersection widening, traffic signalization, roundabouts and other appropriate circulation improvement methods. The County should work closely with Caltrans to ensure that intersection improvements will benefit circulation for both state and county maintained roadways.

County Road System

Lake County's unincorporated areas include approximately 610 miles of County maintained roads. The paved roads were inspected in 2008 as a result of the Pavement Management System. Pavement conditions were surveyed and Pavement Condition Index (PCI) calculations formulated. The average PCI

for the county is 32 on a 100-point scale. Only 12.1% of the County's pavement area is in the "good" or "excellent" condition category, while approximately three fourths of the pavement area falls in "poor" or below. The County has a budget of approximately \$300,000 per year for road maintenance. At this level of funding, it is estimated the County road network will continue to deteriorate to a PCI of 12 by 2017 and the deferred maintenance backlog will increase to \$588 million.³

As a means of dealing with the backlog of deferred maintenance the County should investigate alternative road surfacing concepts. One example is pervious paving alternatives. Pervious road surfaces are benefiting from ongoing research and are becoming more viable. Pervious surfaces include, but are not limited to, pavers, pervious asphalt and pervious concrete. They are generally not suited for high volume areas or uses which have moderate to steep slopes. They do show substantial benefit in storm water management, decreased runoff volume, decreased pollutant runoff, increase in underground aquifer regeneration, and if installed properly, an increase in longevity and lower maintenance costs. These types of surfaces could be a viable option for county roads (particularly in urbanized areas), local streets, sidewalks, parking areas, etc. Pervious or permeable paving systems tend to cost 20-25% more for installation than a traditionally paved system. The money saved in needed conventional storm water management systems often more than offsets the extra cost. The long-term maintenance and replacement savings make pervious systems financially feasible. The majority of the county soil types are generally considered suitable for a well drained sub-surface needed in these applications.

The Middletown Area Plan Advisory Committee identified the following county maintained road segments as priorities for future improvement:

- The need for improved east-west access between Santa Clara Road and State Route 29. Central Park Road should receive initial priority for upgrading to current local road standards in this area to complete the basic circulation pattern in this area.
- The northeast area, which lies north of State Route 175 and between Dry Creek and Big Canyon Road, will be lightly impacted by growth. Other than properties adjacent to Big Canyon Road, the area will develop in low density. No new collector streets are envisioned for this area, although the extension of Santa Clara Road (as a local road) to the north and terminating at Big Canyon Road may be desirable. Extension of Wardlaw Street to an intersection at Santa Clara (extended) may also be desirable in the future, but development patterns will ultimately dictate the manner in which local access is provided in this area.
- Putah Lane and Grange Road will serve an industrial and commercial area west of State Route 29. As development occurs, both facilities should be brought up to County standards for local roads. Depending on intensity, consideration should be given to linking the two roads to create a frontage road and eliminating one access point (possibly the existing Putah Lane intersection) to State Route 29. Extension further north to Spruce Road Extension may also be desirable in the future.
- St. Helena Creek Road (used as a cutoff between Butts Canyon and Highway 29 at Wardlaw) has an unsafe access at Butts Canyon Road. The right-of-way should be acquired by the county, and the road improved to carry existing and future volumes. Also, the historic bridge across the creek is unsafe.
- Dry Creek Cutoff at Dry Creek is only passable during low flows. The development of Dry Creek Cutoff Road as a collector to State Route 175 would facilitate local circulation.
- Socrates Mine Road has poor site distance for truck traffic.
- A number of bridges on public roadways are in need of repair or replacement including St. Helena Creek at Wardlaw and Hildebrandt Road at Highway 29.

³ Nichols Consulting Engineers, Pavement Management Program Update Executive Summary (June 2008), pages 4-6.

- A number of local streets in downtown Middletown are in need of maintenance and repair.

Comprehensive Transportation Planning

The State Highway 29 corridor has an extra added importance for the Middletown Planning Area as it represents the only roadway linkage between the communities of Middletown and Coyote Valley. The Middletown Planning Area is experiencing escalating traffic impacts as a result of demographic changes and population growth in Northern California. As Caltrans has improved the level of service (moving heavier volumes of traffic more quickly and smoothly) on Highway 29, the traffic impact on the south county communities has increased. This has led to some unintended consequences, especially to the downtown Middletown area. There is street parking, but it is dangerous to park because the travel lanes are too close to the parked cars. There are crosswalks, but through traffic is moving quickly and does not stop for pedestrians. The fast-moving traffic also adversely impacts businesses and economic development.

The State Highway 29 corridor through the Planning Area is only effective in the movement of motorized vehicles and does not lend itself to being safe for bicycles, equestrian riding or pedestrians. Additionally, State Highway 29 is Middletown's main thoroughfare doubles as Calistoga Street and runs through the middle of town. It is easy to discern that the typical needs of a highway directly conflict with the multitude of transportation needs of a downtown center. A solution being studied involves the idea of "Complete Streets." "Complete Streets" refer to creating or restructuring our streets to ensure equal access to all forms of transportation (vehicles, pedestrians, cyclists, children, and the disabled). Some common features that are utilized in Complete Streets that aid in traffic calming include sidewalks, rumble strips, accent paving, landscaping, bulb-outs, medians and street trees. The result is considered safer and more effective transportation systems that encourage healthier lifestyles and help to ease environmental woes associated with congestion.

The "Complete Streets" concept also coincides with smart growth principles and the growing emphasis on creating a more "walkable community." A "walkable community" is one where it is easy and safe to walk to goods and services (i.e., grocery stores, post offices, health clinics, etc.). Walkable communities encourage pedestrian activity, expand transportation options, and have safe and inviting streets that serve people with different ranges of mobility. Both of these concepts are essential to the development of viable community centers. Assembly Bill 1358 was passed into law in 2008 and requires local jurisdictions to incorporate Complete Streets policies into community plans. Caltrans issued Deputy Directive 64 which requires Complete Streets concepts to be considered for all projects, including highways. Complete Streets and other similar concepts should be utilized for every step of the transportation planning process but should specifically be considered for the creation of pedestrian access in downtown Middletown and assist in providing a linkage for bicyclists, equestrian riders and pedestrians between the communities of Middletown and Coyote Valley.

Objective

- 5.3.1 Development of safe and adequate public access for motor vehicles, bicycles, equestrians and pedestrians shall be encouraged for the orderly growth and development of the Middletown Planning Area.**

Policies

5.3.1a Construction of improvements to intersections that warrant improvements in order to serve additional development shall be required as a condition of new commercial or residential development approvals having an impact upon traffic flows. Projects found to impact intersections that are close to reaching warrants for improvements shall be required to contribute pro-rata shares toward future improvement costs.

Implementation Programs/Strategies	Responsible Agency/Agencies	Impact on Budget	None
New development projects that impact existing roadways shall be required to make improvements or pay a proportionate share to an improvement fund maintained by the County Department of Public Works. Developers installing improvements that are of benefit to future development on the roadway shall be eligible for pro-rata reimbursements from those future developments.	Community Development Department, Department of Public Works, Caltrans	Funding Source	None
		Priority	High
		Timeframe	Continuous

5.3.1b Future encroachments onto highways and collector roads from private properties should be discouraged when other access is possible. New collector streets shall be designed to minimize direct residential and commercial access in an effort to reduce “traffic friction” along collector street alignments. Use of non-access strips and frontage streets shall be considered for subdivisions when new collector streets are required.

Implementation Programs/Strategies	Responsible Agency/Agencies	Impact on Budget	None
New development proposals shall be required to eliminate direct site access to impacted roadways to the greatest extent feasible.	Community Development Department, Department of Public Works	Funding Source	None
		Priority	Moderate
		Timeframe	Continuous

5.3.1c Encourage the creation of zones of benefit within the existing Community Service Area for road maintenance and improvements.

Implementation Programs/Strategies	Responsible Agency/Agencies	Impact on Budget	None
Support creation of new CSDs and benefit zones for new developments and existing residential neighborhoods that experience inadequate road maintenance.	Community Development Department, Department of Public Works	Funding Source	None
		Priority	High
		Timeframe	Continuous

5.3.1d Existing County roads and bridges should be upgraded where possible.

Implementation Programs/Strategies	Responsible Agency/Agencies	Impact on Budget	None
The County should develop an appropriate street design plan for secondary streets serving commercial development in Middletown. The design should accommodate angled parking and pedestrian improvements, and should consider redesign for one-way streets. Future commercial development should be required to construct frontage improvements based on the street design plan.	Department of Public Works Board of Supervisors	Funding Source	None
		Priority	High
		Timeframe	Continuous

5.3.1e Encourage the investigation and use of permeable surface systems for county maintained roads, parking lots, sidewalks, curbs, etc.

Implementation Programs/Strategies	Responsible Agency/Agencies	Impact on County Budget	None
Use "green infrastructure" and permeable paving systems in new government initiated projects whenever possible.	Department of Public Works	Funding Source	Grants & Matching Funds
		Priority	Moderate
		Timeframe	Continuous

5.3.1f Future development of property situated west of Middletown High School on Big Canyon Road should investigate the possibility of extending Santa Clara Road up from the South and tie it into Big Canyon Road.

Implementation Programs/Strategies	Responsible Agency/Agencies	Impact on County Budget	None
Future development proposals should incorporate the extension of Santa Clara Road north to tie into Big Canyon Road as an alternative route to Wardlaw Street as a means of reducing traffic impacts associated with Middletown High School.	Department of Public Works & Community Development Department	Funding Source	Grants & Matching Funds
		Priority	Moderate
		Timeframe	Continuous

Objective

5.3.2 Develop parking and pedestrian amenities that improve the aesthetics and safety of the downtown areas and encourage walkability, day and night.

Policies

5.3.2a Encourage installation of outdoor amenities such as shade trees, public benches, interesting lighting, outdoor sculpture, hanging flower baskets, flower beds, and awnings for shade and rain protection.

Implementation Programs/Strategies	Responsible Agency/Agencies	Impact on Budget	Unknown
The County shall work with the community to develop downtown streetscape plans that enhances the desirable features of community commercial areas. The plans shall be implemented through the design review process for new commercial development.	Community Development Department, Department of Public Works	Funding Source	Various
		Priority	Moderate
		Timeframe	Continuous

5.3.2b Improve parking, walkways, bicycle facilities and multi-use trails and provide for periodic reviews of the circulation plan during the planning period.

Implementation Programs/Strategies	Responsible Agency/Agencies	Impact on Budget	Unknown
The County shall work with the community to develop a master trails plan for the Planning Area.	Community Development Department, Department of Public Works	Funding Source	Various
		Priority	Moderate
		Timeframe	Continuous

TRANSIT AND PARKING

For many years, public transportation in Lake County consisted of demand-responsive services in the cities of Lakeport and Clearlake and a countywide system for the elderly and handicapped. The public system was complemented in the private sector by limited bus service, a taxi service in the City of Clearlake, and a transit service for the developmentally disabled. In January of 1995, an extensive effort to provide improved and expanded transit services to citizens of Lake County began. In September 1995, the Area Planning Council approved a new transit plan based on this effort. New and expanded transit services became available on July 1, 1996.

The Lake Transit Authority contracts with a private transportation provider to provide service to the County. Services provided include dial-a-ride and fixed/flex route service. All of the buses are equipped with wheelchair lifts and bicycle racks. Lake Transit operates two bus routes that serve the Planning Area as of 2009. Route 2 operates along Highway 175 between Middletown and Kit’s Corner. There are four northbound and four southbound schedules each day, Monday through Friday. Schedules facilitate commute travel between Middletown and Lakeport. Mid-day schedules serve shopping, medical, and other trip purposes.

Lake Transit Route 3 operates five southbound and six northbound schedules each day, Monday through Saturday along Highways 53 and 29. Two of the southbound schedules operate from Clearlake to Deer Park via Calistoga and St. Helena in Napa County and connects with the Vine Bus System in Calistoga. While Route 3 is designed primarily as an intercity bus service, it offers wheelchair accessible buses, and provides schedules that facilitate commuters to Napa County.

Each year the transit authority is required to conduct an assessment of unmet needs that can reasonably be met. Necessary changes determined by the assessment should be incorporated into the Transit Authority’s long-range plans. Transit funds are limited and improvements are implemented incrementally as funding becomes available. The County should consider pub-

lic transit needs during the review of large development proposals to ensure that minors and other transit-dependent segments of the population are adequately served.

Caltrans owns a park-and-ride facility located on Highway 29 between Lake and Bush Streets. Both facilities are expected to be underutilized in the foreseeable future, and Caltrans is open to the possibility of shared or overflow parking for adjacent uses. The Highway 175 lot is disused and in poor repair. The property on Highway 29 is not yet developed, but Caltrans plans to install the parking lot in the immediate future. Once the Highway 29 park-and-ride is installed, Caltrans will consider declaring the Highway 175 facility as excess property, which would make it available for sale and purchase. The Fire Department would like to acquire the land for district uses, and the County has expressed some interest in the property for public parking.

Objective

5.3.3 Improve access to public transportation.

Policies

5.3.3a Consider transit access and compatibility during the review and approval process for commercial and residential development in the Planning Area.

