

RESOLUTION NUMBER CC 15-

**A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF SHASTA LAKE
APPROVING GENERAL PLAN AMENDMENT 11-01 (LAND USE MAP DESIGNATION
CHANGE; AREA PLAN AND DESIGN GUIDELINES; AND PLAN LINE AMENDMENT) FOR
THE MOUNTAIN GATE AT SHASTA AREA PLAN PROJECT**

WHEREAS, the City of Shasta Lake (City) received an application for General Plan Amendment GPA 11-01 (land use map designation change, Area Plan and Design Guidelines, and Plan Line Amendment); Rezone Z 11-02 (Zone Map amendment and Planned Development Zone); Tentative Subdivision Map SD 11-01; and a Development Agreement, filed by Mountain Gate Meadows, LLC, for the Mountain Gate at Shasta Area Plan project (Project); and

WHEREAS, all of the discretionary applications are related but approved under separate resolutions or ordinances; and

WHEREAS, the subject property is identified as Assessor's Parcel Numbers 007-400-037, -052, -053, -054; 307-210-028, -031, -032, -033, -034, -035, -036, -037; 307-220-001, -002, -003, -004; 307-240-001; 307-380-001, -002, -003, located generally in the northeast section of the City of Shasta Lake, generally south of the Mountain Gate/I-5 interchange and north of the Shasta Dam Boulevard/I-5 interchange on the west side of I-5; and

WHEREAS, on December 15, 2015, City Council conducted a duly noticed public hearing, considered the Planning Commission's recommendation and adopted Resolution CC 15-_____ 1) certifying that the Environmental Impact Report (EIR) (SCH 2012-042010) for the Project was completed in compliance with the California Environmental Quality Act (CEQA) (Public Resources Code, State of California, §§21000 *et seq.*) and the CEQA Guidelines (California Code of Regulations, Title 14, Chapter 3, §15000 *et seq.*); 2) adopting the Mitigation Monitoring and Reporting Program; and 3) adopting Findings of Fact and a Statement of Overriding Considerations for the Project.

NOW, THEREFORE, BE IT RESOLVED, after hearing testimony, considering all evidence submitted into the administrative record, and engaging in due deliberation of the matters presented, the City Council of the City of Shasta Lake hereby:

1. Finds and determines the above recitals are true and correct and have served as the basis, in part, for the actions set forth herein; and
2. Finds and determines, because City Council approved Resolution CC 15-_____ certifying the Environmental Impact Report (EIR) (SCH 2012-042010) and adopting Findings of Fact and a Statement of Overriding Considerations, which analyzed the approvals contemplated by this Resolution, the approval of actions included in this Resolution complies with the California Environmental Quality Act (CEQA) (Public Resources Code §§21000 *et seq.*) and the CEQA Guidelines (California Code of Regulations, Title 14, Chapter 3, §15000 *et seq.*); and
3. Approves General Plan Amendment GPA 11-01, which consists of:
 - a. An amendment to the General Plan Map Land Use Designations as shown on **Exhibit A** to this Resolution for the following properties:

Assessor's Parcel Number	Acres	Existing	Revised to
007-400-037	23	Urban Residential High (URH)	Mixed Use (MU)
007-400-053 (Portion)	±100	Suburban Residential (SR)	Mixed Use (MU)

- b. Adoption of a Plan Line Amendment for the southerly extension of Wonderland Boulevard to connect to Cascade Boulevard rather than Shasta Way as shown on **Exhibit B** to this Resolution; and
- c. Adoption of the Mountain Gate at Shasta Area Plan and Design Guidelines, attached as **Exhibit C** to this resolution.

DULY PASSED AND ADOPTED this 15th day of December 2015 by the following vote:

AYES:

NOES:

ABSENT:

LORI CHAPMAN-SIFERS, Mayor

ATTEST:

TONI M. COATES, CMC, City Clerk

EXHIBIT A

General Plan Land Use Map Amendment

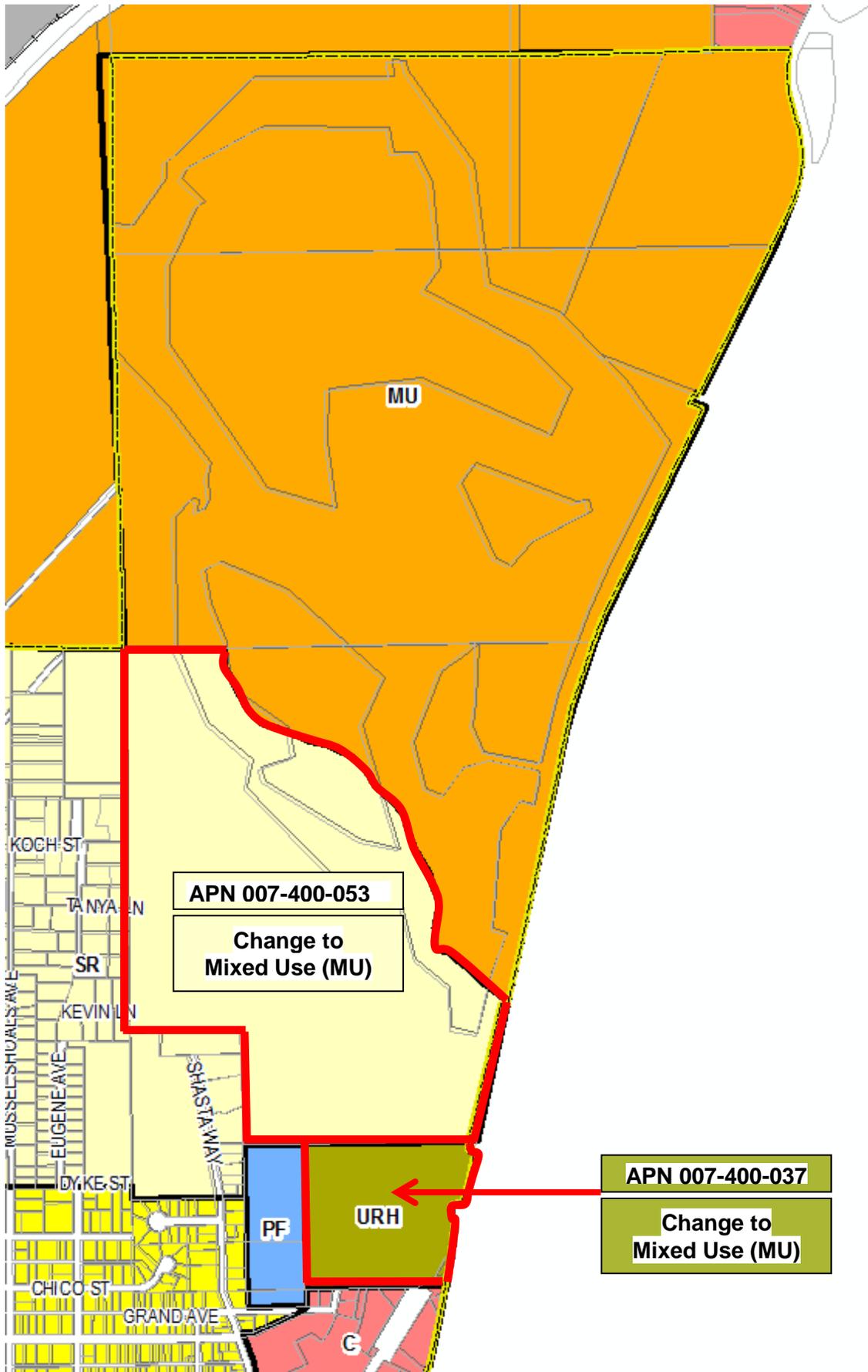
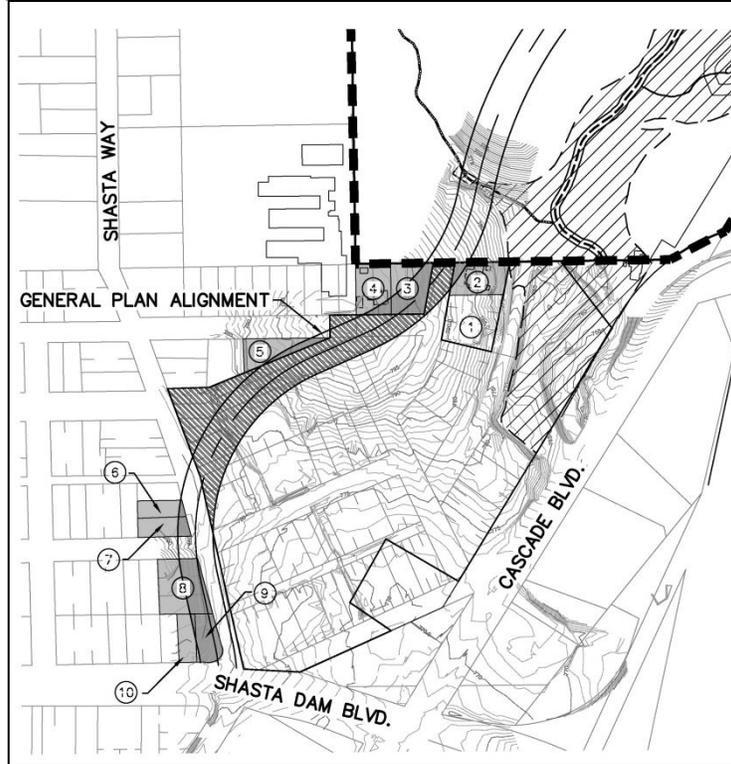


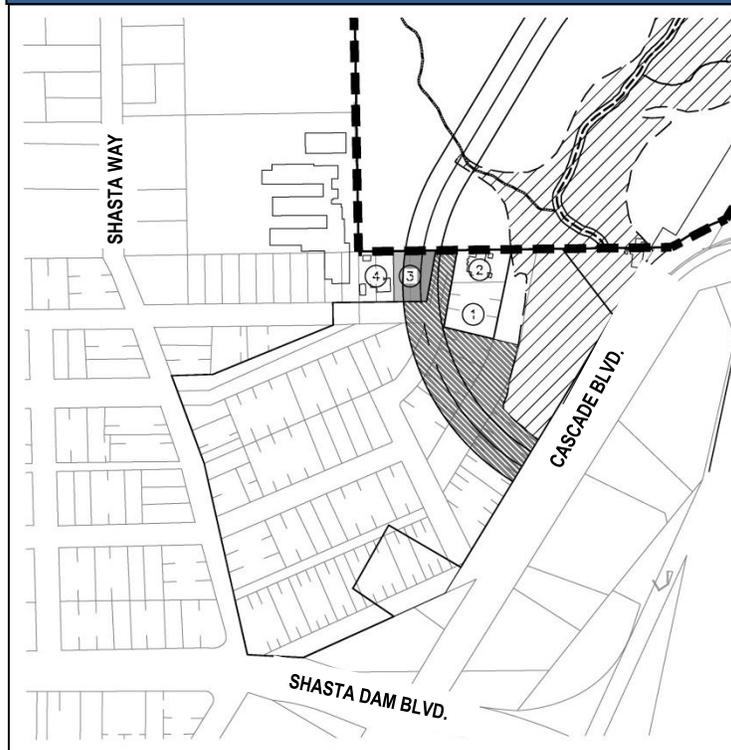
EXHIBIT B

Resolution: General Plan
Plan Line Amendment

Current General Plan Alignment



Proposed Alignment





Area Plan & Design Guidelines



November
2015

Mountain Gate at Shasta Area Plan

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Introduction

1.0 INTRODUCTION

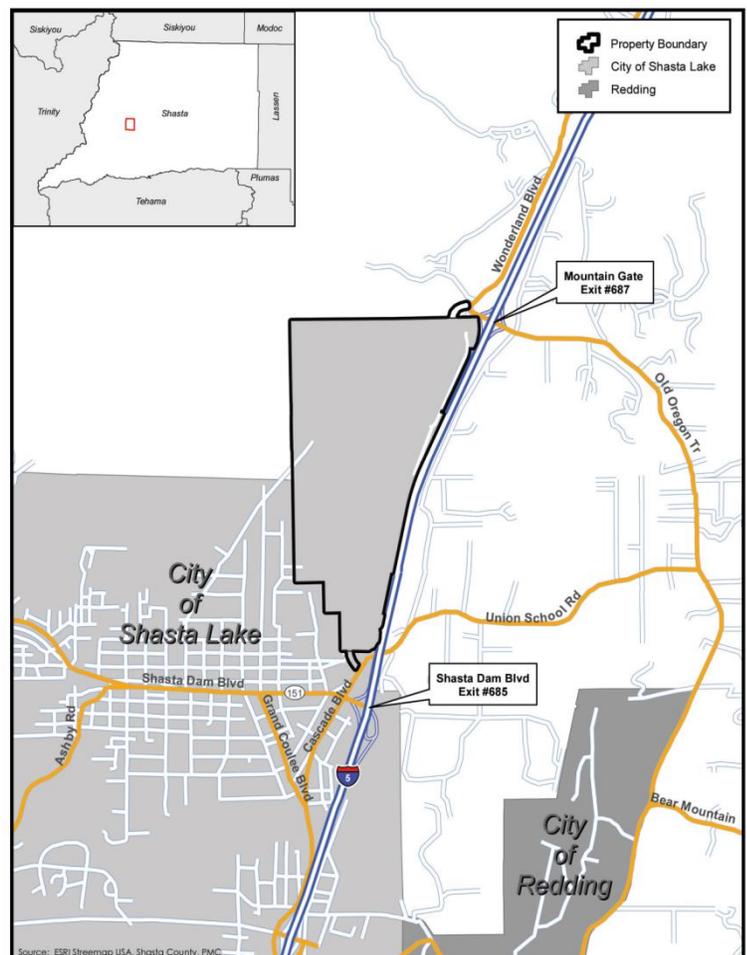
1. Location

The Plan Area is at the very northern edge of the Great Central Valley floor, at an elevation of about 850 feet above sea level. Typically, the Central Valley gently rises to the surrounding mountains over rolling foothills; however, sharply rising mountains define this Plan Area to the north and west. A small hill in the south end of the Plan Area and Fish Mountain on the east complete a circle of mountain forms that provide a visual sense of enclosure for much of the Plan Area that is aptly named "Mountain Gate at Shasta."

The Plan Area encompasses approximately 590 acres and is approximately 0.6 mile east to west, and 1.5 miles north to south. The relatively short distance from one end to the other, combined with the sense of enclosure provided by the surrounding mountains, makes this a very human scale, walkable community.

Interstate 5 runs along the east edge of the Plan Area. Two interchange connections provide excellent access to the Plan Area. The highway noise and the mere presence of this major artery are noticeable along the east edge, but do not influence the overall character of the Plan Area. Similarly, Union Pacific Railroad runs along the west edge of the Plan Area. Periodic activity is noticeable near the rail line. The property is undeveloped and adjacent to developed areas of the City to the south and west.

The site includes and will retain significant elements of a network of ephemeral and intermittent streams set in open grassland, meadows, and oak woodland.



2. Historic Setting

The Shasta Lake community has experienced significant historic events that provide inspiration for the design of Mountain Gate at Shasta. The earliest contemporary history of the area is much like that of other areas settled by pioneers around the time of the California Gold Rush. Old Oregon Trail is located at the northeast corner of the Plan Area and extends south, just east of Interstate 5. Timber, mining, and ranching are part of the historic fabric of this region and remain part of the contemporary economy.



The City of Shasta Lake incorporated in 1993, combining five of the “boomtown” communities that developed in the late 1930s to accommodate the builders of Shasta Dam: Central Valley (originally named Boomtown), Project City (originally Midway), Summit City, Toyon and Pine Grove. A sixth community, known as Government Camp, was located at the Dam site.

It was expected that the boomtowns would be temporary and Bureau of Reclamation (BOR) workers and others would move on to other projects when the Dam was completed, but neither the completion of the Dam in 1945, nor the end of World War II that same year, signaled the end of these growing communities.



Many workers stayed on until the Dam was dedicated and filled in 1950. While some quickly sold their homes and left the area, others remained and found employment in Shasta County's growing lumber industry. The tarpaper shacks were replaced by more comfortable, durable homes, and buildings constructed along Shasta Dam Boulevard in the late 1940s and 1950s held businesses that offered a wide range of services.



Upon completion of the City's new Law Enforcement Center and City Council Chambers in 2013, a turbine from Shasta Dam was relocated to the site and incorporated into a monument to acknowledge the historical significance of construction of the Dam and the contribution of the Dam Workers to development of the community.



More recently, urban residential and commercial infill projects provide the major impetus for development in and around the area. Elements of the boomtown communities remain today in the City of Shasta Lake, but the most enduring influence from this era is Shasta Dam.



The history of indigenous people in the area is a strong component of the fabric of the community. The Wintu Tribe of Northern California operates the Toyon-Wintu Center, a 501c(3) non-profit corporation. They represent direct descendants of local indigenous people, known colloquially as the Wintu.

The Wintu Tribe, in partnership with the City, constructed a Native American Cultural Resources Center, which is located on Shasta Dam Boulevard in the Village Commercial District of the City. A dedication ceremony was held in September 2013.



The Wintu Tribe has a legal council, holds monthly council meetings, biennial elections, and remains involved with community events. The Cultural Resource Center provides a stable base for the Wintu Tribe, who strive to maintain their heritage, culture and way of life. The museum includes hand-crafted work done by Native people and features museum displays of cultural artifacts.

