

Draft Development Plan

FOR THE

Roseburg Commerce Park

City of Mt. Shasta



Prepared for:

CITY OF MOUNT SHASTA
305 N. Mt. Shasta Boulevard
Mount Shasta, California 96067

Prepared by:

PACIFIC MUNICIPAL CONSULTANTS



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February 11, 1998

DRAFT DEVELOPMENT PLAN
FOR THE
ROSEBURG COMMERCE PARK
CITY OF MOUNT SHASTA

Submitted to:

CITY OF MOUNT SHASTA
Planning Department
305 North Mt. Shasta Boulevard
Mount Shasta, California 96067

Prepared by:

Pacific Municipal Consultants
10411 Old Placerville Road, Suite 210
Sacramento, CA 95827
916.361.8384
Fax: 916.361.1574

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The enclosed document is in draft form. As part of the Environmental Review process, the project team is seeking input regarding the content of the Development Plan from the City of Mt. Shasta; members of the City Council, Planning Commission, and Beautification Committee; and interested members of the community. At the conclusion of the Environmental Review process, the Development Plan will be refined to reflect input recieved and the Final document will be presented to the Mt. Shasta City Council for their consideration.

CITY OF MOUNT SHASTA
PLANNING COMMISSION
1000 J STREET, SUITE 200
MOUNT SHASTA, CALIFORNIA 96041

CITY OF MOUNT SHASTA
PLANNING COMMISSION
1000 J STREET, SUITE 200
MOUNT SHASTA, CALIFORNIA 96041
916.281.1234
FAX 916.281.1234

MAY 11, 1998

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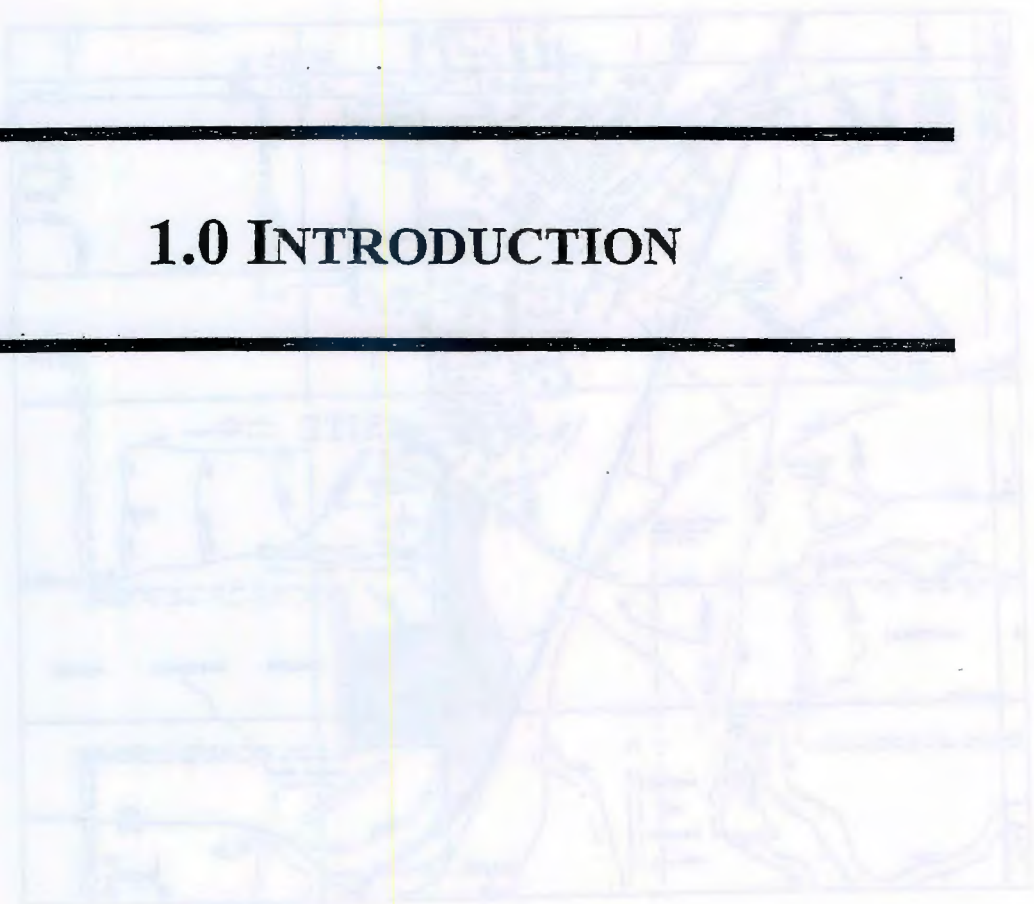
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- Appendix A Preliminary Market Assessment
- Appendix B Erosion Control Standards
- Appendix C Resolution CCR 95-70
- Appendix D Pre-Application Meeting Agenda

The Planning Commission has approved for a 100% site plan for the proposed development of the site. The site is located at the intersection of 1st Street and 1st Avenue. The property is currently zoned R-1. The proposed development is a 100,000 sq. ft. office building. The site plan shows the building footprint, parking spaces, and landscaping. The site plan is subject to the City's review and approval. The Planning Commission's decision is final.

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1.0 INTRODUCTION

Figure 1-1
Site Plan

1.1 PURPOSE

The Roseburg Commerce Park is proposed for a 127.5-acre site located adjacent to and south of the current Mt. Shasta City limits (Figure 1-1, Vicinity Map). The property includes 117 acres deeded to the City by the Roseburg Lumber Company. The remaining 10.5 acres are privately owned. The property is within the City's Sphere of Influence and is included in the City's General Plan. Since the Roseburg Lumber Company ceased operations, the site has been vacant.

Over the past ten years, the City has explored various options to annex the property and to encourage development of the site. To facilitate the achievement of both objectives, this Development Plan has been prepared for the Roseburg property. In essence, this document establishes a Planned Unit Development (PUD) Ordinance and land use plan for the Roseburg site, along with development and site design criteria. This document also serves as an implementing mechanism and includes phasing and capital improvement recommendations. Funding for the preparation of this document and auxiliary studies was provided by a Planning and Technical Assistance grant from the California Department of Housing and Community Development's CDBG program, and by the City's General Fund.

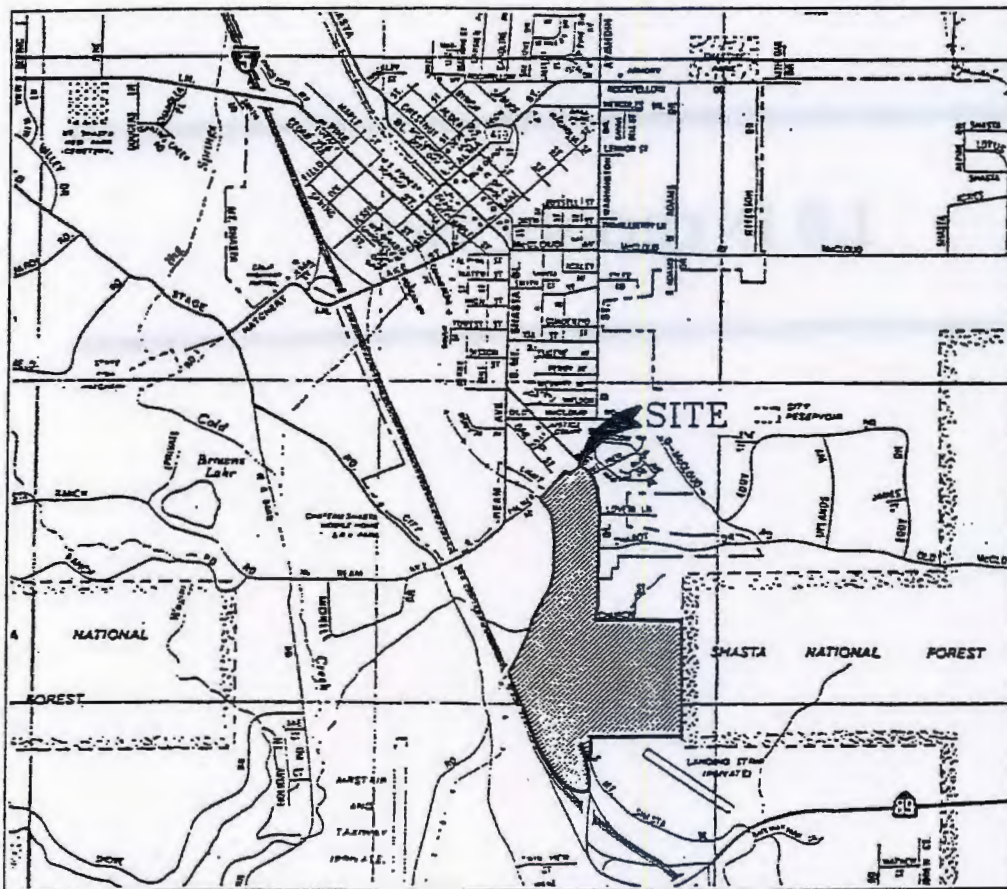


Figure 1-1
Vicinity Map

This Development Plan was prepared with the following considerations in mind:

- To provide guidance for the development of the Roseburg site that reflects the desires of the Mt. Shasta community.
- To ensure that development within the Roseburg site is well integrated and harmonious with the surrounding natural and built environment.
- To encourage the development of the site by establishing defined criteria that project applicants must meet.
- To provide a baseline for the evaluation of the environmental impacts associated with annexation and development of the Roseburg property.
- To expedite the annexation of the Roseburg property by providing a more detailed application and environmental review process to the Local Agency Formation Commission (LAFCo).
- To develop an infrastructure and phasing plan for the site.

1.2 PROJECT SETTING

The City of Mt. Shasta lies at the southwestern base of Mt. Shasta, a 14,162-foot peak in the Cascade mountain range. The Roseburg site is located immediately south of the existing city limits. The Union Pacific railroad tracks form the western boundary of the site, and Interstate 5 approximates the southern boundary. South Mt. Shasta Boulevard divides the site into two sections: a western half (70 acres) and an eastern half (57 acres). **Figure 1-2, Aerial Photo** depicts the project site. The Shasta-Trinity National Forest lies to the east of the property. Although the City owns the majority of the property, the Roseburg site is currently within the jurisdiction of Siskiyou County. However, the site is within the City's Sphere of Influence (SOI), and the City intends to file an application with LAFCo to annex the Roseburg property.

Land uses surrounding the Roseburg site are varied. City-owned property to the west of the site, across the railroad tracks, is undeveloped. This land is also former Roseburg property deeded to the City, but is not part of this Development Plan. Residential uses are located north and northwest of the site. Along Mt. Shasta Boulevard to the north and east of the site are various commercial uses, primarily motels and eating establishments. The City Corporation Yard and the Siskiyou Opportunity Center are also located in that area. Much of the property to the east of the site is within the Shasta-Trinity National Forest. There are several limited commercial developments to the south of the site in the vicinity of Highway 89 (**Figure 1-2**).



Figure 1-2
Project Site and Surrounding Land Uses

1.3 SITE BACKGROUND

Historically, the Roseburg site has been used by lumber and associated industries. In 1887, a sawmill owned by Barnard, Huntington and Walbridge was established. The mill was located on the Barnard railroad spur near the mill pond. Over the years, several companies operated sawmills and box factories at both the Barnard spur and the Pioneer spur, also on the Roseburg site (Vaughan, 1996). Eventually, the Roseburg Lumber Company acquired the property and used it for milling operations and a tree plantation. In 1989, the Roseburg Lumber Company ceased its operations and deeded the property to the City of Mt. Shasta.

The railroad spurs at the site no longer exist, and the last remaining major building on the lumber mill site was torn down in 1996. The Roseburg site is now vacant. There are remnants of the former lumber operations: the now empty mill pond, the uniform plantation grown trees on the eastern portion of the site located, abandoned/dilapidated infrastructure, two small sheds, and concrete slabs and guard rails at the center of the western portion of the site. Only one significant structure remains standing within the Plan area: a vacant former service station and a tower just east of Mt. Shasta Boulevard near the southern edge of the project site on one of the three private parcels within the plan area. The building is currently for sale and has been used for a retail ski shop and a real estate office since the service station was closed. The structure has a unique architectural character with steep roof lines and arched entryways and could be eligible for consideration as a historic landmark.

The history of the Roseburg site reflects the evolution in the economy of the City of Mt. Shasta and of the northern California-southern Oregon region. Timber was the predominant economic activity for decades, along with some agriculture and mining. In recent years, however, there has been a decline in resource-based industries, due to changes in the U.S. and world economy and an increased emphasis on land conservation. Economic activity in Mt. Shasta has shifted more toward the service sector, with retail trade and tourism becoming more important. The closure of mills in the Mt. Shasta area has exacerbated an unemployment problem, which has been partially alleviated by the growth of the service sector.

Since the City received title of the property, it has sought to encourage commercial or industrial development of the site. The City of Mt. Shasta General Plan, updated and adopted in 1993, designated the Roseburg site for Commercial and Employment Center uses. Additionally, the City anticipates annexing the property into the city limits. As a step towards accomplishing this goal, the City reached a tax distribution agreement with Siskiyou County in 1995, as described in City of Mt. Shasta Resolution CCR 95-10. Accompanying this agreement, the City and County agreed that five acres of the Roseburg site would be donated to the County for its use, as stated in Resolution CCR 95-70, which is included in **Appendix C**. Following acceptance and adoption of this Development Plan and the accompanying Environmental Impact Report (EIR), the City will submit an application to the Siskiyou County Local Agency Formation Commission (LAFCo) requesting annexation of the property.

2.1 OPPORTUNITIES AND CONSTRAINTS

Plan preparation began with the compilation of information on the physical attributes and existing conditions on and adjacent to the site. Sources included existing documents, interviews with City officials and other individuals familiar with the site, and field reconnaissance that included review of aerial photographs.

Information gathered was then used to evaluate potential development opportunities and constraints on the Roseburg site. Members of the project team with specialized technical skills evaluated site conditions in relation to their area of expertise. These areas included circulation and transportation, biological resources, noise, infrastructure and viewsheds. Each team member analyzed potential constraints imposed by existing conditions on the site. The team as a whole synthesized these analyses and developed an opportunities and constraints map depicting potential environmental constraints and opportunities (Figure 2-1). Using this information, the project team prepared a Development Opportunities Map (Figure 2-2) of the site which depicts a conceptual circulation system, and potential development areas. These development areas were graded by the degree of constraint to development as described in Table 2-1 below. The Development Opportunities Map served as the basis for the Land Use Plan presented later in this document. A copy of the Opportunities and Constraints Analysis is available for review at the Mount Shasta City Hall.

Table 2-1 Development "Grading" at the Roseburg Site

Grading	Description
1 - Few	Areas typically have good existing roadway access and need little landform alteration to be developed. Utilities can easily be extended along existing roadways or short interior roads.
2 - Moderate	Areas have some existing development that will need either to be incorporated into the development or removed. Because these sites are further from Mt. Shasta Boulevard, they will benefit from prior development extending utilities. More of the on-site circulation system will need to be developed to provide access.
3 - Significant	Areas will require significant landform alteration. Constraints may include extensive grading, a more-developed roadway system to provide access to split-level parcels, noise and other natural or manmade constraints.
4 - Severe	Areas include slopes exceeding 30 percent and other natural features that would typically preclude conventional development.

The project will be completed in the next few months. Sources included in the study are listed in the appendix. The project was completed in the next few months.

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2.0 PLAN FORMULATION

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1-6	1-6
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The Opportunities and Constraints Analysis identified several potential development constraints:

- The former mill pond site and adjacent areas, due to soil type and the presence of wetlands. Work within jurisdictional wetlands would require a permit from the U.S. Army Corps of Engineers.
- Areas adjacent to the railroad tracks, due to noise and steep slopes.
- The northeastern corner of the eastern section of the site, due primarily to steep slopes, but also wetlands and the possible existence of cultural resources.
- A seep area in the northwestern area of the eastern section, potentially subject to the jurisdiction of the Army Corps of Engineers.
- Limited traffic capacity available on Mt. Shasta Boulevard, depending on the intensity of site development. The steep embankment along the frontage with the western section of the site restricts access options and the ability to widen the boulevard. Sight lines and the rolling terrain on which the boulevard runs are also potential problems.
- Both on-site and off-site improvements must be constructed to provide water and sewer service.
- Noise levels could restrict development potential within 300 feet of Interstate 5 and within 75 feet of the Union Pacific Railroad tracks.

Even with these constraints, substantial portions of the Roseburg site contain few impediments to development (Figure 2-2). Sites adjacent to Mt. Shasta Boulevard (Area 1) are the most promising, because they are fairly level and readily accessible. Other developable areas include the southern half of the eastern section (Area 1 and 3) and two level pads near the railroad right-of-way (Area 2 and 3). The former mill pond site has been identified by the City as a possible park site. Because of the wetland potential and the City's General Plan designation, some type of park would be the most appropriate use for this area. Utilities will need to be extended to all parts of the site, but extension will be more easily accomplished on sites close to Mt. Shasta Boulevard and the proposed loop road depicted in the Development Opportunities Map (Figure 2-2).

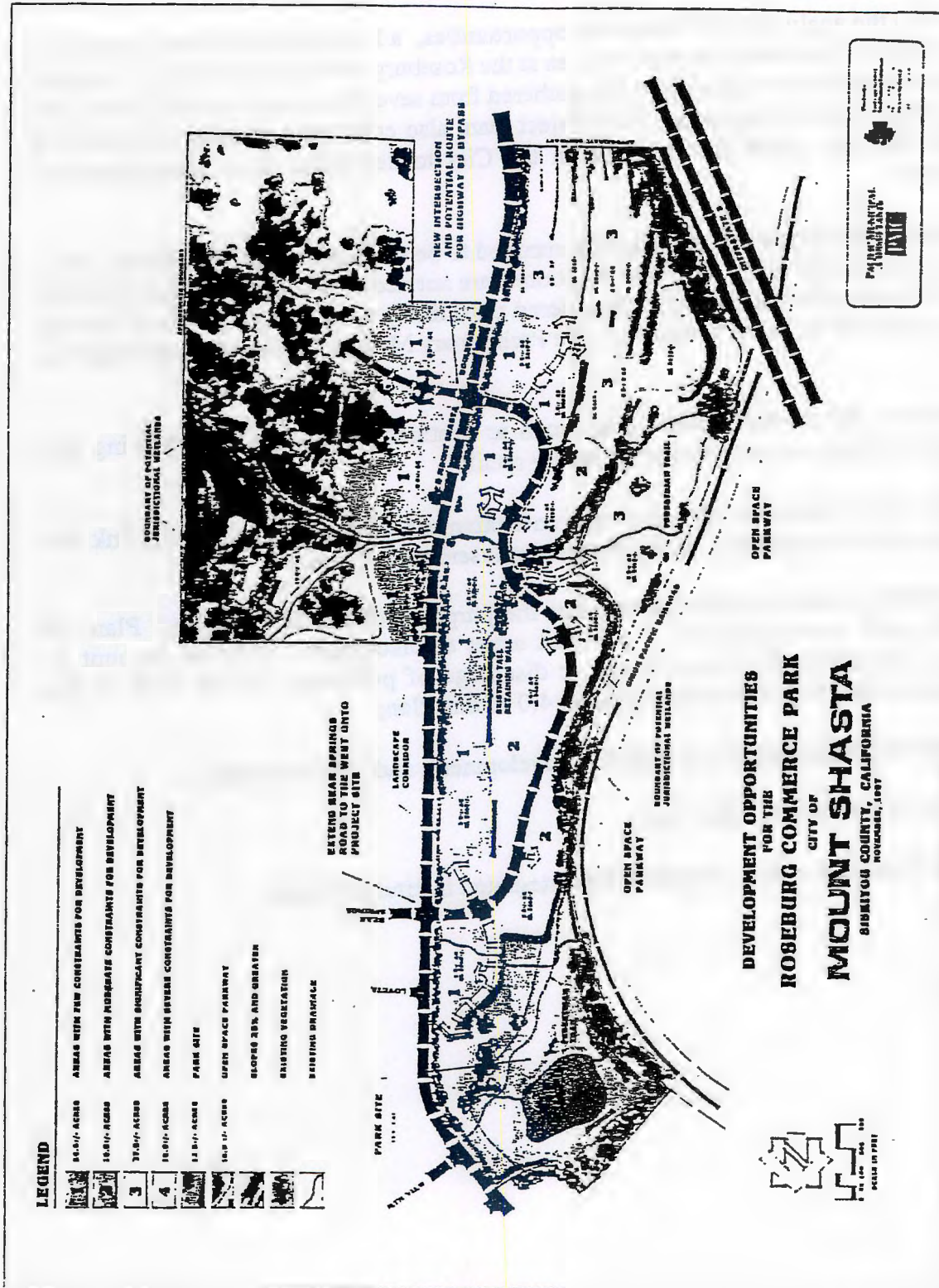


Figure 2-2
Development Opportunities

2.2 PRELIMINARY MARKET ASSESSMENT

In conjunction with the analysis of development opportunities, a Preliminary Market Assessment was prepared to determine the most appropriate uses at the Roseburg Commerce Park site. Research data and information relevant to this project was gathered from several sources, including local real estate brokers and government agencies. The project team also conducted an informal survey of business owners and real estate professionals in the City to determine local perceptions and assessment of needs.

Based on the research, the following uses were determined to be the most viable for the site. They are not listed in any particular order. Uses not mentioned are not necessarily excluded from the site; however, the uses listed below are the ones considered most likely to be attracted to the Roseburg site and to have a reasonable chance to succeed. The Preliminary Market Assessment is included as **Appendix A**.

- Tourist/visitor and retreat-oriented uses, such as destination resort hotels, meeting and conference facilities, restaurants and specialty retail;
- Family and visitor-oriented recreation and entertainment, such as an ice skating rink and open space park, cinema complex and various amusement facilities;
- Environmentally clean industrial uses. For the purposes of this Development Plan, an "environmentally clean industry" is one that emits or discharges a minimal amount of pollutants. Standards for the emission or discharge of pollutants are set forth in the development standards presented in Chapter 4.0 of this Plan;
- Campus-style light industrial, research and development, and office complex;
- Regional governmental complex; and
- Federal and State Park office complex with integrated institutional uses.

This chapter presents the Development Plan for the Roseburg Commerce Park. It contains several development concepts that could be employed in building and site design. The buildout scenario used in analyzing the project is also described. Specific elements of the Plan are described, including the land use map that defines development areas for which general and specific development standards are provided in Chapters 4.0 and 5.0. Other elements of this chapter are the Infrastructure, Circulation, Phasing and Capital Improvement Plans for the Roseburg site.

This Development Plan provides the development standards for a planned unit development (PUD) zone. The standards were developed so as not to be so onerous as to discourage potential tenants from locating their businesses within the commerce park. Potential impacts of development on property owners and residents near the site were also an important consideration. The development standards, therefore, were established in accordance with the primary purpose of the Roseburg Commerce Park: to attract businesses and to ensure development that is compatible with the Mt. Shasta area.

3.1 LAND USE PLAN

Figure 3-1 presents the land use plan for the Roseburg site. The Roseburg Commerce Park site is divided into seven "development areas" plus an open space parkway. The boundaries of these areas were based mainly on the Development Opportunities map (see Figure 2-2). Descriptions for each of the development areas follow:

Development Area I (DA-I): The area adjacent to Mt. Shasta Boulevard. DA-I generally has few environmental constraints to development, and it is expected that the costs of development here will be lower than other areas covered by the plan.