Implementation Programs/Strategies	Responsible Agency/Agencies	Impact on Budget	None
Develop criteria for residential and commercial development related to transit compatibility within the Planning Area.	Community Development Dept., Lake Transit Authority, Dept. of Public Works	Funding Source	None
		Priority	Moderate
		Timeframe	Continuous

5.3.3b Encourage bus stops near population centers in the Planning Area to facilitate public transit use.

Implementation Programs/Strategies	Responsible Agency/Agencies	Impact on Budget	None
Support development of transit services within the Planning Area. Encourage Lake Transit Authority to build bus stops/shelters and place signs.	Community Development Department, Lake Transit Authority & Department of Public Works	Funding Source	None
		Priority	Moderate
		Timeframe	Continuous

5.3.3c Conversion and improvement of the Caltrans park and ride facility on Highway 175 to a public parking lot should be actively pursued by means of acquisition, joint use agreements or other methods available.

Implementation Programs/Strategies	Responsible Agency/Agencies	Impact on Budget	None
The County shall work with Caltrans in an attempt to secure the park and ride lot for use as a public parking lot as a way to reduce on-site parking requirements for future commercial development nearby.	Community Development Department, Department of Public Works	Funding Source	None
		Priority	High
		Timeframe	Continuous

BICYCLE AND PEDESTRIAN

The California Streets and Highways Code establishes the following three categories of bike-ways based on the needs and the physical conditions of the right-of-ways:

- Class I Bikeway – Bike Path or Bike Trail: These facilities provide a completely separated right-of-way for the exclusive use of bicycles and pedestrians with cross flows of motorists minimized. The state standard for minimum paved width of a two-way bike path is eight feet.
- Class II Bikeway – Bike Lane: A restricted right-of-way for the exclusive use of bicycles with vehicle parking and cross flow by pedestrians and motorists permitted. Bike lanes are normally striped within paved areas of highways and are one-directional with a minimum standard width of five feet.
- Class III Bikeway – Bike Route: A route for bicyclists designated by signs or other markings and shared with pedestrians and motorists. Bike routes are typically designated to provide linkages to the Bikeway systems where Class I or II Bikeways cannot be provided.

The following County maintained Class III bikeways are existing or are proposed in the Middletown Planning Area:

- Along Hartmann Road from State Route 29 to Hidden Valley Lake Subdivision.
- Butts Canyon Road from State Route 29 to the Napa County line.
- In downtown Middletown from St. Helena Creek Road to Wardlaw and along Wardlaw to Big Canyon Road.
- The Big Canyon Road bikeways connect the Wardlaw route to State Route 175 and continue for 12.8 miles on Big Canyon to Seigler Canyon Road
- A 2.25 mile bikeway on Harbin Springs Road connects to the Big Canyon route.
- Along Central Park and Santa Clara Roads between State Routes 29 and 175 connecting to Pine Street and Stewart forming a loop back to State Route 175.

The creation of bicycle facilities in the County was first made possible on a broad scale through Proposition 116. Today, there are several revenue sources for bike and pedestrian facilities, many administered by the Lake County/City Area Planning Council. SAFETEA-LU (Safe, Accountable, Flexible, and Efficient Transportation Equity Act - Legacy for Users) provides Transportation Enhancement funds for safety-related improvements. The Safe Routes to School Program was enacted in 1999 to provide grants for planning, design and construction of infrastructure that will substantially improve walking and bicycling routes to schools. If new county roads are built or upgraded, pedestrian and bicycle needs should be considered. Pedestrian improvements should be required as a condition of new residential and commercial development. Multipurpose trails would also be helpful in the development of the tourism industry. Trails should be encouraged in scenic areas. Pedestrian improvements should be required as a condition of new residential and commercial development. Trails should be encouraged in scenic areas and along watercourses.

Few pedestrian improvements have been formally provided along road rights-of-way in Lake County. Most roads were constructed for motor vehicles with little or no consideration for non-motorized traffic. Additionally, most of the older subdivisions lack sidewalks and pedestrians and bicyclists must share travel-ways with motor vehicles. In some cases, physical obstructions such as fences and walls have also been established within some rights-of-way. The County should make an effort to create shoulders on existing roadways sufficient to enhance pedestrian and bicycle use in the Planning Area. The County and the community should work with Caltrans to improve safety, traffic control & signage along Highway 29 and Highway 175 in order to increase vehicle and pedestrian safety.

Sidewalks can promote a neighborhood quality by giving definition to the street. By giving the appearance of a narrow street, they can help to slow down vehicle traffic. Streets with sidewalks, especially near public facilities, should be designed to accommodate on-street parking. Continuous sidewalks should be installed where they are lacking in residential areas and adjacent to properties zoned for local or community commercial uses. Installation of crosswalks is also an important pedestrian safety measure, particularly near or in commercial areas, and other high use corridors such as school routes, near county parks, and near senior and other community centers. Raised sidewalks may not be appropriate in all residential developments, and some people consider that installing sidewalks in older subdivisions has the potential of altering the rural character of the area. The installation of sidewalks and existing subdivisions is dependent upon the size of the lots, the width of the improved streets, the width of the right-of-way, existing and needed drainage improvements and the amount of traffic.

The Planning Area has a long history of equestrian use. There are number of stables, boarding facilities and horse ranches. Middletown Days, which emphasizes equestrian activities, is the major annual event in the Planning Area. Equestrian use could potentially be a key component of future economic development that would differentiate the area from other tourist destinations. Traditionally, trails have been used between Middletown and Hidden Valley Lake along highway crossings, local roads and private lands. Typically these informal trails follow waterways through undeveloped, agricultural and open space lands. The portions of these routes on roadways and at road crossings are becoming increasingly unsafe as traffic volumes grow. Portions of the trails are being closed off by landowners and new development, primarily to inhibit all terrain vehicle access. Continuous, safe public access trails for residents and visitors are desired with a loop system connecting Middletown to Hidden Valley Lake and linking to trails in recreation areas such as Bureau of Land Management (BLM) lands, Robert Lewis Stevenson State Park and Cobb Mountain. The County should make an effort to create shoulders on existing roadways sufficient to enhance pedestrian, bicycle and equestrian use in the Planning Area.

Objective

5.3.4 Develop circulation patterns that are consistent with the rural character of the Planning Area and support a pedestrian friendly, walkable downtown Middletown and Town Center area in the Coyote Valley Community Growth Boundary.

Policies

5.3.4a An integrated multi-use trails system should be developed along the following segments:

1. Adjacent to St. Helena, Putah & Dry Creeks.
2. Central Park to Trailside Park
3. Trailside Park to Anderson Springs
4. Hidden Valley Lake Subdivision to Middletown following creeks and streams to the greatest extent possible.
5. Putah Creek in the vicinity of Hartmann Road and the Hidden Valley Lake Subdivision and Ranchos.

Implementation Programs/Strategies	Responsible Agency/Agencies	Impact on Budget	None
Require future subdivisions along these segments to develop on-site sections of the multi-use pathways and offer them for dedication.	Community Development Dept., Dept. of Public Works, Planning Commission, Board of Supervisors	Funding Source	None
		Priority	Moderate
		Timeframe	Continuous

5.3.4b Development of bicycle and pedestrian paths within the Community Areas should be promoted as well as a multi-use path connecting Coyote Valley with Middletown. Class II bicycle lanes and multi-use paths shall be encouraged on new collector and arterial streets. Bicycle and multi-use trails shall also be encouraged in scenic areas and along waterways.

Implementation Programs/Strategies	Responsible Agency/Agencies	Impact on Budget	None
The County shall seek community input in the location and development of multi-use trails within the Planning Area. The County should work with the local communities to develop a master trails plan for the Planning Area. Future subdivision developments along approved trail routes should be required to construct on-site trail segments as conditions of approval.	Community Development Department, Department of Public Works	Funding Source	None
		Priority	High
		Timeframe	Continuous

5.3.4c Provide a safe network for pedestrian and bicycle facilities. Develop bikeway facilities in accordance with the Lake County Regional Bikeway Plan. Separate facilities should be provided where conditions warrant.

Implementation Programs/Strategies	Responsible Agency/Agencies	Impact on Budget	Unknown
Develop bikeway & biking facilities in accordance with the Lake County Regional Bikeway Plan. Require all new collector & arterial streets to include pedestrian & bicycle facilities when conditions warrant. Require circulation plans that provide for a mix of automobile, bike & pedestrian traffic.	Community Development Department & Department of Public Works	Funding Source	Grants, matching funds
		Priority	Moderate
		Timeframe	Continuous

5.3.4d Detached sidewalks, street trees and connections to trail systems shall be encouraged when feasible in the downtown Middletown and Coyote Valley Town Center areas.

Implementation Programs/Strategies	Responsible Agency/Agencies	Impact on Budget	Unknown
Encourage Caltrans and the Department of Public Works to construct sidewalks along existing routes identified. Use different colored asphalt/different paving pattern to define "downtown center" areas.	Community Development Department & Department of Public Works	Funding Source	Grants, matching funds
		Priority	Moderate
		Timeframe	Continuous

5.3.4g Alternative travel lanes or sidewalks should be incorporated into new residential and commercial development.

Implementation Programs/Strategies	Responsible Agency/Agencies	Impact on Budget	Unknown
Require adequate pedestrian facilities to be a part of the design of new developments.	Community Development Department & Department of Public Works	Funding Source	None
		Priority	Moderate
		Timeframe	Continuous

5.3.4h Develop a "Complete Streets" Best Practices program

Implementation Programs/Strategies	Responsible Agency/Agencies	Impact on County Budget	Training Costs
Adopt a county "Complete Streets" policy Re-write design manuals Create new data collection procedures	Community Development Department, Redevelopment Agency, Dept. of Public Works	Funding Source	None
		Priority	Low
		Timeframe	Continuous

5.4 PUBLIC SERVICES & UTILITIES

Public services and utilities provide transport of water, wastewater, solid waste, emergency response and law enforcement services. Private utilities carry water and communications within the Planning Area. Facilities and services may be sited in all land use classifications with approval of a major use permit, to ensure due consideration for area-specific issues.

Utilities can be private, for profit under Public Utility Commission (PUC) control, or private non-profit without PUC control. Many utility companies provide water, telephone, electricity, cable TV and solid waste collection. The availability and delivery of public services is a vital component in the consideration of growth and long-range development patterns in the Middletown Planning Area.

The ability to provide adequate services is an essential component to accommodating expected growth throughout the Middletown Planning Area. Public services provided by Lake County, various special service districts and private utilities are described below. A general assessment of long-range public services and/or private utilities needed to accommodate forecasted population growth is provided in this section.

SERVICE SYSTEMS

The Planning Area faces many of the same challenges as the rest of Lake County related to the delivery of infrastructure and community services. The County has limited abilities to provide public facilities and services. This is particularly true with delivery of domestic water and treatment of wastewater. As the population increases, the need for water for household use and fire protection increases. Large parcels, distance between developed areas and terrain all contribute to increased costs associated with development of public water and sewer systems for the area.

Future water supplies are a major consideration in the planning process. The availability of utilities and public services are frequently limiting factors for new development, and projects requiring extension of services beyond existing district boundaries or spheres of influence must be analyzed for their growth inducing impacts on communities. New development requiring expansion of water and sewer infrastructure needs to perform capacity analysis studies and install any infrastructure necessary to accommodate the development. Increases in service district boundaries onto properties outside the district are subject to the approval of the Local Agency Formation Commission (LAFCO), an agency made up of local government representatives that ensures the integrity of city and special district boundaries. Any expansion beyond the sphere of influence of the district is subject to further environmental review of potential impacts, and specifically must address growth inducing impacts through the LAFCO review process.

Significant new development projects should be required to connect to existing services or to develop self contained utility service systems that do not rely on individual wells or sewage disposal systems. Future development should also be encouraged to include conservation measures for water and energy. Wastewater reuse, installation sustainable power sources, and the use of plants adapted to the natural environment for screening and landscaping should all be encouraged.

Water & Wastewater Services

Domestic and agricultural irrigation water in the community of Middletown is provided by the Callayomi County Water District, in Coyote Valley by the Hidden Valley Lake Community Service District and in Anderson Springs by the Anderson Springs Community Service District. Domestic water in the remainder of the Planning Area is provided by private wells, small mutual water companies, and in a few limited cases, surface water extractions. Small community and private water systems regulated by the State Health Department in the Middletown Planning Area include: Harbin Hot Springs, Anderson Springs, Four Springs, Lazy S Mobilehome Park, the Beaver Creek Vineyards, Mirabel Springs and Sawdust Trails.

Sewer service is provided to the community of Middletown by the Lake County Sanitation District and to Coyote Valley by the Hidden Valley Lake Community Service District. The remainder of the area relies on individual on-site disposal systems for the treatment and disposal of wastewater. Installation of new systems is subject to review and approval by the Lake County Environmental Health Division. On-site systems must be designed to meet the optimal carrying capacity of the individual site's soils, slopes and water table conditions. While lots with site conditions that are inadequate to support septic systems previously were undevelopable, relatively new technology and regulations permit installation of engineered systems that are self contained and not reliant on site conditions. Many previously undevelopable lots can now be developed using these systems.