3. Climate

The distinctive climate of the area will define appropriate architectural and site-planning features that help create a notable development. The upper Central Valley is a “hot-summer Mediterranean” climate. The average high temperature in June through September ranges from 90 to 98 degrees (F). The average low temperature ranges from 36 to 42 degrees (F) from November through February.

Ample sunshine offers opportunities for well-designed outdoor public spaces and solar energy use. The area receives sunshine on an average of 252 days per year. The mean monthly hours of sunshine is 3,942.

The area receives about 34 inches of precipitation per year, primarily as seasonal rainfall. Precipitation occurs on an average of about 78 days per year. Snowfall that remains on the ground occurs only every three to five years, and typically averages about four inches.

At this location, the southwesterly breeze that cools the valley farther to the south is minimal. The prevailing breeze is from the north, and only swings to the south in July and August.

Area Plan

2.0 AREA PLAN

1. Purpose Statement

The purpose of the Mountain Gate at Shasta Area Plan (Area Plan) is to guide and regulate the land use and development of the Mountain Gate at Shasta property (Plan Area) as described in Shasta Lake General Plan Implementation Measure LU-(11).

The Area Plan includes a description of required infrastructure (water, sewer, electric, storm drainage, streets, etc.); services (law enforcement, fire protection, schools, parks and trails); a phasing plan; finance mechanisms for construction and maintenance, architectural and design standards; and other required criteria.

The Area Plan strives to balance the need for a coherent long-term vision with the equally important need to provide flexibility to accommodate changes in community needs and State and Federal environmental regulations. The Plan also seeks to address specific site conditions and accommodate other factors that will influence development during the buildout of the Plan Area.

This Area Plan is also a regulatory document. The Area Plan designations shown in Table 2-1 are intended to provide guidance for implementation of the Mountain Gate at Shasta Planned Development (PD) Zone District. The development performance standards in this Area Plan and PD Zone District supersede any similar zoning districts or design standards in the City, and these standards were specifically designed and adopted by the City to apply to the property within the Plan Area.

2. Area Plan Related Documents

Related documents, incorporated herein by reference, include:

- **Mountain Gate at Shasta Planned Development (PD) Zone District** (Shasta Lake Municipal Code Chapter 17.63), which implements the Area Plan and provides the City of Shasta Lake (City), current and future property owners, interested agencies, and the public with assurances as to the long-term development plan for the property;
- **Development Agreement** by and between the City and Mountain Gate Meadows, LLC (the "Development Agreement"), which sets forth the property owner's obligations related to the construction and financing of infrastructure and public services, including financial contributions for infrastructure maintenance. The Development Agreement will vest the

property with the right to proceed with development subject to the limitations and obligations of the Development Agreement and the Area Plan.

- **Mountain Gate at Shasta Area Plan Final Environmental Impact Report (FEIR)**, State Clearinghouse Number SCH 2012-042010, which addresses the environmental impacts and includes mitigation measures applicable to development within the Plan Area.
- **Large Lot Tentative Subdivision Map**, which subdivides the 590-acre property into twenty-one (21) parcels in support of the Area Plan and includes conditions of approval adopted by City Council.

The following actions are anticipated concurrently with or subsequent to the adoption of this Area Plan.

- **Tentative Subdivision Maps:** Future subdivision of parcels in support of the Area Plan.
- **Improvement Plans and Grading Permits:** Engineered plans for all infrastructure improvements and grading will be required.
- **Use Permits, Administrative Permits, Zoning Permits, Design Review, Building Permits:** Land Use Permits and Design Review will be required for certain uses within the Area Plan. Building permits will be required for all construction pursuant to the California Building Standards Codes.
- **Regulatory Agency Permits:** **Regional Water Quality Control Board** Waste Discharge Permit, National Pollutant Discharge Elimination System Permit, Storm Water Pollution Prevention Program and Water Quality Certification or Waiver (Sections 401 and 402 of the Clean Water Act); **U.S. Army Corps of Engineers** Section 404 of the Clean Water Act; California Department of Fish and Wildlife Streambed Alteration Agreement; **Shasta County Air Quality Management District** Dust Control Plan and Equipment Emissions Reduction program for construction activities; **Shasta County** Encroachment Permit; **California Department of Transportation (Caltrans)** Encroachment Permit.

3. Objectives

The Mountain Gate at Shasta project has been designed to ensure the project will have positive benefits for the community. The following objectives have been identified:

- Provide a comprehensively planned project that is sensitive to environmental issues including wetlands, flood protection, the City's hillside grading concerns, and tree preservation.
- Protect the highest quality natural features and resources of the site.
- Conform to General Plan policies that designate the project site for urban development through implementation of the Area Plan.
- Promote compact mixed-use development that strives to provide a balance of uses, diverse housing and transportation choices, and contributes to a jobs-to-housing balance within the region.

- Provide a balanced mix of land uses that will allow a self-sufficient community, thereby reducing demands on regional roadways and services.
- Provide for a full range of housing densities and product choices affordable to a broad spectrum of income levels.
- Provide a master-planned community on a suitable site of sufficient size in proximity to an existing freeway, with access from existing interchange facilities.
- Establish a circulation system that meets local and regional transportation needs and accommodates a variety of transportation modes, including off-street trail systems and on-street bicycle lanes.
- Establish a pedestrian-friendly community that provides a continuous system of trails to link neighborhoods together and provide safe routes to parks and community-serving areas.
- Provide required park facilities sized to meet the needs of residents in the Area Plan and located as neighborhood focal elements.
- Provide a comprehensively planned infrastructure system (e.g., water treatment and distribution systems, sewer treatment and collection systems, electrical distribution systems, fire suppression facilities, general government facilities) to serve the needs of future residents of the development area.
- Provide adequate infrastructure improvements without adversely affecting existing levels of service.
- Phase development and infrastructure to respond to market demand while requiring new development to provide the infrastructure and public facilities necessary to serve the developing area.
- Establish financial mechanisms to ensure that the full range of services needed to serve the Plan Area are funded by the community and not by existing city residents.
- Provide revenue for the maintenance of public open space areas and park facilities, infrastructure, and public services within the development area.

4. Area Plan Administration

The Development Services Director or his/her designee (Director) is responsible for the administration, implementation and enforcement of this Area Plan. The PD Zone District delegates various implementing decisions for consideration to the Director.

5. Development Standards within the Area Plan

The Area Plan, PD Zone District and Development Agreement shall govern development, improvements, and construction within the Plan Area and supersede conflicting standards in the Zoning and Subdivision Ordinances.

6. Development Plan

The intended and preferred development is shown on **Figure 2-1**, Schematic Land Plan.

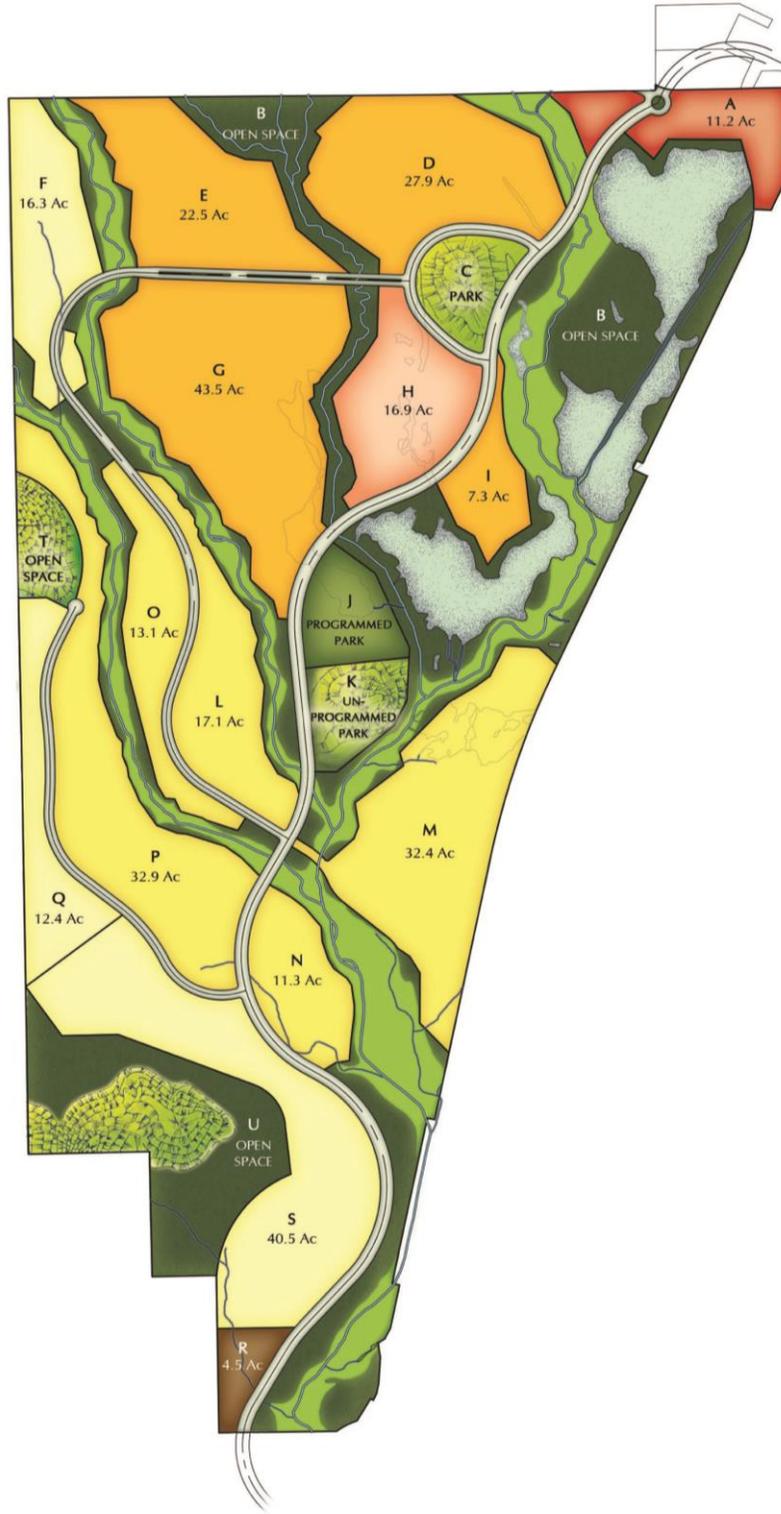


Figure 2-1
Schematic Land Plan

Table 2-1 summarizes the land use categories shown in Figure 2-1 and implemented by the Mountain Gate PD Zone District. The Unit Range column in Table 2-1 represents the maximum number of units possible in each land use designation. The calculations do not take into account site-specific characteristics or other factors that will reduce the maximum density from the upper values shown in Table 2-1.

Some development may be clustered and designed to ensure that anticipated densities are achieved while still providing preservation of on-site hillsides, sensitive biological habitat and cultural resources. To this end, the PD Zone District allows for density transfers, reduced or modified site development standards, such as lot size, and additional administrative modifications.

Housing types are expected to vary in each of the Plan Areas as project design incorporates the project site topography and site amenities. Several different housing types can occur in each of the plan areas as described in Section 2.4; however, the Area Plan limits overall density in each area. Housing types for each of the areas will be determined at the time of submittal of subsequent tentative subdivision maps.

The anticipated residential yield from this Area Plan is between 873 and 1,799 residential units of varying types. Due to certain development constraints (topography, wetlands, floodplain, sensitive biological habitat, etc.), the probable maximum residential units is 1,604. The Mixed Use commercial areas are not expected to develop into the maximum potential unit yield. The ranges shown are considered a maximum and may be less than shown but will not exceed the upper range.

Nonresidential land uses are concentrated in areas A and H as shown in **Figure 2-1** and **Table 2-1**. Area A allows for conventional highway-oriented commercial development; however, the uses in this area would be limited by the PD Zone District for the Plan Area. Area H is intended as a mixed-use urban center and would contain both residential and nonresidential uses. This area may also contain live-work units with commercial and residential uses in the same buildings.

A Community Park is identified in Areas J and K as indicated in **Table 2-1**. A Neighborhood Parks is identified for Area C.

**Table 2-1
MOUNTAIN GATE AT SHASTA AREA PLAN LAND USE
Proposed Density**

Area ¹	Primary Land Use ²	Acres ³	Max. FAR ⁴ or Building Coverage	Potential Sq.Ft. ⁵	Density Range	Unit Range	Probable Maximum Units ⁶
A	Commercial	11.2	0.25	121,968	-	-	0
B	Open Space	181.5	0.1	-	-	-	0
C	Neighborhood Park	7.3	0.1	-	-	-	0
D	Medium Density Residential	27.9	0.7	-	4 - 7	112 - 195	176
E	Medium Density Residential	22.5	0.7	-	4 - 7	90 - 158	142
F	Very Low Density Residential	16.3	0.5	-	1 - 2	16 - 33	30
G	Medium Density Residential	43.5	0.7	-	4 - 11	206 - 492	443
H	Mixed Use Commercial	14.9	0.1	73,616	-	-	0
	High Density Mixed Use		0.7	-	11 - 20	131 - 238	215
	Fire Station	2	0.7	-	-	-	0
I	Medium Density Residential	7.3	0.7	-	4 - 7	29 - 51	46
J	Community Park	8.1	1.5	-	0	0	0
K	Community Park	7.6	0.1	-	-	-	0
L	Low Density Residential	17.1	0.5	-	2 - 4	34 - 68	61
M	Low Density Residential	32.4	0.5	-	2 - 4	39 - 78	70
N	Low Density Residential	11.3	0.5	-	2 - 4	23 - 45	41
O	Low Density Residential	13.1	0.5	-	2 - 4	26 - 52	47
P	Low Density Residential	32.9	0.5	-	2 - 4	66 - 132	119
Q	Very Low Density Residential	10.4	0.5	-	1 - 2	10 - 21	19
	Electric Substation	2	0.7	-			0
R	High Density Residential	4.5	0.7	-	11 - 30	50 - 135	122
S	Very Low Density Residential	40.5	0.5	-	1 - 2	41 - 81	73
T	Open Space	5.9	0.1	-	-	—	0
U	Open Space	33.6	0.1	-	-	—	0
R.O.W.	Rights-Of-Way	36.2	-	-	-	—	0
Totals		590.0	—	195,584	—	873 - 1,779	1,604

¹See Figure 2-1 for the location of land use areas.

²Several identified public uses (i.e., parks, fire station, electric substation) are likely to occur as indicated; however, it is possible that public uses will be located in other development areas, other land in the City, or removed from the Area Plan. In this instance, the development potential of the property formerly intended for the public use shall be equal to that of the lowest density in the same development area provided the overall number of units does not exceed 1,604 as shown in the table.

³All acreages are estimates.

⁴Floor area ratio for non-residential uses only, Maximum building coverage for residential uses.

⁵Maximum potential square footage of all structures within the land use designation.

⁶Topography and site constraints would limit the overall density. Approximately 1,604 units is considered the development limit of the site

7. Land Use

The Area Plan provides for the following land use designations:

Residential. This land use designation has five density ranges within the Plan Area: Very-Low, Low, Medium, High, and High / Mixed-Use. Generally, each of the designations is intended to address a specific housing need.

Density	Density Range Units Per Acre	Description
Very-Low	1 – 2	This housing type will be used in areas which would not be able to accommodate a more intense development pattern due to wetlands, sensitive biological resources, or topography. This designation is consistent with the Large Lot design (Figure 2-2) .
Low	2 - 4	The Low Density Residential areas are intended for single-family detached, half-plex units and similar and compatible uses. This designation is consistent with the Medium and Large Lot design (Figure 2-2) .
Medium	4 - 7	Homes in this designation will provide the majority of the housing opportunity within the Area Plan. Similar in intensity to other housing development in the City, this housing type will take advantage of the areas of the site largely unconstrained by wetlands, biological habitat or topography. This designation can accommodate the Large Lot design (Figure 2-2) , as well as Medium and Small Lot, Alley Loaded and Green Court designs (Figure 2-3) .
High	11 – 30	This housing type is intended to provide a variety of design options. Possible housing designs included in this designation include: Town Home, Apartments, Duplex, Triplex
High Density- Mixed Use	11 – 20	This designation is an integral part of the mixed-use Area H, intended to support a mix of residential and non-residential uses. The density range encourages different housing designs with a wide range of housing costs. (See Figure 2-3) .

Note: Figures are representative. Individual floor plans and lotting considerations will be determined at the project level by individual developers during review and approval of each subsequent tentative subdivision map or other discretionary approval.



Large Lots

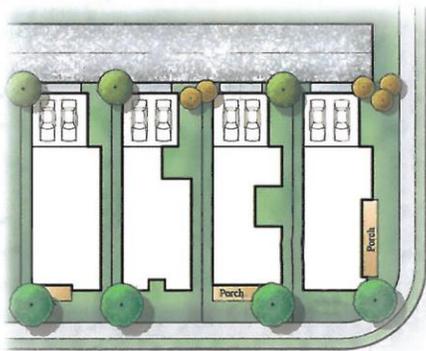


Medium Lots

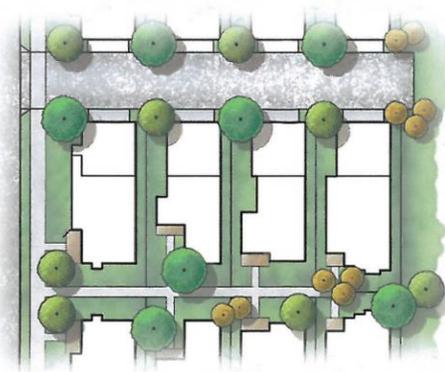
Figure 2-2
Very Low and Low Density Residential Lot Exhibits



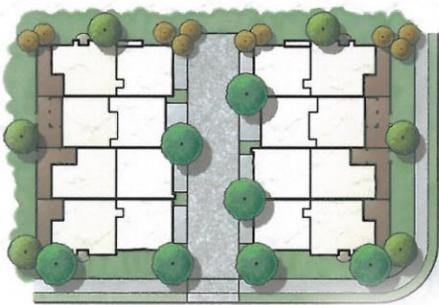
Small Lots



Alley Loaded



Green Court



Town Homes



Apartments

*Figure 2-3
Medium and High Density Residential Lot Exhibits*

Commercial

There are two commercial areas within the Plan Area: Areas A and H. Area A is intended to support conventional commercial uses including retail stores, movie theaters, grocery stores, banks, health clubs, etc., that address the commercial needs of both the residents of the Area Plan, and the City as a whole. Area A, located nearer to the Mountain Gate Interchange at I-5, is also suited for freeway-oriented businesses such as hotel/motel, fast food and gasoline/fueling stations.