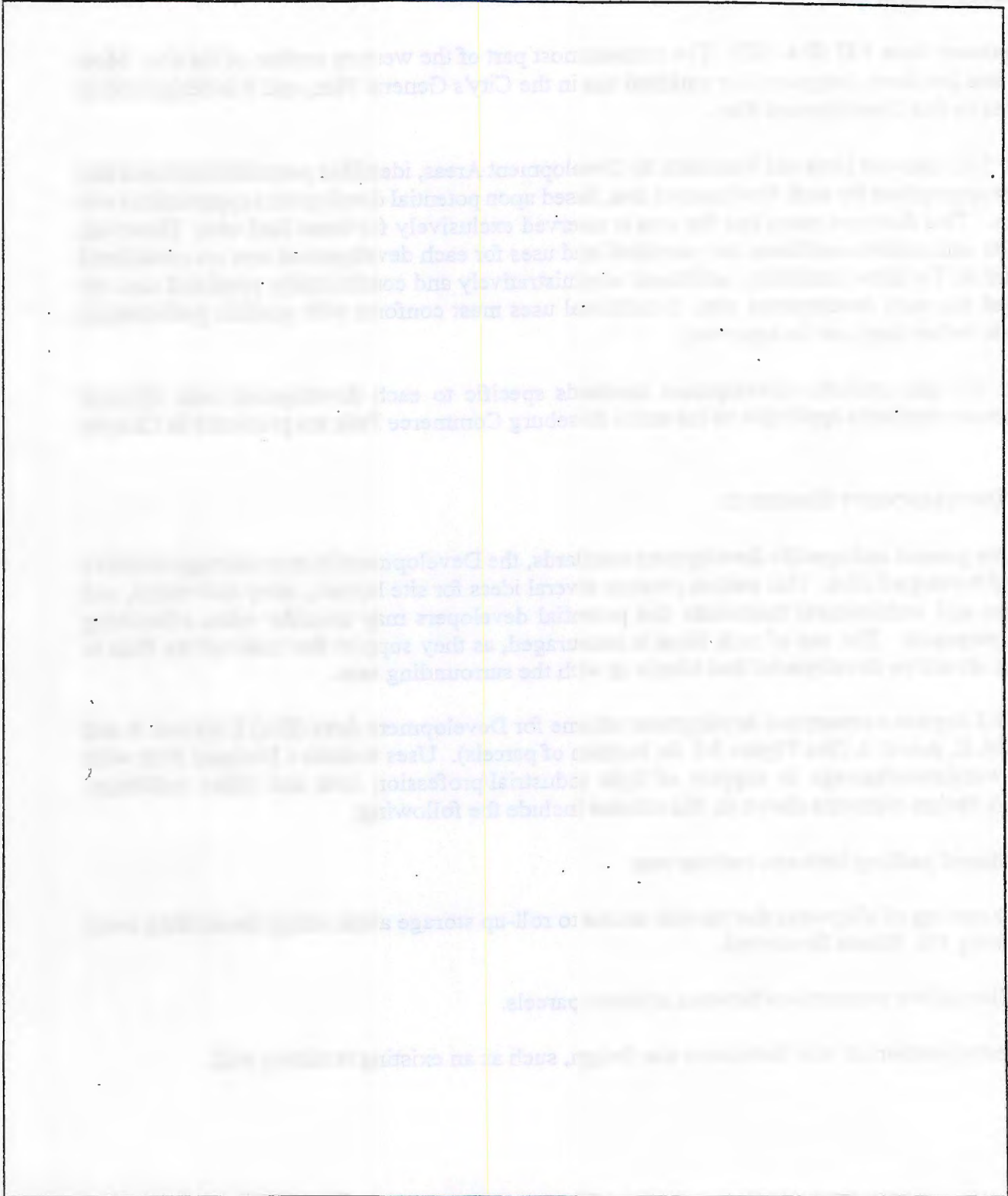
Development Area II (DA-II): The area within the western section of the site generally between DA-I and the Union Pacific railroad tracks. DA-II has moderate constraints to development, but the costs of development should be reasonable.

Development Area III (DA-III): The area within the western section of the site, located in the south and southwestern part. Constraints to development include noise and access.

Development Area IV (DA-IV): The southernmost part of the western section of the site, adjacent to Interstate 5. Steep terrain, noise and access pose constraints to development in this area. Visibility from the Interstate is an important planning consideration.

Development Area V (DA-V): The area located in the eastern section of the site, occupying most of the southern half. Constraints include higher development costs due to the need for extensive grading and access requirements.

Figure 3-1 Land Use Plan - Roseburg Commerce Park Site



Development Area VI (DA-VI): The area within the eastern section of site, in the northeastern part. Constraints to development are severe, due to the presence of steep slopes, wetland areas and possible cultural resources. It is anticipated that development in this area will be limited to trails and other nonstructural uses.

Development Area VII (DA-VII): The northernmost part of the western section of the site. Most of this area has been designated for parkland use in the City's General Plan, and it is designated as park area in this Development Plan.

Chapter 5.0, Allowed Uses and Standards for Development Areas, identifies permitted land uses that are most appropriate for each development area, based upon potential development opportunities and location. This does not mean that the area is reserved exclusively for these land uses. However, given site and market conditions, the permitted land uses for each development area are considered most viable. To allow flexibility, additional administratively and conditionally permitted uses are identified for each development area. Conditional uses must conform with specific performance standards before they can be approved.

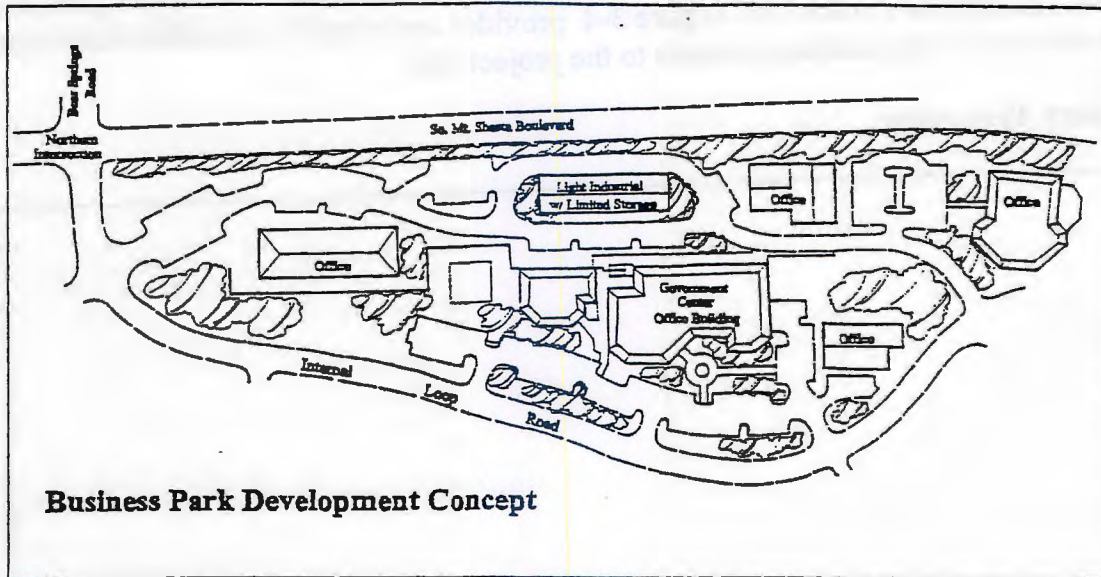
Chapter 5.0 also includes development standards specific to each development area. General development standards applicable to the entire Roseburg Commerce Park are presented in Chapter 4.0.

3.2 DEVELOPMENT CONCEPTS

Within the general and specific development standards, the Development Plan encourages creative design of developed sites. This section presents several ideas for site layouts, entry statements, and landscape and architectural treatments that potential developers may consider when submitting project proposals. The use of such ideas is encouraged, as they support the intent of the Plan to create an attractive development that blends in with the surrounding area.

Figure 3-2 depicts a conceptual development scheme for Development Area (DA) I, parcels A and B, and DA II, parcel A (See Figure 3-1 for location of parcels). Uses include a Business Park with limited warehouse/storage in support of light industrial/profession uses and office buildings. Important design elements shown in this scheme include the following:

- Shared parking between various uses.
- Screening of alleyways that provide access to roll-up storage areas, using the existing berm along Mt. Shasta Boulevard.
- Circulation connections between adjacent parcels.
- Incorporation of site features in site design, such as an existing retaining wall.

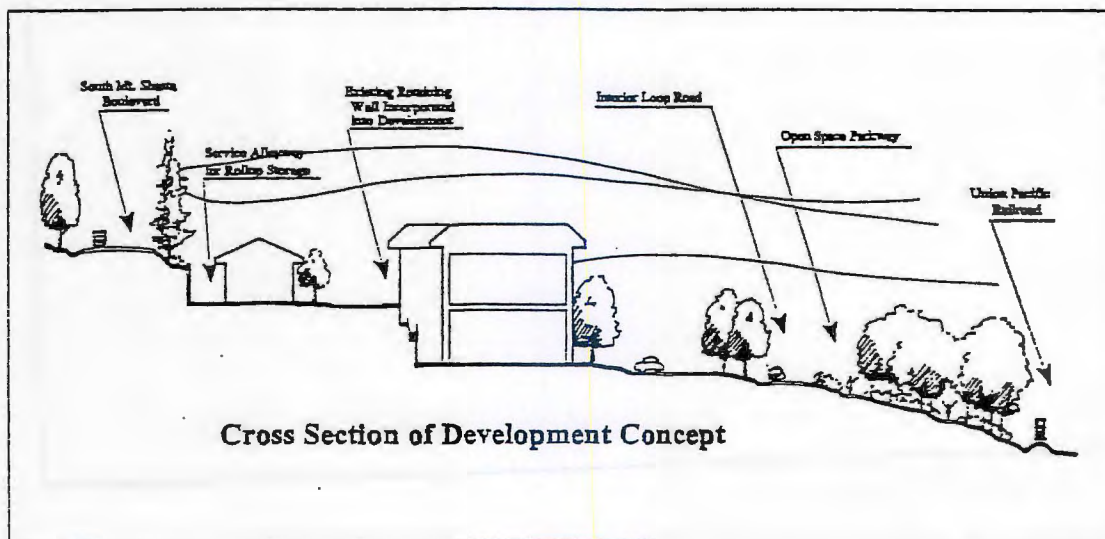


Business Park Development Concept

**Figure 3-2
Development Concept**

It is important to note that, although the Plan identifies specific development areas and standards for different parts of the property, these distinctions are not intended to restrict the cohesive and integrated development of multiple parcels.

The elevation of development areas in relation to each other and surrounding view corridors was an important consideration in developing the Plan. Figure 3-3 provides a cross-section view of the development concept shown in Figure 3-2 extending west from Mt. Shasta Boulevard to the Union Pacific Railroad mainline. The cross section shows the relationship between internal parcels, architectural standards, height restrictions, and preservation of panoramic views to the west.

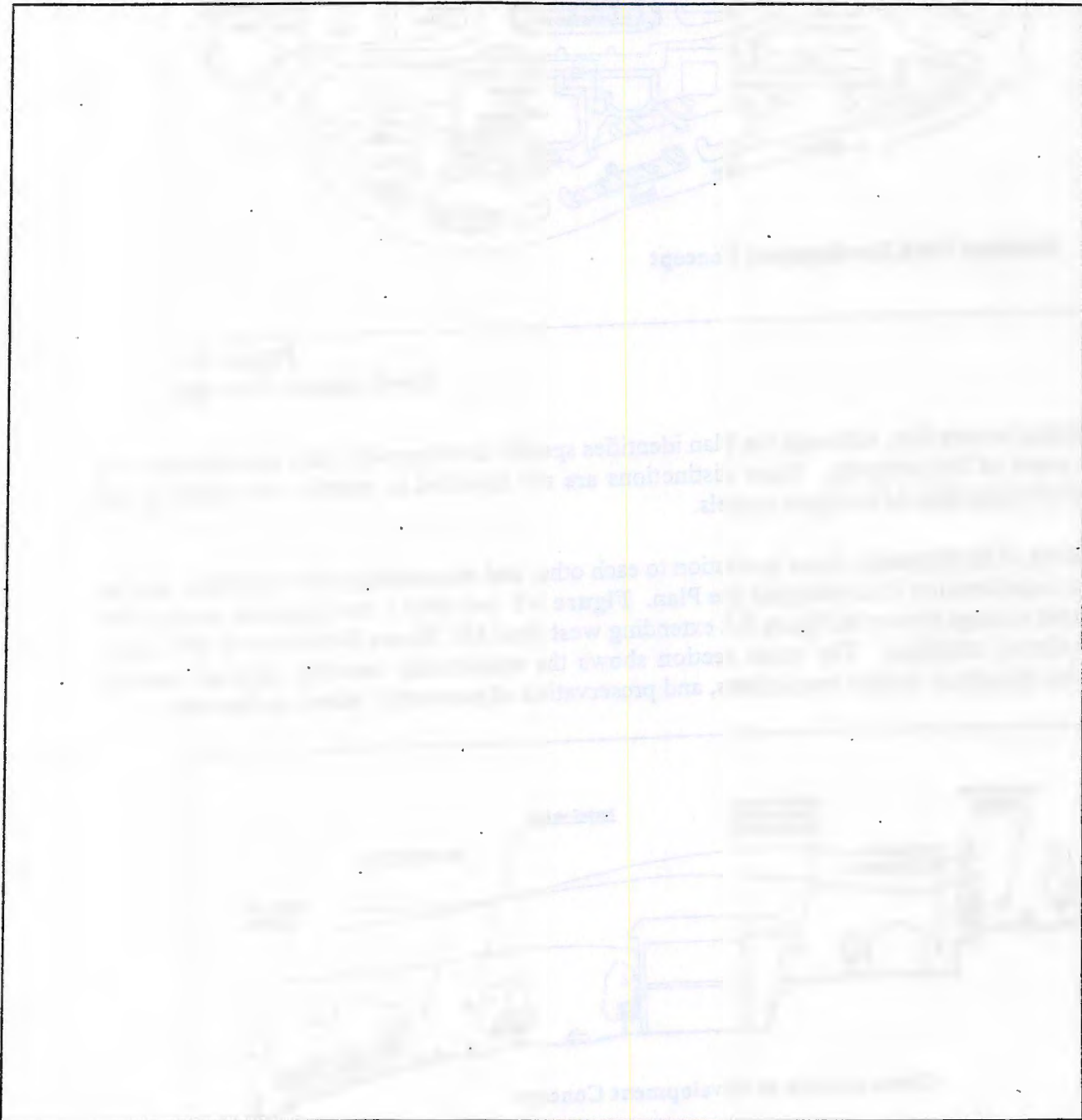


Cross Section of Development Concept

**Figure 3-3
Cross Section of Development Concept**

The image of the development is often defined by the first impression experienced by users and passersby. A strong entry statement can ensure a positive first impression and can increase the potential to attract quality uses to the site. **Figure 3-4** provides an example of possible landscape and signage treatments for the southern entrance to the project site.

Figure 3-4 Entry Treatment



3.3 BUILDOUT ASSUMPTIONS

The precise extent and mix of development likely to occur within the Roseburg Commerce Park is unknown. Nevertheless, it is possible to create a reasonable buildout scenario for the Roseburg site for the purposes of planning circulation and infrastructure improvements.

Circulation improvements are defined using two buildout scenarios:

- 1) Limiting buildout to a total Average Daily Trip (ADT) generation of approximately 16,000. Under General Plan buildout conditions, this is the volume of traffic that can be accommodated without expanding Mt. Shasta Boulevard to four lanes (See Table 3-1).
- 2) Improvements needed to accommodate ADT over 16,000. Improvement costs are substantially higher if Mt. Shasta Boulevard is widened to four lanes.

The uses presented in Table 3-1 represent a reasonable mix of potential uses based on market conditions and site location.

Table 3-1 Buildout Scenario for Roseburg Commerce Park- 16,000 ADT

Land Use	Acreage	ADT
Business Park	9.5	1,518
Office Park	7.0	1,366
Governmental	5.0	976
Industrial Park	3.5	220
Resort Hotel (100 rooms)	6.0	625
Motel (50 rooms)	1.0	510
Amusement Center	6.0	480
Service Station (12 pumps)	0.5	1,954
2 Fast-Food Restaurants (5,000 sq. ft. total)	2.0	3,550
2 Sit-Down Restaurants (10,000 sq. ft. total)	2.0	1,780
Quality Restaurant (5,000 sq. ft.)	1.0	480
10 Specialty Retail Stores (50,000 sq. ft. total)	4.0	2,035
Total	47.5	15,494

Infrastructure requirements to provide water and sewer facilities were based on available capacity within the existing system that would serve the property. Demand estimates for water and sewer were based on commercial usage. The limit of the initial buildout with connection to the existing water main system is 104,000 square feet of commercial space. There is sufficient capacity in the Mt. Shasta Wastewater Treatment Plant (WWTP) to accommodate buildout of 46 acres of the site with commercial uses, however, it is likely that the City would need to anticipate expansion of the WWTP prior to buildout of the 46 acres. The buildout capacity within the existing water and sewer systems is generally consistent with the buildout scenario presented in Table 3-1. Significant improvements beyond the existing available infrastructure (i.e. wastewater treatment plant expansion, new wells and/or water storage facilities) are described in the Infrastructure Plan.

For informational purposes, worst case buildout of the entire Plan Area was estimated using the total developable area and the floor area ratio (FAR) defined for each development area (Table 3-2). The FAR is a ratio that specifies how much floor space is allowed per a given amount of land. Chapter 5.0 identifies the FARs for each development area within the project site. It should be noted that the full buildout scenario would allow up to approximately 900,000 square feet of mixed use development on the site. Based on market conditions and infrastructure constraints, it is highly unlikely that this level of buildout would be achieved in the foreseeable future.

3.4 INFRASTRUCTURE PLAN

As mentioned previously, a major constraint to development of the project site is the lack of existing infrastructure. No sewer lines exist on the site, and the City's General Plan requires all new development to be connected to the City's sewer system. Only one water line is located in the area, within Mt. Shasta Boulevard extending to Bear Springs Road. There are currently no paved roads or improved access points to areas beyond Mt. Shasta Boulevard. Therefore, improvements will need to be extended to and constructed on the project site before any development can occur.

The Infrastructure Plan addresses the lack of services at the site other than roads, which are discussed in the Circulation Plan. The Infrastructure Plan identifies service needs based on the buildout assumptions presented previously and describes improvements needed to satisfy anticipated demands. This plan discusses improvements in three service areas: water, sewer and drainage.

Water

The standard water usage rate for commercial development is 0.5 gallons per minute (GPM) per 100 square feet. At maximum buildout as described in Table 3-2, flow rate demand would be approximately 4,000 GPM. In addition, flows required for fire-fighting must be considered. The suggested Needed Fire Flow (NFF) at maximum buildout is 3,000 GPM for at least three hours. To handle the total 7,000 GPM flow, a 16-inch minimum diameter pipeline from the storage tanks at Quail Hill would be required, with a potential demand of 10 million gallons per day (MGD). This would require unrealistic infrastructure additions and thus is not considered a practical approach.

TABLE 3-2
Maximum Potential Buildout of Roseburg Development Areas

Development Area (DA)	Parcel	Acreage	FAR	Potential Buildout (sq. ft.)	Preferred/Anticipated Use
DA-I	A	1.5	0.30	19,600	Commercial
	B	3.0	0.30	39,200	Business Park
	C	3.5	0.30	45,738	Business Park
	D	2.0	0.30	26,136	Comm./Gas/Food
	E	2.0	0.30	26,136	Comm./Gas/Food
	F	1.0	0.30	13,068	Comm./Gas/Food
	G	2.0	0.30	26,136	Comm./Gas/Food
	H	6.0	0.30	78,408	Commercial
	I	3.5	0.30	45,738	Commercial
	J	6.0	0.30	78,408	Recreation
	K	2.0	0.30	26,136	Motel
DA-II	A	5.0	0.30	65,340	Government
	B	2.0	0.30	26,136	Office
	C	1.5	0.30	19,600	Office
DA-III		3.5	0.30	45,738	Industrial
DA-IV	A	4.0	0.25	43,560	Commercial
	B	3.0	0.25	32,670	Commercial
	C	2.5	0.25	27,225	Commercial
	D	3.0	0.25	32,670	Commercial
DA-V		24.5	0.15	160,083	Resort Hotel
DA-VI		15.0	---	---	---
DA-VII		13.5	0.05	29,600	Public/Concessionaire
Total		81.5		907,326	

Instead, a more realistic phasing strategy was used to determine required water system improvements. Phase 1 would tie in development along Mt. Shasta Boulevard to the existing water system at the 8-inch water main that dead-ends at the Bear Springs Road intersection. An 8-inch water main would be placed just west of Mt. Shasta Boulevard within the loop road to serve potential development within DA I and II in the western portion of the site. The maximum available flow from this main would be 2,021 GPM with a residual pressure of 20 pounds per square inch (psi). The Uniform Fire Code requires a minimum fire flow of 1,500 GPM for at least two hours for nonresidential areas. Thus, only 521 GPM would be available to serve water needs for development, limiting commercial development to approximately 104,200 square feet. **Figure 3-5** depicts proposed improvements by phase.

The initial improvement of phase 2 would be completing the 8-inch water main within the loop road. The 8-inch water main would be connected to a 12-inch main in So. Mt. Shasta Boulevard which would provide a looped system capable of providing water service to Development Areas I, II, III, and IV. Once the 104,200 square-foot threshold is reached, additional Phase 2 improvements would be required. Improvements include a looped main of at least 10-inch diameter from the Quail Hill storage tanks (The Capital Improvement Plan in this chapter assumes a 12-inch main). The Phase 2 main can parallel the existing main on Old McCloud Avenue or take a shorter route to the hydrant at Bear Springs Road and Village Way. An additional well may be required to provide sufficient supply.

Phase 3, the final phase, would allow for further development in the eastern section of the Roseburg site. The 1986 Master Water Plan for the City calls for a looping system from Quail Hill to Village Way and Bear Springs Road, then to Mt. Shasta Boulevard where it would go to the end of the Roseburg site. Phase 3 would add an 8-inch main from Village Way through the eastern section. It would then be looped back to the 12-inch main proposed for Mt. Shasta Boulevard near the south limit of the site. This phase would be in compliance with the suggested development of a water main in the City's Master Water Plan, and it would provide flow increases for water supply and NFF flows for the south end of the Roseburg site.

Sewer

At present, the capacity of the Mt. Shasta Waste Water Treatment Plant (WWTP) is about 700,000 gallons per day (GPD), with about 150,000 GPD currently available. At buildout of the initial phase, it is estimated that the Roseburg Commerce Park could generate up to 63,480 GPD of sewage or 42% of the 150,000 GPD available capacity. With other anticipated projects, it is possible that expansion of the treatment plant will be required before buildout of the initial 46 acres, especially since the General Plan requires the City to plan for expansion when plant use reaches 75 percent of capacity. Subsequent development within the Roseburg Development Park should be reviewed to determine if capacity is available and to assist in determining when plant expansion should be considered. The WWTP is currently operating under a Cease and Desist Order from the State Regional Water Quality Control Board. The order was issued because the WWTP is exceeding some water quality parameters contained in their Discharge Permit

To estimate demand, the usage standard of 6 household equivalencies (HE) per acre of light commercial usage. Assuming an initial buildout of 46 acres, the project would generate a minimum of 276 HE. At 230 GPD/HE, a flow of 63,480 GPD or 44 gallons per minute (GPM) can be anticipated at buildout of 46 acres.