Callayomi County Water District

The Callayomi County Water District (CCWD) supplies water to 359 active customers, with 91 reserved connections within the district boundary. Service is provided to residential, commercial, and agriculture uses, and to the Middletown Rancheria and Twin Pines Casino and Hotel. The property at the northeast corner of the intersection of Butts Canyon Road and Highway 29 was recently annexed into the district.

The CCWD's water source consists of groundwater from three wells, one leased well on the Diamond D Ranch and two District owned wells on Big Canyon Road. CCWD's water storage system consists of two tanks with a capacity of 625,000 gallons, which just meets the needs of the existing customers. The District's Master Plan calls for replacement of one 125,000 gallon tank with a 450,000 gallon tank on Rabbit Hill in 2010.

CCWD operates a water treatment plant with a filtration system and carbon filter with transmission lines from the wells to the treatment facility at the corner of Brennan and Stewart Streets. The District has the water rights to supply properties within its district boundaries, but will require additional wells, storage and treatment facilities as lots are built-out in the community.

Lake County Sanitation District

The Lake County Sanitation District (LACOSAN) operates and maintains the Middletown Wastewater Collection System and Treatment Plant which services the community of Middletown and the Harbin Springs Resort. The plant began operation in April 1992. The existing plant consists of a facultative pond system and a spray irrigation system that may be used as a back-up disposal. The facility discharges to the Southeast Geysers Effluent Pipeline, (SEGEP), where it is injected into the Geysers steamfield for power production, or to a 240 acre-foot backup storage pond when SEGEP is unavailable. Based on existing and anticipated population growth, the wastewater treatment facility is undergoing modification and phased capacity improvements. Funding, including grants and loans, is being sought from State and Federal agencies for the improvements, and is further supported by expansion fees for new development.

The County has undertaken an ambitious wastewater reuse program. The Geysers are one of the only steam fields that produce electricity in the world. Studies have shown that the injection of treated effluent increases steam flows from the power generation facilities. Treated effluent is pumped to the Geysers from Middletown, Clearlake, Lower Lake, North Lakeport and the Northshore communities. The Full Circle project is a long-range sewerage plan that proposes to construct an additional pipeline from Lakeport and Kelseyville that will carry treated effluent along Highway 29 to the existing pipeline south of Lower Lake before making the final trip to the Geysers.

Hidden Valley Lake Community Service District

The Hidden Valley Lake Community Service District (HVL-CSD) was providing 2,437 water service connections and 1,430 sewer connections in 2008 to the in Hidden Valley Lake Subdivision and some commercial parcels in the surrounding area along Coyote Valley and Hartmann Roads including the golf course and clubhouse, Coyote Valley School (water only), Hardester's Market and Coyote Valley Plaza. The District currently has approximately 300,000 linear feet of piping, four potable water booster pump stations, seven storage tanks, three ground wells, a chlorine contact basin, seven sewage booster pump stations and one wastewater treatment plant. All wastewater is recycled and used for golf course irrigation.

The District has prepared the Coyote Valley Concept Infrastructure Plan (December 2007, which assesses the entire Coyote Valley for potential annexation into the District. Annexation of parcels into

the service district and expansion of the sphere of influence within the Coyote Valley Community Boundary Area are supported, as is service to the Crazy Creek property, located between the communities of Middletown and Hidden Valley Lake on the east side of State Highway 29, to support commercial/industrial development and limited residential development consistent with policies of the Lake County General Plan.

Anderson Springs Community Services District

The Anderson Springs Community Services District (ASCSD) serves the Anderson Springs Subdivision, which is located approximately five miles northwest of Middletown off State Route 175. The ASCSD provides domestic water service to 195 residences in the Anderson Springs Subdivision, and has 24 reserved connections. While previously the subdivision consisted primarily of seasonal, second homes, at present 70% of the households are permanently occupied and 30% are seasonally occupied. Nonetheless, the population increases in the summer from approximately 550 year round residents up to 1,000 or more at peak season. The source of the District’s water is from perennial springs located on public lands (BLM) on Cobb Mountain, well above the geothermal steam fields and private septic systems. It is a fully enclosed system with water piped down 12,000 feet to a 150,000 gallon tank sited in the community. The water quality is excellent and is tested monthly by a certified laboratory. The recreational creek water is tested quarterly by a certified laboratory and the Lake County Environmental Health Division annually. The water lines and all other infrastructure were replaced in 1984, and there are no known problems with the water quality or adequacy of service. Although there have been allegations that the creek and groundwater can be contaminated from failing septic systems and geothermal operations, the domestic water supply is excellent. There are no private wells in the subdivision, and there are no water diversions from the creek for domestic water.

The Anderson Springs subdivision currently has private septic systems for sewage disposal. There have been numerous septic failures in recent years, largely due to inadequate and/or aging systems. Environmental Health Division requirements for new systems, such as the 100-foot setbacks from creeks, had precluded development of new systems on most of the remaining vacant lots within the subdivision. However, the Lake County Environmental Health Division now permits engineered septic systems, which can be designed for some of these lots. It has long been a goal to extend public sewer to Anderson Springs due to failures from older septic systems and the difficulty of engineering new systems. As of late 2008, the Lake County Sanitation District (LACOSAN) had requested proposals to determine the feasibility of connecting this subdivision to LACOSAN services.⁴

Objective

5.4.1 Ensure that new development does not exceed public water and sewer service capacity.

Policies

5.4.1a Upgrade substandard domestic water systems to ensure adequate fire flows and backup power sources.

⁴ LACOSAN, Anderson Springs Wastewater Collection System Project PDR Collection System Alternative Evaluation—Water Works Engineers—December 14, 2009.

Implementation Programs/Strategies	Responsible Agency/Agencies	Impact on County Budget	Unknown
Pursue state and federal funding sources to help upgrade publicly managed community water systems in the area. Encouraged County service areas or other similar public financing mechanisms when engineering studies support upgrading of local water systems.	Special Districts, Board of Supervisors	Funding Source	Grants, Fees
		Priority	Moderate
		Timeframe	Long-term

5.4.1b Require new residential subdivisions to provide adequate water for domestic and fire flow purposes and encourage developers to utilize existing nearby water systems.

Implementation Programs/Strategies	Responsible Agency/Agencies	Impact on County Budget	None
Require water supply information prior to project approval. Require connection to public water system if available. Hydrologic studies may be required to ensure that projects will not have a significant effect on regional water quality and quantity.	Community Development Department	Funding Source	None
		Priority	High
		Timeframe	Continuous

5.4.1c Any development requiring landscaping shall be encouraged to incorporate the use of native plants, fire resistant or drought resistant plants.

Implementation Programs/Strategies	Responsible Agency/Agencies	Impact on Budget	None
Water supply shall be considered in the review of all aspects of new development proposals.	Community Development Department	Funding Source	None
		Priority	Moderate
		Timeframe	Continuous

5.4.1d Development proposals shall be carefully reviewed to ensure that sewage capacity is adequate and that developments can be adequately served or improved to accommodate the development.

Implementation Programs/Strategies	Responsible Agency/Agencies	Impact on Budget	None
New development proposals shall be required to provide proof that waste disposal will be adequate and consistent with all applicable regulations. Larger developments within existing sewer districts shall be required to provide capacity analysis studies and install necessary infrastructure, or pay a proportionate share of future infrastructure needs, to serve the development.	Community Development Department, Environmental Health Division, LACOSAN, HVL-CSD	Funding Source	None
		Priority	Moderate
		Timeframe	Continuous

5.4.1e The density of new residential subdivisions shall take into account the impacts of full build out on water supply, fire protection and maintaining adequate area-wide water quality.

Implementation Programs/Strategies	Responsible Agency/Agencies	Impact on Budget	None
New development shall be required to submit proof of adequate water supply. Capacity analysis studies and/or hydrologic studies may be required to ensure that the project will not have a significant effect on regional water quality and quantity.	Community Development Department, Callayomi County Water District, HVL-CSD, Environmental Health Division	Funding Source	None
		Priority	Moderate
		Timeframe	Continuous

5.4.1g Encourage the implementation of a variety of “graywater” systems to recycle wastewater and thereby create additional wastewater treatment capacity.

Implementation Programs/Strategies	Responsible Agency/Agencies	Impact on County Budget	None
The County should develop and adopt a county-wide “graywater” ordinance.	Community Development Department	Funding Source	None
		Priority	Moderate
		Timeframe	Short-term

Objective

5.4.2 Protect surface and ground water resources so that all residents, both now and in the future, have reasonable assurances that an adequate quantity and quality of water exists.

Policies

5.4.2a Identify areas with a high water table for required connection to public sewer systems prior to approving additional discretionary projects.

Implementation Programs/Strategies	Responsible Agency/Agencies	Impact on County Budget	Unknown
The County should survey areas known to have a high water table, and prioritize these areas for connection to public sewer.	Community Development Department, Water Resources Div., Env. Health	Funding Source	General Fund, Grants
		Priority	Moderate
		Timeframe	Long-term

5.4.2b The use of permeable surfaces for driveways and sidewalks shall be encouraged to increase groundwater recharge and reduce runoff.

Implementation Programs/Strategies	Responsible Agency/Agencies	Impact on Budget	None
The County shall develop incentives for use of permeable materials for driveway and sidewalk surfaces.	Community Development Department	Funding Source	None
		Priority	Moderate
		Timeframe	Continuous

5.4.2c Continue to develop, manage and enforce water conservation programs and other similar smart water usage practices in the Planning Area.

Implementation Programs/Strategies	Responsible Agency/Agencies	Impact on Budget	None
Encourage the use of tools and technology designed at reducing water usage and recognizing excessive water issues (e.g. detecting and fixing running toilets and leaky faucets.) Continue to educate the general public and enforce provisions of the County Water Conservation (Ord. #2291) Adopt a Countywide Drought Contingency Plan.	Lake County Special District & Hidden Valley Lake Community Service District	Funding Source	None
		Priority	Moderate
		Timeframe	Continuous

STORMWATER DRAINAGE

Adequate drainage is an important factor in the health and safety of a community. Much of the Middletown Planning Area is without gutters or storm drains. Among the issues identified by the Citizen’s Advisory Committee were: ponding along roadways, the lack of paved roads with sufficient curbs, gutters and sidewalks in portions of Middletown, localized flooding throughout the Planning Area and increases in localized flooding created by new development within the floodplain.

Valley bottom areas such as Long and Coyote Valleys, which have seasonally high water tables, generally have poor drainage. In addition, there are other localized drainage problems within the Middletown Planning Area. Localized drainage problems include areas that surround Dry Creek and St. Helena Creek in the residential area north of Highway 175, downtown west of Santa Clara Avenue, along Highway 29 and Big Canyon Road north of Butts Canyon, south along Butts Canyon Road, and across Highway 29 from the Hidden Valley Lake Subdivision. Improved storm drains or gutters in Middletown exist along Calistoga Street, Bush Street, Wardlaw Street, and Big Canyon Road.

As the communities grow, improvements will have to be constructed along with new street facilities associated with housing and commercial development projects. New drainage facilities should be constructed in accordance with applicable standards and acceptable design practices to accommodate the full build-out of proposed land uses within the drainage basin affected by new development.

The cost of implementation of all of the recommendations of the Middletown Master Drainage Plan was estimated at \$2.74 million in 1996. The County does not have the financial means to implement these improvements, nor is it likely that voters would approve a special tax and/or assessment to implement these improvements. New development in Middletown can implement some of these recommendations; however, much of the development is too small in scale to implement major offsite stormwater improvements required by the master plan. Construction of portions of the system by private developers may help solve some of localized problems and limit impacts of new development, but they cannot fully address drainage problems unless the entire system were to be constructed.

Implementing all of the storm drainage recommendations in the Hidden Valley Lake Master Storm Drainage Plan was estimated at \$4.31 million in 2000. This cost estimate does not include major work that would be required to certify the levee and remove the 100 year floodplain designation from the Mountain Meadow South area of the Hidden Valley Lake Subdivision, Unit No. 5. A majority of these fa-

ilities referenced in the Hidden Valley Lake Master Storm Drainage Plan consist of storm drains that are a part of the Hidden Valley Subdivision road system. Funding for these facilities would have to come from the home owners. It is not clear where a source of funding for major improvements along Coyote and Gallagher Creeks would originate.

Infill development in areas where there are not adequate facilities may exacerbate already insufficient drainage. New drainage facilities should be required to be designed and constructed in accordance with the Lake County Hydrology Standards first adopted in June, 1999. The standards require facilities to be designed for a 10-year event if the drainage area is less than one square mile, a 25-year event if the drainage area is between one and four square miles and a 100 year event for drainage areas greater than four square miles. Exceptions include arterial and collector roads which have a minimum 25-year design standard and facilities crossing drainages within FEMA mapped 100-year floodplains that are designed for 100-year events.