Mixed-Use

Area H is intended to provide design flexibility leading to the creation of a focal point for the Area Plan. By allowing a mix of residential and non-residential uses, the Area Plan envisions unique housing styles combined with specialty retail uses catering primarily to the Area Plan residents. Uses in this area might include professional offices, medical services, coffee shops, book stores, dry cleaners, and other service uses. Housing types may range from small lot single family detached to townhomes or apartments located over street-front commercial uses, and live-work units. The maximum intensity of development for these areas is 20 units per acre for residential use and 73,616 square feet for non-residential use.

Park and Trail System

There is one community park and one neighborhood park identified in the Area Plan and are more specifically described in Section 3.0 (Area Plan Policies). The parks are part of a larger open space and trail system intended to link the residential uses along roadways and water courses, to commercial and recreational uses. **(Figure 2-4)**

Wetland and Open Space

The Area Plan has a number of special biological, wetland and topographical features that add character to the site and are incorporated into the design concept. Much of these areas will be undisturbed during construction and left as open space after completion. Because of the sensitivity of some of the areas, there may be no improvements at all. However, portions of these areas will have minimal improvements largely limited to trails, small structures at trail crossings, maintenance equipment storage, or picnic areas as appropriate, etc. No significant buildings or structured use is planned within these areas.

Public Facilities

Public facilities are not shown on the land use map but may occur at any location within the Plan Area boundaries. Facilities can include water tanks, pump stations, wastewater lift stations, power substations, fire hydrants, street lights, parks, bike paths, trails, fire stations, schools, and similar facilities needed to serve the residents within the Plan Area. Specific needs and locations will be determined during review of subsequent tentative subdivision maps or other discretionary approvals for the project.

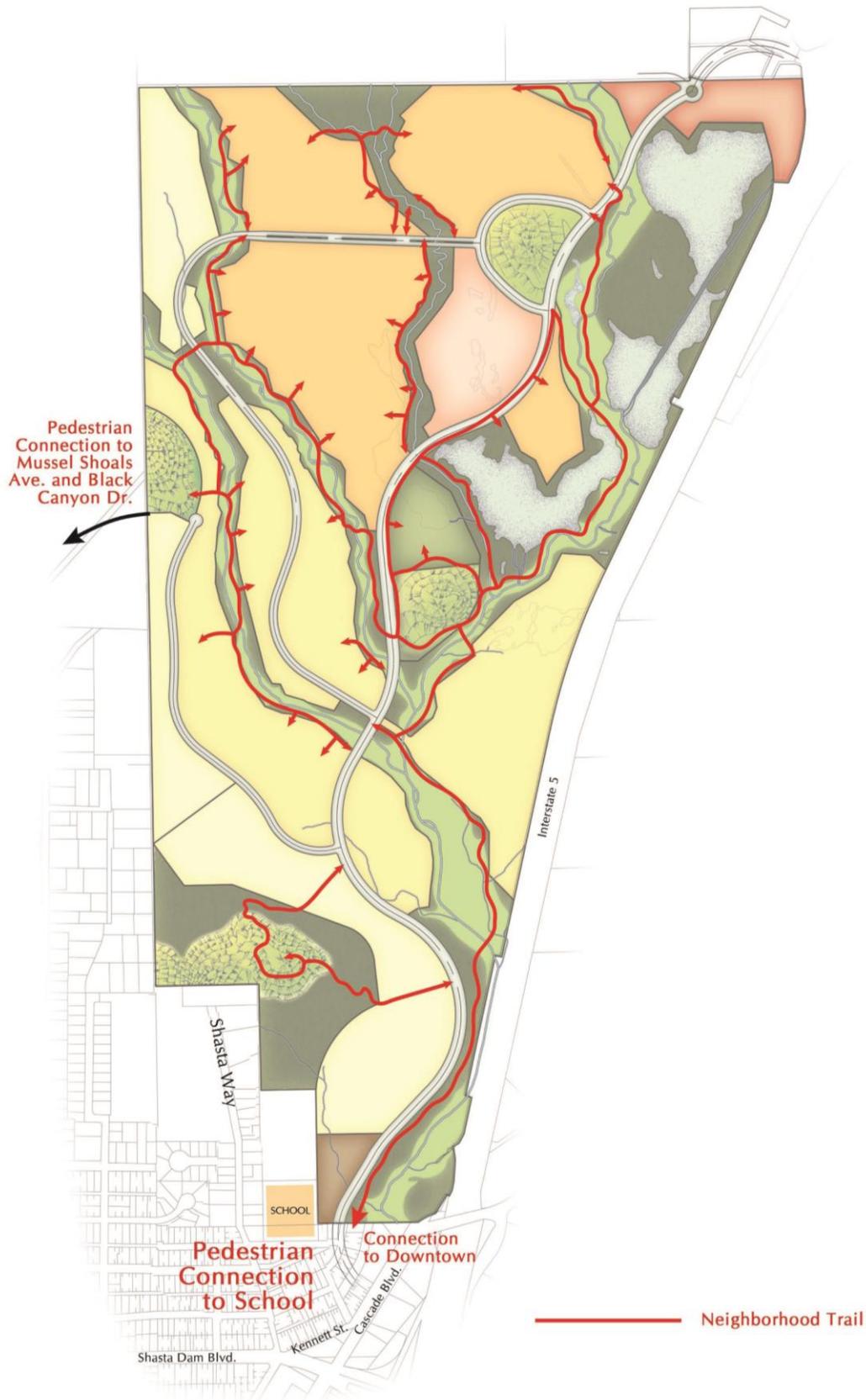


Figure 2-4
Neighborhood Trail System

Area Plan Policies

3.0 AREA PLAN POLICIES

1. General

1. Each sub-area (A through S) shall be master planned individually through one or more phased tentative/final subdivision maps to ensure that the anticipated Area Plan density is achieved. Once a final map for a given sub-area has been approved by the City, building may occur in stages.
2. Architectural design shall comply with the adopted Design Guidelines included in Section 6.0 of this Area Plan. An applicant for a building permit, use permit, administrative permit or zoning/site development permit shall submit a plan to the Director which indicates how the City's adopted design and architectural objectives will be met. The submittal shall be made on a form prescribed by the Director.
3. Site planning shall consider the natural terrain of the properties and the existence of significant native trees and vegetation. Tree conservation shall be considered early in the planning process with respect to placement of buildings, roads, driveways, parking, utilities and other site improvements.
4. Each phase of construction shall complete the infrastructure needed to serve the phase, together with any extensions thereof as reasonably required by the City to provide for orderly development and public safety within the Plan Area.
5. All utilities shall be installed underground, except for necessary above-ground appurtenances such as high-voltage transmission lines, transformer boxes, lift stations, pressure stations, and other infrastructure facilities for which undergrounding is infeasible.
6. All public utilities shall be installed within the roadway right-of-way or within defined easements.

2. Residential

1. Residential areas within the Area Plan may be subdivided in conformance with Table 2-1 of this Area Plan and Site and Building Development Standards included in the PD Zone District.
2. Residential development shall comply with the Design Guidelines included in Section 6.0 of this Area Plan.
3. Off-street trails shall be provided connecting the sub-areas and streets or other trails to encourage pedestrian access between various Area Plan uses as shown conceptually on **Figure 2-4**.

3. Commercial

1. Commercial development shall comply with the Design Guidelines included in Section 6.0 of this Area Plan and Site and Building Development Standards included in the PD Zone District
2. Buildings and sites may be separately lotted provided that all common parking, access, utility, and common areas are included in appropriate reciprocal access, parking, and maintenance agreements to provide for the perpetual operation of the entire sub-area of the Area Plan as one development.
3. Each phase of construction shall complete the infrastructure and parking needed to serve the phase, together with any extensions thereof as required by the City, to provide for orderly development and public safety within the Plan Area.

4. Mixed Use

1. Mixed-Use development shall comply with the adopted Design Guidelines included in Section 6.0 of this Area Plan and Site and Building Development Standards included in the PD Zone District.
2. Buildings and sites within mixed-use areas may be separately lotted as a planned development using air spaces or building pads together with common areas for parking and other shared facilities.

5. Parks, Open Space and Trails

Community Park

A community park is planned primarily to provide active and structured recreation opportunities. Community park facilities are designed for organized activities and sports, although individual and family activities are also encouraged. Community parks can also provide indoor facilities to meet a wider range of recreation interests.

Community parks usually have sports fields or similar facilities designed for organized activities as the central focus of the park, although individual and family activities are also encouraged. These parks serve a much larger area, roughly a one- to two-mile radius, and offer more facilities than neighborhood parks. As a result, they require more support facilities, such as parking, restrooms, and covered play areas.

The Mountain Gate at Shasta Community Park is proposed in Areas J and K and will be developed in phases pursuant to a park construction agreement as set forth in the Development Agreement. Area J (8.1 acres) will include fully programmed recreational and sports facilities; Area K (7.6 acres) will include passive park facilities such as picnic areas and trails.

Neighborhood Parks

Neighborhood parks also provide active recreational opportunities, but are oriented in both size and programming toward individual and family activities. As a result, they include fewer support facilities with a focus on neighborhood-serving picnic and play area improvements. A neighborhood park service area is roughly a one-half to one-mile radius.

A 7.3 acre Neighborhood Park is proposed for Area C. The Neighborhood Park will include individual and family-focused recreational and support facilities, which may include play equipment, picnic benches and barbeques.

Development and dedication of the Community and Neighborhood Parks shall be in accordance with the Development Agreement.

Open Space, Wetlands & Trails

1. Trail design may be flexible to account for topography, wetland features, native trees, sensitive biological habitat, etc.
2. Trails and public access easements shall not conflict with any requirements or easements stemming from any permit issued or that may be issued, by an agency of the State of California or the federal government.
3. The width and location of trails shall take into consideration the paved/walkable surface width and setbacks from private property and waterways or sensitive areas.
4. To the extent practical and as permitted by regulatory agencies, trails shall be sensitive to natural water courses, drainages and existing contours and shall connect to sidewalks or other trails. Trail design may be modified to meet the needs of the specific development, or due to site features or topography.
5. Development of all areas of the Area Plan shall provide access to Area Plan trails, as depicted in **Figure 2-4**. Trails shall be incorporated into the design of each sub-area as appropriate to facilitate connectivity.
6. Connectivity of the trail system is an integral design component of the Area Plan. Connectivity may occur along public and private roadways, within easements and in open space areas. The trails shall provide access to both residential and non-residential uses. Of particular importance will be connectivity between park facilities and residential areas.
7. Whenever possible, trails shall be separated from the roadway and designed to minimize potential conflicts between motorists and trail users.
8. Whenever possible, trails shall be planned, sized and designed for multiple uses in accordance with the adopted City of Shasta Lake Park System Master Plan.
9. Unless otherwise required by adopted City Plans, construction standards, or State or Federal law, trails shall be a minimum of four feet wide and may be surfaced with asphalt paving, concrete, gravel, decomposed granite, or bark. Significant trees and significant rock outcrops shall be avoided wherever possible.
10. Public access easements shall be provided of a width to be determined prior to approval of subsequent tentative subdivision maps or other discretionary approvals.

6. Water

The Area Plan assumes the City will provide water service to the Mountain Gate at Shasta Plan Area. The water distribution plan will follow subdivision streets as outlined in **Figure 2-5, Water System**. A number of improvements to the City's water system are required to adequately serve the project. A 1.0 million-gallon tank may be constructed off-site from the project as identified in the City's Master Water Plan, or at an on-site location just south of the project northern boundary, (Parcel B) as described on page 4.10-16 of the Area Plan Draft EIR. If the off-site water tank is constructed, a water main will be constructed in Black Canyon Road to the new tank, or other approved water service route.

A water transmission line will be constructed from the tank to the project's water system in order to provide adequate water supply to the northerly two-thirds of the project. Booster pumps will be constructed offsite adjacent to existing Water Tanks Nos. 3A and 3B to provide adequate water supply to the balance of the project.

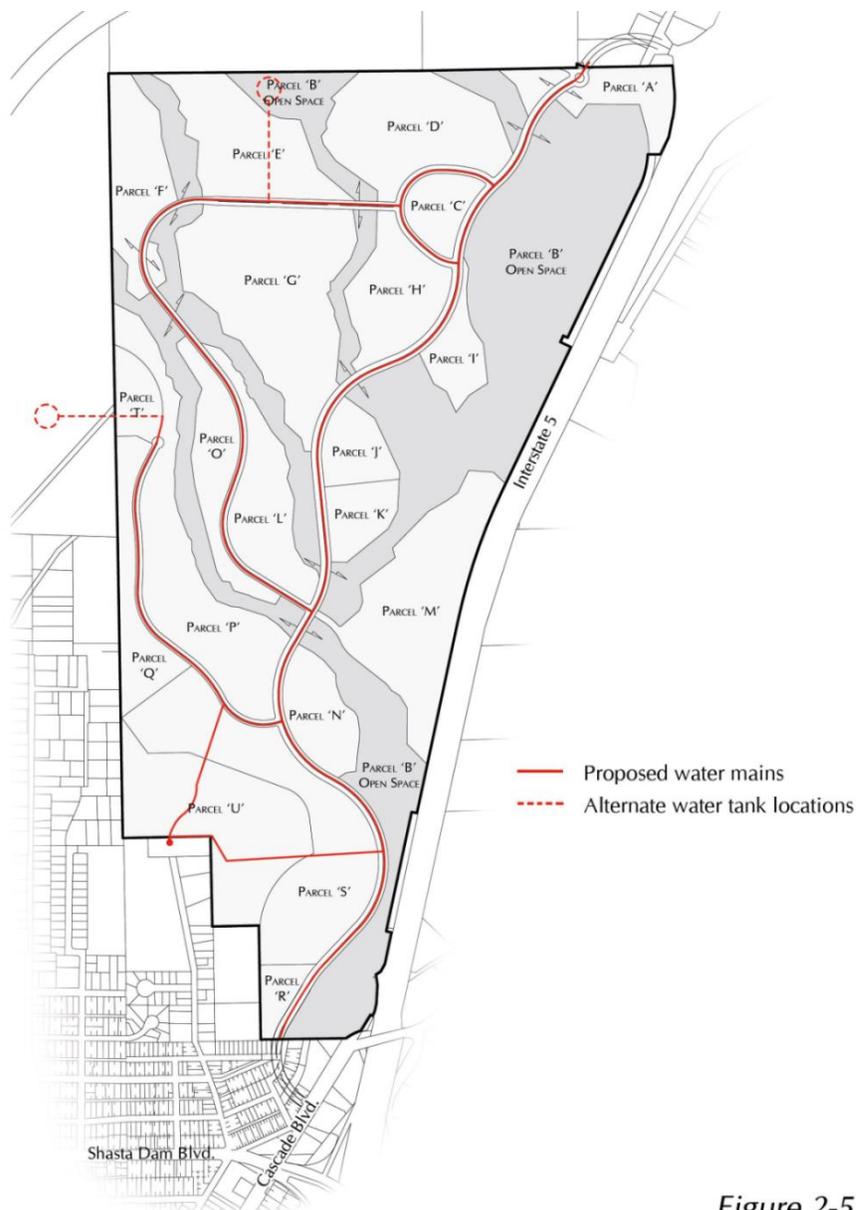


Figure 2-5
Water System

Water Conservation

The City is located within a water rich region, but can have limited water rights during extreme drought years. In order to ensure that the Mountain Gate at Shasta Project and the City of Shasta Lake will have an adequate water supply during extreme drought years, the Mountain Gate at Shasta Project will be limited to a community-wide annual average of 400 gallons per household per day.

Because water conservation methods will continue to develop and improve throughout the life of this Area Plan, the Area Plan does not propose specific conservation measures.



Drought Tolerant Landscaping



Rain Barrel

Developers will be required to implement all reasonable and sustainable water conservation measures in place at the time of design review approval or issuance of a building permit. Compliance will be calculated on an Area Plan-wide basis. The intent of this requirement is to ensure that water conservation is considered and incorporated into each new home and commercial use constructed within the Area Plan.

Due to the area's climate during the hot summer months, the majority of water use is directed toward outdoor irrigation during this time of the year. For this reason, conservation methods could include limiting landscaping to drought tolerant/low water use plants served by drip systems, forgoing installation of irrigation systems, using reclaimed water if available, installing gray water systems or rain barrels, and /or installing rain gardens.