At buildout of the initial phase, the estimated 63,480 GPD of sewage generated would require 42% of the 150,000 GPD available capacity. With other anticipated projects, it is possible that expansion of the treatment plant will be required before buildout of the initial 46 acres, especially since the General Plan requires the City to plan for expansion when plant use reaches 75 percent of capacity. Subsequent development within the Roseburg Development Park should be reviewed to determine if capacity is available and to assist in determining when plant expansion should be considered. The existing sanitary sewer in the project vicinity is a 12-inch main located near the southern City Limits at the northwest corner of the project site. This line crosses the railroad at Palmer Road and then crosses Interstate 5 at Ream Road before reaching the WWTP. Reviewing sanitary sewer main sizing standards, the 12 inch main has a theoretical capacity of 915 GPM at a slope of 0.4%. According to City of Mt. Shasta staff, the existing dry weather flow is approximately 457 GPM or half of the available capacity, which is near capacity with the remaining pipe volume needed for wet weather peak flows due to infiltration during the rainy season. Adding 44 GPM of peak dry flow from the Roseburg Commerce Park, the remaining pipe capacity is effectively zero because of the infiltration problem. Consequently, there may be a problem with the capacity of the 12-inch sewer main during wet weather at full buildout.

Development of the sewage system for the Roseburg Commerce Park, like that of the water system, can occur in phases. Phase 1 involves the placement of an 8-inch main with a slope of 0.4% within the western portion of the site. This would be a gravity flow system with a capacity of 403 GPM, although only half that capacity is recommended for use, with the remainder to be saved for wet-weather flows. This main could support development of DA-I Parcels A, B, C, and possibly I and DA-II Parcel B. The main would connect to the existing 12-inch main under Palmer Road.

For Phase 2, a lift station and a 2" pressure pipe would be required to deliver sewage to the Palmer Road main from the remainder of DA-II and DA-I west of Mt. Shasta Boulevard. The outlet from the lift station could be connected to the 8-inch gravity line at the last manhole before it reaches the existing manhole tie-in. The lift station should be designed for up to a minimum peak flow of 40 GPM, but will depend on the final occupancy types and would be subject to a detailed site survey.

As noted, repairs to the existing system would be required to reduce infiltration and accommodate demand from the project site. Additional development could be accommodated once the infiltration problem is reduced in the 12-inch main. The City of Mt. Shasta has recently retained a consultant to conduct an analysis of Inflow/Infiltration into the existing sanitary sewer system. Recommendations generated by this study could address problems within the Palmer Road main which would free up capacity for the development.

Phase 3 would involve installation of a 12-inch gravity pipe in the southern part of the site. This main would be routed under Interstate 5 at the railroad underpass to an existing line underneath the

tracks. This main would not only permit development of the remaining undeveloped area of the Roseburg site, but the area south of the site as well. As previously indicated, it is anticipated that additional treatment capacity would be required before additional development could occur on the site. Figure 3-6 identifies existing and proposed sanitary sewer lines and improvements.

Drainage

Existing storm water drainage of the Roseburg site is to Mill Creek at Interstate 5 through two culverts under the railroad tracks. Two drainage areas exist within the Roseburg site. The north drainage area is the Mill Creek drainage through the former mill pond. The mill pond has a channel through which drainage is discharged. The northern drainage area covers a relatively small portion of the site but includes off-site drainage from areas east and northeast of the site. The southern drainage area covers all of the eastern section and the southern half of the western section.

In the northern drainage area, the pond could be rehabilitated as an additional storm water detention facility when necessary, with a metering gate at the present discharge channel. Wetlands have developed in the former mill pond, but mitigation measures for their loss can be implemented. The development standards for this area allow for a wetlands mitigation bank and enhancement area (see Area VII in Chapter 5.0).

For the southern drainage area, a detention pond could be constructed to mitigate increased runoff from development. If development in the southern area is confined to preexisting areas of development, such as the former lumber mill site, then Caltrans does not need to study or approve a drainage plan. However, if development occurs in the eastern section of the site, then a detention area on site would be needed. The discharge from this detention area would be metered to keep the peak flows to Mill Creek the same as before development. Since the discharge would enter Mill Creek where it passes under Interstate 5, Caltrans must approve the drainage plan. Other approvals would be needed from the Regional Water Quality Control Board, the Department of Fish and Game, and Siskiyou County. Detention could be accomplished through several small detention basins or a larger basin near the railroad under-crossing adjacent to DA-III. Figure 3-7 depicts on-site drainage features and proposed detention facility locations.

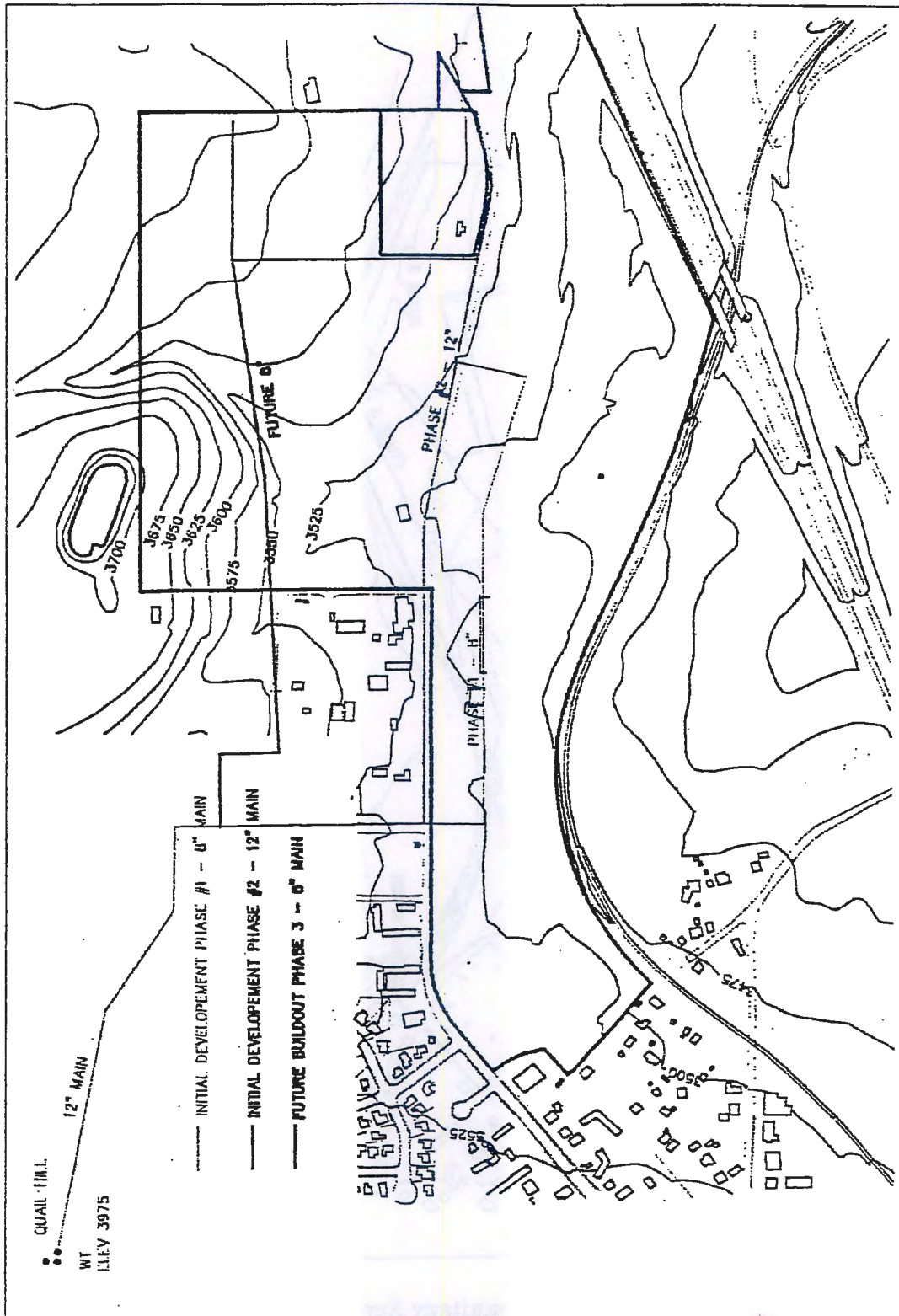


Figure 3-5
Water System Improvement Plan

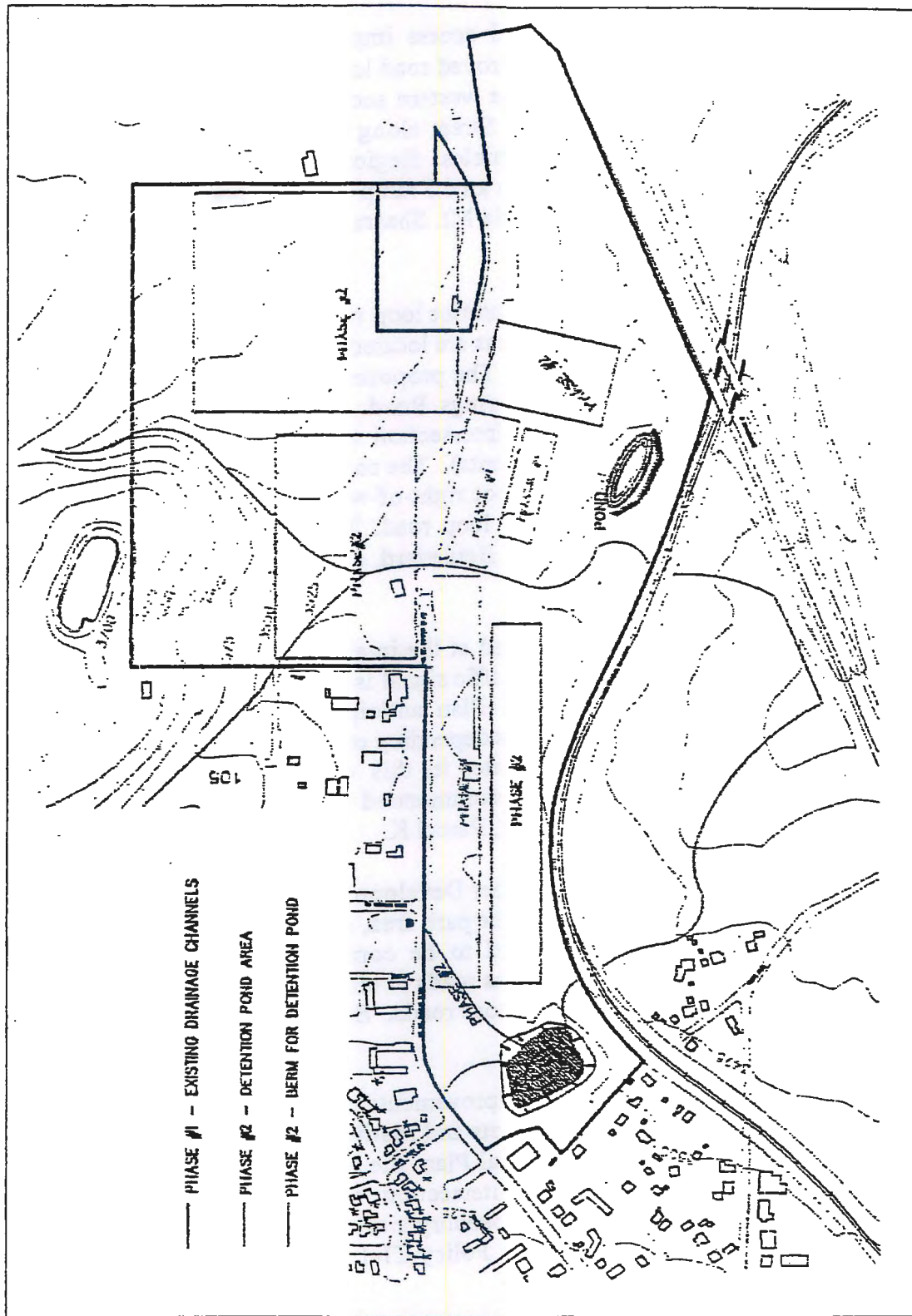


Figure 3-7
Storm Drainage Improvement Plans

3.5 CIRCULATION PLAN

The Circulation Plan identifies transportation and access improvements needed to serve the Roseburg Commerce Park. Currently, the only improved road located in the project area is South Mt. Shasta Boulevard. There is gated access to the western section of the site, but there are no improved roads. The eastern section has Church Street along the northern boundary and one unimproved dirt road that is unsuitable for most vehicles. Regional access is provided to the site from the south via South Mt. Shasta Boulevard from an off ramp from northbound Interstate 5, an interchange with Highway 89 and from the north via Mt. Shasta Boulevard from downtown Mt. Shasta.

A key element of the Circulation Plan is a proposed interior loop road in the western section of the project site. Most of the more readily developable areas are located in the western section, but there are currently no improved roads or access points. The proposed loop road would begin at the intersection of Mt. Shasta Boulevard and Bear Springs Road. It would wind southward for approximately one-half mile, then end at a second intersection with Mt. Shasta Boulevard (See Figure 3-1 for proposed on-site circulation improvements). The road would be constructed to City standards for commercial/industrial roads (i.e. 64 foot right-of-way and 44 foot paved section). Figure 3-8 depicts a typical section of the interior loop road. The intersection locations were determined based on sight distance along Mt. Shasta Boulevard, and their relationship to existing and proposed roadways and on-site conditions.

Turn lanes on Mt. Shasta Boulevard would be needed at the intersections, which would require widening the roadway at those points. In addition, a traffic signal is recommended for the southern intersection, the location where the City's General Plan anticipates the Highway 89 bypass connection. The loop road can be constructed in phases depending on the size and intensity of initial site development. The Phasing Plan, presented later in this chapter, projects a two-phase construction of the loop road. Figure 3-9 depicts recommended improvements at the southern intersection and improvements needed to access DA-I, Parcel K.

Additional interior roads will be required to access other Development Areas including extension roads from the loop road to Development Area IV and the park area, and from Mt. Shasta Boulevard to Development Area V. DA-5 access would need to be compatible with potential future construction of the Highway 89 bypass. Smaller access roads to site parcels may be required, but future developers would be primarily responsible for those roads. Such roads must be constructed to City commercial/industrial standards.

An important consideration in determining necessary improvements is the impact that development of the Roseburg Commerce Park would have on the streets and roadways of the City, especially on Mt. Shasta Boulevard. According to the City's General Plan, the level of service (LOS) on Mt. Shasta Boulevard is generally good, except at the intersection with Chestnut Street near the downtown. Since most northbound traffic from the Roseburg site must go through the Chestnut Street intersection, the LOS there is a significant issue. Policy CI-1.2 in the General Plan states,

3.0 PLAN ELEMENTS

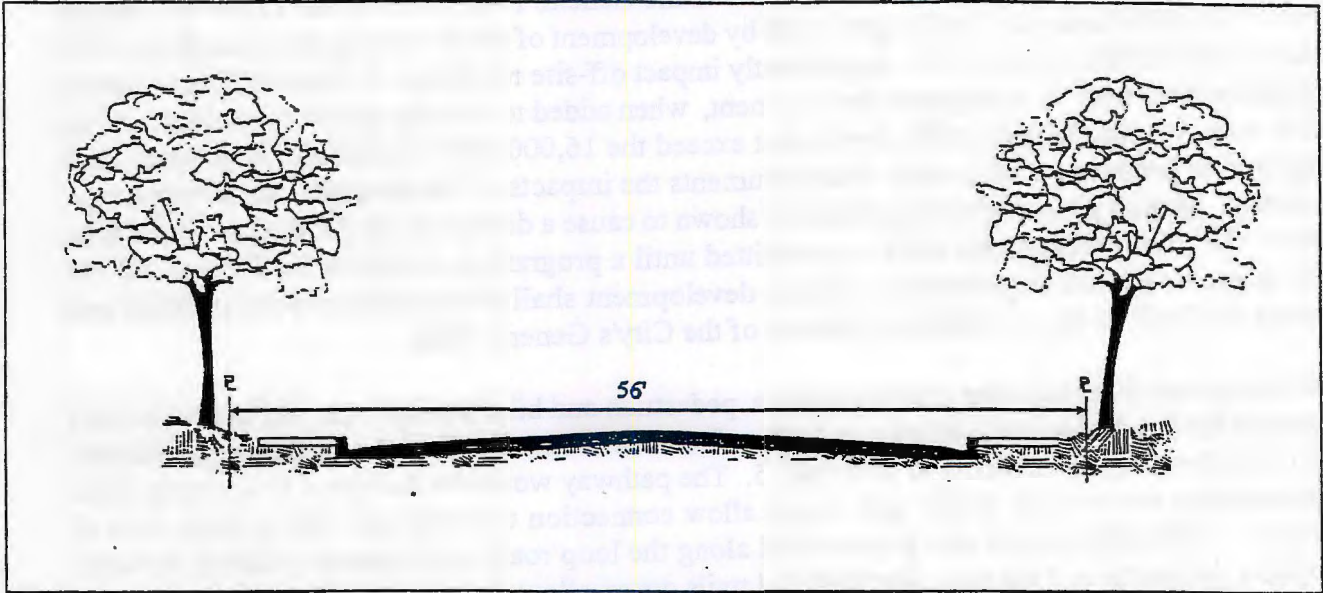


Figure 3-8
Interior Loop Road Section

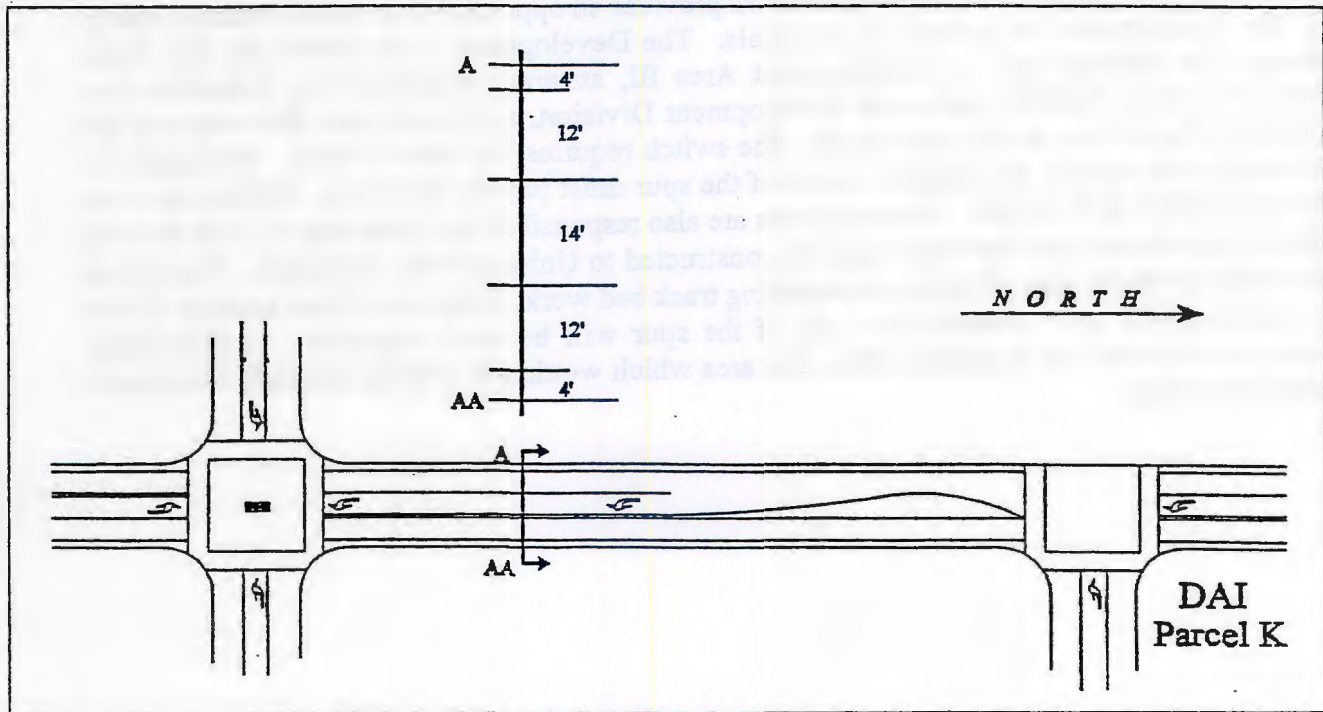


Figure 3-9
Intersection Improvements

"Segment LOS 'D' shall be the minimum acceptable service level." Therefore, development at the Roseburg site must not cause designated arterials in the General Plan to fall below LOS "D". Based on the City's LOS standard, if traffic generated by development of the Roseburg site exceeds an ADT volume of 16,000 the project could significantly impact off-site roadways if General Plan buildout assumptions hold true. If a proposed development, when added to already approved projects within the Plan area, would generate traffic levels that exceed the 16,000 ADT threshold, the project shall be required to prepare a traffic study that documents the impacts of the proposed development on City streets. Should proposed development be shown to cause a decline in the LOS of a City arterial to below "D", no development shall be permitted until a program to maintain the LOS at "D" or higher is approved and implemented. Future development shall also conform to the policies and programs set forth in the Circulation Element of the City's General Plan.

The Development Plan includes provisions for a pedestrian and bike trail system. An improved trail is proposed for the designated parkway extending from Mt. Shasta Boulevard near the proposed park site to the railroad under-crossing of Interstate 5. The pathway would be designed to accommodate both pedestrian and bicycle traffic and would allow connection to a regional trail system west of Interstate 5. Sidewalks would also be provided along the loop road to encourage walking between uses within the interior of the site. Recreational trails are an allowed use within Development Area VI. Pedestrian improvements are not proposed along Mt. Shasta Boulevard due to safety and cost considerations.

The proximity of the Union Pacific Railroad tracks provides an opportunity to use rail transportation, mainly for the shipment of goods and materials. The Development Plan allows for the future placement of a railroad spur in Development Area III, an area designated for industrial use. According to Union Pacific's Industrial Development Division, a railroad spur first requires the construction of a switch on the main track. The switch requires 145 feet of track. Although the railroad builds the switch, the potential users of the spur must pay for the work. Estimated costs range from \$65,000 to \$130,000. Potential users are also responsible for the laying of track beyond that used for the switch and the track must be constructed to Union Pacific standards. The cost is approximately \$100 per foot of track, not including track bed work. Because of the expense, Union Pacific recommends spur construction only if the spur will be used regularly. As previously indicated, an industrial use is anticipated in this area which would not prevent the installation of a spur line if necessary.

3.6 PHASING PLAN

The following is a suggested phasing program for development of the Roseburg Commerce Park. The phasing is based upon the ease of development opportunities as judged in the Opportunities and Constraints Analysis. The Phasing Plan provides a logical progression of development, assuming an incremental growth pattern. It should be noted that the Phasing Plan is only conceptual and does not preclude a different pattern of development based on market conditions or development opportunities.

Phase 1 (DA-I and II)

- Construction of first segment of internal loop road, providing access to DA-I, parcels A, B and C , and DA-II, parcels A, B and C.
- Construction of Bear Springs Road intersection.
- Extension of water and sewer lines to site and along interior loop road.
- Necessary alterations to Mt. Shasta Boulevard in site area.
- Begin development of park at former mill pond site.

Phase 2 (DA-I and II)

- Complete internal loop road.
- Install intersection improvements at southern access point.
- Complete looped water along Mt. Shasta Boulevard and loop road.
- Construct a 12-inch water main from Quail Hill to the site.
- Develop Lift Station, sewer line and pressure line.
- Complete development of park at former mill pond site.
- Begin work on trails through Open Space Parkway.
- Develop detention facilities to meet full project demand.