Storm water drainage controls within the Planning Area are disconnected and in many cases does not exist. The current storm drainage infrastructure is inadequate to meet peak storm flows in many areas. Infill development in areas where there are not adequate facilities may exacerbate already insufficient drainage. All new development should provide drainage improvements not only within the development, but also contribute a pro-rata share to any necessary off-site improvements to facilitate area-wide drainage improvements. Improvements such as curbs, gutters and sidewalks should be used when they do not detract from the function and efficiency of the overall drainage system and in accordance with Lake County Code.

In addition to improving stormwater drainage, the County should continue to make efforts towards reducing the amount of pollution resulting from stormwater runoff. The County should continue to comply with the provisions of the National Pollutant Discharge Elimination System (NPDES) As authorized by the Clean Water Act, the NPDES permit program controls water pollution by regulating point sources that discharge pollutants into waters of the United States. Point sources are discrete conveyances such as pipes or man-made ditches. Individual homes that are connected to a municipal system, use a septic system, or do not have a surface discharge do not need an NPDES permit; however, industrial, municipal, and other facilities must obtain permits if their discharges go directly to surface waters. The County of Lake, City of Lakeport and City of Clearlake have joined together as co-permittees to form the Lake County Clean Water Program (Program). The Program's Stormwater Management Plan (SWMP) is a joint project of these agencies. The Lake County Clean Water Program and Stormwater Management Plan is structured to accomplish meeting, and in many areas exceeding, all applicable State and Federal regulations related to stormwater management and pollution.

There are many new technologies in stormwater management. These improvements are recognized as "green infrastructure". One of the most common elements is permeable paving surfaces, used for parking areas, roads and sidewalks. Pavers are often used, but permeable asphalt and concrete are also now available. This allows storm water to filter into the ground and recharge underground aquifers instead of becoming runoff. These surfaces are best coupled with "rain gardens" or islands in parking areas and along streets which allow runoff into the vegetation that can then be filtered and dispersed rather than running along curbs. They are constructed below the grade of the sidewalk, street, or parking area or are constructed normally except they have regular curb-cuts which allow the runoff to enter the island. A comprehensive plan is effective in controlling, conserving and recycling storm water.

Objective

5.4.3 Ensure the provision and management of adequate stormwater facilities in a safe and environmentally sensitive manner.

Policies

5.4.3a Require curbs and gutters for new development within Community Growth Boundaries to direct storm drainage when they are consistent with the overall drainage system.

Implementation Programs/Strategies	Responsible Agency/Agencies	Impact on County Budget	None
Require curb and gutter on new development in Planning Area where appropriate for proposed density and use. Give priority to areas adjacent to existing improvements.	Community Development Department, DPW	Funding Source	Grants, state and federal funds
		Priority	Moderate
		Timeframe	Continuous

5.4.3b Require development projects that would result in off-site drainage impacts to mitigate project related impacts completely.

Implementation Programs/Strategies	Responsible Agency/Agencies	Impact on County Budget	None
Include conditions with new project approvals that mitigate drainage impacts through construction of improvements and/or payment of pro-rata share of costs. Require projects that impact off-site drainage facilities to improve drainage facilities and or pay pro-rata share.	Community Development Department, Water Resources Div.	Funding Source	Developer Fees
		Priority	Moderate
		Timeframe	Continuous

5.4.3c Give highest priority for drainage facility improvements to areas subject to localized flooding.

Implementation Programs/Strategies	Responsible Agency/Agencies	Impact on County Budget	None
The County should develop priority list of areas in Planning Area with the worst flooding potential.	DPW, CDD	Funding Source	None
		Priority	High
		Timeframe	Immediate

5.4.3d Encourage the use of “green infrastructure” practices as a way to reduce off-site drainage impacts from new construction, where appropriate.

Implementation Programs/Strategies	Responsible Agency/Agencies	Impact on County Budget	None
Support alternative drainage systems that utilize permeable paving surfaces, on-site water retention, bioswales, rain gardens, etc.	Community Development Department & Water Resources	Funding Source	None
		Priority	Moderate
		Timeframe	Continuous

5.4.3e Reduce the inflow of stormwater drainage into sewer cleanouts and other similar mechanisms that have the ability to inundate the local sewer collection system.

Implementation Programs/Strategies	Responsible Agency/Agencies	Impact on County Budget	None
Engage in community outreach programs which educate the public about effects of stormwater drainage into the local sewer collection system. Active enforcement and penalties for violator’s purposely directing stormwater into sewer cleanouts. Identify and require the repair of private residential broken sewer laterals.	Lake County Special Districts & Hidden Valley Lake Community Service District	Funding Source	None
		Priority	Moderate
		Timeframe	Continuous

SOLID WASTE DISPOSAL

South Lake Refuse provides curbside pickup of solid waste, yard waste and single stream recycling to most parts of the Planning Area. There is one landfill in the County, located east of the city limits of Clearlake managed by Lake County Public Services Department and contracted to South Lake Refuse. This landfill facility accepts disposal company and self-hauled solid waste materials as well as recyclables. Recyclable materials are compacted and bundled onsite before they are hauled to a material recovery facility in Napa County. The landfill site is projected to have landfill capacity through the year 2019 assuming a growth rate of 2% countywide. South Lake Refuse provides curbside pickup of solid waste, yard waste and single stream recycling to most parts of the Planning Area.

The California Integrated Waste Management Board is responsible for the enforcement of Public Resources Code Section 41780 which requires the county to divert 50% of all solid waste from landfills through source reduction, recycling and composting materials. As of 2008, Lake County has approximately a 40% diversion rate. In order to best facilitate the achievement of this 50% diversion rate the County should promote further diversion of solid waste through an educational program designed to encourage local residents of waste reduction methods including recycling and composting.

There is a problem in the Planning Area with illegal junk yards, abandoned vehicles and waste dumping on remote property and roadways. The community feels that part of the problem could be solved by locating a transfer station in the Planning Area, but the majority of the problem will need to be solved by diligent code enforcement action, which is actively supported by the community.

Improper disposal of yard waste, primarily unauthorized open burning, also occurs in the Planning Area. Desirable options and alternatives would include composting or chipping and spreading. Community green waste disposal locations, locally organized portable chipper programs and other solutions are encouraged, especially during weed control season

Objective

5.4.4 Ensure the continued availability of safe and efficient disposal or recycling of solid wastes.

Policies

5.4.4a Encourage compliance with and enforcement of County codes for open and outdoor storage, abandoned vehicle abatement and illegal dumping.

Implementation Programs/Strategies	Responsible Agency/Agencies	Impact on Budget	None
Enforce compliance with County codes to abate illegal open and outdoor storage. Continue the abandoned vehicle abatement program. Support clean-up efforts by private property owners to remove illegal dump sites on their properties, and assist them in obtaining grant funding when available, especially when hazardous materials may be involved.	Community Development Department	Funding Source	None
		Priority	Moderate
		Timeframe	Continuous

5.4.4b Support yard waste recycling and disposal programs.

Implementation Programs/Strategies	Responsible Agency/Agencies	Impact on Budget	Minor
The County should continue to provide support materials and distribute information about chipping, composting and other alternatives to dumping or burning. The County should continue to support funding for community chipping or portable chipping programs.	AQMD, Public Services Community organizations and fire safe counsels.	Funding Source	General Fund
		Priority	Moderate
		Timeframe	Continuous

5.4.4c Encourage the expansion of curbside service to include the entire Planning Area.

Implementation Programs/Strategies	Responsible Agency/Agencies	Impact on Budget	Unknown
The County should encourage the South Lake Refuse Company to expand its services within the Planning Area.	Public Services Department, South Lake County Refuse	Funding Source	Unknown
		Priority	Moderate
		Timeframe	Medium

COMMUNICATIONS

Telephone service is available throughout Lake County and the Middletown Planning Area. Once dominated by Pacific Bell and AT&T, telephone service is now available from numerous providers. There are a number of telecommunications towers throughout the county, including a tower in Middletown southeast of the intersection of Butts Canyon and Highway 29, and another facility northeast of Spruce Grove Road and Highway 29. These provide only limited cell phone coverage to the area. Co-location by other servers is encouraged on existing towers, as stated in the Lake County Wireless Telecommunications Ordinance. Additional towers or relay stations that increase the reception area should be supported on sites that are well camouflaged and located away from residences. Cable television and high speed internet service are not available outside of Hidden Valley Subdivision and Middletown. Internet nodes and wireless services should be supported. While Lake County Television provides local

television broadcasts, it is only available to cable television subscribers.

There is a lack of local news information in the South County. Local television news is not available to many parts of the Planning Area, and the Middletown Times Star newspaper is only published weekly. Printed news is available from the Clearlake Observer and the Record Bee in Lakeport. An on-line newspaper, Lake County News (lakeconews.com), consistently covers news events throughout the County. Local news and emergency broadcasting is available on four radio stations: 1270 AM (KXBX), 98.3 FM (KXBX), 99.5 FM (KNTI) and 105.9 FM (KQPM).

ENERGY SYSTEMS

Electricity in Lake County is supplied from the statewide electrical grid. Some of this energy is provided by geothermal energy created at the Geysers. Power companies are constantly improving local delivery systems, and they respond quickly to power outages in the Planning Area. There are only a few developable sites that are outside the state power grid. At this time there are no anticipated problems with availability of electricity to serve future development. Natural gas is not available in Lake County, and most homes and businesses utilize onsite propane storage tanks as an additional fuel source. There are a small but growing number of private solar arrays, and occasionally wind turbines, as additional power sources.

Public utility easements that provide for the installation of utility lines are contained in the rights-of-way of public roads and highways and lot line boundaries of newer construction. The need for infrastructure often outweighs many other concerns. Although it is not a preferred alternative, scenic roads may be developed with above ground utility lines where undergrounding is unfeasible, even though this may detract from the scenic quality of the area.

Objective

5.4.5 Ensure the orderly development of communication and energy systems in order to increase economic competitiveness, maintain an informed citizenry, and improve personal convenience for both residences and businesses.

Policies

5.4.5a Provide reliable and cost effective telecommunications services within the Planning Area.

Implementation Programs/Strategies	Responsible Agency/Agencies	Impact on Budget	None
Work with service providers to ensure that residents and businesses have adequate quality and cost competitive access to telecommunication services, including broadband internet service.	Community Development Department, Administration Department	Funding Source	None
		Priority	Moderate
		Timeframe	Continuous

5.4.5b Encourage the use of renewable energy devices and systems in both existing and new developments.

Implementation Programs/Strategies	Responsible Agency/Agencies	Impact on Budget	None
Promote the use of renewable energy systems such as solar, wind and geothermal (private use) and other similar sources for residential, commercial and industrial uses.	Community Development Department	Funding Source	None
		Priority	Moderate
		Timeframe	Continuous

AIRPORTS

There are no public airports within the Middletown Planning Area, although there is a recreational gliderport and hot-air balloon launch facility at Crazy Creek between Middletown and Hidden Valley Lake on the east side of State Highway 29, where small aircraft could land. There has been interest in the past to develop a public airport in the southern portion of the County. Airports provide ideal locations for commercial and industrial development, provide access to air transportation when natural disasters strike, and also provide convenient access for tourists and owners of private aircraft. An airport would likely encourage tourism by providing additional access to the area. The nearest airports are Lampson Field between Lakeport and Kelseyville, and the airport in Angwin in Napa County. Lampson Field is a general aviation airport and the sole public use airport in Lake County. The Lake County Public Works Department oversees the operation, maintenance and improvements to the Airport. Lampson Field is located approximately 3 miles south of Lakeport. The airport runway, designated Runway 10-28, is 3,600 feet long and 60 feet wide with an 85-foot displaced threshold at the east end. The runway is lighted. Private fuel service, a restaurant as well as small aircraft and general aviation services are available at the airport.

Airport operations are governed by a local Airport Land Use Commission (ALUC) and the Federal Aviation Administration (FAA). The FAA conducted a study of potential airport sites in Lake County in the 1980s. Two sites were surveyed in the area: Butts Canyon Road to the south of its intersection with State Route 29 and the Crazy Creek Gliderport property. The siting of public airports requires a large, unobstructed approach area at each end of the runway. Low density development is recommended surrounding an airport facility since the greatest danger of airplane crashes is on approach and take-off. The General Plan supports investigation and construction of a public airport serving the Planning Area.

Objective

5.4.6 To support development of an airport within the Planning Area.

Policies

5.4.6a Support further investigation and funding sources for an airport in the Planning Area.

Implementation Programs/Strategies	Responsible Agency/Agencies	Impact on Budget	Potentially Major
Encourage further study and identification of funding sources for the development of an airport in the South County.	Community Development Department, Department of Public Works, ALUC, FAA	Funding Source	Grants, General Fund
		Priority	Moderate
		Timeframe	One Time

MILITARY INSTALLATIONS

There is a federal mandate that local planning documents consider military stations and future plans for military operations within the sphere of influence of the Planning Area. There are no military bases in the Planning Area, although the U.S. Coast Guard owns a property east of Coyote Valley. The U.S. Coast Guard LORAN station accessed from Grange Road in the Coyote Valley was closed after 33 years of service on May 21, 2010. Prior to its use by the Coast Guard it was used as an Army listening post in the 1950's.