Rain Garden System

7. Wastewater

The City's wastewater (sewer) collection system will be extended to serve the Mountain Gate at Shasta Plan Area. The wastewater collection system is shown on **Figure 2-6, Wastewater Collection System**. The majority of the wastewater system will follow subdivision streets. Those sewer mains that are required to be constructed outside of the subdivision's roads will be designed to provide for access to manholes. A number of downstream offsite improvements are required to the sewer system to adequately serve the project.

A new lift station is required within the Plan Area near the southerly boundary of the project site. The lift station will tie in to the existing force main that terminates at Cascade Boulevard, north of Shasta Dam Boulevard. Additional off-site wastewater system improvements may be required and will be identified prior to approval of subsequent tentative subdivision maps or other discretionary permits. It is the intent of the project design to utilize reclaimed water within the Plan Area if it is available. The City has an existing reclaimed water system in place and there is an existing reclaimed water main near the south boundary of the project.

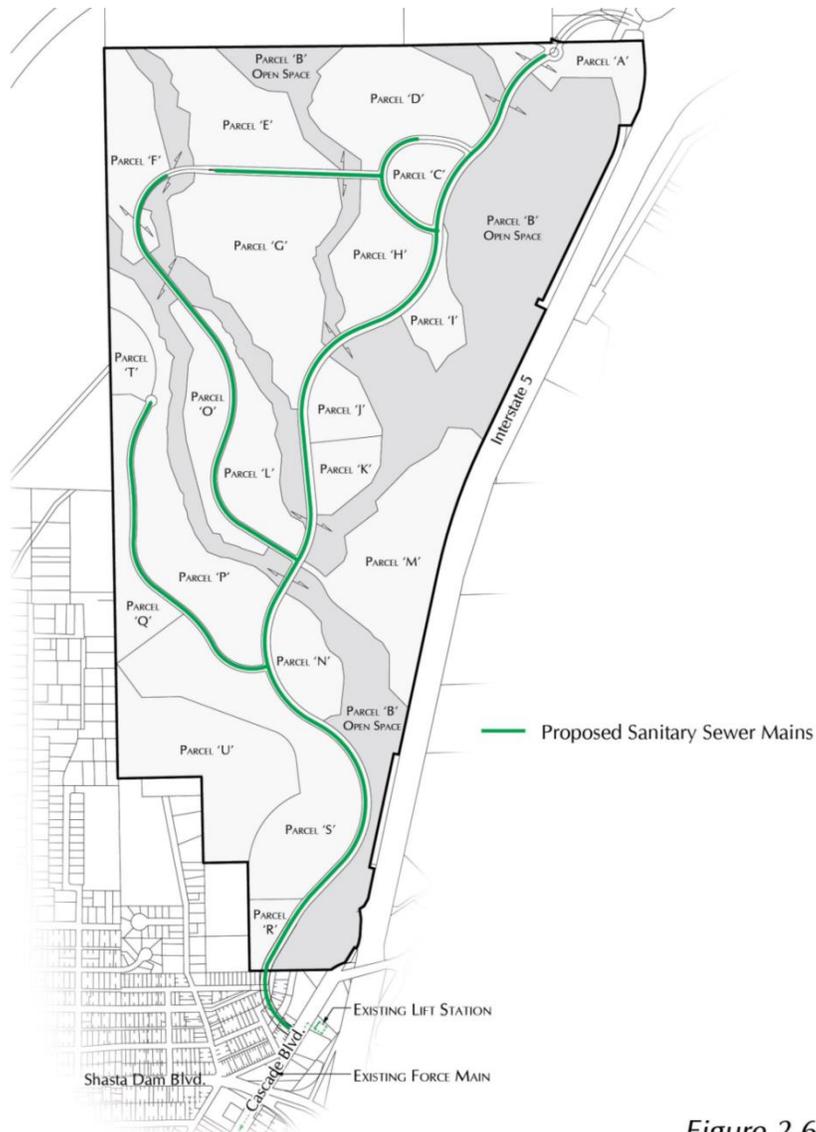


Figure 2-6

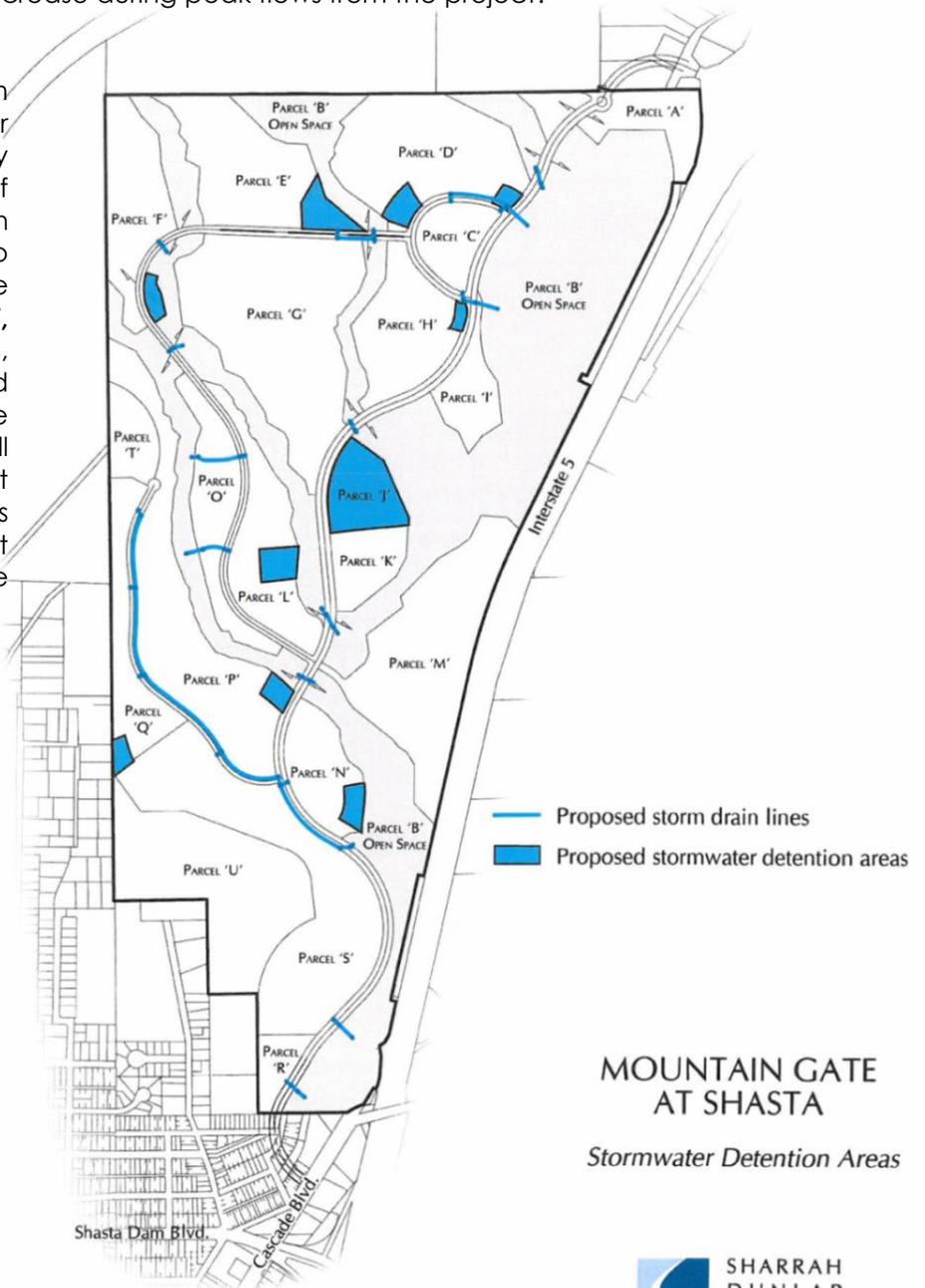
Wastewater Collection System

8. Storm Drainage

The Mountain Gate at Shasta project is designed to continue to convey runoff from the three named streams (Moody Creek, Rancheria Creek, and Rancheria Creek—North Branch) as well as the unnamed tributary that is located between the two Rancheria Creeks. The project is designed to avoid the 100-year floodplain with the exception of necessary road crossings.

The storm drain collection and conveyance system will include inlets, manholes, pipes and outfall structures necessary to collect and convey runoff during the appropriate design storms as established by the City. The City shall own and operate the overall drainage system. Additionally, the storm drain system is required to provide storm water detention to a level that will mitigate an increase during peak flows from the project.

The storm drain system includes storm water detention basins which may be located in stream, out of stream or co-located with parks and will be used to mitigate increases from the project. **Figure 2-7, Stormwater Detention Areas**, illustrates the proposed improvements. Finally, the storm water system will include water quality best management practices (BMPs) to control pollutant discharges in accordance with the City's MS4 Permit.



**MOUNTAIN GATE
AT SHASTA**
Stormwater Detention Areas

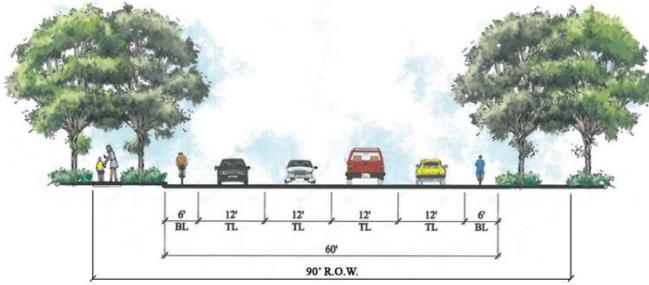


9. Streets

1. Except as modified by the City for compliance with the City's adopted Construction Standards; to ensure safe and efficient traffic; or to avoid special-status species or sensitive habitats, the requirements for minimum right-of-way widths shall be as shown on **Figure 2-8, Street Section**, and as defined below:
 - a. 90' Right-of-Way (ROW) Arterial Road with separated sidewalks/trail easements, street trees and bicycle lanes. The width of each individual component may be reduced as appropriate to accommodate a landscaped center median.
 - b. 82' ROW Arterial Road with separated sidewalks/trail easements, street trees and bicycle lanes. The width of each individual component may be reduced as appropriate to accommodate a landscaped center median.
 - c. 74' ROW Residential Collector with separated sidewalks/trail easements, street trees, bicycle lanes and a landscaped center median.
 - d. 60' ROW Residential Collector with separated sidewalks/trail easements, and street trees and bicycle lanes. On-street parking may be prohibited as deemed appropriate. This street section does not include a landscaped center median.
 - e. The roadway standards may be modified at the discretion of the City during review of subsequent tentative subdivision maps or other discretionary permits.
 - f. All dead-end roads shall be constructed with a turn-around at the terminus approved by the City and the Shasta Lake Fire Protection District.
 - g. The roadway standard may need to be widened in the vicinity of each fire hydrant or public transit/school bus stops, or at intersections to allow for efficient traffic flow.
 - h. All private roads shall be developed to a structural standard, width, and design acceptable to the City Engineer.
 - i. Pedestrian/bicycle and emergency vehicular access shall be provided via Black Canyon Road.

Arterial Road –

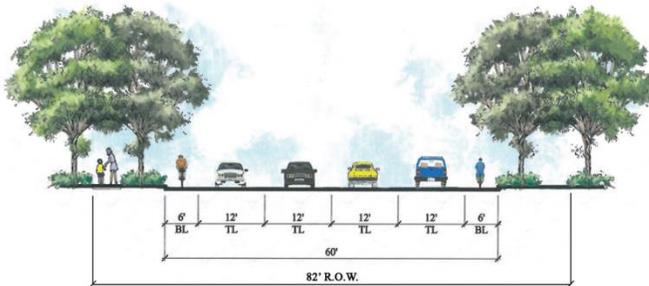
Includes separated sidewalks, street trees and bike lanes; can be modified to include a landscaped center median.



90' Right-of-Way Arterial Road

Arterial Road –

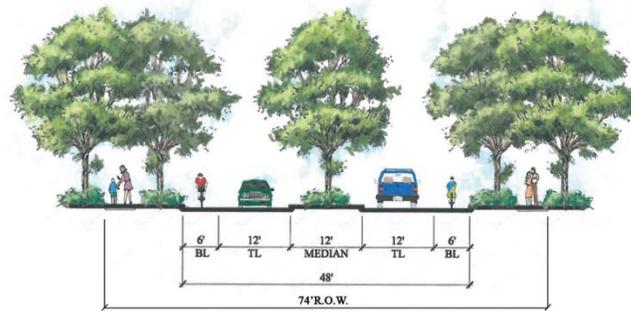
Includes separated sidewalks, street trees and bike lanes; can be modified to include a landscaped center median.



82' Right-of-Way Arterial Road

Residential Street –

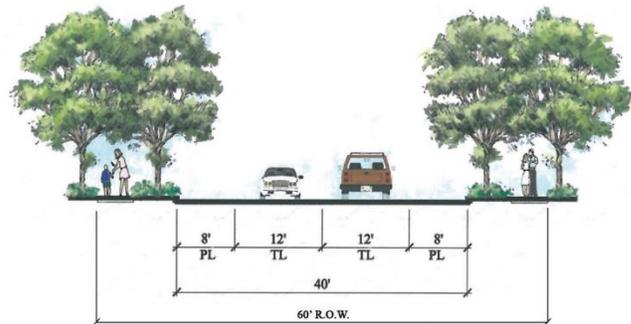
Includes landscaped center median, separated sidewalks, street trees and bike lanes.



74' Residential Collector with Median

Residential Street –

Includes separated sidewalk; can be modified to include bike lanes and restrict on-street parking



60' Residential Collector

Figure 2-8
Conceptual Street Sections

2. Street access onto Arterial Roadways from residential uses shall be from approved street intersections. No direct-driveway access to Arterial Roadways shall be permitted from single family residences. The City may approve shared driveway access from multiple-family or commercial developments as appropriate.
3. Street trees shall be provided along the Area Plan streets in accordance with landscape architect recommendations proposed by the applicant and approved by the City.
4. Streetlights will be provided along all Area Plan streets. Street lighting in residential areas shall consist of low, decorative fixtures along public walkways providing sufficient illumination for pedestrian safety. Parking lot lighting will be of a decorative nature compatible with the architecture surrounding the parking lot and will prevent light spill to the top and sides.
5. All construction shall meet the current standards of the City's adopted general engineering specifications and standard detail drawings unless an alternative standard is approved by the City Engineer.
6. Any entry treatments shall be approved by City staff prior to construction.
7. Area Plan streets, walks, drainage facilities, water facilities, sewer facilities, and underground utilities shall be based on plans approved by the City staff or utility provider, shall be inspected during construction to assure compliance with City or utility provider requirements, and shall be conveyed to the City staff or utility provider upon completion for operation and maintenance.
8. Provision for public transit and school bus stops shall be identified on improvement plans for each phase of development.

10. Solid Waste

1. Solid waste service to the site will be provided by the current franchise solid waste service provider serving the City. Curb side service will be available to all single-family residential areas and some multiple-family and non-residential areas. Where curb side service is not provided, all solid waste collection enclosures shall meet applicable standards for refuse receptacles, recycling areas, and hauler access.

11. Other Public Services

Schools

The Gateway Unified School District (GUSD) has established fees for new development, in accordance with state regulations, to be used to construct school facilities. School impact fees are paid directly to the Shasta County Office of Education. In addition, the school district receives money from various state funding sources and bond measures for the construction and improvement of school facilities.

Development within the Plan Area will contribute fees to the GUSD for the construction and improvement of school facilities. The District will be included in review of the first small-lot tentative map and be given the opportunity to identify up to 15 acres for a school site. Specific terms under which the school site would be identified and conveyed will be identified in a Memorandum of Understanding and subsequent agreements between Mountain Gate Meadows, LLC and GUSD.

Fire Protection

1. Prior to occupancy of the 50th housing unit, or earlier if directed by the City in order to satisfy City requirements for fire safety access and evacuation, a paved fire access roadway will be constructed from Cascade Boulevard to Wonderland Boulevard/Mountain Gate Road.
2. Prior to occupancy of the 500th residential unit, two acres located within either Area H or I will be dedicated to the Shasta Lake Fire Protection District. The cost of construction of the fire station shall be borne by the Shasta Lake Fire Protection District.

Police Protection

Law Enforcement Services will be provided by the Shasta County Sheriff's Department through contract with the City. The Sheriff's Department has a local Substation within the City in the same building as the City Council Chambers.

Prior to approval of small-lot tentative subdivision maps or other discretionary projects, a study will be performed to determine if there is a shortfall in funding from property tax revenue for law enforcement services anticipated to serve the project. If a funding shortfall exists, the Applicant, owner or successor shall agree to participate with the City of Shasta Lake in a funding mechanism to bridge the funding shortfall. The funding mechanism may include formation of a Services Community Facilities District that will obligate each landowner within the subdivision to participate in the district.

Conceptual Phasing

4.0 CONCEPTUAL PHASING

1. Public Services and Facilities Phasing Plan

The Area Plan provides for a comprehensively planned infrastructure system with coordinated phasing of development. Development in the Area Plan will occur over a multi-year timeframe, currently estimated at 15 to 25 years. Based on market conditions and other prevailing factors, it is estimated that the entire project will require three (3) main phases and several sub-phases to complete as identified on **Figure 4-1**.

Phasing of the Area Plan must be carefully coordinated to not only ensure a comprehensive and efficient buildout, but to also allow for the financially feasible sequencing related to the construction of public services and facilities. Public services and facilities such as roadway, sanitary sewer, water, recycled water, storm drainage, dry utilities, parks, police, fire and others can be phased to match the pace of development and to respond to the growing needs of the community as they arise.