Phase 3 (DA-III, IV and V)

- Extend interior road system to provide access to development areas III, IV, and V.
- Construct 8-inch water main to serve higher elevations east of Mt. Shasta Boulevard.
- Construct 12-inch gravity main and connect west of Railroad under-crossing.
- Extend water and sewer lines from loop system to provide service to individual parcels.
- Complete trails through Open Space Parkway.

Depending on the availability of funding and labor, work could be accelerated on the park and on the Open Space Parkway trails.

3.7 CAPITAL IMPROVEMENT PLAN

A Capital Improvement Plan (CIP) is a short and/or long-term planning instrument which can be used to identify capital improvement needs and to coordinate financing and timing of those needs in a manner that maximizes the return to the public. As each annual budget is prepared, additional projects and priority needs can be developed and added to the program to maintain a current and comprehensive plan. A CIP is more than just a planning tool for City staff and management. It functions as a detailed explanation of the capital budget, provides information to elected officials and the general public, and aids coordination efforts with other jurisdictions and entities.

The Capital Improvement Plan (CIP), presented in Table 3-3 below, identifies the projects necessary to facilitate the development of the Roseburg Commerce Park, and the estimated costs of these projects. Projects are grouped by the expected phase of development in which they will be completed. This grouping is based upon the anticipated development work outlined in the Phasing Plan.

The Capital Improvement Plan outlined in Table 3-3 does not consider the cost of major off-site system improvements if the identified thresholds are exceeded. These include possible widening of Mt. Shasta Boulevard to four lanes and intersection improvements off-site, expansion of the treatment capacity at the Wastewater Treatment Plant, and development of additional water wells to meet project demand. The Environmental Impact Report that will accompany this Plan will identify mitigation strategies intended to monitor the incremental impacts of site buildout on the infrastructure system and identify milestones where certain improvements or requirements must be met.

The actual construction of these projects will depend on several factors: funding availability, pace of development on the Roseburg site, government/legal mandates, urgency of other City projects, and the impact of project development upon other City facilities. Due to possible changes in circumstances, it is advisable for the Public Works Department to review the CIP and to make any necessary revisions.

Funding of the projects listed in the Roseburg CIP can come from a variety of sources. While these sources may vary with time, a general list of possible funding mechanisms is presented below. The City may select whatever funding options seem most appropriate.

- Intergovernmental allocations - local, regional, state and federal (both annual and one-time apportionments)
- Land development fees/permits
- Developer contributions
- In-lieu fees or bonds
- Special assessments
- Utility-generated revenues
- Special-use funds
- Proposed legislation or proposition activity

Table 3-3 Capital Improvement Plan for Roseburg Site

Phase 1 Improvements			
Description	Quantity	Unit Price	Cost
Internal loop road to DA-II	1,350 lf	\$215/lf	\$290,250
Left turn lanes at Bear Springs Road intersection	1.s.	1.s.	\$84,000
8-inch water main, DA I and II west	2,200 lf	\$70/lf	\$154,000
Miscellaneous water improvements	10 ea	\$250 ea	\$2,500
8-inch sewer main, Mt. Shasta Blvd./DA I west	3,000 lf	\$70/lf	\$210,000
Manholes	8 ea	\$1,000 ea	\$8,000
Culverts	5 ea	\$2,000 ea	\$10,000
Fire Hydrants	4	\$1,800 ea.	\$7,200
<i>Subtotal-Phase 1</i>			\$765,950
Phase 2 Improvements			
Description	Quantity	Unit Price	Cost
Completion of internal loop road	1,290 lf	\$215/lf	\$277,350
Left turn lanes at bypass intersection	1.s.	1.s.	\$128,700
Traffic signal at bypass intersection (if warranted)	1.s.	1.s.	\$130,000
Connection to park area	300 lf	\$215/lf	\$64,500
12-inch water main, Mt. Shasta Blvd.	3,500 lf	\$110/lf	\$385,000
12-inch water main, Quail Hill	3,000 lf	\$110/lf	\$330,000
8-inch water main, complete loop road connection	1,300 lf	\$70/lf	\$91,000
Fire hydrants	20 ea	\$1,800 ea	\$36,000
Miscellaneous water improvements	12 ea	\$250 ea	\$3,000
Lift station, 40 GPM	1 ea	\$15,000 ea	\$15,000
1.5- or 2-inch pressure pipe	2,000 lf	\$12/lf	\$24,000
8-inch sewer main, Mt. Shasta Blvd./DA I east & west	2,000 lf	\$70/lf	\$140,000
8-inch sewer main, Mt. Shasta Blvd.	2,500 lf	\$70/lf	\$175,000
Manholes	3 ea	\$1,000	\$3,000

Phase 2 Improvements (Continued)			
Description	Quantity	Unit Price	Cost
Mill Creek detention pond	1.s.	1.s.	\$10,000
<i>Subtotal-Phase 2</i>			\$1,812,550
Phase 3 Improvements			
Description	Quantity	Unit Price	Cost
Connection to DA-IV	300 lf	\$215/lf	\$64,500
Connection to DA-V	400 lf	\$215/lf	\$86,000
8-inch water main, Roseburg east section	3,500 lf	\$70/lf	\$245,000
12-inch sewer main, south area	2,000 lf	\$120/lf	\$240,000
South detention pond	1.s.	1.s.	\$15,000
Hydrants	4	\$1800 ea.	\$7,200
<i>Subtotal-Phase 3</i>			\$657,700
Total for All Improvements			\$3,236,200

This document contains general development standards that will apply to the entire community. The standards are intended to provide a framework for development and to ensure that development is consistent with the community's long-term goals. The standards are intended to be flexible and to allow for future changes as needed. The standards are intended to be consistent with the community's overall vision and goals.

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4.0 GENERAL DEVELOPMENT STANDARDS

The standards are intended to be consistent with the community's overall vision and goals. The standards are intended to be flexible and to allow for future changes as needed. The standards are intended to be consistent with the community's overall vision and goals.

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This chapter describes proposed development standards that will apply to the entire Roseburg Commerce Park site. It is not the intention of these standards to promote a monotonous appearance to development at the site. Rather, they are meant to indicate what types of development are acceptable or unacceptable. They are also meant to reduce adverse impacts development could have on the natural environment and the Mt. Shasta community. Existing City standards shall apply where relevant development standards are not explicitly stated in this Plan.

In deciding upon appropriate development standards, several key factors were considered:

Pad elevations. Within the Roseburg site, there is a significant variation of elevation. Adjacent building pad elevations vary by as much as 40 feet. Also important is the elevation of building pads in relation to other physical features. For example, some building areas adjacent to Mt. Shasta Boulevard are at grade with the roadway, while others are as much as 15 feet below grade.

Visibility from transportation corridors. The Roseburg site is highly visible from two major transportation corridors - Interstate 5 and Mt. Shasta Boulevard. The City's General Plan considers the Roseburg area as a "gateway" to the community - a place where visitors form an immediate impression of the City. Therefore, it is important that the Roseburg site be developed in as attractive a manner as possible.

Site preparation considerations. The existence of certain physical features, such as steep slopes and remnants of concrete structures, means that some areas may cost more to develop than others.

Proximity to services. Certain areas within the site can more readily have the necessary infrastructure installed than other sites.

4.1 ARCHITECTURAL DESIGN

Objective: To ensure that buildings are designed and constructed in a manner harmonious with adjacent developed areas and with the Mt. Shasta community as a whole.

4.1.1 For the purposes of this section, "exposed" shall mean exposed to public view.

4.1.2 *Style and Configuration*

- a. Building facades shall vary over the length of the building. Wall planes shall not exceed 50 feet in length.
- b. Exposed roofs shall have a pitch of 4:12 or greater. Larger buildings could be flatter overall with exposed areas pitched.
- c. Building service areas and trash containers shall be screened from public view by solid fencing or walls with locked gates.

4.0 GENERAL DEVELOPMENT STANDARDS

d. Mechanical, electrical and other equipment placed on roofs shall be shielded from public view (Figures 4-1 and 4-2).

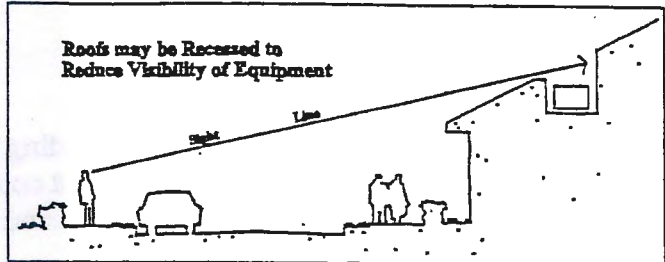


Figure 4-1
Screening of Roof Equipment

e. Mechanical, electrical and other equipment located on the ground outside of the building shall be located in service areas and screened from public view with solid fencing or walls (Figure 4-2).

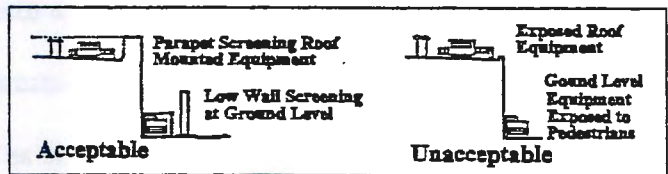


Figure 4-2
Equipment Screening

f. Unfinished foundation walls shall not be exposed for more than eight (8) inches in a vertical direction. Foundation wall finishes shall be of materials and colors as allowed for walls.

g. Where site conditions allow, buildings with southern exposures should open to the sun and northern exposures should be closed.

4.1.3 Materials

- a. Use of rustic, native materials and exposed heavy timber structures is encouraged.
- b. All materials shall be non-reflective.
- c. Use of materials other than those listed below will be allowed only if reviewed and approved by the Planning Department.
- d. Materials allowed for exposed walls: Stained wood, smooth troweled cement plaster, native rock, exposed aggregate concrete, textured concrete and split-face concrete masonry units.
- e. Materials allowed for exposed roofs: Metal, wood shingles and composition shingles. Shingles shall conform to all applicable fire safety codes and regulations.
- f. Materials allowed for exposed solid fences: Same as for exposed walls except that gates may be steel.

- g. Materials allowed for decorative fences: Stained wood, native rock and wrought iron.

4.1.4 *Colors*

- a. Colors shall complement the surrounding natural environment. Use of muted colors for large areas is encouraged. Vibrant colors shall be used for accent only and shall be limited to door and window trims and other similar accents.
- b. Colors allowed for exposed walls:
Stained wood - no restrictions
Cement plaster - earth tones or off-whites
Native rock, exposed aggregate concrete - natural colors
Textured concrete, split-faced concrete masonry units - natural colors or earth tones
- c. Colors allowed for exposed roofs: Natural or dark colors.
- d. Colors allowed for solid fences: Same as for exposed walls.

4.2 LANDSCAPING

Objective: To establish landscaping that requires low maintenance, enhances the attractiveness of the developed area, and establishes a positive gateway statement.

4.2.1 Plants used in landscaping should be selected appropriately based upon their adaptability to the climatic, geologic, topographic and other conditions of the Mt. Shasta area. Such conditions include, but are not limited to, the following:

- a. A climate with wide variations in temperature and potential freezing any time of the year.
- b. A high altitude in the Cascade Mountain range, ranging from 3,000 to 4,000 feet above mean sea level.
- c. Snow loads capable of destroying existing landscaping.
- d. Plants that are indigenous to the Mt. Shasta alpine and subalpine zones are preferred. Such plants should be placed in natural looking groups.

4.2.2 Plants having similar water demands should be grouped together. No plants with a high water demand shall be used in areas with a slope of twenty-five (25) percent or greater.

4.0 GENERAL DEVELOPMENT STANDARDS

- 4.2.3 The use of cool season grasses is encouraged. The total area covered by warm season grasses, water features and high water use plants shall not exceed forty (40) percent of the landscaped area.
- 4.2.4 Landscaping at the base of buildings is recommended to soften the edges of the structure. Planting materials should incorporate a variety of plants, forms, and sizes to avoid monotony.
- 4.2.5 Irrigation systems shall be designed so as to avoid runoff, low head drainage, overspray or similar conditions where water flows onto adjacent properties, roadways, sidewalks or non-irrigated areas. Where appropriate and feasible, drip irrigation systems should be used. Automatic control systems shall be incorporated in irrigation systems and shall be able to accommodate all aspects of the design.
- 4.2.6 Any water features in the landscape, including decorative fountains, shall use recirculating water, unless the water source is a spring on site or runoff from the pond in the park area.
- 4.2.7 Sculpture, fountains, ironwork, and wood carvings are encouraged.

4.2.8 Street trees shall be incorporated along street rights-of-way with an average of one tree per forty (40) feet of lineal frontage. Trees may be placed in groupings as long as the number of trees equals the number required by the preceding minimum. The minimum size for street trees shall be fifteen (15) gallons. Trees with fruit or nuts or other maintenance-intensive characteristics are not encouraged for use as street trees. Root barriers shall be used for all trees within six feet of concrete sidewalks or curbs (Figure 4-3).

4.2.9 Parking lots adjacent to a street shall have a landscape strip not less than five feet wide between the parking lot and the street. Trees shall be provided in the interior of the lot at a ratio of 1 tree per 5 spaces. Design consideration shall be given to snow removal with minimal damage to landscaping.

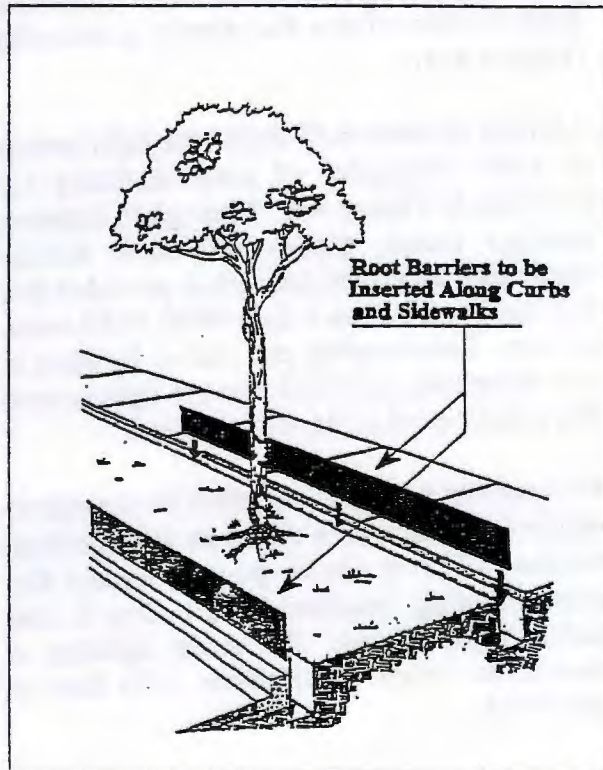


Figure 4-3
Tree Root Barriers

4.2.10 Existing vegetation along the western side of Mt. Shasta Boulevard shall be used as screening for the western section of the Roseburg site. Additional vegetation may be planted to further screen that section, provided that lines of sight at access points are not obstructed. Where feasible, existing trees elsewhere on the Roseburg site shall be incorporated into the landscaping, except if they pose a fire or other safety hazard to any structures constructed on site.

4.2.11 Graded slopes shall be seeded or planted to stabilize slopes and prevent erosion.

4.3 LIGHTING

Objective: To reduce the adverse impacts of lighting originating from the Roseburg Commerce Park site without compromising safety and security and/or unduly restricting legitimate commercial uses.

4.3.1 Outdoor lighting, including lighting in parking lots, shall be directed only onto the property where the light source is located. Lighting shall not result in a hazard or public nuisance by directly shining or glaring on adjacent public or private properties or roads. Indirect illumination of adjacent properties shall not exceed one foot-candle in intensity (Figure 4-4).

ROAD DESIGN

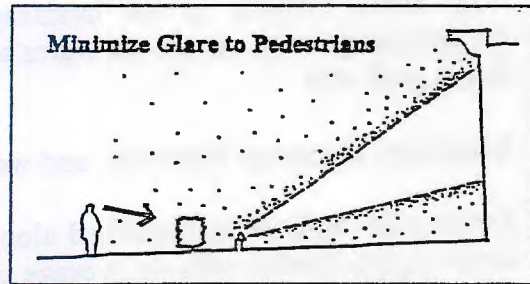


Figure 4-4
Light Screening

4.3.2 All light fixtures shall shield the light source or bulb. Examples of such shielding are provided in Figure 4-5. Clear glass lanterns, carriage lamps, globes and other similar decorative lamps are permitted, provided that the light source has a light level of 60 watts or less. Landscaping and accent lighting is also permitted, provided that the light source has a light level of 45 watts or less.

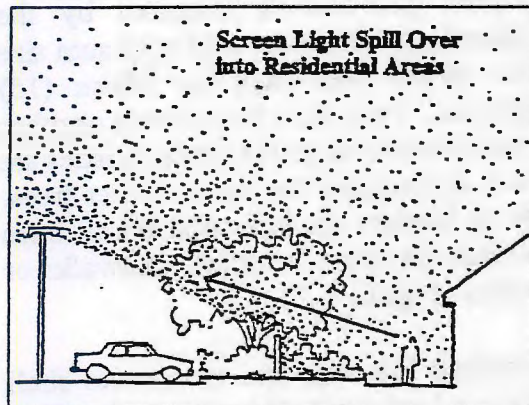


Figure 4-5
Light Screening

4.3.3 No outdoor post lighting shall be permitted where the light source or fixture is more than twelve (12) feet above ground, except for street lighting installed by the City in the public right-of-way. For street lighting, a maximum height of eighteen (18) feet is permitted.

4.3.4 The lighting plan for a development shall incorporate recommendations from the Police Department that will improve security and safety. Such recommendations shall conform to the provisions of this section as closely as possible. Where such recommendations may conflict with the other provisions of this section, the Planning Commission shall make the final decision, accompanied by a finding that the approved lighting is in substantial compliance with the purpose of this section.

4.4 PARKING

Objective: To provide necessary parking while conforming to the overall goal of creating an attractive and unified development.

4.4.1. The visual impact of all parking lots within Roseburg Commerce Park should be minimized by locating parking facilities in areas least visible from the street and by providing adequate screening and parking lot landscaping (Figure 4-6).

- a. Parking areas should be screened from public streets by a combination of low walls, berms, and plant materials. The height of the screen shall not cause sight distance obstructions at entrances or along pedestrian ways or disrupt distant views.
- b. Landscaped islands should be provided within parking areas as a means to break up the visual dominance of parked vehicles.

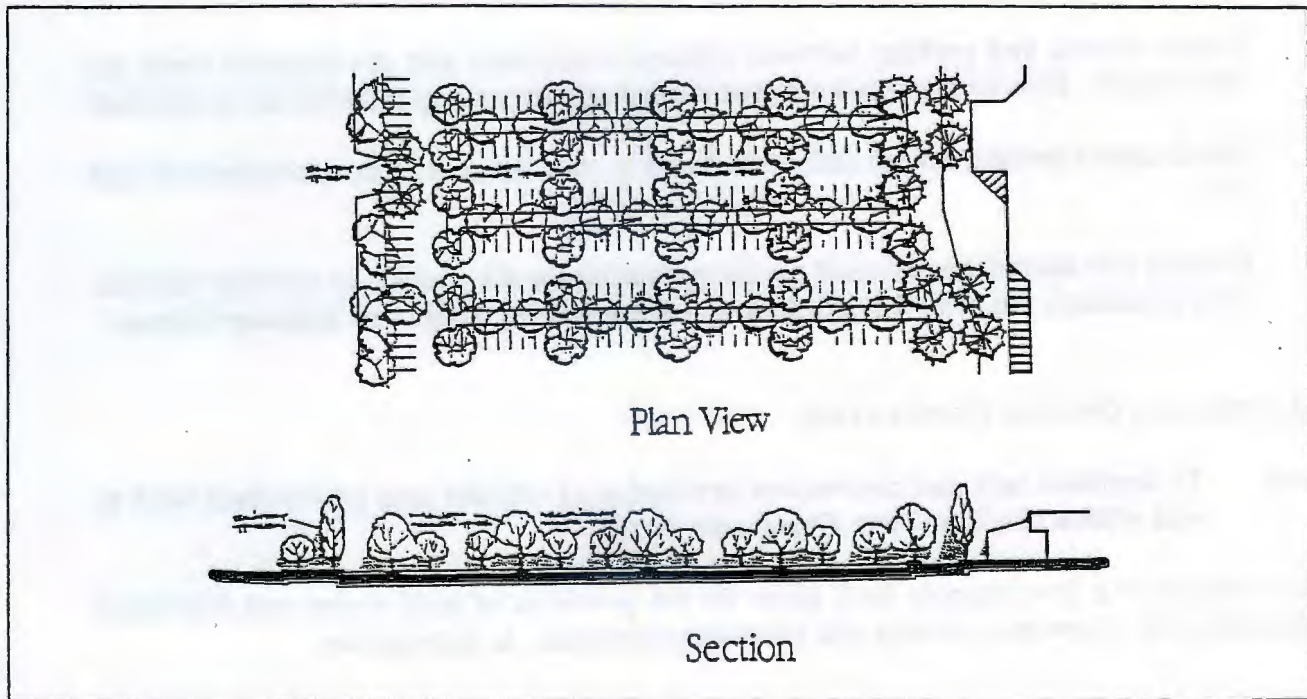


Figure 4-6
Parking Lot Screening and Landscaping

4.4.2 The minimum number of parking spaces shall be provided as follows:

Table 4-1 Minimum Number of Parking Spaces

Uses	Minimum Parking Spaces
Retail commercial	1 per 300 sq. ft. floor area
Manufacturing, warehouse, similar uses	1 per 1,000 sq. ft. floor area
Motels, hotels	1.2 per guest room
Assembly halls, theaters, similar uses	1 per 4 persons of capacity, as defined by Building Code
Restaurants, bars	1 per 4 seats of seating capacity, as defined by Building Code.
Medical, dental, healing arts offices	1 per 200 sq. ft. gross floor area
Professional offices, not elsewhere listed	1 per 200 sq. ft. gross floor area
Vehicle sales, lumber yards, similar uses	
Other uses	As determined by Planning Commission

- 4.4.3 Parking requirements of three or more combined uses under a single roof, or within a single complex, shall be determined by the total number of spaces required of all uses, reduced by not more than twenty-five (25) percent. The percentage reduction shall be determined by the City Planner.
- 4.4.4 Shared access and parking between adjacent businesses and development areas are encouraged. However, parcels devoted exclusively to parking facilities are prohibited.
- 4.4.5 Handicapped parking spaces shall be included in accordance with the provisions of state law.
- 4.4.6 Parking lots should be designed so that pedestrians walk parallel to moving vehicles. This minimizes the need for pedestrians to cross parking aisles and landscaped areas.

4.5 ACCESS AND ON-SITE CIRCULATION

Objective: To facilitate safe and convenient circulation of vehicles and pedestrians both to and within the Roseburg Commerce Park.

- 4.5.1 Site design of a development shall allow for the provision of joint access and driveways through and/or between existing and future developments, as appropriate.

4.0 GENERAL DEVELOPMENT STANDARDS

4.5.2 Site design shall allow for continuous pedestrian access to primary and accessory uses both within and between developments.

4.6 SIGNS

Objective: To promote signs on the Roseburg Commerce Park site that are functional and create no adverse aesthetic or safety impacts.