LORAN-C or Long Range Aids to Navigation was originally a radio navigation service for U.S. coastal waters. It was later expanded to include complete coverage of the continental U.S. as well as most of Alaska. Twenty-four U.S. LORAN-C stations work in concert with Canadian and Russian stations to provide coverage in Canadian waters and the Bering Sea.

Advances in technology have allowed greater automation of the LORAN-C operations and allowed the Coast Guard to centralize its control of these locations to two sites. LORAN technology has been superseded by the more sophisticated GPS and related satellite navigation systems. The US Coast Guard terminated all LORAN-C signals on February 4, 2010, however, five stations in the chain will continue operating temporarily due to agreements with Canada and the Russian Federation.⁵

The LORAN property will pass to the United States Governmental Services Administration who is in charge of dispensing with government owned properties. The Lake County Administration Office has been working with the Federal Government regarding a possible plan to transfer a large portion of the site to the County.

PARKS & RECREATIONAL FACILITIES

The Department of Public Services is responsible for the operation and maintenance of County facilities, which include 45 County buildings and approximately 23 park and recreation facilities, including 1700 acres on Mt. Konocti. County parks are mainly funded by County general funds, geothermal revenues, state and federal grants, and park fees (also known as Quimby fees) paid for by new subdivisions.

The County operates two facilities within the Planning Area: the Middletown Pool/Tennis Park which includes a community swimming pool, playground and a tennis court on one acre of land at Wardlaw Street and Big Canyon Road; and Trailside Park which is a 107 acre passive recreation area on Dry Creek Road in Middletown. Trailside Park was acquired with a State grant under the California Wildlife Coastal and Parkland Conservation Act. The purpose of the legislation is to provide wildlife habitat, riparian areas and recreational benefits. The grant requires

⁵ Lake County News, May 22, 2010

that the property be preserved in its natural state with minimal improvements. County improvements include a parking area, restrooms, picnic areas and 1.6 miles of trails for non-motorized use by horses, bicycles and pedestrians. Dogs are also allowed. The park is also the site of "Art in the Park", which is a cooperative project with the Lake County Arts Council established by the Board of Supervisors in 2002. From May through mid October "eco-art" sculptures are displayed along the park trails, and according to Arts Council, the exhibit attracted 1,500 visitors in 2007.

Central Park, located on Central Park Avenue, is owned by the Middletown Central Park Association. An equestrian facility, the Middletown Senior Center and the Middletown Lions Club building are located on the Central Park premises. The County has given the Middletown Unified School District 11 acres of land for active recreational facilities, and the school district operates baseball diamonds and football fields.

The Anderson Springs Subdivision has a clubhouse and swimming area for its residents. In Hidden Valley Lake, the eighteen-hole golf course, clubhouse and camping facilities are open to the public. The homeowner's association has private recreational facilities for use by its residents and guests that include riding stables, swimming and boating on the lake, tennis courts, park and open space areas and a clubhouse facility with meeting rooms. In addition to the aforementioned public facilities, the Planning Area contains several resorts including Harbin Hot Springs, which is the largest remaining resort in the region centered around natural hot springs.

Population growth in the community of Middletown will warrant the need for developing an improved community park within the town. The National Recreation and Park Association standards recommend that 2.5 acres of park be developed for every 1,000 residents. Based on these standards the community of Middletown currently should have 3 acres of community parks but has approximately 108 acres.

The County should look into acquiring property that will provide for development of new parks and trails and active recreational opportunities like soccer, softball, tennis, basketball and possibly a skate park. The Department of Public Services is not in a position to take on new maintenance responsibilities. Alternate funding sources should be sought for acquisition, construction and maintenance of new parks.

For the past year, a stakeholders group together with the Lake County Department of Public Services, has been developing the concept of the Konocti Regional Trails (KRT) system in conjunction with a technical assistance grant from the National Park Service, River Trails and Conservation Assistance (NPS RTCA) program. The land-based trails would provide hikers with scenic views of Clear Lake, Mt. Konocti, vineyards, low-lying valleys, small communities and distant wilderness areas. Wherever possible, plans are to use low-impact existing trails, utility easements, fire roads or fire breaks located on public lands, or on private lands of voluntary property owners. The County approved an agreement in 2009 with Alta Planning & Design to organize and seek community input in the development of the KRT plan. Alta will compile existing and proposed trail information into the county GIS mapping database, work with community volunteers to assess proposed trails segments, develop a signage plan and design guidelines, and ultimately compile a proposed master trails and implementation plan. This plan is scheduled to be completed in the spring of 2010. Following the completion of this plan, the Middletown area should push forward with the development of a local trails plan aimed at creating local trails and linking them with the larger Konocti Regional Trails system.

Objective

5.4.7 Upgrade and expand parks and recreation facilities to encourage more public use and enhance recreational opportunities.

Policies

- 5.4.7a** Ensure that the development of parks and recreation facilities are coordinated to match the rate of future growth in the Planning Area.

Implementation Programs/Strategies	Responsible Agency/Agencies	Impact on Budget	None
Review future subdivision applications for consistency with parks planning and require large developments to construct and maintain parks within said development. County should support efforts by the County to establish areas that will provide for active recreational opportunities.	Public Services Department Community Development Department	Funding Source	None
		Priority	High
		Timeframe	Continuous

- 5.4.7b** Capital improvement plans and programs should be encouraged as a means of coordinating the improvement, maintenance and acquisition of parks and recreation facilities in the Middletown Planning Area.

Implementation Programs/Strategies	Responsible Agency/Agencies	Impact on Budget	None
The County should seek all available assistance grants for parks, open space & facilities.	Public Services Department & State grant funding agencies	Funding Source	Grants & Matching Funds
		Priority	Moderate
		Timeframe	Continuous

- 5.4.7c** Federal and state park land, park facility and open space assistance grants should be applied for as needed for park development and maintenance.

Implementation Programs/Strategies	Responsible Agencies	Impact on Budget	None
Utilize grant sources to fund park land, park facilities, and open spaces. Develop parks within sensitive natural areas for open space preservation.	Public Services Department Redevelopment Agency Administration/ Finance Department	Funding Source	Grants
		Priority	High
		Timeframe	Continuous

- 5.4.7d** Encourage development of new trails, and enhance existing public access trails whenever feasible.

Implementation Programs/Strategies	Responsible Agency/Agencies	Impact on Budget	None
<p>The County should work with the local community to develop a master trails plan for the Planning Area.</p> <p>The County should require, through the entitlement process that new development provide access easements for public trails on sites identified within the master trail plan.</p> <p>The County should support inclusion of trails within the Planning Area as part of the Konocti Regional Trails Plan under development</p>	<p>Community Development Dept., Dept. of Public Works, Public Services Dept., Marketing Division</p>	Funding Source	Subdivision fees, state and federal grants, TOT funds
		Priority	Moderate
		Timeframe	Continuous

EDUCATION

The Middletown Unified School District serves the majority of the Planning Area except for a sparsely populated area along the northwest border of the Planning Area that is served by Konocti Unified School District.

Figure 5-5 Middletown Unified School District Facilities & Enrollment

School	Approximate # of Students	Permanent Classrooms
Cobb Elementary	200	7
Minnie Cannon Elementary, Middletown	170	9
Coyote Valley Elementary, Hidden Valley Lake	550	14
Middletown Middle School	325	5
Middletown High School	540	21
Loconomi Alternative School	70	n/a
TOTAL	1,855	56

Source: Middletown Unified School District, 2006

Permanent facilities are already overcrowded, and the District currently is using 36 portable classrooms between the six schools. The school has, or is in the process of acquiring, land to expand the elementary schools in Middletown and Hidden Valley Lake. Based on current projections, a 2% annual population growth would increase the school population by approximately 400 students (or 2,260 total) by 2018. The District will require more land and permanent classrooms within the next 10 years, and feels that a new high school needs to be constructed that can accommodate 850 students with room for expansion of up to 1,400. School districts receive funds based on the square footage of new building construction. If growth pressures were to increase to levels experienced in the late 1990s, school needs could increase dramatically. Sizable new commercial and residential development projects will need to work with the school district to determine if school impacts require the donation of land or infrastructure necessary to serve the increased population.

There are no higher education facilities in the Planning Area. There are satellite campuses for Yuba Community College in Clearlake and for Mendocino Community College in Lakeport. The limited availability of higher education countywide leads to a reduction in the potential for a larger and more

educated local work force. Proximity to higher education facilities and advanced degrees per capita are among the factors that attract new business centers and high-tech facilities. Formation of a Lake County Community College District or other college facility with a campus in the Planning Area would likely improve the business climate, increase the skilled workforce and lead to the creation of more jobs.

Objective

5.4.8 The School Districts should be encouraged to continue to plan for future growth.

Policies

5.4.8a The County should work with the Middletown Unified School District to plan for future growth, as needed.

Implementation Programs/Strategies	Responsible Agency/Agencies	Impact on Budget	None
Work with the Middletown Unified School District to ensure that adequate area and infrastructure is available for future expansion. Solicit comments from the School District on residential development proposals.	Community Development Department & Middletown Unified School District	Funding Source	None
		Priority	Moderate
		Timeframe	Continuous

5.4.8b Support efforts to establish higher education facilities in the Planning Area.

Implementation Programs/Strategies	Responsible Agency/Agencies	Impact on Budget	None
The County shall encourage and support the development of a university within the Planning Area.	Board of Supervisors	Funding Source	None
		Priority	Low
		Timeframe	Continuous

CEMETERIES

The Planning Area is served by the Middletown Cemetery District, a County Cemetery for those persons who own property or live within the District. The District consists of 8 acres of land and anticipates this will be adequate for many years to come. It is dependant on tax revenues and sales. It is not served by the Callayomi County Water District, or the Middletown Sewer District. It is anticipated that the District will be able to provide service over the long term.

LIGHTING & UTILITIES

Street lighting in the community of Middletown is provided by the Middletown Lighting District, a County Special District. The District includes 218.55 acres and services the central portion of the community. Funding for the District comes from a portion of local property taxes as well as a benefit assessment fee. The County pays for electricity and Pacific Gas and Electric Company provides maintenance of the District's lighting system. It is the intention of the District to install attractive street lamps along Calistoga Street in the near future. Expansion of the lighting system can occur through annexation to the existing District or by creation of a new assessment

district. Large development projects within the community that are not currently within the District should be annexed.

LIBRARIES & MUSEUMS

Lake County provides and maintains four regional libraries. The Middletown Library, also known as the Chauncey Gibson House, is located on Calistoga Street and serves the community of Middletown and the surrounding area. County library facilities are also located in Lakeport, Upper Lake and Clearlake. There have been plans to construct a new and larger library in Middletown, and the County acquired property for this purpose across from the school on Big Canyon Road for the purpose of forming a joint use agreement with the school. Since this has proven to be infeasible, the County is currently in the process of selling or trading property with the Middletown Unified School District. The County hopes to locate the new library on Main Street, and the school intends to use the land set aside for the library to expand its elementary school.

The Hidden Valley Lake Homeowners Associations maintains the Stone House, considered to be the oldest home in Lake County. It is open to the public by appointment only.

The County of Lake is home to two historic museums featuring local history, Native American and early pioneer artifacts. Both museums are operated by the Department of Public Services and are open Wednesday through Saturday. The Courthouse Museum is located in downtown Lakeport, between Library Park and the county courthouse. The museum offers the following:

- Pomo Baskets and other Native American artifacts
- Geologic History of Clear Lake
- Gem and Mineral Display
- Pioneer artifacts
- Restored Courtroom
- Research Library and Photograph Collection

The Schoolhouse Museum is located on Main Street just east of downtown Lower Lake and offers the following:

- Pioneer artifacts
- Rock and Mineral display
- Restored Schoolroom
- Victorian Parlor
- Resource Library
- Cultural Events and Art Shows in the Weaver Auditorium

HEALTH CARE

Redbud Hospital District provides services to an extensive area in southeastern Lake County, including all of the Middletown Planning Area. The District's hospital is located in the City of Clearlake approximately 15 miles from Middletown. The hospital is a 40-bed facility and provides the following services: acute care, emergency treatment, intensive care, physical therapy, respiratory therapy, X-ray, nuclear medicine, pharmacy, and laboratory. Additional services which may be added in the future include outpatient clinic, cardiac rehabilitation unit and diabetic screening. Many area residents use hospital facilities in the Napa Valley and Santa Rosa. Sutter Lakeside Hospital is also available in Lakeport.

The community feels there is a need for additional medical, dental and other health services, and new facilities should be encouraged to locate in the Planning Area, especially in the Coyote Valley Town Center where there is both space and infrastructure to accommodate a large facility. In 2008 some medical offices associated with Redbud Hospital were opened within the Coyote Valley Plaza.

VISITOR SERVICES

County sponsored visitor and information services are operated through the Marketing Division. There is a visitor service center in the Calpine Visitor Center in Middletown, currently funded by Calpine, but augmented by County funding from time to time. It is open Wednesday through Sunday and provides tourist information, maps, brochures and other literature free of charge.