Other factors influencing phasing are financial considerations of the property owners and regulatory agency constraints. A series of discrete phases (and sub-phases) are reflected on **Figure 4-1**. The phase boundaries are conceptual in nature and may be amended, revised or combined as development progresses. Modifications to the phasing plan may be approved at the staff level without the need to amend this Area Plan.

Infrastructure requirements for each phase of development include on-site backbone infrastructure and off-site facilities necessary for each phase to proceed. Each phase of improvements include roadway, sanitary sewer, water, recycled water, storm drainage, dry utilities, and other facilities and improvements. Development is anticipated to occur as depicted on **Figure 4-1**. However, it is recognized that construction of one or more phases may occur concurrently as factors dictate.

Because the necessary infrastructure will be phased along with the supported development, the opportunity exists for any and all parcels within a particular phase to proceed with development in any order, subject to applicable tentative subdivision map conditions of approval and/or site plan review and approval by the City (if required).

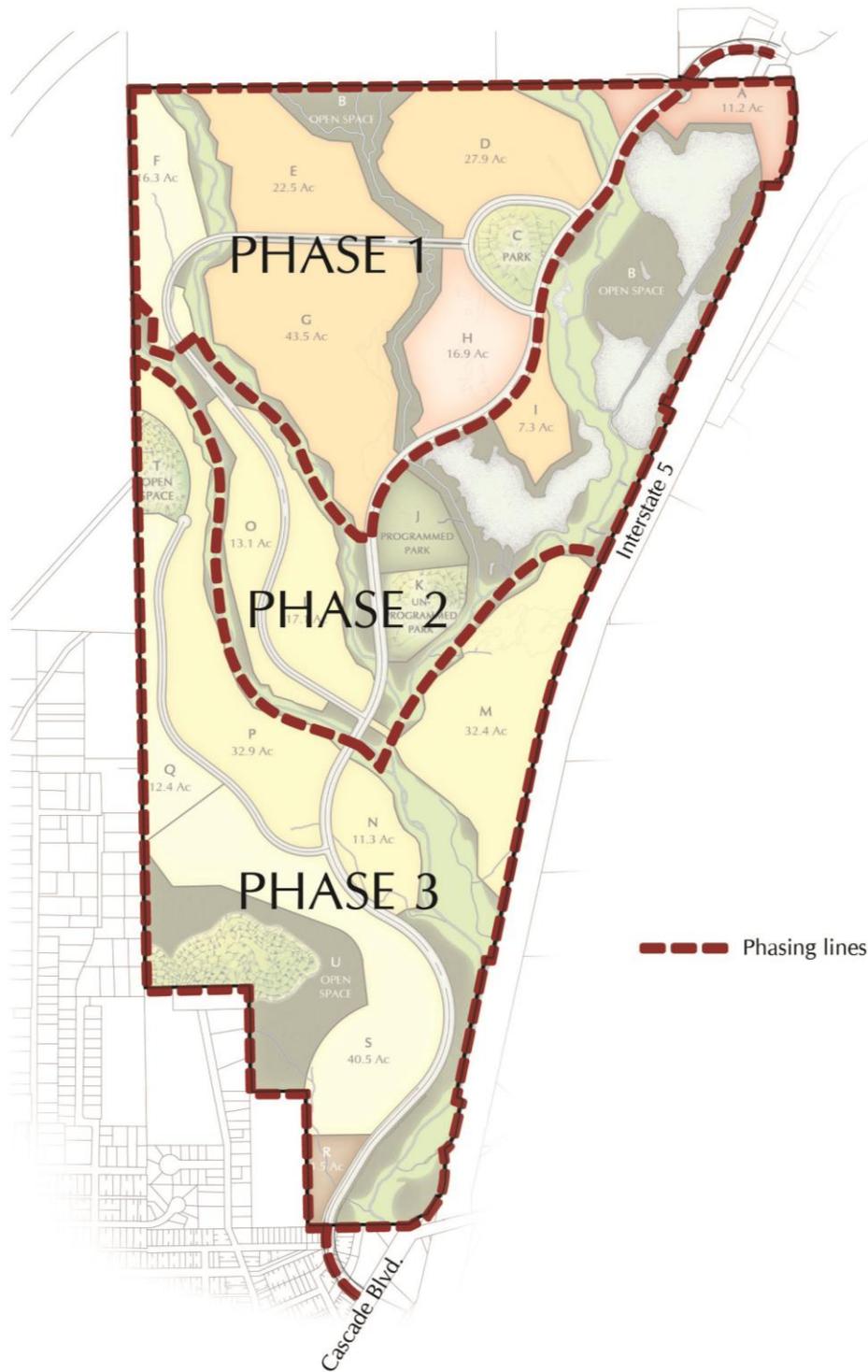


Figure 4-1
Phasing Plan

2. Phasing Performance Standards

This section discusses the phasing performance standards that will provide guidance to the City and property owners for determining the required elements and conditions of phased development within the Area Plan. Except as otherwise provided in the Area Plan, the following is a general series of standards for phased development to assure adequate provision of public services and adherence to sound planning principles:

- a. Developers are responsible for the funding, design and construction of all facilities and infrastructure needed to serve the development identified for each phase. It is recognized that facilities are sequential; accordingly, parcels developed out of phase may be required to construct additional infrastructure and facilities outside of the phase boundary as necessary to provide services to the phase in question.
- b. Upon request by a Developer, the City may consider approval of a deferral of certain segments of infrastructure for a particular phase or parcel, provided that the provision of services and community services is not adversely affected and that financial assurances for the deferred improvements are provided by the Developer.
- c. Prior to issuance of building permits for individual projects, funding or design and construction of necessary infrastructure are required unless deferral is approved by the City. The required entitlements, site-specific design, on-site improvements, plan processing/approval, and on-site construction may commence concurrently with the installation of backbone infrastructure facilities.
- d. Developers may propose the installation of interim facilities should the timing to complete certain permanent infrastructure components otherwise result in a delay of project construction. Proposals for interim facilities to serve one or more phases of development within the Plan Area shall be accompanied by studies demonstrating the adequacy of the proposed interim facilities to provide service pending completion of permanent facilities. Interim facilities that are accepted in writing by the governing agency as a permanent facility shall be eligible for reimbursement from public or private financing sources in the same manner as other permanent facilities.

Financing & Maintenance

5.0 FINANCING & MAINTENANCE

1. Introduction

General Plan Policy LU-(11) requires the Area Plan to identify the public services and facilities necessary to serve the ultimate development of the Area Plan. In addition, this Policy requires the identification of financing mechanisms to fund necessary facilities and services. General Plan Policy PF-(8) requires the City to evaluate public facilities and services and make a determination that:

- Adequate public facilities and services would be available at the time of project occupancy and performance standards maintained following project occupancy; or
- Funds for required improvements are assured and that improvements would be completed within a stipulated time of project occupancy.

2. Fiscal Impact Analysis

A Fiscal Impact Analysis (FIA) was prepared for the project by Development Planning & Financing Group, Inc. (DPFG) in September 2012, to determine the fiscal impacts on the City as a result of development of the proposed project. The FIA considers increased demand for City services versus revenues generated by the project from property taxes, sales and use taxes and other revenue sources.

Information used in preparing the FIA was obtained from the City's annual budget, conversations with City staff, the State Board of Equalization, the California Department of Finance, the Shasta Association of Realtors, the U.S. Census Bureau, the U.S. Bureau of Labor Statistics and Hdl Companies Retail Taxable Sales Estimates (2007). The FIA provides revenue and expenditure projections for the ten-year period during which the project is expected to build out, and revenue and expenditure projections at Year 20.

As noted in the FIA, actual future revenue and expenditure impacts on the City will vary from estimates because events and circumstances can occur in a manner different than described in the FIA. This could include the timeline for buildout of the project, available grant funding for completing infrastructure improvements and the formation of assessment districts to off-set the City's costs for maintaining public improvements and providing public services such as law enforcement.

In addition, the types of commercial uses developed within the Area Plan have an impact on sales tax revenue. For example, automobile sales and large-volume stores are considered the greatest net revenue generators; motels and hotels not only increase tourism-related spending but also generate transient occupancy taxes.

Revenue Generated

The FIA concludes the project is estimated to generate approximately \$2.36 million in annual revenue for the City's General Fund at project buildout and \$2.88 million annually ten years following buildout. The FIA utilizes taxes, licenses and permits, revenues from other agencies, charges for services, fines and forfeitures, revenue from use of money and property and other revenues generated specifically for the General Fund.

General Fund Impacts

General Fund expenditures are utilized to fund costs associated with City departments, central services, capital projects, animal control, parks, recreation, public safety services, public services, personnel and labor relations and grant administration. The FIA adjusts expenditures related to planning and building as it is considered to be a direct offset to planning and building revenues generated by permit fees.

Per capita expenditure amounts were derived by adjusting actual budgeted figures by deducting all capital expenditures, debt service and other non-recurring expenditures. The assumption is that any new facilities and/or equipment required for the new population will be mitigated by the developer's payment of impact fees at the time of building permit issuance.

As stated in the FIA, the project is expected to incur approximately \$2.3 million in operating expenditures for the City General Fund at project buildout and approximately \$2.8 million ten years following project buildout.

Conclusion

The FIA concludes the City would be fiscally positive with approximately \$72,605 surplus annually at project buildout, and approximately \$88,505 gained annually ten years following project buildout based on the assumptions outlined in the FIA.

3. Infrastructure Improvements

Facilities will be constructed as they are needed to serve new development within the Area Plan. Development projects will be conditioned during review of subsequent tentative subdivision maps and other discretionary permits to construct facilities needed to serve the development. Developers may receive either fee credits or reimbursements for advancing eligible projects based on City or special district reimbursement policies. Developers participating in a debt financing mechanism may also receive fee credits for facilities funded through debt financing. If the bond capacity is insufficient to fund all the improvements, other funding mechanisms such as private financing will be required.

Several funding sources may be used to fund the infrastructure required to serve the projected development and to mitigate impacts on surrounding developments. Existing or newly created development impact fee programs may be used to fund a portion of the road, sewer, water, electric, law enforcement and park facilities. In addition to impact fees, which may not provide up-front funding in time for many of the facilities, debt financing (assessment district or Mello-Roos financing) may be used to fund facilities toward the beginning of development. School facilities will be funded through school mitigation fees and possibly through other funding sources, including the State School Building Program or local general obligation bonds.

It is expected that costs will change over time; therefore, each funding mechanism should include a method for adjusting the amount of funding to reflect current costs at the time of construction. At any stage, sub-areas may develop, depending on the financing capacity of the area, development plans, and market conditions.

4. Financing Public Services and Facilities

This section sets forth a strategy to finance public services and facilities required for new development in the Area Plan. This is accomplished by:

- Coordinating a phasing plan while identifying relevant public services and facilities required to serve the Area Plan;
- Providing an analysis of the estimated costs required to provide public services and facilities; and
- Identifying the sources of funding available to pay for the various types of public services and facilities and implementation of the applicable financing mechanisms.

Implementation of the financing plan will provide assurance that public services and facilities are constructed and available to serve new development in the Area Plan and mitigate its respective impact.

5. Financing Responsibilities and Sources by Type

Funding Sources

A number of strategic and creative mechanisms may be used to fund public services and facilities required for the Area Plan. The ultimate type of financing mechanisms will be determined based on a technical analysis of costs, financing requirements, duration of funding, reimbursement requirements, absorption rates, and market strategies.

Specific details on financing, long-term maintenance and other related funding requirements will be stipulated in the Development Agreement and/or Reimbursement Agreement with the developer and will be made a condition of approval for subsequent tentative subdivision maps or other discretionary approvals.

A. Developer Funding

Developer funding is the most common method of funding improvements that directly benefit the development. Private developers may construct many of the public facilities that are required to serve the Area Plan, using cash, funds from private investors, lines of credit, conventional lending sources, and other sources of private financing.

This method involves installation of the improvements at the developer's cost prior to filing a final map and/or occupancy of a portion of the development. Typically, this method works for improvements such as streets, sidewalks and utilities that are part of the proposed development, or involve only a short extension to reach existing improvements. If improvements are oversized, or are part of the City's capital improvement program, the City and developer may enter into a reimbursement agreement to reimburse the developer as other projects use the facilities.

B. Developer Cost Sharing / Reimbursement Agreement

Public facilities that directly benefit other properties within the Area Plan pay their proportionate share of costs upon some equitable factor. In the case where one property would develop first and construct public facilities benefiting additional properties, the provider of shared infrastructure may be entitled to reimbursement of costs in accordance with the Development Agreement.

C. Special Assessment Districts / Community Facilities Districts

Special assessment districts may be formed to provide funding for long-term maintenance of landscaping, open space areas, drainage facilities, trails and government services such as law enforcement and fire protection.

Assessments are paid by property owners within the development when their properties benefit from the improvements through increased property values. Assessments include special, benefit and maintenance assessments, and special assessment taxes. Assessments are subject to a weighted election.

Benefit Assessment Act of 1982 (Government Code Section 54703 et seq.). Benefit Assessment Districts allow the City to fund ongoing operation and maintenance of public drainage, flood control and street lighting systems by applying special assessments to the properties receiving the special benefit,

Landscape and Lighting Act of 1972 (Streets and Highways Code, Section 22500 et seq.). Under the Landscape and Lighting Act, the City can fund various improvements including:

- The installation or planting of landscaping, including street trees;
- The installation or construction of fountains and other ornamental structures and facilities;
- The installation or construction of public lighting facilities, including street lights and traffic signals;
- The installation of park/recreational improvements;
- Installation or construction of curbs, gutters, walls, sidewalks, paving, or water, irrigation, drainage or electrical facilities;
- The maintenance, repair, removal or replacement of any improvement funded by the District;
- Removal of trimmings, rubbish, debris or other solid waste;

Mello Roos - Community Facilities Act (Government Code Section 53311 et seq.)

The Mello Roos Community Facilities District (CFD) Act of 1982, allows a City to fund certain public services and facilities through the sale of CFD bonds. More than one CFD may be established to fund the proposed public improvements and services. Eligible public facilities and infrastructure include, but are not limited to:

- Local park, recreation, and open-space facilities;
- Parkway facilities;
- Elementary and secondary school sites and structures that meet the building area and cost standards of the State Allocation Board;
- Fire stations;
- Highway interchanges;

- Water and sewer systems;
- Libraries;
- Child care facilities;
- The undergrounding of utilities;
- Any governmental facilities which the legislative body creating the CFD is authorized by law to contribute revenue to, own, construct, or operate;

A CFD may also fund the following services, provided that the services are in addition to those services already provided in the territory and do not replace existing services:

- Police protection (including the provision of jails and detention facilities);
- Fire protection and suppression;
- Ambulance and paramedics;
- Flood protection;
- Recreational programs and library services;
- Additional funds for the operation and maintenance of parks, parkways, open space, museums, and cultural facilities (this final service cannot be approved through a landowner election).

D. Federal, State, County, or Local Funding

Federal, state, county, or local funding may be utilized to fund capital facilities through various funding sources such as voter approved measures. Other funding sources from federal, state and local agencies may become available in the form of grants or loans.

For certain capital facilities, the state or federal government may be able to provide low-cost loans. The most common loan programs are the U.S. Environmental Protection Agency's Clean Water Act (CWA) State Revolving Fund and Safe Drinking Water Act (SDWA) State Revolving Fund. The CWA provides funding for projects that address non-point source water pollution, certain watershed protection projects, and for municipal wastewater systems. The SDWA fund covers upgrades to public water systems to comply with safe drinking water standards.

E. Development Impact Fees

Development impact fees may be used to finance regional and citywide improvements. These fees are used to pay for costs of public facilities and infrastructure that the development will cause. Fees are charged to fund transportation-related improvements (i.e. streets, traffic signals, bridges, bike lanes, and sidewalks), storm drainage and flood control facilities, water and sewer facilities, and public buildings including libraries, police and fire facilities. If public facilities and infrastructure fall within an agency's development impact fee program, the developer may be eligible for credit and or reimbursement against such fee obligation.

The City currently has in place impact fee programs to fund a portion of its road, sewer, water, electric, and park facilities. Impact fees are paid at the time of issuance of a building permit.

F. Quimby Act and Parks Reimbursement

Cities and Counties have been authorized since the passage of 1975 Quimby Act to adopt ordinances requiring developers set aside land, donate conservation easements, or pay fees for park land and improvements. Revenues generated through the Quimby Act cannot be used for the operation and maintenance of park facilities. The act ensures open space acreage in jurisdictions adopting Quimby Act standards of 3-5 acres per 1,000 residents.

G. School Facility Financing

School revenue for public facilities comes from three sources: state school construction programs, school mitigation fees paid at building permit issuance, and any general obligation or Mello-Roos bond. In 1986, the State Legislature approved AB 2926 which authorized school districts to levy development fees and at the same time placed a cap on the total amount of fees that could be levied. Additionally, the School Facilities Act provides a means for overcrowded school districts to receive fees for interim school facilities necessitated by new residential development. In Shasta County, fees are paid by the developer directly to the Shasta County Office of Education. This law enables a school district board that receives fees to use those funds for any "construction or reconstruction."

On November 4, 2008, voters within the Gateway Unified School District approved a \$19 million general obligation bond (Measure G) to provide funding for renovation and construction of school facilities. The bond will be repaid by an ad valorem tax on all property owners within the boundaries of the Gateway Unified School District.

