

| MAP AREA | Input Text |
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| Chico | Chico East: Determine re-charge areas first before allowing development. Leave these areas as open space. |
| | Chico East: Master Plan large parcels for a variety of amenities. |
| | Chico East: Wildlife parks, residential, open space. |
| | Chico East: Development of new subdivisions should occur to the southeast edge of the City of Chico limits, between the Skyway and Doe-Mill Road. |
| | Chico East: Direct new development to the south side of the Skyway, in the Crouch Ravine area, from Chico city limits to Santa Rosa Road. |
| | Chico East: Avoid developing the aquifer recharge area to the north and east of the City of Chico. Limit and guide design of any development that does occur in this area. |
| | Chico East: Limit growth to LAFCO spheres now and in the future. |
| | Skyway Growth: Focus near existing spheres of Chico and Paradise. |
| | Existing General Plan: Unclassified - 20-acre minimum. |
| | Existing General Plan: Emphasis on open space. |
| | Existing General Plan: Development limited by constraints. |
| | Chico West Agricultural Preservation. "Ag transitional" uses -- 5-acre parcels. Larger parcel sizes. |
| | Chico West: Limit development of agricultural lands by creating an Ag Transition zone, extending from the western boundary of Chico's sphere of influence to Hamilton Nord Cana Highway. West of Hamilton Nord Cana Highway, zone for Intensive Agriculture. |
| | Chico West: Growth similar to Butte Creek Estates at Midway and Hegan Lane. Commercial development at Pentz Road and Highway 99 to provide residential growth with amenities, i.e. gas stations, etc. |
| | Paradise |
| Consolidated Subdivisions: Not many opportunities that would not impact agriculture. | |
| North Chico SP Plan. 1. Airport Protection. Make NCSP consistent with ALUCP. Or | |
| 2. Encourage dialogue between county and ALUC to arrive at consistency between GP/Zoning and ALUCP. | |
| 3. Mixed-use and residential on SR 44. | |
| Development should be limited until constraints are alleviated. | |
| -- Emergency access/evacuation is very limited. | |
| -- Concern of limited water supply meeting needs of new development. | |
| -- Wastewater limitations. | |
| Housing should not front on Skyway. | |
| Need regular groundwater monitoring. | |
| Magalia and Paradise Pines needs a Specific Plan/architectural standards/identity. | |
| Until constraints are alleviated, status quo exceeds acceptable amount of development. | |
| More sensor services are needed in area. | |
| Pentz Road should be designated as a scenic highway. Impose setbacks. Billboard restrictions. Cluster development. | |
| Formalize unofficial recreational opportunities identified on Paradise area map. | |
| | Constraints; avoid prime farm land. |
| | Development should have its own character (from Durham). |
| | Development should have its own school. -- Strategy to help the existing school in Durham and maintain its own identity. -- Connection with Butte College and High School College transition programs. |
| | Separate from Chico; have its own identify. |

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| Central Buttes | 1. Protect prime farmland from development. 2. Create new/better roads that are safe for truck traffic that will be needed to supply the new development. 3. Development should serve Butte College with increased housing and jobs. |
| | Create a node for commercial and retail development at the intersection of the Durham-Dayton highway at highway 99. Build high density residential zones northeast of the intersection, balancing jobs and housing, creating and suppling solar power to this area as well as other alternative energy co-generation. Protecting lands further northeast, but south of Neal Road, for water recharge to the aquifer. Protect recharge land by providing developemnt credits. Provide bike lanes along Durham-Dayton highway between highway 99 and Butte College. Develop higher density residential zones to serve Butte College at the intersection of Durham-Dayton highway and highway 191. |
| | Importance of location, entry point. |
| | Self-supporting domestic water and sewer. |
| | Importance of view of Buttes/foothills. |
| | Avoid (truck) traffic increase into Durham. |
| | Mix of land uses for a whole community: -- retail/commercial, -- residential, -- mix, --open space. |
| | Transition from interchange with retail/commercial/some lighter industry. Higher density residential, single-family, open space. |
| | |
| | Tie a theme and connect to college and a café development bear Butte and Pentz and 191. |
| | Serve a village concept at Durham. |
| | Cluster development. |
| | Bicycle connection to Butte College and Durham. |
| | Golf course. |
| | Senior housing. |
| | Architectural design review/standards. |
| | landscaping standards. |
| Solar design. | |
| | Highway 162 Corridor. Oroville GP Alt. Mainstream traffic to Lake Oroville south of city. |
| | Highway 162: Move eastern boundary of City of Oroville's Sphere of Influence southwest. Follow the City of Oroville's General Plan preferred zoning designations. Rename Highway 70-Ophir Road- Lower Wyandotte connection to Lake Oroville, one name with a lake theme, i.e. "Lake Oroville Road". Develop a mixed use corridor along Highway 162. |
| | Develop a commercial zone along the southern portion of Lake Oroville, near Kelly Ridge, to Mount Ida Road in the south. Develop the commercial zone to include hotel, resort, recreation uses. Zone for residential development to the northeast of the commercial area, providing homes for resort workers. Incorporate a deer migration route crossing Highway 162 north of Forbestown Road. Develop a mixed use corridor along Highway 162 at Canyon Road. |
| | Nodes along new route provide amenities (gas at Wyandotte). |
| | Resort Scenario. Zone for mixed-use development, housing and commercial hotels, golf courses, residential -- workers, use facilities. |
| | South Oroville: Oroville GP Alt. Adjust SOI: East border moves to Oakvale Avenue. |
| | South border moves to Palermo Road and Highway 70; and L. Wyan and Lincoln to Monte Vista. |