The County has begun to install information kiosks and signs in or near downtown areas to direct highway travelers to community areas and provide information about local points of interest. An information sign is planned for downtown Middletown showing local wildlife and a map to local attractions. There is a need for updated community gateway signs and for more community information signs on arterial roads directing visitors to downtown areas and points of interest.

5.5 LAND USE AND ZONING PLANS

This section contains a description of the land use designations proposed by the Area Plan and a summary of the recommendations by land use type. Special zoning recommendations are also discussed. Some sites have been temporarily zoned with a zoning classification that allows lower density or intensity of development than the general plan land use designation. This has been done to implement future planned developments on these sites, and the temporary, or transition zoning support interim uses of the land. Regardless of the transitional zoning on a handful of properties, the general plan land use designations reflect the goals of a 20-year plan. Proposals to amend the land use designations to increase density must meet certain requirements, such as proper soils, infrastructure availability, buffer areas from agricultural operations and other critical resources while not promoting spot zoning. Also, densities higher than five acres per dwelling typically need to occur within Community Growth Boundaries.

This plan generally seeks to locate land uses adjacent to one another that are compatible, related, mutually supportive, and similar in the amount of traffic they generate and types of transportation facilities they need. In some cases, though, existing land use or circulation patterns, the timing of development on properties with different owners, environmental constraints or other factors prevent new land use patterns from providing a gradation of uses to ensure compatibility and thus necessitate the use of other tools. One of the most commonly used and effective means of minimizing conflicts between potentially incompatible land uses is to provide a buffer zone between the uses. The exact dimensions and characteristics of buffer zones and allowed uses are site-specific or project-specific and are determined through the review process. Buffer zones should be reserved and guaranteed in perpetuity through conservation easements, deed restrictions or similar mechanisms, with the developer providing any necessary funding.

SUMMARY BY LAND USE

Figure 5-6 Acreage of Existing and Proposed General Plan Designations

Land Uses	Existing	Proposed
Resource Conservation	3,563	16,997
Agriculture	9,753	6,736
Rural Lands	56,232	59,197
Rural Residential	7,493	5,796
Suburban Residential Reserve	766	1,062
Low Density Residential	1,677	1,635
Medium Density Residential	29	27
High Density Residential	17	21
Local Commercial	52	47
Community Commercial	95	152
Resort Commercial	1,118	1,170
Service Commercial	68	94
Industrial	67	181
Public Facilities	20	1,053
Public Lands	13,211	0
Total	94,161	94,168

Figure 5-7 Acreage of Existing and Proposed Zoning Designations

Zoning	Existing	Proposed
Open Space	13,636	14,161
Agriculture	7,464	4,673
Agriculture Preserve	3,657	3,659
Timber Preserve	3,060	3,053
Rural Lands	54,897	57,825
Rural Residential	7,397	6,565
Suburban Residential	759	863
Single Family Residential	1,685	1,665
Two Family Residential	26	27
Multi Family Residential	10	21
Planned Development Residential	77	10
Local Commercial	16	44
Community Commercial	91	120
Resort Commercial	146	220
Commercial/Manufacturing	9	0
Service Commercial	42	100
Highway Commercial	25	6
Planned Development Commercial	1,072	970
Heavy Industrial	0	184
Total	94,069	94,166

COMMERCIAL

The “C2”, Community Commercial zoning district allows a wide range of commercial uses, from hotels to medical clinics to automobile sales. Most of downtown Middletown along Calistoga Street and one-block back on the east side of town and a couple blocks on the west side of town on the south side of State Highway 175 is zoned “C2”. In addition, the property along the north side of Hartmann Road between Highway 29 and Coyote Valley Road in Coyote Valley is zoned “C2”. The focus of commercial development should be concentrated within designated town centers of Middletown and Coyote Valley. The Special Study Areas contained in Chapter 6 of this Area Plan address future commercial development and the specialized needs of these individual communities.

Sites with heavy commercial and manufacturing/industrial zoning are located south of Middletown along Highway 29, and south of the Hidden Valley Lake subdivision in the areas of Spruce Road Extension and Borman Lane. The sites along Spruce Road Extension and Borman Lane are limited in the types of uses that could be developed due to lack of public sewer. The County should support efforts to extend sewer to these areas.

Another site that should be considered for development of an industrial or business park is the Crazy Creek property located between Coyote Valley and Middletown. This 500 acre property has public sewer and water available to it, is located away from existing residential development, and has access off of Grange Road.

Resort commercial development and “CR” zoning is located in various places through-out the Planning Area. The Lake County General Plan allows this zoning district to be located within, and outside of Community Growth Boundaries, since flexibility is needed for resorts to be developed where unique geographic attributes are found. Further resort development should be strongly supported by the County as a means to provide local jobs and create additional attractions for tourists.

The County should partner with the private sector in providing workforce training programs and business incubation opportunities to help foster employment and the economic vitality of the Planning Area.

Objective

5.5.1 Encourage orderly growth and development within the Planning Area by higher intensity development within the identified Community Growth Boundaries. The land use map shall designate sufficient lands to accommodate a balance of land uses subject to environmental and public service constraints.

Policies

5.5.1a Commercial development shall be consistent with the design guidelines of this plan to provide attractive and compatible development, complimentary in theme to existing desirable architecture within the Middletown and Coyote Valley Community Boundaries.

Implementation Programs/Strategies	Responsible Agency/Agencies	Impact on Budget	Staffing
The County should work with the local business leaders to develop commercial design standards that enhance the visual character of the area and that complement existing development.	Community Development Department	Funding Source	None
		Priority	High
		Timeframe	Continuous

5.5.1b Cost/benefit analysis for major developments should be required to determine the fiscal impact of projects on public services and other community infrastructure.

Implementation Programs/Strategies	Responsible Agency/Agencies	Impact on Budget	Staffing
Consider requiring cost/benefit analysis on major developments to identify impacts on public services and infrastructure as part of project review.	Community Development Department	Funding Source	None
		Priority	Moderate
		Timeframe	Continuous
Develop incentives for infill developments.	Community Development, Marketing & Economic Development Dept.	Funding Source	General Fund, Grants
		Priority	Moderate
		Timeframe	Continuous

5.5.1c Off-site outdoor advertising (Billboards) should be prohibited in the Middletown Planning Area.

Implementation Programs/Strategies	Responsible Agency/Agencies	Impact on Budget	Staffing
The County should not approve new billboard signs in the Middletown Planning Area. The County should amend the Zoning Ordinance to prohibit billboard signs. The County should develop a program to phase out and remove existing billboard signs in the Planning Area.	Community Development Department	Funding Source	None
		Priority	Moderate
		Timeframe	Medium

5.5.1d The property situated between St. Helena Creek, State Highway 29 and Middletown High School that is zoned "RR" and designated Community Commercial on the General Plan Land Use Map may be developed in the future through the planned development process.

Implementation Programs/Strategies	Responsible Agency/Agencies	Impact on Budget	None
Amend general plan map to provide option for the development of future community commercial uses at this site. Future commercial uses should be developed through the planned development process and aim to compliment downtown Middletown rather than detract from existing commercial uses in the downtown core. Future development of this site should include pedestrian features that link this area to downtown Middletown.	Community Development Department	Funding Source	None
		Priority	Moderate
		Timeframe	Continuous

RESIDENTIAL

The Middletown Area Plan in conjunction with the 2008 General Plan establishes Community Growth Boundaries as a specific measure to identify appropriate areas for future residential development and minimize sprawl type development. One of the purposes of Community Growth Boundaries is to protect natural resources outside the boundaries, such as wetland and water recharge areas and lands suitable for agriculture, which are valuable to sustainable development and the quality of life in the Planning Area. Another purpose of Community Growth Boundaries is to direct development away from natural hazard areas, including geologic and wildfire hazards. These boundaries are also designed to include suitable areas where smart growth principles can be readily implemented. For the most part, the Community Growth Boundaries coincide with existing development patterns where public water and sewer and other essential infrastructure are currently available.

A considerable amount of future growth can be accommodated as infill development within the established subdivisions and Community Growth Boundaries. Infill development should be encouraged whenever possible to reduce pressure of extending public services and to reduce human interface with natural hazards including wildfire, erosion and landslides.

Development outside of the Community Growth Boundaries should be at lower densities which are compatible and harmonious with nature. Proposed minor land divisions should protect environmentally sensitive areas such as oak woodlands and waterways through the use of designated building envelopes or the use of non-buildable areas. Where appropriate the “B5” zoning combining district should be allowed to encourage the clustering of smaller developable parcels for better access and sharing of services while at the same time freezing the remaining larger areas from future development. This has the added benefit of reducing development costs for roads and other infrastructure.

Continued effort should be made to promote the construction of affordable housing within the Planning Area. The County provides incentives in a number of different ways including density bonuses, planned development zoning providing flexible standards encouraging innovative design, and smart growth principles encouraging mixed commercial and residential projects within the community centers. The County should assist in the pursuit of available federal, state and local funds to assist in the development of needed affordable and low-income housing. County policies should discourage the clustering of low-income housing projects, but instead balance them with other types of development. The Middletown Area Plan has designated suitable amounts of High and Medium Density Residential lands and has attempted to locate them near commercial centers and major transportation corridors where better access to employment and services may be obtained. The Lake County Housing Element also contains a comprehensive listing of vacant and underutilized residential parcels within the county.

Objective

5.5.2 Ensure that amendments to land use designations are in the overall best public interest of the community.

Policy

5.5.2a Evaluate proposals to amend the Planning Area land use maps that increases the acreage of land designated rural residential, suburban residential reserve, and low density residential by the following criteria:

- Adequate water with suitable quality must be available and capable of being provided for each potential parcel.
- Soils must be suitable for on-site waste disposal systems.
- Adequate access, fire fuel breaks, water storage or equivalent measures for rural fire protection must be provided.
- Adequate access must be available or proposed to safely accommodate the potential increase in traffic without adversely impacting the existing circulation system.
- Proposals must not adversely affect adjacent land uses.
- The proposal must not impact a significant or unique natural resource.
- The supply of existing parcels with the same designation as that proposed should be insufficient to accommodate projected growth in the Planning Area through the 20-year planning period.
- Proposals to change to rural residential, suburban residential reserve or low density residential should provide a logical buffer between suburban densities and agricultural or more remote rural, or incompatible land uses.
- The area should be adjacent to existing land designated with the same land use classification as proposed and should not result in a "spot" designation or be incompatible with residential densities in the vicinity.
- Areas with average cross slopes exceeding 30% should not be considered for land use designation changes to suburban residential reserve or low density residential. Areas proposed to be designated rural residential with average cross slopes exceeding 30% should incorporate the use of minimum lot size of 10 acres or more.

Implementation Programs/Strategies	Responsible Agency/Agencies	Impact on Budget	None
Carefully review any proposed changes to the General Plan land use maps. Use the above criteria in determining appropriateness of amendments to land use map.	Community Development Dept., Planning Commission, Board of Supervisors	Funding Source	None
		Priority	High
		Timeframe	Continuous

Objective

5.5.3 Encourage orderly growth and development within the Planning Area by focusing higher intensity development within the Community Growth Boundaries. The land use map shall designate sufficient lands to accommodate a balance of land uses subject to environmental and public service constraints.

Policy

5.5.3a Residential projects should only be supported when there is adequate infrastructure to accommodate the development and proposed developments are consistent with the character of existing development in the vicinity.