H. Operation and Maintenance of Public Services and Facilities

The Area Plan may participate in and/or create special districts to fund the ongoing operation and maintenance of public services and facilities within the Area Plan and/or citywide services and facilities. The City can provide funding from local funds (i.e. property tax and sales tax revenue) generated by development of the Project to assist in maintaining an affordable level of public services based on the Project fiscal impact analysis.

The City currently requires the formation of or participation in an assessment district/CFD to fund maintenance of landscaping, trails, drainage systems and street lighting along all Area Plan streets. Additionally, the City will require the Area Plan to participate in the formation of an assessment district/CFD to fund the cost of fire suppression, rescue, emergency medical and law enforcement services. The specific funding needs for each phase of development will be identified prior to approval of subsequent tentative subdivision maps or other discretionary permits.

I. Funding Sources Table

Table 5-1 identifies some of the funding sources that are available and/or are appropriate for the various types of public services and facilities required for Area Plan. Additional funding sources may be identified in the future.

Table 5-1

Public Services and Facilities – Potential Funding Sources

Improvements / Services	Developer Funding	City Impact Fees	Mello Roos (CFD)	Landscape and Lighting Act of 1972	Benefit Assessment District of 1982	Federal, State, Local (Loans, Grants)	Quimby Act, Land Dedication	School Facility Financing
Law Enforcement / Fire Protection Services			X			X		
Parks, Open Space, Trails	X	X	X	X		X	X	
Schools			X			X		X
Transportation / Streets	X	X	X	X	X	X		
Water System	X	X	X			X		
Wastewater System	X	X	X			X		
Storm Drain Facilities	X	X	X		X	X		
Dry Utilities	X	X	X			X		
Maintenance (landscaping, trails, parks, open space, drainage facilities)	X	X	X	X	X	X		

Design Guidelines



6.0 DESIGN GUIDELINES

1. Design Guidelines Purpose

Architectural and site design shall be governed by these adopted Design Guidelines for the project. The City of Shasta Lake and the Area Plan developers shall consider these Design Guidelines in the design and review of future development proposals in conjunction with other applicable zoning development standards, ordinances and/or special development requirements. These standards include, but are not limited to the Mountain Gate at Shasta PD Zone District and/or special development requirements.

These Design Guidelines encourage creativity that responds to the physical and historic setting, and the community vision. The City does not intend that these design criteria will restrict creative solutions. The Planning Commission, at its discretion, shall have the authority to consider and accept alternative site and/or building designs that are determined to meet the general intent of the adopted Design Guidelines.

2. Objectives

The Mountain Gate at Shasta Area Plan will create a distinct community with attractive residential neighborhoods, highway-oriented commercial, local retail and service uses, and recreation and open space.

These Design Guidelines incorporate the following objectives for all development:

- Encourage originality, flexibility and innovation in site planning and development, including the architecture, landscaping and design of proposed developments in relation to the entire city and/or surrounding areas.
- Discourage monotonous, drab, unsightly, dreary and inharmonious developments, minimize discordant and unsightly surroundings and visual blight, and avoid inappropriate and poor quality design.
- Aid in assuring that structures, signs and other improvements are properly related to their sites and the surrounding sites and structures, with due regard to the aesthetic qualities of the natural terrain and landscaping and that proper attention is given to exterior appearances of structures, signs and other improvements.

3. Relation to Other Regulating and Guiding Documents

1. Mountain Gate at Shasta Planned Development (PD) Zone District

The Mountain Gate at Shasta PD Zone District (SLMC Chapter 17.63) will guide and regulate the land use and development of the Area Plan.

The regulations of the PD Zone District shall apply exclusively to the property defined within this Area Plan.

Among other development regulations and approval processes, the Planned Development Ordinance specifies the following:

- Permitted and Conditionally Permitted Uses
- Other Permitted Uses
- Live-Work Units
- Development Permit Procedures
- Site and Building Development Standards (including building height, lot coverage, and yard/setback requirements)
- Administrative Amendment Procedures
- Subsequent Environmental Review

2. City of Shasta Lake Guidelines and Regulations

The PD Zone District shall be combined with the regulations of Title 17 (Zoning) of the City of Shasta Lake Municipal Code (SLMC). Where these Design Guidelines are silent on a building or site development regulation, the provisions of the SLMC shall apply. Where standards described in the Area Plan differ from citywide standards, the provisions of the Area Plan will apply.

3. Covenants, Conditions and Restrictions (CC&Rs)

Covenants, Conditions and Restrictions (CC&Rs) administered and enforced by future property owners and/or a Homeowner's Association may be applied to provide more specific design criteria for development within the Area Plan. If applied, such CC&Rs will be recorded in the office of the Shasta County Recorder concurrently with the applicable subsequent tentative subdivision map. The City shall review such CC&Rs prior to recordation to determine consistency with the City's requirements.

4. Design Guidelines Inspiration and Influences

Expressions of the Design Theme

The setting, climate, and historical context Discussed in Section 1 (Introduction) of the Area Plan) all provide inspiration and influence the design theme(s) that may occur within the Plan Area. Indeed, there is richness in these factors that suggest more than one approach to the design of the community, particularly in the commercial and mixed-use areas.

The overall effect of the natural location will be high quality, pedestrian scaled urban uses blended with a very high level of natural amenity. The oak groves are a signature feature of the Plan Area, and adopted mitigation measures and the City's tree conservation ordinance require liberally planting new trees.

The setting suggests a compact community integrated with natural open space. Area H, the mixed-use area, is centrally located and includes retail and neighborhood-oriented services that make this a logical location for community gathering spaces. Notable architecture, including pedestrian gathering spaces (plazas or courtyards) and a landmark structure that stands above the area could be hallmarks of this plan.

Area A should also have a landmark structure, but as a highway oriented commercial use at the north gateway to the community, this landmark should be visible from the highway. The area is auto-oriented, and should provide a welcoming, easy to follow circulation plan that draws both local residents and highway travelers to the center. As a highly visible landmark gateway, this area should also provide notable architecture that reflects the climatic and historic character of the region.

The potential for wildfire in the area indicates that the landscaping include defensible space design to reduce the natural fuel load around the developed areas. In addition, fire resisting designs and materials will be incorporated in all development in compliance with the most recently adopted California Building Standards Code (CBSC) (Title 24). Such features can influence the appearance and character of buildings in the Plan Area.

The climatic conditions suggest that the site design, notably Areas A and H will provide well-defined places for people. Shade and water features would be welcome elements. The architecture should provide sheltering, and shading overhangs over building entries and walkways. At this latitude, a combination of signature architectural elements, such as roof overhangs on the south side of buildings that extend out, and screening elements to shade windows from direct noon sun, can be used to make buildings and outdoor spaces more energy efficient and pleasant.

The area receives substantial solar energy throughout much of the year. Building designs could incorporate both active and passive solar features such as thick walls and recessed windows, thermal chimneys, and buildings formed and placed to channel breezes.

The rich history of the area suggests many building forms and materials that would create a unique signature for this Plan Area. In addition to the construction of Shasta Dam, the historic industries, including ranching, mining, lumber, and railroad, all provide iconic forms involving simple, strong forms and stout, utilitarian materials. Adaptations of these materials and forms would blend well with the climatic conditions and natural amenities in this area.

Standardized architecture from other regions and eras, such as the pseudo-mission or Spanish style architecture so common in suburban shopping centers throughout the west, is not appropriate in this Plan Area.

5. Guidelines for Open Space Areas and Trails

1. Hillsides and Grading

Shasta Lake Municipal Code (SLMC) Chapter 15.08, Grading, Erosion Control and Hillside Development, regulates development in hillside areas in the city. The Plan Area existing topography consists of gentle to moderate slopes. Hillsides that exceed 10 to 20 percent slope are located near the southern portion of the property. The land use in these steeper sloping areas includes low-density residential and open space. Some development may be clustered and designed to avoid the hillsides and other sensitive habitat.

2. Urban Runoff and Natural Features in the Plan

Figure 2-1, Schematic Land Plan illustrates where the Plan Area sets aside extensive open space in naturally occurring intermittent and ephemeral stream courses, oak woodlands, wetland areas, and water quality and storm water control basins, which may be located in-stream, out-of-stream or co-located with parks. These Design Guidelines address two primary concerns regarding these features; the interface with urban land uses, and the aesthetics and amenity of the open spaces.



Native Oak located in Open Space Area

Interface between Urban and Protected Wetland Areas

Any permits issued to individual landowners by the U.S. Army Corps of Engineers (USACE) under Section 404 of the Federal Clean Water Act may establish permanent preserve areas in the Plan Area. Such permits will also establish the specific development standards that apply to those preserve areas and immediately adjacent lands designated as buffer areas. Mitigation measures adopted by the City also ensure protection of these areas.



Existing Intermittent Stream

Until the USACE issues any such permit(s) the specific conditions pertaining to preserve areas and adjacent lands are unknown; however, the Design Guidelines can anticipate typical conditions that may apply. Typically, the buffer areas provide a transition of a minimum of 50 feet from the urban area to the protected wetlands. The buffer area may contain a pedestrian/bike trail. The plant materials in the buffer areas transition from non-invasive trees and groundcover near the urban edge to

natural grassland and compatible species adjacent to the protected areas. No exotic trees or invasive vegetation will occur between the pedestrian/bike trail and the protected area.

On February 5, 2013, the SWRCB adopted a NPDES General Permit for Waste Discharges from Small Municipal Separate Storm Sewer Systems (MS4s) (Order No. 2013-0001-DWQ, NPDES No. CAS000004). The MS4 Permit became effective July 1, 2013, and regulates storm water runoff from the City's streets, catch basins, curbs, gutters, ditches, man-made channels, storm drains, roads with drainage systems, etc., that are used for collecting or conveying storm water.

The MS4 permit requires the discharger to develop and implement a Stormwater Management Plan/Program with the goal of reducing the discharge of pollutants to the maximum extent practicable (MEP). MEP is the performance standard specified in Section 402(p) of the Clean Water Act. The management programs specify what best management practices will be used to address certain program areas.

Under the MS4 Permit, the City is required to ensure that all development is in compliance with site design measures, source control measures, implementation of Low Impact Development (LID) design standards, and other measures to reduce the discharge of pollutants into area waterways.

Specific measures and designs will be determined at the time tentative subdivision maps, building permits, or other discretionary permits are submitted to the City.

3. Water Control Basins and Channels



**Stormwater Management Basin
with Natural Edge**

Figure 2-7, Storm Water Detention System illustrates the conceptual location of basins and drainage channels along Moody Creek and Rancheria Creek that will protect the area from storm water overflow. Alternatively, off-stream basins may be included to accommodate a portion of the storm water storage needs. The basins also treat the pollutants in surface water run-off through natural processes.

Although the primarily purpose of these basins is to provide storm water management and water quality treatment, the basins should also be aesthetically pleasing and blend visually with the nearby landscapes. The basins that are not constrained by any preserve area conditions can include more trees, shrubs and groundcovers, but must also maintain the capacity of the basins and the channel. Any USACE permit, if required, will regulate the use of the natural channels within the protected wetland areas and thus these are generally undisturbed.

Storm water management needs will determine the area of inundation of the basins. The Area Plan identifies locations and adequate space to accommodate a worst-case scenario in which the maximum storm water storage capacity is required.

Where off-channel basins are adjacent to natural open space they are a transitional feature from the urban land use. Trees along the basin edge near the urban use will transition to lower shrub, groundcover, and grasslands along the open space edge. Basins can be co-located in parks, and the park locations may be changed as provided in this Area Plan.

DG 1. Detention basins must blend in with their natural surroundings. Trees and vegetation shall be planted to screen view of the basins from adjacent properties and the general public. While each water quality basin has been sufficiently sized to meet the runoff demands from its respective drainage shed, each builder may incorporate additional LID design features and reduce the size of the water quality basins accordingly.

DG 2. Fences should be avoided if possible. Where required, fences shall be open types with a black matte finish.

4. Open Space and Trails Fencing

DG 3. Open decorative metal fences constructed of tubular steel or wrought iron may be used adjacent to the open-space areas along the rear and side property line of residential parcels that abut open space areas. Open fences, or post and cable, may also be used adjacent to open space to define pedestrian pathways and to separate different functions within landscape corridors (for example, to restrict access of dirt bikes and motorized vehicles).



Open, Decorative Fence

DG 4. Chain link fencing is prohibited except in conjunction with construction related activities.

DG 5. Open fencing shall not exceed 6-feet in height.

DG 6. Brick or other masonry pilasters or columns may be used as an optional detail with open style fences.

DG 7. Bollards may be placed to control vehicular traffic and pedestrian flow, and along pedestrian/bike paths leading to the school, park, or open-space sites. These bollards shall be removable steel post or approved replacement.

DG 8. Bollards may be constructed of metal, precast out of natural or integral-color concrete or of alternative materials approved by the City.

6. Guidelines for Common Area and General Development

1. Landscaping Guidelines

The existing plant palette in the Plan Area includes small conifers, oak woodlands, marshy areas, and relatively dry grasslands with poor soils. The area is located in USDA Climate Zone 9b (Sunset Zone 9, Thermal Belt of California's Central Valley). Winters are slightly warmer than the valley.

These Landscape Guidelines describe minimum planting standards, appropriate tree species and planting densities within newly landscaped areas that are visible to or shared by the public. Landscaping in the common areas, including street corridors, will add shade, color, and texture. The effects will include a cooling of streets, sidewalks, parking areas, and buildings.

Landscaped areas should appear to be an extension of the natural open space. The landscapes adjacent to preserves must be compatible with the natural conditions that include hot, dry summers. Moreover, the landscape areas must avoid the potential to change the natural ecology of the Preserve Areas by inadvertently introducing invasive, competitive plants.

The new landscape palette must emphasize drought tolerant, non-invasive species that will be visually compatible with the environmental setting of the Plan Area. Lush lawns and water demanding trees and shrubs are generally not appropriate, but these Guidelines do not prohibit these elements where they may provide a focal point or other landscape statement as long as this is consistent with the Area Plan's Water Conservation provisions discussed in Section 3.0 (Area Plan Policies).

- DG 9.** Underground utility lines near future tree planting areas must be designed and installed to minimize impacts to trees. Project applicants shall work with the utility provider(s) to coordinate the location and other potential impacts associated with the under grounding of the utilities.
- DG 10.** All landscaping throughout the development shall comply with the City's Water Efficient Landscaping Ordinance (SLMC Chapter 15.10) as applicable to promote the values and benefits of landscaping while recognizing the need to invest water and other resources as efficiently as possible.
- DG 11.** Landscape materials shall be plants that are adaptable to local conditions, easily maintained, and drought tolerant.
- DG 12.** Reclaimed water shall be used in the irrigation system if available.

2. Street Landscaping

Specific tree planting requirements will be included in the final tree replacement plan and may include street trees. Street landscaping should include trees to shade the street and adjacent sidewalk, and establish the character and form of the street edge, but otherwise convey a sense of natural informality. Secondary trees, shrubs and ground cover should be placed with consideration to water demand first, and then to form and color to create a memorable collage.



**Natural Landscape Character
along Road Edge**

- DG 13.** Where right-turn lanes are required, the width and design of sidewalks and landscape strips shall maintain the quality of the pedestrian environment.
- DG 14.** The landscape strip areas shall be designed to provide pedestrians with secure passage along the street. Street trees and lights designed to the pedestrian scale shall be placed within continuous landscape strips to provide a barrier between the roadway and sidewalk. Larger canopy trees shall be used where possible to shade the sidewalk and the street.

3. Streets – Bicycle and Pedestrian Safety

DG 15. Turning movements typically occur from within the main travel lanes; however, short (one- to two-car-length) turn pockets may be provided at some intersections in lieu of parking in order to ensure safe turn movements for bicyclists.

DG 16. Intersections shall be designed to reduce the crossing distance for pedestrians. Features may include pedestrian bulb-outs, pedestrian refuge areas within the medians of arterials, and in-street crossing lights.



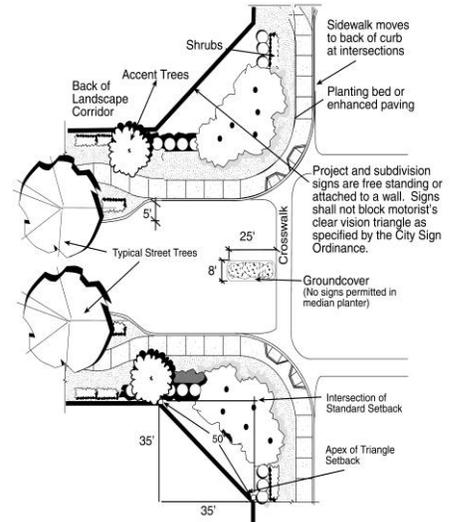
Pedestrian Island

4. Neighborhood Entries

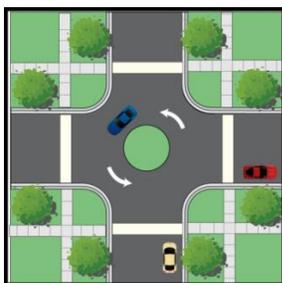
Gateways may occur throughout the Plan Area at the entry to individual neighborhoods as well as the primary entries to the Mountain Gate at Shasta community. The specific location and character of each gateway feature will be determined during review of subsequent tentative subdivision maps.

DG 17. The neighborhood entry includes the landscape corridor plus an additional triangular setback area. The neighborhood entry shall provide an offset that may be used for project signage oriented toward the intersection.

DG 18. Landscaping in the neighborhood entry may include accent trees, colorful annual plants, signage and other special landscape elements such as enhanced paving and seating areas.