All signs on the Roseburg site shall conform to the provisions of the City's Sign Ordinance, with the following exceptions:

- 4.6.1 Temporary cloth signs shall not be placed across City streets or public property, except as approved by the City Administrator.
- 4.6.2 Maximum illumination shall be Scale 9 (44 lux), except for signs for hotels and motels, service stations and convenience ("fast food") restaurants, the maximum illumination for which shall be in conformance with the provisions of the City's Sign Ordinance.
- 4.6.3 One freestanding sign may be placed at each main access point to the Roseburg Commerce Park site as a directory to businesses located within the site. The sign shall be placed within the right-of-way of the access road and shall not obstruct vehicular sight distances. Sign area shall be no greater than thirty-two (32) square feet. Only indirect illumination of the sign is permitted. Construction of the sign shall be in conformance with the provisions of the City's Sign Ordinance.
- 4.6.4 On-site directional signs are permitted in accordance with the provisions of the City's Sign Ordinance.

4.7 GRADING AND EROSION CONTROL

Objective: To control and prevent damage from erosion and sedimentation to adjacent properties and natural areas.

- 4.7.1 All graded surfaces and materials shall be wetted, protected or contained in such a manner as to prevent any nuisance from dust or spillage upon adjoining property or streets. Equipment and materials on the site and on hauling routes shall be used in a manner that avoids the generation of excessive dust.
- 4.7.2 Grading during the wet weather season, defined as the time period the first day of which is October 1 and the last day of which is April 30, shall be prohibited unless a special permit is granted by the Director of Public Works. The Director of Public Works may require the implementation of erosion control measures as a condition of the permit, as well as provisions ensuring the implementation of such measures.

4.0 GENERAL DEVELOPMENT STANDARDS

- 4.7.3 Cuts and fills shall be feathered into the existing terrain within the property boundaries. Retaining walls and cribbing should utilize natural materials such as wood timbers, logs, rocks and textured, board-formed or color-tinted concrete. Both cut and fill slopes shall not be steeper than two horizontal to one vertical (2:1), unless the Director of Public Works finds that special circumstances applicable to the property would lead to a deprivation of reasonable use of the property if this provision was strictly applied. If special circumstances are found to exist, a geological and engineering analysis shall be prepared verifying the safety of steeper slopes and specifying appropriate erosion control measures. Cut and fill slopes shall be contour-rounded, unless Director of Public Works finds special circumstances applicable to the property.
- 4.7.4 The faces of cut and fill slopes over four feet in vertical height shall be prepared and maintained to control against erosion. Any planting that is required shall meet the provisions of this Plan's landscaping section. The protection for the slopes shall be installed as soon as practicable and prior to the wet weather season.
- 4.7.5 Unprotected graded surfaces exceeding 5,000 square feet in area, other than slopes, shall be planted, paved or built upon, or shall be provided with berms, approved drainage facilities or approved erosion control facilities adequate to prevent erosion and to conduct runoff to an approved place of discharge.
- 4.7.6 Development at the Roseburg site is encouraged to follow the basic design principles and standards for erosion control and sedimentation reduction set forth in Appendix C of this Plan. It is the intent of these standards to prohibit the abandonment of graded areas or slopes which are not provided with erosion protection and adequate drainage facilities, even if all other requirements in this section have been met.
- 4.7.7 Grading, excavation and filling shall avoid direct or indirect impacts on watercourses, wetlands and other bodies of water, except for work specifically permitted by a state or federal agency. Such work shall adhere to all conditions of the permit.

4.8 HILLSIDES

Objective: To enhance public safety and protect property by setting standards for development of steeply sloped areas within the Roseburg Commerce Park site.

- 4.8.1 No grading or other construction activity shall occur on hillsides with slopes of twenty-five (25) percent or greater, except as provided for elsewhere in this Plan.
- 4.8.2 On slopes from fifteen (15) to twenty-five (25) percent, cut or fill slopes shall not be greater than thirty-five (35) feet in height, or in compliance with City standards. Where practicable, contour grading techniques shall be used. To the extent possible, cut or fill slopes shall be screened from view by buildings, landscaping or natural topographic

4.0 GENERAL DEVELOPMENT STANDARDS

features. The total cut and fill acreage and such acreage as a percentage of the total site area shall be noted in development plans submitted by a project applicant. Applications which propose development in excess of grading required for building foundations, roadways, utilities, parking areas or recreational areas shall submit justification for such grading to the City Engineer.

- 4.8.3 The prohibition against development on slopes of 25 percent or greater does not apply to such slopes identified in the section of the Roseburg site west of Mt. Shasta Boulevard, except in park and open space parkway areas. Nevertheless, it is encouraged that development in that section incorporate such slopes in site design with as little impact on these slopes as practicable.

4.9 PUBLIC SAFETY

Objective: To protect human life and property from hazards at the Roseburg Commerce Park site, with emphasis on prevention.

- 4.9.1 All flammable vegetation that is not part of the proposed landscaping for a development shall be cleared in accordance with the requirements of the California Division of Forestry and Fire Protection. This provision does not apply to the area along Mt. Shasta Boulevard. However, vegetation along Mt. Shasta Boulevard shall be tended so that it does not pose a fire hazard to nearby buildings.
- 4.9.2 All new development shall install sprinklers in accordance with the requirements of the Uniform Fire Code. New development may also be required to have manual pull stations if the Fire Department determines that they are necessary.
- 4.9.3 All new development shall install fire alarm systems that will give warnings about fire 24 hours a day.
- 4.9.4 Site and building design shall provide for adequate access around buildings for Fire Department vehicles.
- 4.9.5 Fire hydrants and their placement shall meet state and ISO standards, the Uniform Fire Code and the standards of the City of Mt. Shasta.

4.10 OTHER PERFORMANCE STANDARDS

Objective: To establish standards, not established elsewhere in the Plan, that ensure that development is sensitive to environmental constraints.

All uses within the Roseburg Commerce Park shall conform to the following applicable standards:

4.10.1 *Water use.*

New development shall be connected to the City's water system. ~~The maximum daily demand for water by new development shall not exceed the normal capacity of the City's water system.~~ Should the maximum daily demand of new development exceed the normal capacity, measures to mitigate impacts on water supply shall be implemented. Such measure may include, but are not limited to, water conservation devices and impact fees for new wells.

- b. No development or use of land shall lower the groundwater table more than ten feet, cause undesirable change in groundwater flow patterns or cause subsidence.

4.10.2 *Water quality.* No activity shall locate, store, discharge or permit the discharge of any treated, untreated or inadequately treated liquid, gaseous or solid materials of such nature, quantity, obnoxiousness, toxicity or temperature that run off, seep, percolate or wash into surface or ground waters so as to contaminate, pollute or harm such waters or to cause nuisances.

4.10.3 *Sewage generation.* New development shall not generate sewage in an amount that will increase the total amount of sewage treated to 75 percent of the total capacity of the City's sewage treatment facilities. Should the projected sewage demand of new development increase the amount of sewage to 75 percent of facility capacity or greater, measures to mitigate impacts on sewage capacity shall be implemented. Such measures may include, but are not limited to, impact fees to fund expansion of sewage facilities.

4.10.4 *Noise.*

- a. Noise is required to be muffled so as not to be objectionable due to emission, beat frequency or shrillness. The average dBA count resulting from new activities shall not exceed sixty (60) dBA during the day and fifty (50) dBA at night at any point on any lot line. The average dBA count shall be computed based on samples taken at intervals over a twenty-four (24) hour period.
- b. During the peak activity of sixty (60) minutes in a twenty-four (24) hour period, a noise may not exceed the average dBA count by more than ten dBA in any area.

4.0 GENERAL DEVELOPMENT STANDARDS

- c. The noise standards shall not apply to the temporary use of such machinery as chain saws, lawn mowers, leaf blowers and snowmobiles.
- d. Interior noise levels of buildings shall comply with appropriate City noise standards.
- e. In measuring noise levels for compliance, a sound-level meter that meets at least the minimum standards set by the American National Standards Institute (ANSI) shall be used. The sound-level meter shall use a wind screen when outdoor measurements are taken. Before the meter is used for noise measurements, a calibration check shall be made.

4.10.5 *Vibrations.*

- a. Vibrations produced by activities on site shall not exceed the standards set forth in the table below at the lot line:

Frequency (cycles per second)	Displacement (inches)
0 to 10	0.0010
10 to 20	0.0008
20 to 30	0.0005
30 to 40	0.0004
40 and over	0.0003

In measuring vibrations, a basic vibration meter shall be used.

- b. This provision shall not apply to vibrations produced by railroad or motor vehicle transportation.

4.10.6 *Electromagnetic interference.* No use, activity or process shall be conducted which produces electromagnetic interference in the transmission or reception of electrical impulses beyond any lot lines, including radio and television. In all cases, the use of any equipment that potentially produces electromagnetic interferences shall comply with Federal Communications Commission requirements concerning such usage. Violations of this standard shall be considered as public nuisances.

4.10.7 *Smoke and particulate matter.* Emissions of smoke and particulate matter from new land uses on site shall comply with all applicable federal, state and local requirements, including receipt of all required permits.

4.0 GENERAL DEVELOPMENT STANDARDS

4.10.8 *Odors, toxic matter.* The emission of odors or toxic matter in such quantities as to be readily detectable at any point along any lot lines, so as to produce a public hazard, is prohibited. Violations of this standard shall be considered as public nuisances.

4.10.9 *Hazardous materials.*

- a. No use or activity that manufactures flammable or explosive materials shall be permitted on the site. No use or activity that stores and distributes flammable or explosive materials shall be permitted on the site, except for service stations or uses and activities that use such materials as part of their manufacturing process, subject to the conditions set forth in b) below.
- b. Permitted uses and activities that use hazardous materials in their manufacturing processes shall comply with the hazardous material procedures of Siskiyou County.

Activity	Standard

5.0 ALLOWED USES AND STANDARDS FOR DEVELOPMENT AREAS

5.0 ALLOWED USES AND STANDARDS FOR DEVELOPMENT AREAS

This chapter identifies allowed uses and presents development standards for each development area within the Roseburg Commerce Park site. These standards supplement the general standards presented in Chapter 4.0 and are not to be interpreted as superseding those standards. The standards acknowledge the characteristics of particular areas within the Roseburg Commerce Park and their influence on development. Combined, these characteristics have produced a variety of site conditions with differing development opportunities and challenges:

Topography and pad elevations. Development Areas within the Roseburg Commerce Park are located on level terrain and in areas with slopes. Topography influences both the type and the feasibility of development within a particular development area. Topography may not necessarily impose a constraint on site and building design and can be an asset. For example, sites at lower elevations may permit taller buildings than elsewhere on the Roseburg site.

Presence of mature vegetation and wetlands. Mature vegetation and wetlands can add a significant aesthetic value to a development. However, development in both areas can be costly due to physical conditions. Alteration of forests and wetlands can diminish their aesthetic value and reduce habitat for plant and animal species. For wetlands, federal and/or state permits may be required before any construction work can begin.

Adjacent land uses. The presence of nearby land uses, especially residential areas, can restrict the options for development of a site. For instance, neighborhood concerns about traffic and noise can prohibit the placement of a certain activity on a site near that neighborhood - an activity that may otherwise be permitted.

Existence of infrastructure. Development of the Roseburg site will require the extension of water and sewer lines. Street improvements will also be necessary. These improvements will initially access some development areas, making them more readily developable. More remote development areas may have to wait longer for these improvements. Also, improvements at the more remote sites are likely to be more costly.

The development areas are described in Chapter 3.0 and depicted in Figure 3-1. Development standards are also established for the Open Space Parkway in the western section of the site. Where no development standards are explicitly stated, City standards shall apply.

5.0 ALLOWED USES AND STANDARDS FOR DEVELOPMENT AREAS

5.1 AREA I-DEVELOPMENT STANDARDS

The purpose of Area I (DA-I) is to provide for light commercial and office uses that will serve the Mt. Shasta community and nearby towns, with emphasis on highway and visitor-serving commercial uses .

5.1.1 Permitted Uses

Principally permitted uses in DA-I are as follows:

- a. Arboretums and horticultural gardens.
- b. Art galleries, exhibit centers.
- c. Automobile rental agencies, offices only.
- d. Barber and beauty shops.
- e. Bicycle rental shops.
- f. Eating and drinking establishments.
- g. Gift, novelty and souvenir shops.
- h. Hotels, motels and accessory shops (such as gift shops, beauty shops, etc.).
- i. Indoor commercial recreational facilities such as ice skating rinks, amusement centers, bowling alleys.
- j. Travel agencies, ticket agencies.
- k. Theaters, dance halls, community assembly halls.
- l. Any other visitor-serving uses as determined by the City Council to serve the purpose of this Area.

5.1.2 Administrative Uses

Administratively permitted uses in DA-I are as follows:

- a. Antennas and communications facilities on undeveloped lots.

5.0 ALLOWED USES AND STANDARDS FOR DEVELOPMENT AREAS

5.1.3 Conditional Uses

Conditionally permitted uses in DA-I are as follows:

- a. Accountants, attorneys, business and management consultants and other professional offices.
- b. Administrative or executive offices of any type of business.
- c. Architects, landscape architects, planners, engineers and surveyors, geologists, graphic designers and interior designers not including retail sales on the premises.
- d. Employment agencies.
- e. Financial institutions including banks, savings and loan associations, finance companies and credit unions.
- f. Health and exercise clubs.
- g. Insurance brokers and services, investment brokers, real estate brokers and offices, and title and escrow companies.
- h. Intermodal transportation facilities.
- i. Outdoor entertainment and recreation facilities, such as tennis clubs, driving ranges.
- j. Public and quasi-public uses appropriate in a commercial/office area.
- k. Retail business establishments permitted in the C-1 zone, as set forth in the City's Zoning Ordinance
- l. Schools and studios for arts, crafts, photography, music and dance.

m. Service stations

5.1.4 Area I Requirements

Development standards applicable to DA-I are as follows:

- a. Maximum floor-area ratio (FAR) is 0.30
- b. For parcels adjacent to and west of Mt. Shasta Boulevard, (Parcels A, B, C, D, and G) maximum building exterior wall height is twelve (12) feet and maximum roof height is twenty-five (25) feet. The maximum number of stories is one. An exception to these

5.0 ALLOWED USES AND STANDARDS FOR DEVELOPMENT AREAS

height requirements may be granted to a permitted use on these lots if it can be demonstrated that scenic views from Mt. Shasta Boulevard will not be significantly obstructed.

- c. For all other parcels in DA-I, maximum building height is thirty (30) feet. Maximum number of stories is two. An exception to these height requirements may be granted to a permitted use on these lots if it can be demonstrated that scenic views from Mt. Shasta Boulevard will not be significantly obstructed.
- d. Except as provided for below, minimum setback from streets shall be twenty (20) feet. No other setbacks are required except between buildings, which shall be as required by the Uniform Building Code and the Uniform Fire Code.
- e. Building sites shall have a minimum landscape coverage of fifteen (15) percent of total lot area.

5.1.5 Setback Requirements for Parcels I-B and I-C

Parcels I-B and I-C shall have a minimum setback from the Mt. Shasta Boulevard right of way of forty (40) feet. Landscaping and picnic tables for employees in adjacent buildings are permitted within the setback. Alleyways are permitted if screened from Mt. Shasta Boulevard by landscaping.

5.1.6 Setback Requirements for Other Parcels Adjacent to Mt. Shasta Boulevard

All other parcels adjacent to Mt. Shasta Boulevard shall have a setback from the Mt. Shasta Boulevard right of way equal to the height of the tallest building on the parcel or of thirty (30) feet, whichever is greater. Landscaping and picnic tables for employees in adjacent buildings are permitted within the setback.

The purpose of Development Area II (DA-II) is to provide for light commercial and office uses that will serve the Mt. Shasta community and nearby towns.

5.1 Permitted Uses

Pincipally permitted uses in DA-II are as follows:

- a. Accountants, attorneys, business and management consultants and other professional offices.
- b. Administrative or executive offices of any type of business.
- c. Architects, landscape architects, planners, engineers and surveyors, geologists, graphic designers and interior designers not including retail sales on the premises.
- d. Barber shops and beauty salons
- e. Eating and drinking establishments.
- f. Employment agencies, travel agencies and airline ticket agencies.
- g. Financial institutions including banks, savings and loan associations, finance companies and credit unions.
- ~~Government offices and service facilities, excluding storage equipment or repair of~~
- i. Health and exercise clubs.
- j. Indoor commercial recreational facilities such as ice skating rinks, amusement centers.
- k. Insurance brokers and services, investment brokers, real estate brokers and offices, and title and escrow companies.
- l. Medical, dental and health-related offices and clinics.
- m. Oculists, opticians and optometrists.
- n. Prescription pharmacies.

5.0 ALLOWED USES AND STANDARDS FOR DEVELOPMENT AREAS

- o. Schools and studios for arts, crafts, photography, music and dance.
- p. Theaters, dance halls, community assembly halls.

5.2.2 Administrative Uses

Administratively permitted uses in DA-II are as follows:

- a. Antennas and communications facilities on undeveloped lots.
- b. Accessory uses and buildings customarily appurtenant to a permitted use.

5.2.3 Conditional Uses

Conditionally permitted uses in DA-II are as follows:

- a. Commercial laundries.
- b. Community care facilities, including child care centers.
- c. Hotels, motels and accessory shops (such as gift shops, beauty shops, etc.) and any other visitor-serving uses as determined by the City Council to serve the purpose of this Area.
- d. Light industrial uses that meet the performance standards set forth for the site as a whole and that are not incompatible with the permitted uses in this Area.
- e. Outdoor commercial entertainment and recreation facilities.
- f. Printing and publishing or lithographic shops.
- g. Public and quasi-public uses appropriate in a commercial/office area, except in the specially designated area where such uses are permitted.
- h. Veterinary clinics, subject to the following conditions:
 - 1. Treatment is limited to small domesticated house animals and birds.
 - 2. Boarding of animals is limited only to that necessary for recuperation of patients.
 - 3. Clinic shall comply with all standards for noise and odors set forth in this Plan.

5.2.4 Area II Requirements

Requirements in DA-II are as follows:

- a. Maximum FAR is 0.30.
- b. Maximum building height is thirty (30) feet; maximum number of stories is two.
- c. Minimum setback from streets shall be twenty (20) feet. No other setbacks are required except between buildings, which shall be as required by the Uniform Building Code and the Uniform Fire Code.
- d. Building sites shall have a minimum landscape coverage of fifteen (15) percent of total lot area.

5.0 ALLOWED USES AND STANDARDS FOR DEVELOPMENT AREAS

5.3 AREA III -DEVELOPMENT STANDARDS

The purpose of Area III (DA-III) is to provide for light industrial uses such as manufacturing, processing, assembly and storage. Outdoor manufacturing is not permitted. Uses that may include outdoor storage and the emission of visible gases, steam, heat, vibration, particulates and noise must comply with the standards set forth in Chapter 4.0 of this Plan.

5.3.1 Permitted Uses

Principally permitted uses in DA-III are as follows:

- a. Cabinet shops and furniture manufacture.
- b. Ceramic products manufacture, using only previously pulverized clay and kilns fired by electricity or gas.
- c. Cold storage plants.
- d. Die and pattern making.
- e. Machine shops.
- f. Manufacture, assembly and repair of:
 1. Aircraft accessories and parts.
 2. Electronic and computer equipment and components.
 3. Business machines.
 4. Electrical devices generally.
 5. Garments.
 6. Household appliances.
 7. Machine tools.
 8. Medical instruments, devices and equipment.
 9. Accessories and parts for motor vehicles, motorcycles, recreational vehicles, motorcycles, boats and trailers.
 10. Outdoor and indoor recreational clothing and equipment.
 11. Small miscellaneous consumer products.
- g. Sheet metal shops.
- h. Soils engineering and testing firms.
- i. Upholstering shops.
- j. Wholesale distribution.

5.3.2 Administrative Uses

Administratively permitted uses in DA-III are as follows:

- a. ~~Antennas and communications facilities on undeveloped lots.~~
- b. Administrative offices directly related to the activity on site.
- c. Guard offices, excluding those with living facilities.
- d. Employee cafeterias.
- e. Outdoor storage areas, subject to the following conditions:
 1. Areas shall be screened in accordance with Section 4.1.9 of this Plan.
 2. Storage area shall not be the primary use of the property.
 3. Materials shall not be stored higher than the screen.
 4. The storage of scrap, waste or other material not used in the production process of the activity is prohibited.

5.3.3 Conditional Uses

Conditionally permitted uses in DA-III are as follows:

- a. Commercial laundries.
- b. Heavy equipment sales and rental.
- c. Repair and painting of motor vehicles, recreational vehicles, boats, farm equipment and motorcycles.
- d. Mini-storage or mini-warehouses.
- e. Research offices and laboratories for the conduct of scientific research. Such research may include the design, fabrication and testing of prototypes and the performance of environmental tests.
- f. Eating and drinking establishments.
- g. Trade schools and training centers.

5.0 ALLOWED USES AND STANDARDS FOR DEVELOPMENT AREAS

5.3.4 Area III Requirements

Requirements for DA-III are as follows:

- a. Maximum FAR is 0.30.
- b. Maximum building height is forty -five (45) feet; maximum number of stories is three.
- c. Minimum setback from streets shall be twenty (20) feet.
- d. Building sites shall have a minimum landscape coverage of ten (10) percent of total lot area.

5.0 ALLOWED USES AND STANDARDS FOR DEVELOPMENT AREAS

5.4 AREA IV - DEVELOPMENT STANDARDS

The purpose of Area IV (DA-IV) is to provide for a variety of uses that serve the Mt. Shasta community, some of which may not be considered appropriate in other development areas at the Roseburg site. In some portions of DA-IV, industrial uses permitted in DA-III are allowed.

5.4.1 Permitted Uses

Principally permitted uses in DA-IV are as follows:

- a. Bakeries and bottling plants.
- b. Contractor shops, offices and storage where entirely within completely enclosed building.
- c. Furniture and major appliance sales.
- d. Home furnishing sales.
- e. Microbreweries.
- f. New and used automobile sales and service centers.
- g. Recreational vehicle and boat sales and service centers.
- h. Civil engineering and testing firms.
- i. Wholesale distribution.

5.4.2 Administrative Uses

Administratively permitted uses in DA-IV are as follows:

- a. Antennas and communications facilities on undeveloped lots.
- b. Accessory uses and buildings customarily appurtenant to a permitted use.

5.4.3 Conditional Uses

Conditionally permitted uses in DA-IV are as follows:

- a. Eating and drinking establishments.
- b. Hotels and motels with no accessory shops.

5.0 ALLOWED USES AND STANDARDS FOR DEVELOPMENT AREAS

- c. Outdoor and indoor entertainment and recreation facilities.
- d. Printing and publishing or lithographic shops.
- e. Public and quasi-public uses appropriate in a commercial/office area.
- d. Uses generally and conditionally permitted in DA-III may be permitted on sites adjacent to DA-III. Such uses shall comply with the requirements and standards set forth for DA-IV, except as specified elsewhere in this section.

5.4.4 Area IV Requirements

Requirements in DA-IV are as follows:

- a. Maximum FAR is 0.25.
- b. Maximum building height is forty-five (45) feet; maximum number of stories is three.
- c. Minimum setback from streets shall be twenty (20) feet. No other setbacks are required except between buildings, which shall be as required by the Uniform Building Code and the Uniform Fire Code.
- d. A landscaped corridor/buffer zone shall be established along Interstate 5 as part of the Open Space Parkway. This buffer zone shall be established so that noise exposures of development in DA-IV are consistent with City standards.
- e. Trees and vegetation should be spaced along the freeway leaving "windows" for views at appropriate points.
- f. The visual impact of blank walls and business signs shall be minimized. Any signs visible from Interstate 5 shall be subject to review and approval of the Planning Commission. No blank building walls should front the freeway edge.
- g. Building sites shall have a minimum landscape coverage of fifteen (15) percent of total lot area, except for sites with activities permitted under Section 5.4.3(d). For such sites, the minimum landscape coverage is ten (10) percent.