Implementation Programs/Strategies	Responsible Agency/Agencies	Impact on Budget	None
Encourage clustering of development within the community areas for more efficient land utilization, slope avoidance and maintenance of safe distances between people, wildlife and wildland fire hazards. Support utilization of the “PDR” zoning district on sites where buffers and open space are desirable.	Community Development Dept., Planning Commission, Board of Supervisors	Funding Source	None
		Priority	Low
		Timeframe	Continuous

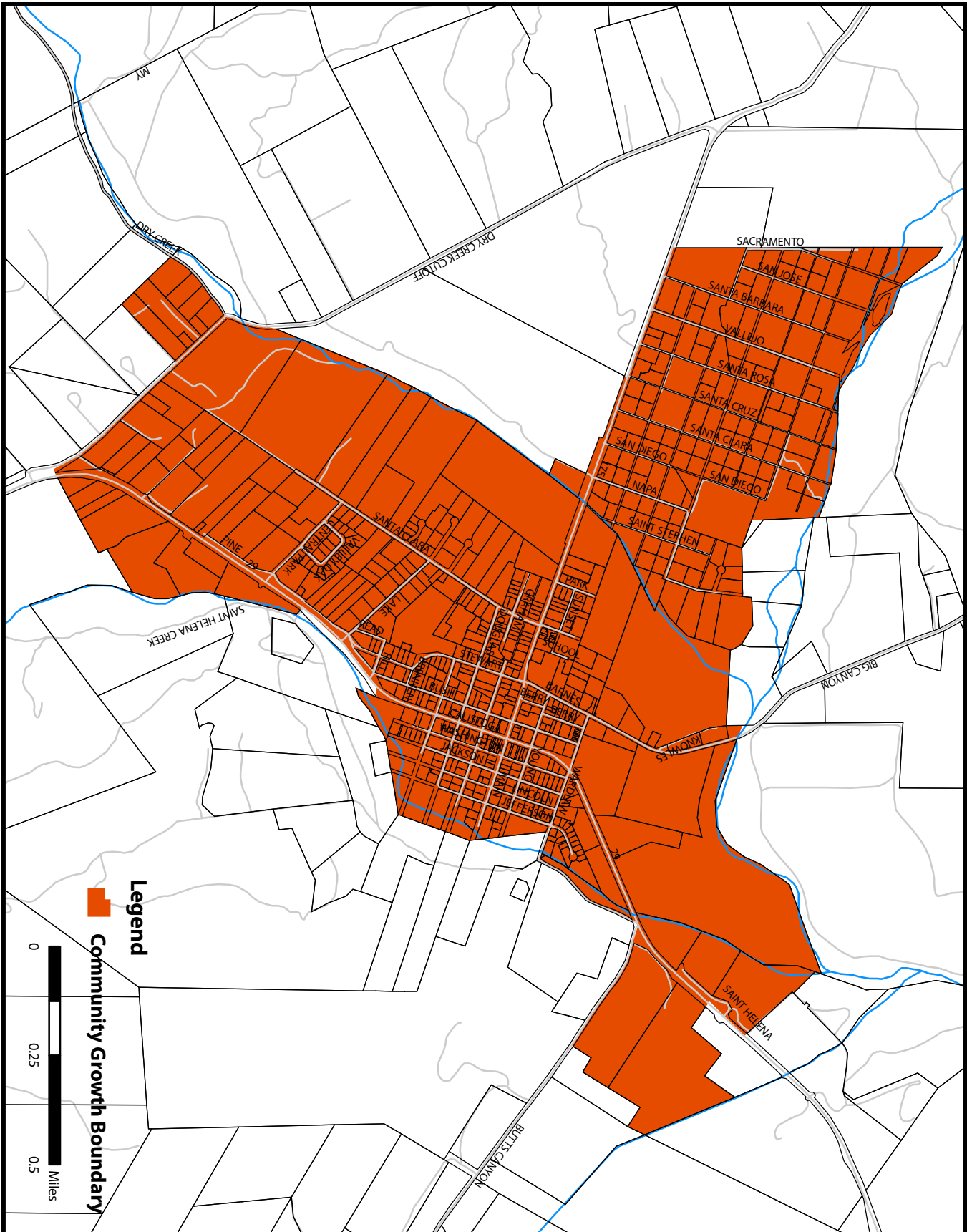
5.5.3b Work closely with potential developers to guide projects to locations that are adequate with regard to land use compatibility and available infrastructure.

Implementation Programs/Strategies	Responsible Agency/Agencies	Impact on Budget	None
Continue to encourage potential developers to attend pre-development meetings and work closely with appropriate public agencies. Review zoning map for conflicts between residential, commercial, and agricultural land uses. In-fill development should be encouraged whenever possible to reduce pressure of extending public services.	Community Development Department	Funding Source	None
		Priority	Low
		Timeframe	Long term

5.5.3c Development outside of Community Growth Boundaries should be at lower densities which are compatible and harmonious with their natural surroundings.

Implementation Programs/Strategies	Responsible Agency/Agencies	Impact on Budget	None
Proposed minor land divisions should protect environmentally sensitive areas such as oak woodlands and waterways through the use of designated building envelopes or the use of non-buildable areas. Where appropriate the “B5” zoning combining district should be utilized to encourage clustering of development on smaller parcels aimed at reducing development impacts on the natural surroundings.	Community Development Department	Funding Source	None
		Priority	Low
		Timeframe	Long term

5.5.3 d Pursuant to General Plan policy LU-2.7, if additional residential lands are needed to meet the growing population needs of the Middletown community within the 20-year life span of this Area Plan, expansion should first be directed to occur on the approximately 104-acre property located west of Dry Creek and east of the County park, between Highway 175 and Dry Creek Cutoff.



MIDDLETOWN
FIGURE 5-8



Implementation Programs/Strategies	Responsible Agency/Agencies	Impact on Budget	None
Once 85% of the available land within the existing Community Growth Boundary has been developed, or it can be demonstrated that sufficient land is not available for development to meet the growing population needs of Middletown in accordance with General Plan policy LU-2.7, this site has been identified as the logical location for expansion of the Boundary. Expansion of a Community Growth Boundary shall require approval of a general plan amendment application.	Community Development Department	Funding Source	None
		Priority	Low (Based on Need)
		Timeframe	Long term

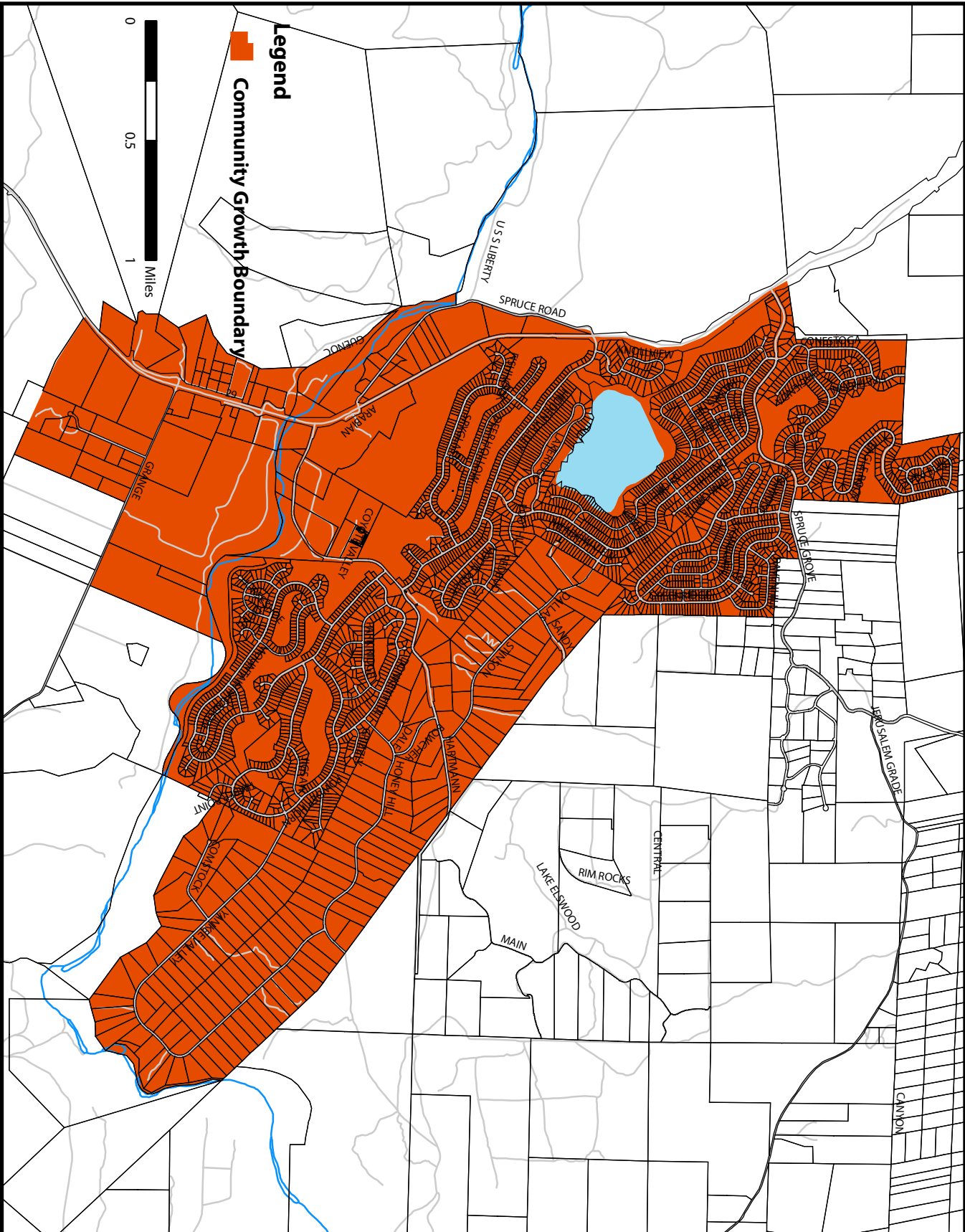
5.5.3e Continued effort should be made to promote the construction of affordable housing within the Planning Area.

Implementation Programs/Strategies	Responsible Agency/Agencies	Impact on Budget	None
The County should assist in the pursuit of available federal, state and local funds to assist in the development of needed affordable and low-income housing.	Community Development Department	Funding Source	None
		Priority	Low
		Timeframe	Long term

5.5.3f The property at the northeast corner of Highway 29 & Butts Canyon Road shall be designated Suburban Residential Reserve and shall be developed at a maximum density of 2 du/acre.

5.5.3g The Arabian Horse Ranch Area is located west of the Hidden Valley Lake Subdivision. Although agricultural soils are present on the site, the site is not, and has recently not been in crop production but has been uses as an equestrian facility. Furthermore, the site is surrounded by existing, proposed or planned single-family residential, public and commercial land uses. Future development of the site should be permitted as Suburban Residential densities with a Community Commercial component as long as the following requirements are met:

1. If development is proposed at an overall density greater than one (1) unit per acre, preparation of an EIR shall automatically required for the project.
2. The development shall be well-planned, utilizing the development criteria of the "PDR" and/or "PDC" zoning districts.
3. The development shall be designated around the concepts of traditional walkable communities with integrated, functional open space and community commercial services.
4. Any lots that are proposed adjacent to the Hidden Valley Lake Subdivision shall be designed with average lot widths similar to (or greater than) the abutting HVL lots' average widths.
5. Adequate sewer and water capacity and public services shall be available.
6. An effective buffer of maintained open space shall follow Highway 29.



COYOTE VALLEY
FIGURE 5-9



7. Access to the property shall be consistent with the Circulation Policies of the Middletown Area Plan.
8. Any commercial development shall occur at the southern end of the property beginning at Highway 29, moving east to be contiguous with the school and shopping area of Coyote Valley, thus creating a commercial town center which would be walkable within itself and Hidden Valley communities as well as any other subdivision in the area.

AGRICULTURE & RURAL AREAS

Agricultural uses such as vineyards are thriving in many sections of the Planning Area. However, pressure to convert agricultural lands into small ranchettes is felt by more and more property owners each year. New residential development proposals should be discouraged in areas with prime agricultural soils. With the exception of allowable resort, support commercial uses, agricultural industry, and farmworker housing, non-agricultural development should be directed to appropriate areas within the Community Growth boundaries of the Planning Area. The 2008 Lake County General Plan states that land within the designated Primary Agricultural Areas, which is land designated with and Agriculture land use designation, is not to be divided into units too small to economically support a viable agricultural operation. Further, rural development should be allowed only if the area is able to support water and waste disposal needs, access, slope characteristics, protection of sensitive natural resources and the site's susceptibility to natural hazards. Development in rural or agricultural areas should be clustered onto portions of the site that are best suited to accommodate the development.

Buffer areas that separate urban uses from agricultural uses should be encouraged, where feasible. Noise from machinery, dust, the use of fertilizers and chemical sprays, and other related agricultural activities could create a nuisance for nearby residential uses. Buffers also minimize disturbance to agricultural uses from urban or suburban uses, including trespassing by residents and domestic animals. Projects proposed adjacent to incompatible uses should include site-specific buffer areas. These buffer areas can provide fuel breaks for fire safety, wildlife corridors, or some other beneficial use, dependent upon the site, the project and the environmental issues involved. In addition to the objective and policy below, the Lake County General Plan includes an Agricultural Resources Element with numerous policies aimed at protecting and enhancing agricultural viability.

Objective

5.5.4 To promote development of agricultural uses and support the continued viability of Lake County's agricultural economy.

Policy

5.5.4a Development adjacent to incompatible uses shall be designed to provide a buffer in the form of a setback of sufficient distance to avoid land use conflicts between the agricultural use and the non-agricultural use. Such setback or buffer areas shall be established by recorded easement or other instrument that reserves it in perpetuity.

Implementation Programs/Strategies	Responsible Agency/Agencies	Impact on Budget	None
Require permanent buffer zones between incompatible uses. In order to ensure the preservation of buffer zones the County should encourage the recordation of buffer easements, the dedication of said easements to non-profit organizations or other similar method which guarantees the maintenance of the buffer area.	Community Development Department	Funding Source	None
		Priority	High
		Timeframe	Continuous

5.5.4b Preserve areas containing prime agricultural soils or demonstrating unique characteristics that allow for viable economic opportunities for the agricultural industry.

Implementation Programs/Strategies	Responsible Agency/Agencies	Impact on Budget	None
Review California Farmlands of Importance Mapping and U.S.G.S. soil survey report for Lake County in considering requests to change the land use designation to or from agricultural. Discourage the parcelization of agricultural lands into units too small to economically support viable agricultural operations.	Community Development Dept., Planning Commission & Board of Supervisors	Funding Source	None
		Priority	Moderate
		Timeframe	Long term

OPEN SPACE

Land under conservation easement and land owned by Federal, State or County government is zoned "O", Open Space.