Conceptual Plan of Neighborhood Entry Gateway



Conceptual Neighborhood Traffic Circle



Conceptual Neighborhood Intersection "Bulb-Out"

DG 19. Where provided at the rear of corner clips, fencing shall be a masonry wall (with pilasters or columns) to match or accent the adjacent masonry wall.

DG 20. Improvements and plantings within corner-clip areas shall allow adequate vehicular lines of sight at intersections.

5. Street and Sidewalk Furnishings

Street furnishings (including benches, trash receptacles, bollards, planters, bus shelters, and other similar amenities) are permitted within landscape corridors provided placement does not interfere with clear-vision standards for street intersections, or pedestrian movement along the sidewalk.

DG 21. The design of street furnishings should match or complement the design of surrounding elements including other furnishings, walls and fences, and building architecture.

DG 22. Street furnishings are to be low-maintenance and utilitarian, yet attractive artful design.

DG 23. Metal components of street furnishings shall not be exposed such that they could burn someone in high ambient temperatures.



Examples of Street Furnishings

6. Fences, Walls and Screening

a. Masonry Walls

The Plan Area will typically use two different types of masonry walls. Simple masonry walls will be used between dissimilar land uses to provide security and privacy, and other locations provided that they are screened by ivy or similar creeping plant. Enhanced masonry walls are typically located where sound walls are necessary along arterial streets adjacent to low-density residential and medium-density residential parcels.

b. Enhanced Masonry Walls (Sound walls)

The following guidelines shall apply where sound walls are required to mitigate sound impacts adjacent to streets. Alternative innovative methods to mitigate street noise to a level comparable to sound walls are preferred. Such methods may include, but are not limited to greater setbacks, building design, mounding, or single-story structures with solid walls facing the street.



Example of Enhanced Masonry Wall

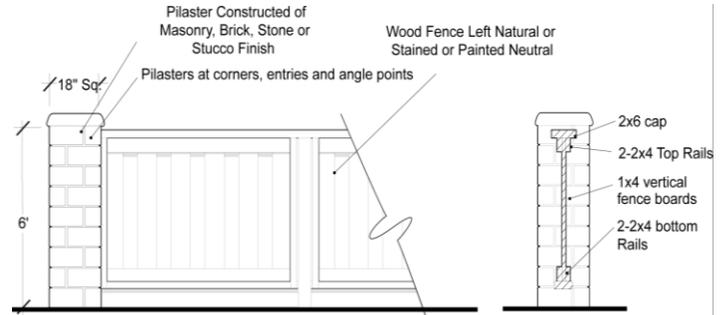
DG 24. Sound walls installed as required subject to acoustic analysis shall be placed at the inside edge of the road ROW or landscape easement. The area between the road curb and the wall shall include a public sidewalk and landscaping, including canopy street trees consistent with the street cross sections illustrated in the Area Plan Figure 2-8.

- DG 25.** Landscaping should become the dominant element in the corridor, rather than a masonry wall. Therefore, the masonry walls along public corridors should be a simple design, of quality materials, that will eventually be a background element screened by, or visually recede beyond the landscape materials. The appropriate designs will include a simple, surface covered with vegetation, and a wall cap.
- DG 26.** Masonry walls shall not be used adjacent to the open space corridors, or obstruct service access to electric, telephone, cable, water or sewer services or equipment.
- DG 27.** Berms may be used to elevate the wall to the necessary height. The mounds shall not exceed a three-to-one slope. The mounds may support the wall or be placed against the wall on the street side. Drainage shall be contained so there is no sheet flow of water onto the sidewalk.
- DG 28.** Columns or pilasters may be embellished with textures, complementing materials, or articulation details (such as shadow lines). In addition, signature or logo elements that are cast or otherwise incorporated in the column or pilaster face may be included at end pilasters at road entries into projects.
- DG 29.** Variations in wall designs within the Plan Area are acceptable at the following notable break points only: creek crossings, arterial intersections, and major changes in land use. Notwithstanding this, continuity in theme and materials shall be incorporated where variations occur.

c. Enhanced Wood Fences

Enhanced wood fences or masonry may be constructed along major streets where the traffic noise effect does not require a masonry sound-wall.

- DG 30.** Minimum solid-wood fence height is 6-feet. Enhanced wood fences may be placed on a berm not more than 24" above the elevation at the back of the adjacent sidewalk.



Example of Enhanced Wood Fence

- DG 31.** Fence sections will be 8 to 10-feet in length supported by 4-by-4 posts or comparable, durable posts.
- DG 32.** Pilasters or columns may be used in enhanced wood fences at each side of neighborhood vehicular entrances, at pedestrian walkway entrances, and at each angle point (change in direction).
- DG 33.** Pilasters and columns shall be constructed of materials complementary to the wood fence. Acceptable materials include masonry block, brick, stone, cobble and stucco finish. The pilaster material and design shall be consistently applied throughout individual subdivisions.

DG 34. Enhanced wood fences are to be of redwood or comparably durable construction materials, and if painted or stained, should be an earth tone color.

7. Street Lighting

Lighting will be designed to balance the safety and security needs for lighting with the City's desire to ensure that light trespass and glare have negligible impact on surrounding property (especially residential) and roadways.

DG 35. Lighted features including but not limited to lighted bollards, lighted shelters, back-lighted planters, and accent-lighted wall surfaces and signs, are permitted provided light sources are low-level and screened from adjacent streets, walkways and homes.

DG 36. Planting shall be restricted within the zone of light for street lights.

DG 37. Street and common area lighting should be simple forms and scaled to pedestrians.



Themed Light Standard with Banner

7. Single Family Neighborhood Design Guidelines

The Mountain Gate at Shasta Area Plan includes residential uses in a variety of densities ranging from Very Low Density (1-2 units per acre) to High Density (11 - 30 unit per acre). Each of these residential parcels has the potential for a diverse range of housing. These Design Guidelines do not require a specific housing style for any location in the Plan Area. On the contrary, the Guidelines seek to influence residential design to fulfill certain essential principles of high quality, sustainable residential design. Beyond that, the goal is to influence residential design that is particularly suited to the local climate, natural setting, and history of the area.

a. Residential Neighborhood Connectivity and Form

The Area Plan seeks to facilitate pedestrian and vehicle connectivity between neighborhoods, and between neighborhoods and commercial areas. The final route and design of the residential streets will be determined in the Tentative Map approval process. The following measures guide the design of the neighborhood streets.

DG 38. The street system shall be designed to encourage low volume/low speed traffic within neighborhoods.

DG 39. The neighborhood street system shall be designed to provide convenient traffic routes that make it easy to walk or bike to nearby homes, parks, schools and commercial areas.

DG 40. Each neighborhood shall provide at least one neighborhood street/pedestrian connection to each adjacent neighborhood unless constrained by a major road, wetland preserve or other significant feature.

b. Single Family Home Street Front Orientation

- DG 41.** Front doors and living-room windows should orient toward, and be visible from, the street.
- DG 42.** The home and front yard, rather than the garage, must be the primary emphasis of the front elevation of the homes. Architecture should be oriented “forward” toward the street, activating the street scene.
- DG 43.** Homes that occupy the corner lot on a residential street require an enhanced elevation on the corner-facing side yard.
- DG 44.** Variable front-yard setbacks and variable side yard setbacks are encouraged to provide more interesting neighborhood street scenes. This may include:
- Variable lot width programs;
 - “Reverse plan” plotting along streets (“flipping” of footprint to reduce repetition of garage placement and consolidating living space massing).

c. Single Family Residential Style and Plan Diversity

A variety of compatible architectural styles will ensure a degree of individuality in all neighborhoods.

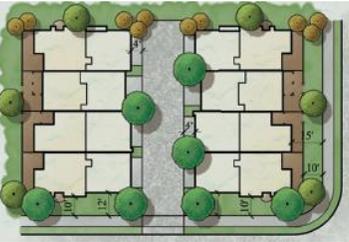
- DG 45.** Builders shall develop floor plans that are responsive to both architectural style objectives and energy efficient building objectives. These two objectives can be satisfied by creating simple floor plan forms which minimize jogs and avoid unnecessary complicated massing solutions.
- DG 46.** Structures should be designed to create variety and interesting street scenes. There should be a significant difference in the exterior finish, massing and composition of adjacent houses. One design should not be repeated more often than every fourth house. Applicants for future tentative maps shall provide a minimum of:
- Three different floor plans, which could be reversed;
 - Three different architectural styles;
 - Four different color palettes.

d. Single Family Residential Colors & Materials

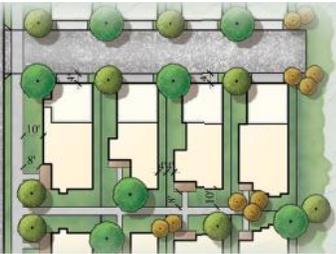
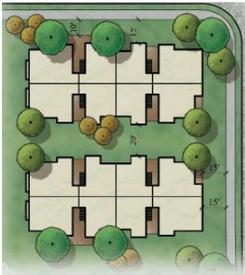
- DG 47.** A variety of natural-looking materials and colors must provide the diversity required for visual interest, while unifying the homes with their settings.
- DG 48.** The architectural color palette selection should provide a variety of color schemes while still maintaining a common theme or unifying concept.
- DG 49.** Each elevation should have a minimum of three (3) colors (four (4) is preferred). For example, one (1) body color, one (1) trim color and two (2) accent colors).

- DG 50.** Accessory structures must be compatible with the materials and architecture of the primary dwelling on the property. Accessory structures may be constructed only on a lot containing a main dwelling unit
- DG 51.** Individual color schemes should be appropriate to the architectural styles with a harmonious selection of accent materials, roof profiles and colors.
- DG 52.** Each builder parcel should have a minimum of three (3) different roofing profiles and colors, unless the residential building type is incompatible with diverse roof designs.

Mountain Gate at Shasta Residential Architectural Examples

Housing Type	Typical Site Placement	Possible Elevations
<p>Small Lot Medium Density</p>		
<p>Medium Lot Low- Medium Density</p>		
<p>Large Lot Low-Very Low Density</p>		
<p>Town Home Medium- High Density</p>		

Mountain Gate at Shasta Residential Architectural Examples

Housing Type	Typical Site Placement	Possible Elevations
Alley Loaded Medium Density		
Green Court Medium Density		
Multi-family High-Very High Density		

e. Varied Garage Treatments

Varied garage placements that deemphasize the garage door and place greater importance on home architecture is the broad goal of this sub-section. The impact of garages facing the street must be minimized by techniques such as varying garage-door patterns and utilization of deep-recessed door techniques, varying colors, splitting one large door into two (2) single doors or using alternative garage configurations, such as corner garages and detached or deep-recess garages. Each builder parcel should incorporate combinations of the following design features:

- DG 53.** “Furr-out” (extend out) the garage wall plane 8” to 12” for front loaded street facing garages when the garage door is at the minimum setback. With other garage configurations, a range of 6” to 8” is recommended.
- DG 54.** Install devices such as attached trellises beneath garage roof fascia and above garage-door header trims, or build detached trellises in front of the garage, spanning the driveway.
- DG 55.** A porte-cochere is encouraged with a recessed garage plan because it creates an additional screened parking space and an occasional outdoor private space.

Shallow-recess Garages

- DG 56.** When garages are less than 25’ behind the front property line, no garage face may be less than six feet (6’) behind the living space or full porch (porch depth minimum is 6’-0”).

Mid-recess Garages

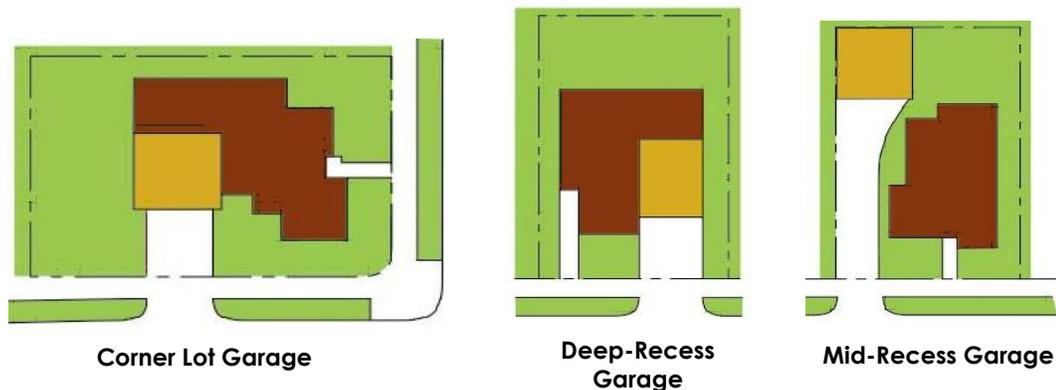
- DG 57.** Create plans that place the garage at varied locations on the home site. Mid-recessed garages have strong emphasis on the living space of the home, with flexibility in exact depth of the garage from the front of the street.

Deep-recess Garages

- DG 58.** Set the garage back to the rear of the lot. Garages may be attached or detached. This achieves more living space toward the street and creates additional usable side yard outdoor space.

Corner Lot Garages

- DG 59.** When grades allow, it is strongly recommended that a floor plan layout be designed to work as a corner plotted plan as well as an interior plotted plan. As an interior-plotted plan, the garage is accessed from the front yard of the home; as a corner-lot plotted home, the driveway is configured to access the garage from the side yard. The floor plan does not change, but rather the driveway access does.



- DG 64.** Each site design must provide for convenient, attractive pedestrian access from street fronts and from adjacent commercial, office and residential land uses.
- DG 65.** All utility lines, other than 12 kV and larger, shall be placed underground onsite and along street frontages.
- DG 66.** Phased projects shall be designed so each phase, in and of itself, is complete in its functional, traffic, parking, services, visual, drainage and landscaping aspects.

b. Building Design

Each primary use area in the commercial and mixed-use areas shall apply an overall design theme that ties together the various land use elements to provide a sense of place, and identity. The design theme shall address paving materials, lighting, landscaping, trash receptacles and architectural style.

c. Architectural Style

The common characteristics established in these guidelines will create a sense of overall consistency and common identity throughout the Plan Area. The intent is to create design continuity and style that is appropriate to the community, and to the character of this site. Building and site design must address:

- Landmark view opportunities,
- Building scale and massing,
- Pedestrian access,
- The proportion of wall to arcade, window placement and proportions,
- Height of walls,
- Building color,
- Building materials, and
- Building orientation, roof overhangs that respond to the sun, wind, and precipitation site conditions.



Example of Acceptable Stylized Architecture

No single architectural style is required. However, design themes that reflect the city's small-town character, and the natural resource and recreation-based heritage of Shasta Lake, are preferred. Art deco building accents that relate to the community's origin in the late 1930's and 1940's are also acceptable.

Architects may apply a design style that reflects the particular character of the uses within the building, such as a theme restaurant or specialty store. A chain that has standardized characteristics may establish such designs. However, reliance on or use of standardized "corporate or franchise" design prototypes that are more representative of typical urban or suburban development is prohibited.

Building Massing and Form

Buildings should have a hierarchy of elements so that pedestrians and drivers easily understand the overall building. Design elements that embellish and create variety should be subordinate to the overall volume. The building massing should create an interesting view from vantage points both within and from the exterior of the site, and allow “landmark” or anchor buildings to stand out above the other buildings and landscape.

DG 67. Landmark structures, such as clock towers, enclosed arcades, and building elements that extend above the roofline of the primary building may be used to designate major entries, public spaces, or building corners in Areas A and H. Such landmark structures may also be used in parking areas to identify pedestrian portals, provide orientation to drivers in the parking area, or provide visual interest.

DG 68. Long blank walls that are visible to the public shall be prohibited. Positive methods to achieve this objective include change in colors and materials, placement of windows, use of awnings and canopies, and architectural details and features such as corners, setbacks, and offsets. Windows at ground level may be tinted; however, mirrored windows are not allowed.

DG 69. Modulation (defined as a measured setback or offset in a building face) shall be incorporated to reduce overall bulk and mass of buildings. The planes of exterior walls should not run in one continuous direction more than fifty (50) to sixty (60) feet without an offset or setback.

DG 70. Large buildings shall have height variations to give the appearance of distinct elements.

DG 71. Large building masses should closely relate to smaller buildings and to pedestrians on the adjacent walkways by a variety of means including, but not limited to:

- The addition of arcades, trellises and smaller building elements;
- Roofs that are not monolithic;
- Windows that are varied for functional or symbolic reasons;
- Articulations that include offsets, recesses, projections and changes in wall direction to provide visual interest;



Examples of Visual Diversity and Detailing

- Architectural detailing, color, and/or composition of facade elements;
- Architectural elements such as terraces or balconies oriented to common areas such as courtyards, pedestrian ways or plazas.

DG 72. Buildings may have either flat and/or sloped roofs. Sloped roofs shall have a minimum slope of 4 in 12.

DG 73. On the portion of the roof visible from the parking lot or street the following roof materials are acceptable:

- Standing seam metal in colors compatible with the building and trim colors.
- Composition, steel, concrete or clay tiles with either a deep profile or flat. The colors shall be subdued warm tones.



Cornice Detail and Variety of Roof Types

DG 74. Developments in Area H shall provide transition with adjacent uses especially regarding building location, size and scale. No single building or development shall dominate adjacent uses in terms of size, bulk, view blockage, or shading. In Area A, a large, highway oriented commercial building is compatible with the uses envisioned.