5.4.5 Setback Requirements for Parcels Adjacent to Mt. Shasta Boulevard

All parcels adjacent to Mt. Shasta Boulevard shall have a setback from the Mt. Shasta Boulevard right of way equal to the height of the tallest building on the parcel or of thirty (30) feet, whichever is greater. Landscaping and picnic tables for employees in adjacent buildings are permitted within the setback.

5.5 AREA V- DEVELOPMENT STANDARDS

The purpose of Area V (DA-V) is to provide for commercial uses primarily oriented towards visitor services.

5.5.1 Permitted Uses

Principally permitted uses in DA-V are as follows:

- a. Hotels, motels and accessory shops (such as gift shops, beauty shops, etc.) and any other visitor-serving uses as determined by the City Council to serve the purpose of this Area.
- b. Eating and drinking establishments.
- c. Resorts, conference centers.
- c. Theaters, dance halls, nightclubs.
- d. Indoor recreational facilities such as ice skating rinks, amusement centers.
- e. Schools and studios for arts, crafts, photography, music and dance.
- f. Arboretums and horticultural gardens.
- g. Art galleries, exhibit centers.

5.5.2 Administrative Uses

Administratively permitted uses in DA-V are as follows:

- a. Antennas and communications facilities on undeveloped lots.
- b. Accessory uses and buildings customarily appurtenant to a permitted use.

5.5.3 Conditional Uses

Conditionally permitted uses in DA-V are as follows:

- a. Uses principally permitted in DA-II.
- b. Outdoor commercial entertainment and recreation facilities.
- c. Health and exercise clubs.

5.5.4 Area V Requirements

Requirements for DA-V are as follows:

- a. Maximum FAR is 0.20.
- b. Maximum building height is forty-five (45) feet; maximum number of stories is three.
- c. Minimum setback from streets and roadways shall be twenty (20) feet.
- d. Building sites shall have a minimum landscape coverage of fifteen (15) percent of total lot area.

5.6 AREA VI - DEVELOPMENT STANDARDS

Development Area VI (DA-VI) is severely constrained by several factors. Hillside slopes exceeding 25 percent exist on site, as do potential jurisdictional wetlands. The Mt. Shasta General Plan has designated much of DA-VI as "medium sensitivity" for cultural resources. Therefore, DA-VI has been designated primarily for open space and recreational uses that have little physical impact.

5.6.1 Permitted Uses

Principally permitted uses in DA-VI are as follows:

- a. Recreational trails.
- b. Habitat and wetland restoration area, wetland mitigation bank.
- c. Private wildlife, wilderness preserve.

5.6.2 Administrative Uses

Administratively permitted uses in DA-VI are as follows:

- a. Interpretive, directional signs.
- b. Offices and storage sheds appurtenant to permitted use, provided that they comply with conditions of all necessary permits.

5.6.3 Conditional Uses

Conditionally permitted uses in DA-VI are as follows:

- a. Uses appurtenant to development on adjacent properties.
- b. Visitor center appurtenant to permitted use, provided that such center complies with all requirements of this Plan and with conditions of all necessary permits.

5.6.4 Area VI Requirements

Requirements for DA-VI are as follows:

- a. Maximum FAR is 0.20.
- b. Maximum height for buildings is twenty-five (25) feet.

5.0 ALLOWED USES AND STANDARDS FOR DEVELOPMENT AREAS

- c. Building sites shall have a minimum landscape coverage of fifteen (15) percent of total lot area.
- d. Conditionally permitted uses must comply with all general development standards set forth in the Development Plan and with conditions of all necessary permits.
- e. Trails shall meet generally accepted standards for trail construction. Trails constructed within areas of steep slopes shall be constructed so as to minimize potential erosion hazards. Trails constructed within a potential jurisdictional wetland area shall comply with all conditions set forth in any required permit, and in any case shall be constructed so as to minimize adverse impacts on such area.

5.7 AREA VII - DEVELOPMENT STANDARDS

The purpose of Development Area VII (DA-VII) is to provide a site for a park, along with recreational uses appropriate to a park. Another purpose is to provide an area for the promotion and enhancement of the natural and cultural resources of the Mt. Shasta community and region.

5.7.1 Permitted Uses

Principally permitted uses in DA-VII are as follows:

- a. Wetland restoration and enhancement area, wetlands mitigation bank.
- b. Natural community creation and enhancement area.
- c. Trails, paths for pedestrians and bicycles.

5.7.2 Administrative Uses

Administratively permitted uses in DA-VII are as follows:

- a. City park.
- b. Facilities that accommodate park users, such as:
 1. Restrooms
 2. Picnic areas with tables.
 3. Playground area with equipment
 4. Park benches along trails and paths
 5. Interpretive displays, directional signs
 6. Parking lots
 7. Outdoor lighting
 8. Public telephones, with approval of the Police Department
- c. Temporary concession booths for items sold in conjunction with a permitted event held within the area.
- d. Lake with fishing facilities.
- e. Outdoor sports fields and activities.
- f. Amphitheater.
- g. Historical and cultural displays and structures.

5.0. ALLOWED USES AND STANDARDS FOR DEVELOPMENT AREAS

5.7.3 Conditional Uses

Conditionally permitted uses in DA-VII are as follows:

- a. Seasonal or year-round concessions selling goods and services. Such concessions include, but are not limited to, food, equipment rentals, and gifts and souvenirs.
- b. Arboretums and horticultural gardens.
- c. Drainage channels, watercourses, spreading grounds and settling basins.

5.7.4 Area VII Requirements

Requirements for DA-VII are as follows:

- a. Maximum FAR is 0.05. It is strongly encouraged that any building construction take place in the southern part of DA-VII, close to DA-I and DA-II.
- b. Trails shall meet generally accepted standards for trail construction. Trails constructed within a potential jurisdictional wetland area shall comply with all conditions set forth in any required permit, and in any case shall be constructed so as to minimize adverse impacts on such area.
- c. Any parking lots constructed adjacent to DA-I and DA-II may be used by adjacent development, but only in specially designated spaces on the lot and only during the time period from 7:30 a.m. to 5:30 p.m. The City shall determine if any such designation is necessary and the number of spaces to be designated. In any case, park users shall be the primary users of the parking lots.
- d. Conditionally permitted drainage structures should be compatible with the open space nature of the area.

5.8 OPEN SPACE PARKWAY

The Open Space Parkway (OSP) runs through the western section of the Roseburg Commerce Park site. The OSP provides an aesthetic, circulatory and recreational amenity to the site. The proposed trail use will allow movement of pedestrians and bicyclists within the site. The OSP trails could also become part of an area-wide trail system, with connections to the planned Lake Siskiyou trail and to the downtown.

5.8.1 Permitted Uses

Principally permitted uses in the OSP are as follows:

- a. Recreational trails for hiking and bicycling.
- b. Wetland habitat restoration in areas where potential jurisdictional wetlands have been identified.

5.8.2 Administrative Uses

Administratively permitted uses in the OSP are as follows:

- a. Interpretive and directional signs.
- b. Benches along trails.
- c. Emergency call booths.

5.8.3 Conditional Uses

Conditionally permitted uses in the OSP are as follows:

- a. Drainage channels, watercourses, spreading grounds and settling basins.

5.8.4 Parkway Requirements

Requirements in the OSP are as follows:

- a. Trails constructed within the OSP shall meet generally accepted standards for trail construction. Trails constructed within areas of steep slopes shall be constructed so as to minimize potential erosion hazards. Trails constructed within a potential jurisdictional wetland area shall comply with all conditions set forth in any required permit, and in any case shall be constructed so as to minimize adverse impacts on such area.

5.0 ALLOWED USES AND STANDARDS FOR DEVELOPMENT AREAS

- b. Landscaping shall follow the provisions set forth in the Landscaping section of this Plan, except that provisions that are suggestive shall be mandatory. Existing vegetation may be removed under the following conditions:
 - 1. The vegetation is non-native to the Mt. Shasta area and is replaced with native vegetation.
 - 2. Existing vegetation poses a safety hazard to Parkway users.
- c. Conditionally permitted structures should be compatible with the open space nature of the area and with the trail system. Structures should not create flooding on trails whenever possible.

The purpose of this notification is to inform you of the proposed development and to provide you with an opportunity to comment on the proposal. The details of the proposal will be discussed during the public hearing. The hearing will be held on the date and time specified in the attached notice. It is requested that you attend the hearing and provide your comments to the Planning Commission. Your comments will be taken into consideration in the final decision.

6.0 IMPLEMENTATION

The intent of the Development Plan and Environmental Impact Report is to allow a streamlined city development review process. The details of this process will be a focus of discussion during the draft Development Plan. The starting point for discussion will be the proposed Pre-Application process currently under review by the City and included as Appendix D. It is likely that the Pre-application review process will be in light of the extensive detail provided with the Development Plan and EIR.

6.0 IMPLEMENTATION

The purpose of this document is to provide a summary of the findings of the study conducted by the research team. The study was designed to investigate the impact of various factors on the performance of the system. The results of the study are presented in the following sections.

The study was conducted over a period of six months. The data was collected from a variety of sources, including interviews, surveys, and observations. The findings of the study are discussed in detail in the following sections.

The study found that there is a significant relationship between the variables studied. The results indicate that the system performs better under certain conditions than others. These findings have important implications for the design and implementation of the system.

APPENDIX A

The purpose of this appendix is to provide additional information related to the main text. This section contains detailed data and analysis that supports the conclusions drawn in the main text. The information presented here is intended to provide a more comprehensive understanding of the study's findings.

The data presented in this appendix is organized into several tables and figures. Each table and figure is accompanied by a detailed description of its contents and the methods used to generate the data. This information is essential for interpreting the results of the study.

PRELIMINARY MARKET ASSESSMENT

INTRODUCTION

The purpose of this memorandum is to present the findings of our assessment of the most appropriate uses for the Roseburg property, a survey of local perceptions of the business environment in the City of Mount Shasta, an analysis of the socioeconomic base, delineation of trade areas and visitor activity and spending patterns. Evaluation of the feasibility for buildout of the 117 acre Roseburg property is not included in this assessment. This study describes the initial variables necessary for evaluation of market feasibility. The final market assessment will provide a more detailed analysis of the uses presented in this memorandum and the actual performance of these development options in the market place.

Research data and information presented in this analysis was gathered from a number of sources including the City of Mount Shasta, local real estate brokers, Siskiyou County, State Department of Finance, State Employment Development Department, CalTrans, Federal Bureau of Economic Analysis, and Bureau of Tourism.

The initial step in the market assessment methodology is to explain and analyze market performance, absorption rates and drawing power for future development on the Roseburg property. This task was completed by analyzing pertinent market variables such as demographic and socioeconomic conditions, market demand characteristics, and visitor activities and spending.

Siskiyou County is identified by its unique labor and industry markets which have traditionally revolved around the timber industry, agriculture and rail transportation. As Siskiyou County has continued to develop, the rate of growth in these industries has begun to decrease slightly as the economy continues to diversify. Most notable among the growing industries in Siskiyou County are construction and mining, services, and retail trade. As economic conditions have changed and the economic base continues to diversify in the region, the Roseburg property is likely to play a key role in attracting businesses and industry due to its large availability of acreage, urbanized surroundings, proximity to transit and the growing tourist/visitor market in the City of Mount Shasta and environs.

SUMMARY OF POTENTIAL MARKETABLE USES

The amount of acreage on the Roseburg site available for market rate development has been estimated at approximately 80 acres. This net acreage (from a gross acreage of 117) was derived through previous City commitments to Siskiyou County for a potential intergovernmental center, identified site constraints presented in the Opportunities and Constraints Analysis, open space and circulation requirements. Using a reasonable Floor Area Ratio of .25, the net acreage could yield approximately 871,200 square feet of floor area.

Our initial market research indicates that absorption of office has been slow and industrial space has been stagnant in recent years. According to several local real estate professionals, there has been little or no demand for office or industrial space over the last twelve months. Since the residential boom of 1989, retail demand has remained flat, other commercial and industrial space demand has remained stagnant, and hotel demand is stagnant.

PRELIMINARY MARKET ASSESSMENT

With the Mount Shasta Ski Park expanding both its ski terrain and facilities, other businesses emerging to offer cross country and snowmobile outings, and establishment of the Mt. Shasta Resort and Golf Course, Mount Shasta is becoming more than just a local destination point or a place for travelers on Interstate 5 to stop for fuel and food. The Roseburg property presents an opportunity for the City to guide its future by creating the needed catalyst to further increase tourist and visitor demand in the area. As the local economy moves toward visitor oriented destination services, the City is challenged with determining if this is the market position that should be pursued or if more traditional commercial and industrial type development should be pursued.

Development of the Roseburg property for industrial uses will compete with other regional site opportunities. As such, land and development costs could be an issue for any development interest in this category, although it appears that the Roseburg property could be highly competitive for this market use capture. In general, industrial development will continue in the region as the economy diversifies. Speculative industrial and commercial development should be avoided. Specific users must be retained with development occurring under a "build to suit" scenario.

In summary, preliminary research indicates that the most viable uses include:

- Tourist/visitor and retreat oriented uses such as resort oriented hotels, meeting and conference facilities, restaurants and speciality retail; (the Mount Shasta Resort and Conference center)
- Family and visitor oriented recreation and entertainment such as an ice skating rink and open space park, a cinema complex, and various amusement type facilities;
- Environmentally clean industrial oriented uses;
- A campus style light industrial, Research and Development, and office complex;
- An expanded regional governmental center complex,
- A Federal and State Park office complex with institution type uses integrated into the development; and
- Residential housing opportunities are also an option, however this market demand is not perceived as the highest and best use for the site.

LOCAL PERCEPTIONS

To supplement the market assessment, PMC prepared a survey questionnaire and conducted an informal survey of business owners and real estate professionals to determine local perceptions and assessment of needs. The results of the informal survey and our discussions with local business persons will be used in the final assessment of the feasibility of the Roseburg Commerce Park. The feasibility of the Planned Development concept will be analyzed not only based on pure market demands but also with the best interest of existing businesses and the local community at large in mind. The following is a list of the responses we received to the survey.

- People are mostly "just passing through" during the winter months, this translates into 1 night stays only.
- If there is a good snow season, skiers will come and stay.
- A slight decrease in business has been recognized as a result of decreased travel to Reno, which is attributed to the opening of "Indian casinos" that are closer to home, etc.
- Most business is attributed to parties "just passing through".

PRELIMINARY MARKET ASSESSMENT

- Limited night life and limited range of urban entertainment, and related activities, make it more difficult for Mt. Shasta to compete with other destinations such as Tahoe.
- "Ski Park gets us through the winter".
- Winter business is largely dependent upon ski conditions.
- Ski Park contributes at least 50% of business to local economy during the winter months.
- Repeat business is important, make sure you establish your hotel or business as a "point of interest" for parties that make annual treks through the area.
- City needs to market more towards the tourist industry, especially during the winter months when visits are lower. Ski Park can draw more visitors, need to market it more.
- Winter months are slower and harder for B&Bs because skiers are looking for cheaper rates.
- More signage is needed along the I-5 corridor.
- Mount Shasta has difficulty in competing with Tahoe which offers more than just skiing.
- Mount Shasta should not try to compete in high tech industry because it will lose out to other markets such as "silicon valley" which is world renown for its high tech industry.
- Too many hotels and restaurants.
- People passing through get stuck due to snow and that is the only reason they stay.
- SPRR spill in 1992 has severely hurt the fishing industry and has caused many businesses to shut down.
- Overall level of business is proportionate depending upon weather.

Local business people identified the following top five uses for the Roseburg property:

- Roseburg Property should be developed as a recreational or tourist based use.
- Ice Skating
- Movie Theater
- Park
- Recreational land-use

MARKET AREA DELINEATION

The market area is defined in a regional context as the geographic area providing the majority of the visitors from which retail businesses are likely to draw customers; or from which commercial office and industrial uses could serve various and emerging regional industry clusters and draw employees. Typically, trade areas differ from business and industry types but for purposes of this preliminary study, a profile of the regional area as well as the tourist market provides sufficient data and will form the foundation for more in-depth analysis.

The regional market or trade area is the primary area from which development on the Roseburg site is likely to draw 70 to 90 percent of customers, including visitors in the area who are likely to be attracted to the site under a recreational or tourist based development scenario. The remaining 30 to 10 percent of potential visitors are anticipated to come from throughout California, southern Oregon and western United States.

As a result of our research findings, the regional market area from which development of the site will most likely serve and draw is within a 50 to 80 mile area. The identified trade area is somewhat linear in nature following the Interstate 5 corridor and is anchored by the metropolitan area of Redding to the south and Medford, Oregon, to the north. The City of Mount Shasta is approximately the center point in this region.

PRELIMINARY MARKET ASSESSMENT

Trade area delineation was determined based on driving times and a study of tourist destination points in the region such as the Mt. Shasta Ski Park, Mt. Shasta Resort and Golf Course, and various campground facilities.

Using this identified market area and other supporting data such as the survey and inventory of other destination points in the area, it is estimated that the regional market area and visitor trade will provide a population base of almost 1.6 million. This aggregated trade area population provides the base from which the site is likely to attract and serve approximately 90 percent of its demand.

In terms of visitors/tourists, it is estimated that there are approximately 1.4 million annual visitors to the Mount Shasta area. Research indicates that a significant number of visitors to the Mount Shasta area come from Southern California and the San Francisco Bay Area.

It is anticipated that any development of the site will benefit from and contribute to what is known as the "spill-over" effect. The spill over effect will benefit potential development and occurs when visitors are attracted to the site as a secondary activity. Conversely, the local business community could benefit from the buildout of the Roseburg site from spill over visitors if the site is developed as a primary destination point and visitors patronize local businesses as a secondary activity.

DEMOGRAPHIC AND SOCIOECONOMIC OVERVIEW

Demographic and socioeconomic analyses provides critical information in the development and business location process. Through this type of analysis a potential development interest, businesses or investor is provided with the base characteristics of the community and region. This information can also help identify growth and development trends through employment figures and can help attract competitive industries by describing the educational profile of potential employees from which future employers can recruit.

Population growth has remained relatively stagnant in Siskiyou County between 1980 and 1995. When compared with the average annual growth rate of California during the same time period (1980-1995), Siskiyou County lags behind. Siskiyou County grew at an average annual rate of less than one percent (0.8%) as compared to California's growth at slightly higher than two percent (2.4%).

The City of Mount Shasta proved to be the fastest growing City in Siskiyou County during the years between 1980 and 1995. Although lagging behind Statewide growth rates, the City grew at twice the rate (1.7%) of Siskiyou County (0.8%). The most notable change in population growth for the City of Mount Shasta took place between the years 1985 and 1990; During that time period Mount Shasta experienced an average annual population growth rate of 4.7 percent. One possible explanation for this high rate of growth was the development of the Mount Shasta Ski Park which was opened in December of 1985.

Siskiyou County is expected to grow at an average annual rate of 1.2 percent between the years 2000 and 2030. The State as a whole is expected to out-pace this rate of growth, during the same time period, at 1.8 percent growth per annum.

Per capita personal income in Siskiyou County realized a slightly higher average annual growth rate than California over the last decade (6.0% versus 5.0%), but remained, on average, \$5,523 below the State average. In 1994 Siskiyou County ranked 43rd among the 56 counties, in the State of California, in terms

PRELIMINARY MARKET ASSESSMENT

of per capita income.

In 1990, Median Household income in the City of Mount Shasta was almost \$16,000 less than that of the State (\$20,054 versus \$35,798). Countywide, Siskiyou County reported a median household income of \$21,920. When comparing household income earning ranges, we found that a greater percentage of households earn less than \$25,000 in the City of Mount Shasta than in the State or in Siskiyou County. Almost 61 percent of the households in the City of Mount Shasta earn less than \$25,000. This is significantly greater than the 34 percent in the State and 56 percent in the County that earn less than \$25,000.

In 1980, 9.6 percent of the families in Siskiyou County were living below the poverty level. This level has since increased to 11.6 percent in 1990. Comparatively, in 1980, 8.7 percent of the families in California and 10.3 percent of the families in the United States were living below poverty level. In 1990 these numbers changed to 9.3 percent and 10.7 percent respectively. As shown, poverty has increased in Siskiyou County at over double the rate of both California and the United States. Tables 1 through 10 at the end of this report provide a summary of various demographic and socioeconomic variables for the City of Mt. Shasta and the region.

VISITORS AND TOURISM

As a result of the identified market area and other supporting data such as the survey and inventory of other destination points in the area, and data obtained from the State of California, Trade and Commerce Agency, it is estimated that approximately 1.4 million people visit the Mount Shasta area every year. CalTrans traffic counts indicate 6.4 million north and south bound trips per annum, travel on the section of Interstate 5 through the City of Mount Shasta.

Daily per capita tourist spending in the Mount Shasta area, as reported by the California Trade and Commerce Agency, Office of Tourism, is estimated at \$43.10. This is an aggregated annual buying power, when adjusted for overnight visitors, of over \$90 million. Per capita spending of tourists County wide is estimated at \$98.20 per day.

The City of Mount Shasta currently captures 44 percent of tourist spending throughout the County. Tables 11 and 12 at the end of this study present Siskiyou County and the City of Mount Shasta tourist spending patterns.

PRELIMINARY MARKET ASSESSMENT

a. Population

Table 1
City of Mount Shasta
Roseburg Property Preliminary Market Assessment
Market Area Population By City

City	1990	1995	2000	2010	Total % Change
Medford	47,021	55,090	56,853	64,727	38%
Ashland	16,252	17,985	18,561	21,131	30%
Klamath Falls	17,737	18,680	19,237	20,929	18%
Redding	66,462	75,800	87,896	103,436	56%
Weed	3,062	3,100	3,453	3,893	27%
Yreka	6,948	7,200	7,836	8,835	27%
Mount Shasta	3,460	3,550	3,902	4,400	27%
Dunsmuir	2,129	2,030	2,401	2,707	27%
Shasta Lake	N/A	9,200	10,684	12,573	37%
Total	163,071	192,635	210,822	242,632	49%

Sources: California Department of Finance Demographic Research Unit, E-4 Report,
Oregon State Center For Population, Research and Census, PMC.

PRELIMINARY MARKET ASSESSMENT

Table 2
City of Mount Shasta
Roseburg Property Preliminary Market Assessment
Market Area Population by County

County	1990	1995	2000	2010	Total % Change
Klamath	57,702	61,600	65,438	69,058	20%
Jackson	146,389	164,400	169,823	193,346	32%
Shasta	148,800	160,300	196,800	231,600	56%
Siskiyou	43,531	44,650	49,400	55,700	28%
Total	396,422	430,950	479,461	549,704	39%

Sources: California Department of Finance Demographic Research Unit, E-4 Report.
Oregon State Center For Population, Research and Census, PMC.

b. Households

Table 3
City of Mount Shasta
Roseburg Property Preliminary Market Assessment
Number of Households

County	1980	1985	1990	1995	% Change
Klamath	21,655	21,998	22,341	22,689	5%
Jackson	49,011	53,125	57,238	60,558	24%
Siskiyou	15,579	16,741	17,306	18,840	21%
Shasta	43,014	47,703	55,966	64,378	50%
Total	129,259	139,567	152,851	166,465	29%

Source: 1980 and 1990 U.S. Census, Oregon State Employment Department,
PMC.