Objective

5.5.5 To enhance and protect the recreational opportunities for the future residents and visitors of Lake County.

Policy

5.5.5a Areas acquired by the County should be preserved for recreational purposes and protected from intrusive development.

Implementation Programs/Strategies	Responsible Agency/Agencies	Impact on Budget	None
Rezone future parks to "O" Open Space upon purchase of the property.	Community Development Department	Funding Source	General Fund
		Priority	Moderate
		Timeframe	Continuous

5.5.5b Update and revise the Lake County Zoning Ordinance to include provisions and language which allow uses consistent with typical uses associated with common areas owned and managed by Homeowners Associations.

Implementation Programs/Strategies	Responsible Agency/Agencies	Impact on Budget	None
Update the "O" Open Space Zoning District to include provisions which allow typical uses associated with lands owned and managed by Homeowners Associations.	Community Development Department	Funding Source	None
		Priority	Moderate
		Timeframe	Short-term

SPECIAL ZONING RECOMMENDATIONS

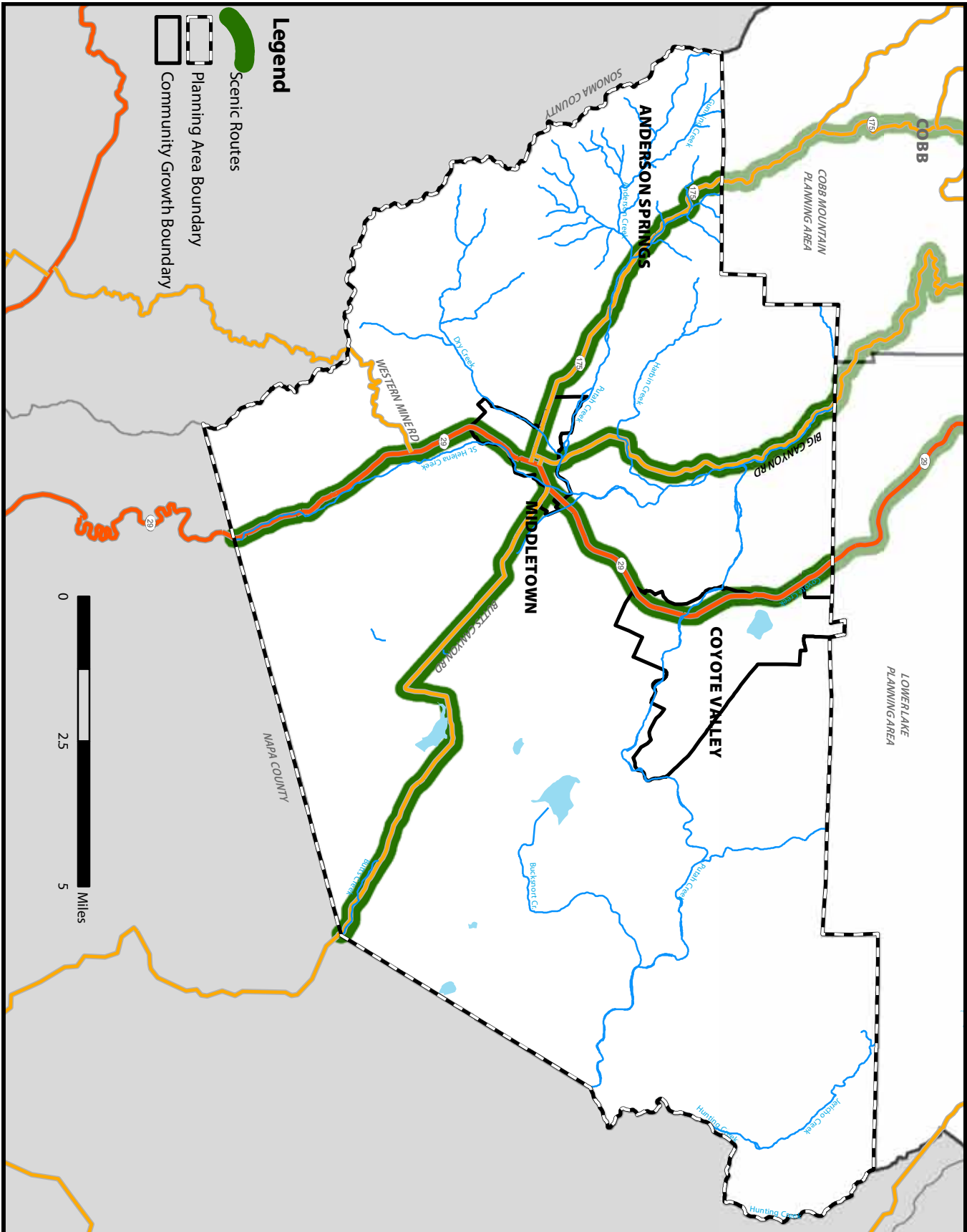
The Middletown Area Plan contains two categories of special zoning recommendations: (1) parcels inconsistent with their zoning and (2) combining districts.

Parcels Inconsistent with Zoning

Where practical, parcels within the Planning Area that contain land uses inconsistent with the existing zoning, are recommended to be changed to be consistent with their actual land use.

There are two sites in the Planning Area which have zoning that is inconsistent with the general plan land use designation. The first property concerns is approximately 300 acres located east of Highway 29 between Putah Creek and Grange Road in Coyote Valley. This property is located on the edge of the Coyote Valley Community Growth Boundary and has a General Plan designation of Low Density Residential with Agricultural zoning. This area currently has access to public water and sewer through the Hidden Valley Lakes Community Service District. The reasoning behind this inconsistency in land use designations is to provide lands that have the potential to be developed at higher densities within the life span of this Area Plan. However, at this time adequate land is currently available to meet the residential demand for the first half of this area plan's twenty year life span through the continued infill development of residential lots within the Hidden Valley Lakes subdivision. Thus the Agriculture zoning designation will allow the continuance of agricultural activities at this site but also acts as a place holder on lands that may be considered for residential development in 10 to 15 years time. Future residential projects in this area should be required to be developed through the Planned Development process.

The second area concerns an approximately 60 acre site situated between St. Helena Creek, State Highway 29 and Middletown High School. The property is zoned "RR" Rural Residential, but approximately 30 acres of the site has been designated as Community Commercial on the General Plan land use map. The community supports the concept of a commercial town square development at this site. However, the community feels that it is vital that any future commercial development at this site incorporate elements into its use and design that would facilitate its integration with, rather than detract from the existing historic downtown area. Future commercial uses should be developed through the planned development process. Special attention should be given to the development of pedestrian features that link this area to downtown Middletown. It is also recommended that areas of this property located within the 100-year flood plain be considered for the development of recreational ball fields and a creek-side trail available to the general public. (See Policy 5.5.1d).



SCENIC ROUTES
FIGURE 5-10



Combining Districts

The Lake County Zoning Ordinance allows specialized zoning districts to be superimposed on base zoning districts. These overlay zoning districts, which are called combining districts, act to protect specific resources or prevent conflicts with potential safety hazards. The following is a brief discussion of combining districts found in the Middletown Planning Area.

Scenic Corridors

General Plan policies encourage the protection and enhancement of Lake County’s scenic highways and resources. The major purpose of this objective is to promote the county’s recreation-based economy and provide a high level of scenic quality to residents and visitors alike. State Highways 29 and 175, and Butts Canyon Road are designated “SC”, Scenic to protect their scenic qualities.

An additional method of preserving or enhancing the scenic quality of an area is to adopt design review guidelines. This is particularly effective when the area is only partially built up and there is an opportunity to change the overall visual impression of the area through consistency, uniformity of future structures, visual screening and roadway setbacks. Billboards, overhead power lines, poorly maintained structures or unscreened mining operations can spoil views. Section 6 of this plan includes design guidelines for the commercial areas within Middletown and Coyote Valley. Figure 5-10 illustrates the areas designated with Scenic Corridors.

Design Review Combining District

The purpose of the Design Review or “DR” Combining District is to insure aesthetic compatibility between uses, protect and enhance property values, protect scenic corridors, and promote community character through the use community design manuals. Section 7 of this plan includes design guidelines for the community areas of Middletown and Coyote Valley. This combining district should be applied in the town centers and for commercial properties along the highway corridors. The adoption of community design standards in conjunction with the incorporation of this combining district will aid in:

- Establishing individual identities for each of the communities
- Improving the physical appearances of the downtown areas
- Eliminating blight and fostering economic well-being
- Reestablishing community pride

Parking Combining District

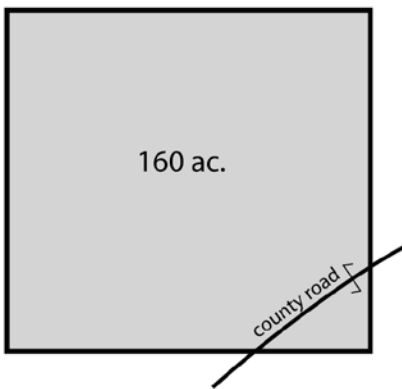
The purpose of this combining district is to provide alternative parking standards in established commercial area such as downtown Middletown and the Coyote Valley Town Center. The Special Study Areas for Middletown and Coyote Valley, in Chapter 6, discuss the need for the development of a comprehensive parking plan to encourage shoppers to park their vehicle once and tour the community centers on foot. The provisions in this combining district assist in providing developers viable options for providing parking on small commercial properties.

B-5 Combining District—cluster development

This combining district provides for specified minimum lot sizes, promotes open space, and protects sensitive resources by clustering development, usually along an existing roadway. All uses of land in this combining district must also conform with the regulations of the base zoning district. This district is utilized primarily in rural areas prone to extreme fire hazard, steep slopes and/or limited access for fire and emergency response. Figure 5-11 provides a visual representation of the B-5 combining district.

Figure 5-11 – B5 Combining District

EXISTING PARCEL:



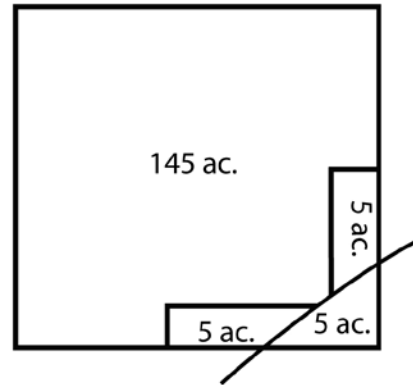
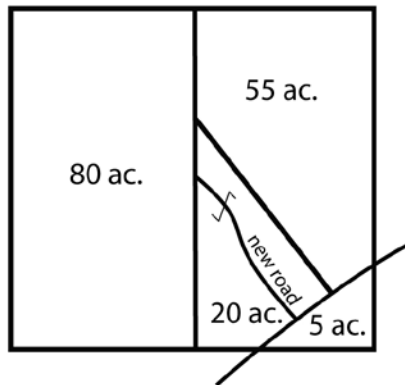
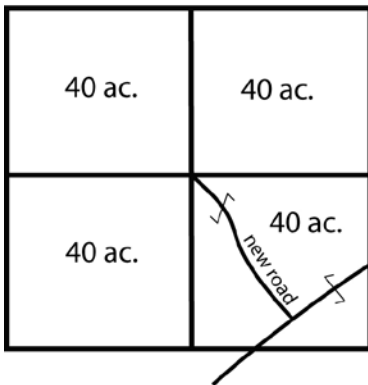
CRITERIA FOR TABLE 20 (ZONING ORDINANCE)

- 160 ac.
- 22% slope
- "high" fire risk
- landslide risk

TOTAL: 38 ac./ dwelling
 160 ac./38 ac. density = 4 lots maximum density

This example assumes RL zoning with a min. 20 ac. parcel size
 (RR zoning would allow smaller land divisions)

POSSIBLE LAND DIVISIONS:



NOTE: B5 allows 5 ac. parcels as long as the maximum density is not exceeded
 No further subdivision is permitted.

Waterway Combining District

The purpose of the Waterway Combining district is to preserve, protect and restore significant riparian systems, streams and woodland habitats; protect the public health and safety by minimizing dangers due to floods and earth slides. Significant portions of St. Helena, Dry, Putah, Harbin, and Anderson Creeks are placed in this district, as well as Upper and Lower Bohn Lakes, Amel Lake, and McCreary Lake.

Floodway Combining District

The purpose of this combining district is to regulate land uses for properties situated in floodways, and along creeks and streams to ensure an adequate open corridor to safeguard against the effects of bank erosion, channel shifts, increased runoff or other threats to life and property. This district also is

intended to prevent property damage and safeguard the health, safety and general welfare of people and property by allowing the passage of a one-hundred year flood event. Portions of Putah, St. Helena, Dry, Harbin, Big Canyon, and Anderson Creeks are placed in this combining district.

Floodway Fringe Combining District

The purpose of the Floodway Fringe combining district is to provide land use regulation for properties and their improvements situated in the floodplain to ensure protection from hazards and damage which may result from flood waters. Portions of the Callayomi Valley adjacent to Putah, St. Helena and Dry Creeks are placed in this combining district as well as other areas within Coyote and Long Valleys.