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| Oroville | South Oroville: Extend the City of Oroville's Sphere of Influence boundary on Lincoln Boulevard to Foothill Boulevard, and the City's southern most boundary at Messina Avenue further south to S. Villa Avenue. Create a commercial corridor on Lower Wyandotte Road from Ophir Road to the Oroville Bangor Highway. Create a commercial node on Ophir Road at Lincoln. Develop a mixed use housing/commercial zone between Ophir Road, Greenville Road, Las Plumas Avenue, to a boundary that extends Burlington Avenue. Develop the area from Monte Vista to S. Villa Avenue with med/high density residential at 8-12 units/acre, and reserve a small area for single family homes to the northeast. | |
| | Mixed-use corridor on Ophir Road (housing, retail, office and light industrial). | |
| | Rename Ophir to Lower Wyan. To Foothill to Miners from Highway 70 to KR to 1 name with "lake" theme. | |
| | Thermalito. Oroville GP Alt. Development directed to existing commercial nodes (commercial development), i.e., Billy Bob's Deli and Grand and Tehama. | |
| | Thermalito: Develop a mixed use corridor on Oroville Dam Boulevard from Highway 70 to 18th Street. Build out the existing commercial nodes along Grand at 18th and 8th Streets, 20th Street at Plumas Avenue and 12th Street at Feather Avenue. Infill parcels in northwest Oroville at existing densities. Develop Oroville Airport to attract a fixed base operator. The City of Oroville should incorporate the pocket of County land north of Montgomery Street and south of Grand Avenue on Highway 70, as well as the wild life area west of Oroville. Encourage increased use of state land northwest of 20th Street and Grand Avenue. | |
| | Mixed-use corridor. | |
| | 1 to 2 parcels either side of Highway 162. | |
| | Increase housing density along Highway 62 and along Grand Avenue. | |
| | Gridley/Biggs | Scenario 1: if line splits a property, should allow automatic parcel split. |
| | | Scenario 1: Need railroad crossing. |
| Scenario 1: Separate the school districts in Gridley and Biggs by creating a district boundary line. Locate the boundary at Hinaman Drive, and extend it horizontally through the project area. | | |
| Scenario 2: 100' - 200' - 300' ft, provide bike paths, etc. Wider, rather than narrower. | | |
| Scenario 2: Bring bike/hike/equestrian trail access back to river to the Buttes via the greenbelt. | | |
| Scenario 2: Follow natural features, like creeks/canal -- wide - 50'; follow topography. | | |
| Scenario 2: Implement a 200 to 300 foot wide greenbelt buffer along Hastings Avenue from W. Biggs Gridley Road to Highway 99. Within the greenbelt area, incorporate bike trails, picnic tables and soccer fields. Alternately, create a natural feature, such as a 50 foot wide creek, following natural topography, south of Hastings Avenue. | | |
| Scenario 3: Area of concern should grow; no area left designated for agricultural use. | | |
| Scenario 3: Leave area west of railroad as agriculture. | | |
| Scenario 3: Base the boundaries of agriculture on natural features, like soil types. | | |
| Scenario 3: Implement a wide buffer area from the west side of the train tracks to the area of concern boundary. Direct development away from the train tracks, because limited crossings slow traffic flow. | | |
| Other Scenarios: Zone for commercial development along Highway 99 and along B Street within the area of concern. Create build an overpass to the railroad north of Hastings Avenue, pay for it with taxes from new commercial development. | | |
| Other Scenarios: Let cities decide what to do in AOL. | | |
| Other Scenarios: Transportation/development corridor along 99 Bypass and E. Gridley Road to 70. | | |
| Other Scenarios: Ag commercial along Highway 99. Sell local ag products. | | |

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| | Other Scenarios: Transportation/development corridor along Highway 162 -- all the way to I-5. |
| | Other Scenarios: Widen lanes outside of town to speed traffic, but keep traffic slow through time. |
| | Other Scenarios: Connect urban areas of south county to River through trails. |
| | Other Scenarios: Trail to connect urban areas of south county to the Buttes on the west cities of the cities. |
| | Countywide Scenarios: No growth expected in existing parklands, wildlife areas and Williamson Land Act contract parcels. |