PRELIMINARY MARKET ASSESSMENT

Table 4
City of Mount Shasta
Roseburg Property Preliminary Market Assessment
Persons Per Household

<u>County</u>	<u>1980</u>	<u>1985</u>	<u>1990</u>	<u>1995</u>
Klamath	2.73	2.58	2.58	2.71
Jackson	2.62	2.57	2.50	2.71
Siskiyou	2.59	2.47	2.48	2.37
Shasta	2.66	2.64	2.58	2.49
Average	2.65	2.56	2.54	2.57

Source: 1980 and 1990 U.S. Census,
Oregon State Employment Department, PMC.

C. Income

Table 5
City of Mount Shasta
Roseburg Property Preliminary Market Assessment
Median Household Income

<u>County</u>	<u>1980</u>	<u>1985</u>	<u>1990</u>	<u>1995</u>	<u>Total % Change</u>
Shasta	\$14,699	\$17,271	\$25,581	\$28,139	91.44%
Siskiyou	\$14,472	\$17,005	\$21,921	\$24,113	66.62%
Klamath	\$15,408	\$18,104	\$23,660	\$31,800	106.39%
Jackson	\$15,465	\$18,171	\$25,302	\$27,832	79.97%
Average	\$15,011	\$17,638	\$24,116	\$27,971	86.34%

Source: Oregon State Employment Department, 1980 and 1990 U.S. Census,
California State Department of Finance, PMC.

PRELIMINARY MARKET ASSESSMENT

**Table 6
City of Mount Shasta
Roseburg Property Preliminary Market Assessment
Per Capita Income**

County	1980	1985	1990	1995	Total % Change
Shasta	\$9,148	\$12,061	\$16,455	\$16,913	84.88%
Siskiyou	\$9,657	\$11,538	\$14,975	\$15,349	58.94%
Klamath	\$8,947	\$10,895	\$14,021	\$16,829	88.10%
Jackson	\$8,712	\$11,333	\$15,918	\$19,364	122.27%
Average	\$9,116	\$11,457	\$15,342	\$17,114	87.74%

Source: Oregon State Employment Department, California State Employment Development Department, California State Department of Finance, P.M.C.

d. Employment

**Table 7
City of Mount Shasta
Roseburg Property Preliminary Market Assessment
Employment**

County	Labor Force	Employed Persons	Employed Persons	Unemployment Rate
Klamath	28,120	26,000	2,120	7.50%
Jackson	82,520	77,020	5,500	6.70%
Siskiyou	18,830	16,110	2,720	14.50%
Shasta	72,600	64,400	8,200	11.30%
Total	202,070	183,530	18,540	9%

Source: Oregon State Employment Department, California State Employment Development Department, P.M.C.

PRELIMINARY MARKET ASSESSMENT

e. School Enrollment and Educational Attainment

Table 8
City of Mount Shasta
Roseburg Property Preliminary Market Assessment
Elementary and High School Enrollment

County	1990	1995	2000	2005	Total % Change
Shasta	27,192	29,884	31,414	32,372	19.05%
Siskiyou	8,011	8,528	7,529	6,923	-13.58%
Klamath	10,959	11,388	11,957	12,555	14.57%
Jackson	25,342	27,938	30,173	32,587	28.59%
Total	71,504	77,738	81,073	84,437	18.09%

*Source: California State Department of Finance, 1990 U.S. Census.
Oregon State Department of Education, PMC.*

Table 9
City of Mount Shasta
Roseburg Property Preliminary Market Assessment
College Enrollment

School	1980	1985	1990	1995	Total % Change
O.I.T	2,686	2,807	2,642	2,433	-9.42%
S.O.S.C	4,710	4,284	4,822	4,529	-3.84%
Simpson College	*	*	397	792	99.50%
Shasta College	10,340	9,531	15,192	13,556	31.10%
C.O.S	2,270	2,863	3,008	2,764	21.76%
Rogue C.C.	N/A	7,161	4,437	5,306	-25.90%
Total	20,006	26,646	30,498	29,380	46.86%

*Source: College of the Siskiyous, Rogue Community College, Shasta College,
Oregon State System of Higher Education, PMC.*

**Simpson College was not established in Redding until 1989.*

PRELIMINARY MARKET ASSESSMENT

Table 10
City of Mount Shasta
Roseburg Property Preliminary Market Assessment
Educational Attainment

County	Educational Attainment	1980	1985	1990	1995	% Change
Klamath (Oregon)	Highschool Diploma	14,965	13,847	12,730	11,703	-21.80%
	Some College*	6,352	7,263	8,173	9,197	44.79%
	Bachelor Degree	2,257	2,702	3,147	3,665	62.38%
	total	23,574	23,812	24,050	24,565	4.20%
Jackson (Oregon)	Highschool Diploma	31,523	31,535	31,547	31,559	0.11%
	Some College*	15,739	19,777	23,815	28,677	82.20%
	Bachelor Degree	6,474	8,932	11,389	14,522	124.31%
	total	53,736	60,244	66,751	74,758	39.12%
Siskiyou (California)	Highschool Diploma	9,690	9,423	9,156	8,897	-8.18%
	Some College*	5,579	6,199	6,819	7,501	34.45%
	Bachelor Degree	1,979	2,470	2,961	3,550	79.38%
	total	17,248	18,092	18,936	19,948	15.65%
Shasta (California)	Highschool Diploma	27,844	27,908	27,971	28,034	0.68%
	Some College*	16,125	20,421	24,716	29,914	85.51%
	Bachelor Degree	4,622	6,875	9,128	12,119	162.20%
	total	48,591	55,204	61,815	70,067	44.20%
		143,149	157,352	171,552	189,338	32.27%

Source: 1980 and 1990 U.S. Census, PMC.

*Associates Degree not included.

PRELIMINARY MARKET ASSESSMENT

**Table 11
City of Mount Shasta
Roseburg Property Preliminary Market Assessment
Tourist Expenditures - Siskiyou County**

	1992	1993	1994	1995	Average Spending	As a % of Total Average Spending	Per Capita Visitor Spending
Destination Spending	\$ 127,920	\$ 131,290	\$ 140,090	\$ 150,380	\$ 137,420	99.9%	98.16
Accommodations	\$ 17,180	\$ 16,620	\$ 16,640	\$ 18,190	\$ 17,158	12.5%	12.26
Eating, Drinking	\$ 22,770	\$ 22,980	\$ 22,800	\$ 24,640	\$ 23,298	16.9%	16.64
Food Stores	\$ 10,130	\$ 10,540	\$ 10,670	\$ 11,390	\$ 10,683	7.8%	7.63
Ground Transportation	\$ 29,650	\$ 30,710	\$ 32,390	\$ 34,630	\$ 31,845	23.1%	22.75
Recreation	\$ 16,780	\$ 17,150	\$ 19,020	\$ 20,360	\$ 18,328	13.3%	13.09
Retail Sales	\$ 31,410	\$ 33,290	\$ 38,570	\$ 41,180	\$ 36,113	26.2%	25.80
Air Transportation	\$ 110	\$ 130		\$ 160	\$ 100	0.1%	0.07
Travel Arrangement	\$ 70	\$ 70	\$ 70	\$ 70	\$ 70	0.1%	0.05
County Total	\$ 128,110	\$ 131,490	\$ 140,150	\$ 150,620	\$ 137,593	100.0%	98.28

Total Visitors Year Ending 1996 was 1.4 million

PRELIMINARY MARKET ASSESSMENT

**Table 12
City of Mount Shasta
Roseburg Property Preliminary Market Assessment
Tourist Expenditures - City of Mount Shasta**

	As a % of Total Average Spending	Total Annual Visitor Spending (Per Visitor)	Average Party Expenditures Per Visit (2 days)	Per Capita Visitor Spending (Per Visitor)	Average Per Capita Daily Expenditures
Destination Spending	99.9%	\$ 14,768,317	\$ 249.73	\$ 86.11	\$ 43.10
Accommodations	12.5%	\$ 1,847,913	\$ 31.25	\$ 10.78	\$ 43.10
Eating, Drinking	16.9%	\$ 2,498,378	\$ 42.25	\$ 14.57	\$ 43.10
Food Stores	7.8%	\$ 1,153,097	\$ 19.50	\$ 6.72	\$ 43.10
Ground Transportation	23.1%	\$ 3,414,942	\$ 57.75	\$ 19.91	\$ 43.10
Recreation	13.3%	\$ 1,966,179	\$ 33.25	\$ 11.46	\$ 43.10
Retail Sales	26.2%	\$ 3,873,225	\$ 65.49	\$ 22.58	\$ 43.10
Air Transportation	0.1%	\$ 14,783	\$ 0.25	\$ 0.09	\$ 43.10
Travel Arrangement	0.1%	\$ 14,783	\$ 0.25	\$ 0.09	\$ 43.10
City of Mount Shasta Total	100.0%	\$ 14,783,300	\$ 249.98	\$ 86.20	\$ 43.10
Estimated Visitors per year	171,500				
Estimated persons per party	2.9				
Estimated parties per year	59,138				

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APPENDIX B

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APPENDIX B - EROSION CONTROL STANDARDS

The following basic design principles and standards shall serve as minimum guidelines to control erosion and to reduce sedimentation:

- Stripping or burning of vegetation, grading or other soil disturbance shall be done in a manner which will minimize soil erosion.
- Existing natural vegetation shall be retained, protected and supplemented where necessary. Site development shall be accomplished so that existing trees can be preserved whenever possible and practical.
- Exposure of soil to erosion by removal of vegetation shall be limited to the smallest area practical and for the shortest time practical. Soil exposure shall not exceed an area in which development can be completed during a single construction season to ensure that soils are stabilized and vegetation is established well in advance of the wet weather season.
- Facilities shall be constructed to retain sediment produced on site.
- Sediment basins, sediment traps, diversions or similar required measures shall be installed well in advance of any clearing or grading and shall be maintained through any such operations until removal is authorized by the Director of Public Works. Design and size of basins shall be shown on plans, and basins shall be of a capacity to service the affected watershed.
- Temporary seeding, mulching or other suitable stabilization measures shall be used to protect exposed erodible areas during development at a minimum of two weeks in advance of the wet weather season.
- Permanent control structures and final vegetation shall be installed as soon as practical in the development, and a long-range maintenance plan shall be developed and adhered to.
- Stand-by crews and straw bales or sandbags stacked at the job site shall be made available by the permittee or contractor for emergency work during rainstorms.
- Velocity check dams in all unpaved street areas and all unpaved graded channels shall be provided at the necessary intervals to control and minimize erosion.
- All erosion control devices shall be in place at the end of each working day during the wet weather season and directed by the Director of Public Works during the dry season when there is a forecasted probability of rain.
- This may require basins and check dams All basins and check dams shall be properly maintained within twenty-four (24) hours after each storm in order to be prepared to

accommodate runoff from the next storm. to be pumped dry and all debris and silt removed as directed by the Director of Public Works.

APPENDIX C

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Pre-Application Meeting Agenda

- **15% of Application Fee**
- **Meetings are held on Thursday at 8:30 A.M.**
- **Pre-Application Meetings are required for:**
 - Annexations
 - Conditional Use
 - Design/Architectural Reviews
 - General Plan Amendments
 - Partitions
 - Subdivisions
 - Variance
 - Zone Change

The application should be prepared to discuss the following issues at the Pre-Application meeting. Also, it is important for the applicant to bring a conceptual site plan for review.

- Building Placement
 - Setbacks
 - Lot Coverage
- Roads
 - Adequate Access
 - Sidewalks
 - Private/Public Road
 - Public Road Traffic Impacts
 - Signs or Signalization
- Parking
 - Off-Street
 - Bicycle
 - Handicapped Access
 - Lighting
- Landscaping
 - Parking Lot
 - Trees
 - Other
- Utilities
 - Sewer
 - Water
 - Drainage
 - Street Lights
 - Underground/Aboveground Utilities
- Fire/Police Protection
 - Emergency Vehicle Access
 - Fire Extinguisher
 - Fire Hydrants
 - Security Fencing and Lighting
- Environmental Concerns (CEQA)
- Miscellaneous
 - Refuse Disposal
 - System Development Charges
 - Snow Removal and Storage
 - Exterior Lighting

Representatives from various agencies and departments will be available to answer questions, and to review development plans.

Site Plan Requirements

A Site Plan is required with these applications:

- **Conditional Use**
- **Design/Architectural Review**
- **Partition**
- **Property Line Adjustment**
- **Residential Development**
- **Subdivision**
- **Vacation**
- **Variance**

These applications also require a vicinity map, showing the location of the property in relation to the rest of the City. Many of the applications require additional information such as a preliminary Title Report, a topographic map, or a signage plan.

If all required information is not provided with an application, it will not be accepted, and returned to the applicant. If an application is complete and accepted, a letter will be sent to the applicant with the information regarding the review process.

A site plan shall be signed by the applicant and shall contain the following information, as applicable, in written and/or graphic form, to an appropriate scale:

- Date, north arrow and scale
- Assessor's Parcel Number and legal description, and address
- Lot and building dimensions, setback dimensions and height of all existing structures which are to be retained on the site
- Proposal layout of the parking lot, including location and dimension of parking spaces, handicapped spaces, curb islands, interior planting strips, spaces, maneuvering aisles and access driveways with indications of directions of travel
- Location and type of Handicapped access
- Location and surface of adjacent streets and alleys
- Existing utilities, above ground or below ground
- Locations of all recreations amenities such as open play areas, swimming pools, tennis courts and the like
- Statement of present zoning and intended use of the property
- Site data in tabular form including: total area of the property (sq. ft.); building lot coverage (%); existing gross floor area (sq. ft.); parking lot landscape coverage (sq. ft.) ; and number of parking stall provided
- Location of all fencing used to divide properties and to screen mechanical equipment
- Location of trash containers
- Location of external lighting
- Location of existing and proposed signage
- Existing site specific physical features such as drainage ways, alleys and structures to be retained
- Floor elevation related to curb street or established grade. All lots shall show grading and drainage with contours
- Size and location of all existing and proposed public and private utilities, easements or rights of way
- Location, dimensions and names of proposed internal streets and locations of sidewalks

Attachment G

Roseburg Commerce Park Draft Development Plan - Proposed Changes

The following are proposed changes to the Draft Development Plan for the Roseburg Commerce Park. Typographical errors in the document *are not* shown below and will be corrected prior to final printing of the document. Deletions to text are shown as ~~strikethrough~~ and additions are shown in ***bold italic***.

1. The following text should be added to the inside of the front cover:

This report was funded in part by a Planning and Technical Assistance Grant from the United States Department of Housing and Urban Development's Community Development Block Grant Program administered by the California Department of Housing and Community Development.

2. Figure 2-2, page 2-4. This figure will be amended to extend the bypass roadway through to the end of the property consistent with the *Circulation Element* of the City's General Plan.
3. Figure 2-8, page 3-16. This figure will be amended to correct the right of way width that currently shows ~~56~~ feet, and should show 64 feet.
4. Page 3-17, last sentence of the second paragraph, should read

Pedestrian improvements are not proposed along ***the west side of*** Mt. Shasta Boulevard due to safety and cost considerations.

5. Table 3-3, Capital Improvement Plan for Roseburg, page 3-20. The unit price for manholes should be changed from \$1,000 to \$2,500, which changes the unit total from \$8,000 to \$20,000 and changes the Subtotal for Phase 1 from \$765,950 to \$777,950. A similar change will be needed for the manholes in phase 2, which changes the numbers from \$3,000 to \$7,500 and from \$1,812,550 to \$1,817,050 for unit total and subtotal phase 2 respectively. Both changes will increase the total for all improvements from \$3,236,200 to \$3,252,700.
6. Table 3-3, Capital Improvement Plan for Roseburg, page 3-20. Improvements for the potential future park at the north end of the property should be moved into Phase I.
7. Page 3-21, the following text should be added after the Capital Improvement Plan Table:

The above estimates assume basic infrastructure improvements for the Roseburg Commerce Park. The figures are based on planning level engineering estimates and will need to be revised, and probably increased, prior to establishing any fee for development within the property.

8. Architectural Design, Page 4.1.2a., should be amended to read:

Building facades shall vary over the length of the building. ***Horizontal*** wall planes shall not exceed 50 feet in length.

9. Architectural Design, Page 4.1.2f., Because of the slopes of the property, it is possible that the foundation wall may be extend more than eight (8) inches above the surrounding grade. This change will also bring the measurements more into compliance with the Uniform Building Code. Paragraph f should be amended to read:

Unfinished foundation walls shall not be exposed for more than eight ~~(8)~~ ***16 to 24*** inches.

Attachment G

Roseburg Commerce Park Draft Development Plan - Proposed Changes

10. 4.1.3d, Architectural Design, Page 4-2, *Materials*, should be amended to read:

Materials allowed for exposed walls: Stained **or painted** wood, smooth troweled cement plaster, native rock, exposed aggregate concrete, textured concrete and split faced masonry units. ***Use of native river run or native lava rock, or similar 'stucco stone' patterns. Use of brick only is not generally acceptable.***

11. 4.1.2g, Architectural Design, Page 4-3, *Materials*, should be amended to read:

Materials allowed for decorative fences: Stained **or painted** wood, native rock and wrought iron.

12. 4.2.8, Landscaping, Page 4-4, the next to last sentence in this paragraph should be amended to read:

Trees with fruit or nuts or other maintenance-intensive characteristics are not encouraged for use as street trees. ***Street trees shall be consistent with the City's Street Tree Ordinance.***

13. 4.4.1b, Parking, should be amended to read:

b. Landscaped islands should be provided within parking areas as a means to break up the visual dominance of parked vehicles. ***The ratio of trees to parking spaces shall be as indicated in Section 4.2.9.***

14. 4.2.9, Landscaping, Page 4-4, should be amended to read:

Parking lots adjacent to a street shall have a landscape strip not less than five feet wide between the parking lot and the street. Trees shall be provided in the interior of the ***parking*** lot at a ratio of 1 tree per 5 spaces.

15. 4.6.3 Signs, Page 4-8, should be amended to read:

A single~~One~~ free standing sign may be placed at each main access point to the Roseburg Commerce Park as a directory to businesses located within the site.

16. 4.6.3 Signs, Page 4-8, should be amended to include:

4.6.5 The City may adopt a sign program to encompass all development within the Roseburg Site. Absent a sign program, the project shall be considered to be within Sign Zone 2 of the City's adopted sign ordinance.

17. 4.7 Grading and Erosion Control, Page 4-8, should be amended to add the following new policy:

4.7.1 All grading must meet Uniform Building Code, Chapter 33, and City grading requirements.

The subsequent policies will be renumbered accordingly.

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Roseburg Commerce Park Draft Development Plan - Proposed Changes

18. 4.7.5 Grading and Erosion Control, Page 4-9, should be amended to read:

Unprotected graded surfaces exceeding 5,000 square feet in area, other than slopes, shall be planted, paved or built upon, or shall be provided with berms approved drainage facilities or approved erosion control facilities adequate to prevent erosion and to conduct runoff to an approved place of discharge. **Slopes following grading that will be greater than 5:1 and higher than five (5) feet shall be planted.**

19. 4.8 Hillside, Page 4-10, should be amended to add the following policy

4.8.4 Slopes following grading that will be greater than 5:1 and higher than five (5) feet shall be planted.

20. 4.9.1 Public Safety, Page 4-10, should be amended to read:

All flammable Vegetation that is not part of the proposed landscaping for a development shall be cleared **from around buildings** in accordance with the requirements of the California Division of Forestry and Fire Protection.

21. Area I Development Standards, 5.1.1, Page 5-2. Item f should be amended to read:

Eating and drinking establishments **without drive through windows.**

22. Area I Development Standards, 5.1.1, Page 5-2. Item l. should be moved to 5.1.3, Conditional Uses.

23. Area I Development Standards, 5.1.1, Page 5-2. Item h. should be amended to move motels to 5.1.3, Conditional Use. A similar change will be made for all Development Areas with motels as permitted uses.

24. Area I Development Standards, Administrative Uses 5.1.2 a, should be amended to read [this change should be made to *all* references under Administrative Uses in each of the Development Areas]:

a. Antennas and communications facilities on undeveloped lots **in conjunction with an approved use provided that the antenna or communication facility is sufficiently camouflaged so that they are not easily seen by passersby in the public right of way.**

25. Area I Development Standards, 5.1.3, Page 5-3. Should add the following:

Eating and drinking establishments with drive through windows.

26. Area III Development Standards, 5.3.1, Page 5-8. Item f should be amended to include:

**Bottling plants
Microbreweries**

Attachment G

Roseburg Commerce Park Draft Development Plan - Proposed Changes

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Minimum setback from streets shall be (20) feet. ***Setbacks may be increased to ensure adequate site distance at intersections and driveways.*** No other setbacks are required except between buildings, which shall be as required by the Uniform Building Code and Uniform Fire Code.

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**Bottling plants
Microbreweries**

Attachment G

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ATTACHMENT H
Project 97.35

Memorandum

May 25, 1999

To: Mayor and City Council
Planning Commission

From: CEDAC & Business Advisory Focus Group

Re: Revisions to the Roseburg Commerce Park Planned Unit Development

Attached are the proposed revisions to section 5.0 allowable uses in the Development Plan for the Roseburg Commerce Park. In conducting our review of the Development Plan the committee focused on two primary issues:

1. What types of uses would be appropriate for this property; and,
2. How the City should evaluate proposed uses

The consensus of the group is that the uses for the Roseburg Commerce Park should encourage new visitors to the community rather than dividing the existing customer base. To encourage this type of activity, convention centers, hotels, motels and recreation facilities are permitted, while retail commercial uses have either been deleted or restricted. Some retail commercial uses are supported by the plan if done in conjunction with another use. For example, small retail commercial kiosks inside of a hotel/convention center, or retail sales as an accessory use to a manufacturer are permitted in some areas.

One of the significant additions to the plan is an "intent" section that is designed to assist future staff, Council and Commission in evaluating requests for development. Inevitably a development will be proposed that isn't listed in the plan, or changes to the plan are requested to accommodate a proposed project. The new section will help in the evaluation of changes to ensure that the "intent" of the Roseburg Commerce Park is not compromised. The intent section focuses on the "why" of the plan rather than the "how" or "what".

The committee also reinforced the concept of having the projects in the Commerce Park approved by *both* the Planning Commission *and* the City Council. Because the City owns the land the first review of the project will be in front of the Council as the "property owner". Following the Planning Commission action, the Council will again review the project. This will allow more time to evaluate the project and ensure time for public input. While this process may be deleted or removed at some point, the initial projects must have a higher level of review to set the "tone" for the rest of the property.

5.0 ALLOWED USES AND DEVELOPMENT STANDARDS FOR DEVELOPMENT AREAS

This chapter identifies allowed uses and presents development standards for each development area within the Roseburg Commerce Park site. These standards supplement the general standards presented in Chapter 4.0 and are not to be interpreted as superseding those standards. The standards acknowledge the characteristics of particular areas within the Roseburg Commerce Park and their influence on development. Combined, these characteristics have produced a variety of site conditions with differing development opportunities and challenges:

Topography and pad elevations. Development Areas within the Roseburg Commerce Park are located on level terrain and in areas with slopes. Topography influences both the type and the feasibility of development within a particular development area. Topography may not necessarily impose a constraint on site and building design and can be an asset. For example, sites at lower elevations may permit taller buildings than elsewhere on the Roseburg site.

Presence of mature vegetation and wetlands. Mature vegetation and wetlands can add a significant aesthetic value to a development. However, development in both areas can be costly due to physical conditions. Alteration of forests and wetlands can diminish their aesthetic value and reduce habitat for plant and animal species. For wetlands, federal and/or state permits may be required before any construction work can begin.

Adjacent land uses. The presence of nearby land uses, especially residential areas, can restrict the options for development of a site. For instance, neighborhood concerns about traffic and noise can prohibit the placement of a certain activity on a site near that neighborhood - an activity that may otherwise be permitted.

Existence of infrastructure. Development of the Roseburg site will require the extension of water and sewer lines. Street improvements will also be necessary. These improvements will initially access some development areas, making them more readily developable. More remote development areas may have to wait longer for these improvements. Also, improvements at the more remote sites are likely to be more costly.

The development areas are described in Chapter 3.0 and depicted in Figure 3-1. Development standards are also established for the Open Space Parkway in the western section of the site. Where no development standards are explicitly stated, City standards shall apply.

Note: In the following sections, *italic* text represents *additions* to the document while ~~strikeout~~ text represents *deletions*. No changes to the development standards for each section have been made so these sections were not included with this report.

5.0 ALLOWED USES AND DEVELOPMENT STANDARDS FOR DEVELOPMENT AREAS

5.0 INTENT

The intent for development of the Roseburg Commerce Park is to encourage professional office and light industrial development before consideration of retail commercial development. The community is interested in the creation of local and regional recreational opportunities, employment and manufacturing, and other activities designed to encourage new visitors to the City of Mt. Shasta and Southern Siskiyou County as a whole. At this time, there is sufficient conventional retail commercial land within the City to address reasonable growth. If this situation changes, the Roseburg Development Plan can be amended, with the appropriate public hearings and due consideration.

The focus of development at the Roseburg Commerce Park will be to introduce new types of businesses, and business combinations to the community and provide a location for existing businesses to expand. The allowable and permitted uses that follow for each of the development sections have been developed to meet the intent as stated above. In some instances the use is narrowly defined, only allowed in conjunction with another type of use, or is limited to a specific location within the Roseburg Commerce Park. For example, some retail uses are permitted within an approved hotel provided certain development criteria are met. These standards are intentionally narrow and should only be expanded after careful consideration and ample public input.

Because the first projects within the Roseburg Commerce Park will test the provisions and intent of the Development Plan, each project will be reviewed by both the Planning Commission and City Council for consistency with the Plan. While this "double review" process may eventually be eliminated, it is imperative that the first projects set the proper tone and ideal for development within the Roseburg Commerce Park. The City has a vital interest in a healthy business community and the Development Plan for the Roseburg Commerce Park is designed to complement existing businesses. While competition is inevitable and desirable, the City does not wish to promote the dilution of the existing customer base through overly aggressive retail commercial recruitment within the Roseburg Commerce Park.

The double review process is also designed to promote a deliberate and rational review of projects within the Roseburg Commerce Park. Each project will have ample opportunity for public and business input and review. This approach should not unreasonably delay development since the City of Mt. Shasta owns most of the land within the Roseburg Commerce Park and the sale of land must be authorized by the City Council before any formal application for development can be considered. The limitation of retail commercial uses within the Roseburg Commerce Park is not considered protectionism for any singular business or business district since there are numerous other locations within the City of Mt. Shasta that are suitable for conventional retail development without the restrictions in the Development Plan for the Roseburg Commerce Park. Assuring the appropriateness of a proposed development is more important than expediency of review.

5.0 ALLOWED USES AND DEVELOPMENT STANDARDS FOR DEVELOPMENT AREAS

5.1 AREA I - DEVELOPMENT STANDARDS

The purpose of Area I (DA-I) is to provide for light commercial and office uses that will serve the Mt. Shasta community and nearby towns, with emphasis on highway and visitor-serving commercial uses.

5.1.1 Permitted Uses

Principally permitted uses in DA-I are as follows:

- a. Arboretums and horticultural gardens.
- b. Art galleries, exhibit centers.
- c. Hotels, motels, *conference facilities, resorts, retreats.* and accessory shops (such as gift shops, beauty shops, etc.).
- d. *The following uses shall be permitted only in conjunction with a motel or hotel development. The entrance to the shop(s) shall be into a common foyer or hall and shall not have a public business entrance onto a street or parking area.*
 - i. Automobile rental agencies, ~~offices only~~
 - ii. Barber and beauty shops
 - iii. Bicycle rental shops
 - iv. Gift, novelty and souvenir
 - v. Travel agencies, ticket agencies
- e. Eating and drinking establishments.
- f. Indoor *e or outdoor* Commercial recreational facilities such as ice skating rinks, amusement centers, *bowling alleys, golf ranges, miniature golf.*
- g. *Spa & Fitness Facilities, not including the sale of spa or health equipment.*
- h. Theaters, dance halls, community assembly halls.
- i. Any other visitor-serving uses as determined by the City Council to serve the purpose of this Area.

5.1.2 Administrative Uses

Administratively permitted uses in DA-I are as follows:

- a. Antennas and communications facilities on undeveloped lots.
- b. *Bus stops or other local or regional transit stops.*
- c. *Any permitted or administrative use listed in DA VII.*

5.1.3 Conditional Uses

Conditionally permitted uses in DA I are as follows:

- ~~a. Accountants, attorneys, business and management consultants and other professional offices~~
- b. Administrative or executive offices of any type of business.

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- c. Architects, landscape architects, planners, engineers and surveyors, geologists, graphic designers and interior designers not including retail sales on the premises.
- d. Employment agencies.
- e. Financial institutions including banks, savings and loan associations, finance companies and credit unions.
- ~~f. Health and exercise clubs.~~
- g. Insurance brokers and services, investment brokers, real estate brokers and offices, and title and escrow companies.
- h. Intermodal transportation facilities.
- ~~i. Outdoor entertainment and recreation facilities, such as tennis clubs, driving ranges. (Relocated to permitted uses)~~
- j. Public and quasi-public uses appropriate in a commercial/office area.
- ~~k. Retail business establishments permitted in the C-1 zone, as set forth in the City's Zoning Ordinance.~~
- l. Schools and studios for arts, crafts, photography, music and dance.
- ~~m. Service sta~~
- n. *Time-share condominiums or residential units intended for limited continuous stay periods.*

5.0 ALLOWED USES AND DEVELOPMENT STANDARDS FOR DEVELOPMENT AREAS

5.2 AREA II - DEVELOPMENT STANDARDS

The purpose of Development Area II (DA-II) is to provide for employment and office uses that will serve the Mt. Shasta community and nearby towns.

5.2.1 Permitted Uses

Principally permitted uses in DA-II are as follows:

- a. Accountants, attorneys, business and management consultants and other professional offices.
- b. Administrative or executive offices of any type of business.
- c. Architects, landscape architects, planners, engineers and surveyors, geologists, graphic designers and interior designers not including retail sales on the premises.
- d. Barber shops and beauty salons.
- ~~e. Eating and drinking establishments.~~
- f. Employment agencies, travel agencies and airline ticket agencies.
- g. Financial institutions including banks, savings and loan associations, finance companies and credit unions.
- h. Government buildings and service facilities, excluding storage equipment or repair or warehouses.
- i. Health and exercise clubs.
- j. Indoor or outdoor commercial recreational facilities such as ice skating rinks, amusement centers, *bowling alleys, golf ranges, miniature golf.*
- k. Insurance brokers and services, investment brokers, real estate brokers and offices, and title and escrow companies.
- l. Medical, dental and health-related offices and clinics.
- ~~m. Oculists, opticians and optometrists.~~
- ~~n. Prescription pharmacies.~~
- o. Schools and studios for arts, crafts, photography, music and dance.
- p. Theaters, dance halls, community assembly halls.

5.2.2 Administrative Uses

Administratively permitted uses in DA-II are as follows:

- a. Antennas and communications facilities on undeveloped lots.
- b. Accessory uses and buildings customarily appurtenant to a permitted use.
- c. *Bus stops or other local or regional transit stops.*

5.2.3 Conditional Uses

Conditionally permitted uses in DA-II are as follows:

- a. Commercial laundries.
- b. Community care facilities, including child care centers.

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- c. Hotels, motels and accessory shops (such as gift shops, beauty shops, etc.) and any other visitor-serving uses as determined by the City Council to serve the purpose of this Area.
Eating and drinking establishments.
- ~~e. Light industrial uses that meet the performance standards set forth for the site as a whole and that are not incompatible with the permitted uses in this Area.~~
- ~~f. Outdoor commercial entertainment and recreation facilities.~~
- g. Printing and publishing or lithographic shops.
- h. Public and quasi-public uses appropriate in a commercial/office area, except in the specially designated area where such uses are permitted.
- i. Veterinary clinics, subject to the following conditions:
 - i. Treatment is limited to small domesticated house animals and birds.
 - ii. Boarding of animals is limited only to that necessary for recuperation of patients.
 - iii. Clinic shall comply with all standards for noise and odors set forth in this Plan.

5.0 ALLOWED USES AND DEVELOPMENT STANDARDS FOR DEVELOPMENT AREAS

5.3 AREA III -DEVELOPMENT STANDARDS

The purpose of Area III (DA-III) is to provide for light industrial uses such as manufacturing, processing, assembly and storage. Outdoor manufacturing is not permitted. Uses that may include outdoor storage and the emission of visible gases, steam, heat, vibration, particulates and noise must comply with the standards set forth in Chapter 4.0 of this Plan.

5.3.1 Permitted Uses

Principally permitted uses in DA-III are as follows, *without a retail component*:

- a. Cabinet shops and furniture manufacture.
- b. Ceramic products manufacture, using only previously pulverized clay and kilns fired by electricity or gas.
- c. Cold storage plants.
- d. Die and pattern making.
- e. Machine shops.
- f. Manufacture, assembly *and/or* repair of:
 - i. Aircraft accessories and parts.
 - ii. Electronic and computer equipment and components.
 - iii. Business machines.
 - iv. Electrical devices generally.
 - v. Garments.
 - vi. Household appliances.
 - vii. Machine tools.
 - viii. Medical instruments, devices and equipment.
 - ix. Accessories and parts for motor vehicles, motorcycles, recreational vehicles, motorcycles, boats and trailers.
 - x. Outdoor and indoor recreational clothing and equipment.
 - xi. Small miscellaneous consumer products.
- g. Sheet metal shops.
- h. Soils engineering and testing firms.
- i. Upholstering shops.
- j. Wholesale distribution.

5.3.2 Administrative Uses

Administratively permitted uses in DA-III are as follows:

- a. Antennas and communications facilities on undeveloped lots.
- b. Administrative offices directly related to the activity on site.
- c. Guard offices, excluding those with living facilities.
- d. Employee cafeterias.
- e. Outdoor storage areas, subject to the following conditions:
 - i. Areas shall be screened in accordance with Section 4.1.9 of this Plan.

5.0 ALLOWED USES AND DEVELOPMENT STANDARDS FOR DEVELOPMENT AREAS

- ii. Storage area shall not be the primary use of the property.
- iii. Materials shall not be stored higher than the screen.
- f. *Bus stops or other local or regional transit stops*

5.3.3 Conditional Uses

Conditionally permitted uses in DA-III are as follows:

- a. *Commercial uses as an accessory use to any permitted use listed in 5.3.1 above. If the permitted use is discontinued, the commercial use must also be discontinued.*
- b. Commercial laundries.
- c. Heavy equipment sales and rental.
- d. Repair and painting of motor vehicles, recreational vehicles, boats, farm equipment and motorcycles.
- e. Mini-storage or mini-warehouses.
- f. Research offices and laboratories for the conduct of scientific research. Such research may include the design, fabrication and testing of prototypes and the performance of environmental tests.
- g. Eating and drinking establishments.
- h. Trade schools and training centers.

5.0 ALLOWED USES AND DEVELOPMENT STANDARDS FOR DEVELOPMENT AREAS

5.4 Area IV - Development Standards

The purpose of Area IV (DA-IV) is to provide for a variety of uses that serve the Mt. Shasta community, some of which may not be considered appropriate in other development areas at the Roseburg site. In some portions of DA-IV, industrial uses permitted in DA-III are allowed.

5.4.1 Permitted Uses

Principally permitted uses in DA-IV are as follows, *without a retail component*:

- a. Bakeries and bottling plants.
- b. Contractor shops, offices and storage where entirely within completely enclosed building.
- c. Furniture and major appliance *warehousing and service centers*.
- d. Home furnishing *warehousing and service centers*.
- e. Micro breweries, wineries.
- f. New and used automobile service centers.
- g. Recreational vehicle and boat sales and service centers.
- h. Civil engineering and testing firms.
- i. Wholesale distribution.

5.4.2 Administrative Uses

Administratively permitted uses in DA-IV are as follows:

- a. Antennas and communications facilities on undeveloped lots.
- b. Accessory uses and buildings customarily appurtenant to a permitted use.
- c. *Bus stops or other local or regional transit stops.*
- d. *Commercial uses as an accessory use to any permitted use listed in 5.4.1 above. If the permitted use is discontinued, the commercial use must also be discontinued.*

5.4.3 Conditional Uses

Conditionally permitted uses in DA-IV are as follows:

- a. Eating and drinking establishments.
- b. Hotels and motels with no accessory shops.
- c. Outdoor and indoor entertainment and recreation facilities.
- d. Printing and publishing or lithographic shops.
- e. Public and quasi-public uses appropriate in a commercial/office area.
- f. Uses generally and conditionally permitted in DA-III may be permitted on sites adjacent to DA-III. Such uses shall comply with the requirements and standards set forth for DA-IV, except as specified elsewhere in this section.

5.0 ALLOWED USES AND DEVELOPMENT STANDARDS FOR DEVELOPMENT AREAS

5.5 AREA V- DEVELOPMENT STANDARDS

The purpose of Area V (DA-V) is to provide for commercial uses primarily oriented towards visitor services.

5.5.1 Permitted Uses

Principally permitted uses in DA-V are as follows:

- a. Hotels, motels and accessory shops (such as gift shops, beauty shops, etc.) and any other visitor-serving uses as determined by the City Council to serve the purpose of this Area.
- b. Eating and drinking establishments.
- c. Resorts, conference centers.
- d. Theaters, dance halls, nightclubs.
- e. Indoor recreational facilities such as ice skating rinks, amusement centers.
- f. Arboretums and horticultural gardens.
- g. Art galleries, exhibit centers.

5.5.2 Administrative Uses

Administratively permitted uses in DA-V are as follows:

- a. Antennas and communications facilities on undeveloped lots.
- b. Accessory uses and buildings customarily appurtenant to a permitted use.
- c. *Bus stops or other local or regional transit stops*

5.5.3 Conditional Uses

Conditionally permitted uses in DA-V are as follows:

- a. *Conditional and permitted uses in DA-II*
- b. Outdoor commercial entertainment and recreation facilities including amphitheaters.
- c. Health and exercise clubs.
- d. *Time-share condominiums or residential units intended for limited continuous stay periods.*
- e. *Schools and studios for arts, crafts, photography, music and dance.*

5.0 ALLOWED USES AND DEVELOPMENT STANDARDS FOR DEVELOPMENT AREAS

5.6 AREA VI - DEVELOPMENT STANDARDS

Development Area VI (DA-VI) is severely constrained by several factors. Hillside slopes exceeding 25 percent exist on site, as do potential jurisdictional wetlands. The Mt. Shasta General Plan has designated much of DA-VI as "medium sensitivity" for cultural resources. Therefore, DA-VI has been designated primarily for open space and recreational uses that have little physical impact.

5.6.1 Permitted Uses

Principally permitted uses in DA-VI are as follows:

- a. Recreational trails.
- b. Habitat and wetland restoration area, wetland mitigation bank.
- c. Private wildlife, wilderness preserve.

5.6.2 Administrative Uses

Administratively permitted uses in DA-VI are as follows:

- a. Interpretive, directional signs.
- b. Offices and storage sheds appurtenant to permitted use, provided that they comply with conditions of all necessary permits.
- c. *Bus stops or other local or regional transit stops*

5.6.3 Conditional Uses

Conditionally permitted uses in DA-VI are as follows:

- a. Uses appurtenant to development on adjacent properties.
- b. Visitor center appurtenant to permitted use, provided that such center complies with all requirements of this Plan and with conditions of all necessary permits.

5.0 ALLOWED USES AND DEVELOPMENT STANDARDS FOR DEVELOPMENT AREAS

5.7 AREA VII - DEVELOPMENT STANDARDS

The purpose of Development Area VII (DA-VII) is to provide a site for a park, along with recreational uses appropriate to a park. Another purpose is to provide an area for the promotion and enhancement of the natural and cultural resources of the Mt. Shasta community and region.

5.7.1 Permitted Uses

Principally permitted uses in DA-VII are as follows:

- a. Wetland restoration and enhancement area, wetlands mitigation bank.
- b. Natural community creation and enhancement area.
- c. Trails, paths for pedestrians, *horses* and bicycles.

5.7.2 Administrative Uses

Administratively permitted uses in DA-VII are as follows:

- a. City park.
- b. Facilities that accommodate park users, such as:
 - i. Restrooms
 - ii. Picnic areas with tables.
 - iii. Playground area with equipment
 - iv. Park benches along trails and paths
 - v. Interpretive displays, directional signs
 - vi. Parking lots
 - vii. Outdoor lighting
 - viii. Public telephones, with approval of the Police Department
- c. Temporary concession booths for items sold in conjunction with a permitted event held within the area.
- d. Lake with fishing facilities.
- e. Outdoor sports fields and activities.
- f. Amphitheater.
- g. Historical and cultural displays and structures.
- h. *Stables for short-term stay of horses*
- i. *Bus stops or other local or regional transit stops*

5.7.3 Conditional Uses

Conditionally permitted uses in DA-VII are as follows:

- a. Seasonal or year-round concessions selling goods and services. Such concessions include, but are not limited to, food, equipment rentals, and gifts and souvenirs.
- b. Arboretums and horticultural gardens.
- c. Drainage channels, watercourses, spreading grounds and settling basins.

Once adopted, the Development Plan for the Roseburg Commerce Park will be an integral part of the zoning for the property. Interpretations, changes and approvals will be similar to the remainder of the development zones in the City, with a few exceptions and additions. *In review of proposed development, the whole Development Plan for the Roseburg Commerce Park shall be considered.* Unless amended by the following, the provisions of City's Municipal Code shall be followed:

6.1 PERMITTED USES

Objective: To ensure *comprehensive review* of new development requests, and provision of development requirements within the Roseburg Commerce Park.

- 6.1.1 A checklist for development requirements will be developed for the Roseburg Commerce Park and individual development areas. The checklist will be distributed with application materials to prospective developers.
- ~~6.1.2 All permitted uses shall be reviewed following the established process for design review. by the Planning Commission.~~
- 6.1.3 The Planning Commission shall review the application to determine if the following findings can be made:
- That the proposed development is consistent with standards established in the Development Plan for the Roseburg Commerce Park.
 - That the proposed development is consistent with the Environmental Impact Report established for the Roseburg Commerce Park.
- 6.1.4 If the findings in 6.1.3 above can be made, the Planning Commission shall ~~approve the request. recommend approval of the development request to the City Council.~~
- 6.1.5 ~~The City Council shall consider the proposed development on use and determine if the request is consistent with the Development Plan for the Roseburg Commerce Park, the General Plan and the overall needs of the community.~~

6.2 ADMINISTRATIVE USES

Objective: To expedite review and approval of specified uses within each development area.

- 6.2.1 The City Administrator, or designee, shall have the ability to approve administrative uses within the Roseburg Commerce Park.
- 6.2.2 A request for administrative approval shall include supportive documentation fully describing the request, location, duration and other information as required by the Administrator.
- 6.2.3 Approval or denial of the administrative use shall be issued within ten (10) days of the completed request application.
- 6.2.4 Any decision of the Administrator may be appealed to the Planning Commission following the normal appeal procedure.

6.3 CONDITIONAL USES

Objective: To provide additional review of proposed uses for compatibility with existing and proposed development within and around the Roseburg Commerce Park.

- 6.3.1 A checklist for development requirements will be developed for the Roseburg Commerce Park and individual development areas. The checklist will be distributed with conditional use permit application materials to prospective developers.
- 6.3.2 All permitted uses shall be reviewed following the established process for design review and conditional use permits by the Planning Commission.

3 All uses in the Roseburg Commerce Park DA I and DA II shall be conditional and will be reviewed and approved by both the Planning Commission and the City Council.

6.4 INTERPRETATION

Objective: To ensure consistent and accurate interpretation of the Development Plan.

- 6.4.1 A formal request for interpretation of any provision of the Development Plan may be made to the City Administrator.
- 6.4.2 The City Administrator shall render a written opinion regarding the request within ten (10) days.
- 6.4.3 The decision of the Administrator may be appealed to the Planning Commission following the normal appeal procedure.
- 6.4.4 A copy of the written opinion shall become part of the project file and may be incorporated into any subsequent amendments to the Development Plan.

6.5 AMENDMENTS

Objective: To provide a process for the amendment of the Development Plan.

- 6.5.1 Typographical or administrative errors may be corrected within the Development Plan without formal Planning Commission or City Council Action.
- 6.5.2 A request for amendment to the Development Plan must be accompanied by supporting information and justification.
- 6.5.3 The Environmental Impact Report prepared for the Roseburg Commerce Park shall be reviewed to determine if additional studies are required to support the amendment.
- 6.5.4 Amendments to the Development Plan shall be processed in the same fashion as amendments to the zoning ordinance described in Title 18 of the City of Mt. Shasta Municipal Code.

6.6 ECONOMIC IMPACT ANALYSIS

Objective: To provide a process that furthers the goal of the General Plan regarding the establishment of retail commercial uses outside of the central business district.

- 6.6.1 An economic impact analysis shall be conducted for any retail use with a gross leasable area of 10,000 square feet or larger. In calculating the square footage total, both single structures and multiple smaller structures (such as pad sites) shall be included.
- 6.6.2 In order to ensure that the economic impact analysis is objective, and meets the needs of the City in evaluating the proposed use, the firm(s) conducting the study shall be under contract to the City and paid for by the developer.
- 6.6.3 At a minimum the economic impact analysis shall contain:
 - a. A comprehensive list of assumptions used in completing the study
 - b. A description of the market area for the proposed use, which shall include Mt. Shasta and the unincorporated areas as well as other communities and Interstate 5.
 - c. A characterization of the market leakage and potential within the defined market area for the proposed retail use.
 - d. A description of similar retail uses within the defined market area.
 - e. An evaluation of the potential physical impacts on the central business district.
- 6.6.4 A public hearing shall be conducted to evaluate the focus of the economic analysis including:
 - a. A draft of the significant assumptions for the project shall be presented to the Planning Commission. The Planning Commission can amend the assumptions and direct the focus of the study.

- b. A draft of the market area to be assessed.
- c. A draft of the market segment targeted by the study.

6.6.5 *Prior to taking action to approve* The Planning Commission shall review the economic impact analysis to determine if the following findings can be made:

- a. That there is sufficient market share as defined by the economic impact analysis to support the proposed use.
- b. That the proposed use meets a need not currently met by existing retail development in the community, or that the design of the retail use is unique and will attract market share not currently addressed in the City.

The analysis, although incomplete, indicates that retail sales in the City of Mt. Shasta exceed what the potential demand would be from its residents. This means that a considerable amount of sales were made to people living outside Mt. Shasta. The sale leakage total, therefore, actually represent a net inflow to Mt. Shasta, rather than a leakage. This does not necessarily means that all of these people were visitors or tourists. Some of them may have come from nearby towns or from unincorporated areas near Mt. Shasta. Even with this qualification, this analysis presents a reasonable picture of visitor spending in Mt. Shasta and its impact on the local economy.