DG 75. Storefront window walls shall be divided into bays defined by window spacing, raised pilasters, add-on awnings or trellises, or other architectural elements so the entire facade reads as a series of individual shops. Storefront windows should be contained within a bay defined by these elements. Doors and windows shall be consistent in design and located to present a unified appearance to the elevation, except where the variations are an integral and necessary part of the exterior design.

DG 76. All walls, blank or storefront, shall be defined at the top by a cornice or other detail bold enough to visually terminate the wall. Even walls topped by a sloped roof that terminate at the wall line shall be defined by a cornice or eave detail. Exceptions include heavy timber roofs where the rafter tails are exposed and extend a minimum of eighteen inches from the wall.

DG 77. Two story walls shall be divided by a cornice, horizontal band or other architectural element that defines the ground floor from the second floor.

DG 78. Generally, walls should appear as thick and massive in proportion to the building scale, particularly on large-scale buildings. Windows, other than storefront should be recessed from the face of the wall by at least 3 inches.

- DG 79.** The exterior of ground floor walls shall include features to ensure visual diversity and proper scale such as windows, wall articulation, arcades, changes in materials, or other. Architectural detailing of each wall at ground level shall relate to the landscape to ensure an appropriate transition of the building and the ground plane.
- DG 80.** Architectural elements that contribute to a building's character, aid in climate control and enhance pedestrian scale are encouraged. Examples include canopies, roof overhangs, projections or recessions of stories, balconies, reveals, and awnings.
- DG 81.** Building entryways shall be clearly defined and integrated with building and landscape design. The use of distinctive architectural elements and materials to denote prominent entrances is required.

d. Energy Conserving Design

Energy conserving design responds to the climate of this region and establishes a distinctive architectural style. Energy conservation can be implemented through the following measures.

DG 82. Building design should demonstrate consideration of energy-efficient concepts such as passive heating and/or cooling, sun exposure, channeling and deflecting breezes to cool public spaces, solar orientation, and other energy conserving opportunities.



Example of a Shade Trellis on a Commercial Building

DG 83. Passive solar design features are encouraged whenever possible. Design of buildings should consider energy-efficient concepts such as natural heating and/or cooling, sun and wind exposure and orientation, and other solar energy opportunities.

DG 84. Buildings should be designed to provide sun to walkways and primary gathering areas in the winter.

DG 85. Structural overhangs, durable awnings and canopies, verandas, trellises and porticoes may be incorporated at the primary entry and pedestrian approaches to all buildings to provide summer shade and protections from inclement weather.

DG 86. Building entries should provide weather protection with a canopy or awning; or be recessed behind the front building facade. A recessed entry must be a minimum of three feet and a maximum of five feet behind the front facade.

- Weather protection must project a minimum of five feet over the sidewalk.
- Weather protection must provide a minimum of eight feet and a maximum of 12 feet of vertical clearance over the sidewalk.

e. Materials and Details

The preferred design themes typically include use of stone, heavy timbers, other natural appearing materials and colors in the building, and overall site design.



DG 87. High quality construction and materials shall be used to ensure that buildings will not look dated or worn down over time.

DG 88. Building design and/or facade shall incorporate traditional building materials such as masonry, stone, heavy timbers, brick and other natural appearing materials. Wood siding is acceptable provided that it is used in locations protected from harsh sun or weather conditions, and is properly installed and treated to be durable.

DG 89. A consistent visual identity shall be applied to all sides of buildings visible to the general public. Where visible from a public street building sides shall have a level of quality of materials, detailing and window placement that reflects the character of the dominant (primary) building face. Façade treatments shall avoid abrupt ending of architectural details or a radical change in details or features or materials.

DG 90. Outdoor enclosures shall be composed of materials similar or complementary to the main structure.

DG 91. Materials used for site features such as fences, screen walls, and signs shall be appropriate to the area where the development is located and shall complement building design through materials, color, shape, and size.

f. Color

DG 92. Neutral tones of off-white and beige colors are acceptable for the base color of a building and may be used without limitation. However, the architect is encouraged to apply other, bolder colors that are derived from earth tones to add visual interest and distinctive character. The natural environment suggests a palette of earth tones including warm colors such as brick red, mauve, sage, grays, brown, cream, caramel, and muted purple, and cool colors such as muted greens and blues.

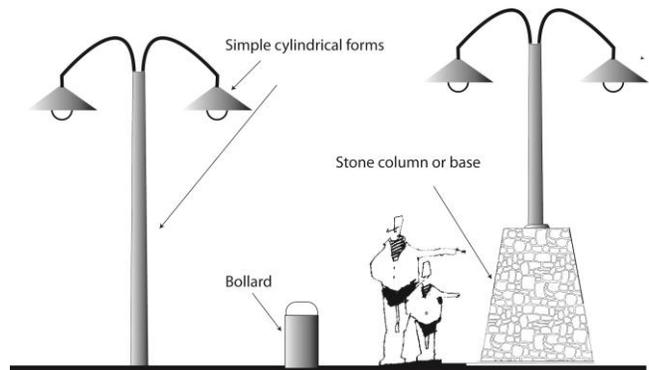


Example Live-Work Units

- DG 93.** Large areas of bright, intense primary colors shall be avoided but may be applied to trim, windows, doors and architectural elements where they complement the building basic color scheme.
- DG 94.** Typically, the building basic color scheme should include not more than three colors, however, more than three complementary colors may be used to establish a special visual effect.
- DG 95.** Building colors and roof materials shall accent, blend with, and complement surroundings. Paint colors should complement the color of stone, masonry, tile, or any natural materials applied to the exterior of the building.

g. Architectural Site Lighting

- DG 96.** Moving and flashing lights are prohibited.
- DG 97.** Lighting sources should be thoughtfully located and shall have cut-off lenses or hoods to prevent glare and light spill off project site onto adjacent properties, buildings and roadways.



Stylized Pedestrian and Parking Lot Lighting in Commercial and Mixed Use Area

- DG 98.** Lighting standards shall be designed and sized to be compatible with the character of the development.
- DG 99.** Building lighting shall be installed in such a manner as to accent the primary features of the building.
- DG 100.** Landscape lighting shall be minimized, particularly if the structural elements are washed with light. Soft, directed path lighting and accent lighting at feature planting spaces shall be the extent of any landscape lighting.
- DG 101.** Natural light and external night lighting should be used to enhance and articulate the buildings.
- DG 102.** Parking areas shall have a minimum illumination of 1.0 foot-candles as a maintained minimum at the pavement surface. Pole mounted lighting should be spaced for maximum energy efficiency and be no taller than 25 feet within 100 feet of residential areas.
- DG 103.** Pedestrian walks shall have a minimum illumination levels of 0.5 foot-candles as a maintained minimum at the walking surface and lighting shall be placed to identify any level changes or changes in walking conditions.
- DG 104.** Pedestrian walk lighting should be of an appropriate scale and style such as bollard type lighting, step lighting and/or pole mounted lighting not exceeding 25 feet in height.

h. Ancillary Structures

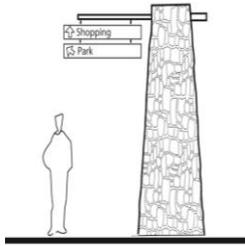
- DG 105.** Outdoor storage areas, mechanical equipment, utility vaults, and trash receptacles shall not be visible from adjacent streets or pedestrian walkways.
- DG 106.** Outdoor mechanical equipment shall be appropriately screened from view and shall be designed to minimize noise. The method of screening shall be architecturally compatible with the building with respect to materials, color, shape and size.
- DG 107.** Roof-mounted ventilators shall be a maximum of 2½ feet above the point to which they are attached and are to be painted or prefinished to match the building parapet wall.
- DG 108.** Site services shall be located on the least visible side of a building or site or within interior building spaces.
- DG 109.** Auxiliary buildings such as kiosks, maintenance sheds, pump sheds visible to customers shall complement and integrate the design characteristics applicable to the larger buildings.
- DG 110.** Truck loading in view of any street shall be screened in a manner to complement the architecture of the building. Although rear loading is preferred, side loading will be permitted, but not within 70 feet of the front wall of the building. Street front loading shall not be permitted.
- DG 111.** Down spouts and roof overflow drains required for the front half of a building are to be located inside the building. All others are to be painted to match the adjacent building color.
- DG 112.** Vents, louvers, exposed flashing, tanks, overhead doors, rolling and service doors are to be painted to match the building color.

i. Commercial Signs

Commercial signage shall take into consideration the scale and location of the project and signage needs for multi-use occupancies.

Building Signs

- DG 113.** Individual letters rather than cabinet signs are preferred.
- DG 114.** Backlit individual letters are a preferred alternative.
- DG 115.** Signs shall be compatible in scale and proportion with building design and other signs.
- DG 116.** A specific sign program or concept shall be designed and approved by the Director for multiple tenant buildings or complexes. Color and letter style shall be coordinated when businesses share the same building and consistent sign patterns (placement on buildings) shall be utilized.
- DG 117.** Exposed neon tubes are acceptable for non-letter sign elements but are prohibited for simple informational signage, such as "Open". However, artistic letters that provide information as well as provide a signature element for the business may be approved by the Director.



Conceptual Directional Sign

Directional Signs

Directional signs in the street corridors and within common areas provide directions to local features and land uses in the Plan Area.

- DG 118.** Directional signs should be simple forms that relate to the predominant building theme. Stout materials such as concrete or stone, simple forms such as the battered base, and uncluttered features are typical.

Freestanding Signs

"Freestanding Signs" refers to the site-specific identification and directional signage located on the commercial and mixed-use parcels. It does not include the highway-oriented pylon/pole signs that are typically located along highway frontages. Such signs will be separately permitted pursuant to SLMC Section 17.84.060.

- DG 119.** Freestanding signs shall provide only directions, the name and address of the building and/or building tenants.
- DG 120.** Project landscaping shall be designed to incorporate freestanding signs.
- DG 121.** Pylon Pole signs are not allowed in Area H.
- DG 122.** Roof Signs are not allowed in either Area A or Area H.
- DG 123.** Outdoor advertising signs (billboards) are prohibited within the boundaries of the Area Plan.



Example of a Freestanding Sign

j. Courtyards, Plazas and Other Common Use Spaces



Courtyard Gathering Place in Commercial and Mixed Use Areas

The Mountain Gate plan envisions the commercial and mixed-use areas to be active social centers as well as the commercial activity centers for the community. The pedestrian-oriented spaces provide a setting for the food services, entertainment, retail, and other businesses that favor such settings.

These guidelines provide pedestrian-oriented spaces that are safe, comfortable, and usable; provide aesthetic value to the project's site design; and fully comply with the requirements of the Americans with Disabilities Act and the city-adopted building code.

- DG 124.** Pedestrian-oriented spaces shall be located at a prominent location, such as a terminus or major crossing on a primary public walkway within the commercial use area.
- DG 125.** As part of the Site and Building Development Plan Review required in the PD Zone District, the applicant shall submit a pedestrian plan demonstrating compliance with the relevant standards and performance criteria in this chapter.
- DG 126.** Seating shall be an integral component of the pedestrian oriented spaces. Seating and tables associated with food services shall be moveable.

k. Courtyard



A courtyard frontage may be created by recessing a central portion of the façade for a portion of the building frontage. A low fence or wall, with a pedestrian opening in all cases, may be provided along the setback line to define the space of the courtyard/forecourt.

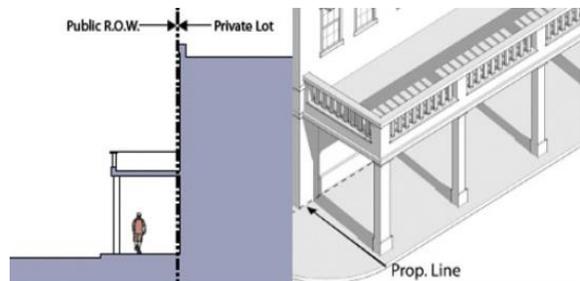
A courtyard may be suitable for gardens, outdoor dining, and vehicle drop-offs and is appropriate where residential, office, retail, and institutional uses are

incorporated into a center. Courtyards are particularly applicable for live/work residences and for "lock out" dwellings that provide a secondary unit accessible from the courtyard.

l. Gallery and Arcade

A gallery frontage is characterized by a façade that is aligned with the back of the sidewalk with the building entrance at sidewalk grade and with an attached colonnade that projects over the sidewalk.

An arcade frontage is nearly identical in character to the gallery frontage except that the upper stories of the building may project over the public sidewalk way. The sidewalk must be fully absorbed within the colonnade so that a pedestrian may not bypass it.



DG 127. The front facade of the building must be set back a minimum of 12 feet behind a colonnade. The colonnade may be located no more than three feet behind the curb. The colonnade must not obstruct the walking path.

DG 128. Column dimensions must be in proportion to the building mass and must be spaced to provide a sense of openness and a view into and from the covered area.

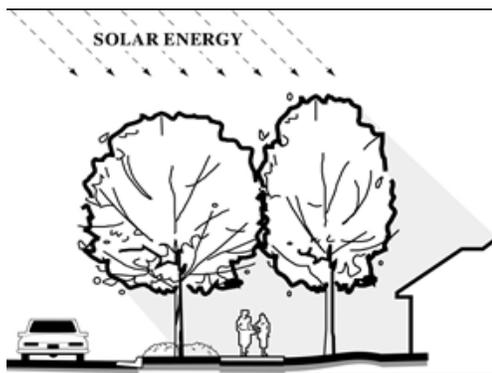
- DG 129.** The gallery or arcade must provide a minimum of 12 feet of vertical clearance from the sidewalk.
- DG 130.** An arcade may include a covered area that spans between buildings.

m. Pedestrian Pathways within Commercial and Mixed-Use Sites

- DG 131.** The minimum width of pedestrian pathways within commercial and mixed-use sites shall be five feet.
- DG 132.** Site plans shall be designed to provide vehicle and pedestrian connections with adjacent sites.
- DG 133.** Provide well-defined pedestrian walkways through parking areas and from public sidewalks into the site. Well-defined walkways use pavers, changes in color, texture and composition of paving materials and vertical plantings such as trees and shrubs.



- DG 134.** Where transit is available or planned, the site shall incorporate transit-compatible designs. Transit compatibility means designs that are pedestrian oriented, provide safe and convenient access to transit facilities, and foster efficient transit service.
- DG 135.** With due consideration to defensible space concepts and techniques, landscape areas or planting beds shall be provided around perimeters to separate buildings from surrounding pavement areas.
- DG 136.** Interior site landscaping is required to define pedestrian ways, enclose outdoor gathering and seating areas, and reduce building mass.
- DG 137.** Architectural features such as low walls, fountains and sculptures may be used in places where planting areas are limited or restricted.
- DG 138.** Individual trees along walkways and along sidewalks in the internal portions of projects shall be planted in tree wells or planter boxes.



Shade Protection along Walkways

DG 139. With due consideration of views to the building frontage from adjacent streets, deciduous shade trees shall be planted within commercial and mixed-use areas approximately 25 feet on center along the length of any required pedestrian path to provide shade in the summer. These trees shall be placed at least 15 feet away from the face of any building wall with the goal of maintaining views of the store front windows and building architecture. Shade structures or buildings may provide equivalent shading.

n. Defensible Space

Defensible space includes designs that incorporate specific consideration for public safety in common areas, such as walkways and plazas. This includes such items as maintaining views from adjacent buildings and the street, adequate lighting, and location of shrubs and other screens.

DG 140. Defensible space concepts and techniques shall be incorporated in multi-family residential, commercial and mixed-use areas. Landscaping near building entries, on the periphery of parking areas, and along public walkways shall be designed to maintain view corridors from the street.

DG 141. Retail shops and offices fewer than 10,000 square feet per tenant shall include window fronts adjacent to walkways. These windows shall not be covered inside the building and shall allow direct line of sight to the outside.

DG 142. Potential crime risk uses, such as walk-up ATM machines, shall be located in highly visible and well-lighted areas.

o. Orientation to the Street and Parking

Careful design of the building and public spaces orientation to the street will:

- Create an attractive pedestrian activity space between the buildings and street,
- Establish the visual boundary of the streetscape, and
- Provide a proper transition from the public realm (the street and sidewalk) to the private realm (the home or commercial use).



DG 143. Buildings facing streets shall incorporate pedestrian scaled entrances. Pedestrian scaled entrances are those that provide an expression of human activity or use in relation to building size. Doors, windows, entrances and other features shall be designed to respond to the size of the human body and not give the appearance of anonymity or overwhelming the building's users.

p. Parking

SLMC Chapter 17.86 regulates off-street parking and loading standards in all land use designations in the Area Plan.

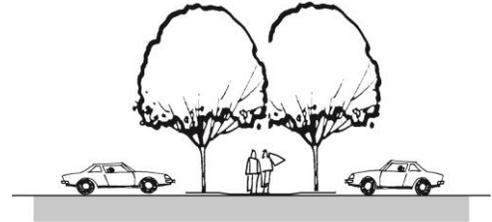
DG 144. Design the required parking area in Area H in smaller, discrete, connected lots rather than large, single-use lots where feasible.

DG 145. With due consideration of views to the building frontage from adjacent streets, interior landscaping is required for parking lots containing ten or more spaces to shade pedestrian ways and parking. All landscaped areas shall be protected by wheel stops or curbing, or be of sufficient width to prevent damage to plants by overhanging vehicles.

DG 146. The design for parking areas shall include deciduous or evergreen trees to provide shade and break up expanses of asphalt.

DG 147. With due consideration to defensible space guidelines and public safety, parking areas should be screened from view from adjacent streets and building occupants where possible. Screening can be accomplished through a number of methods, including:

- Orienting buildings away from parking areas;
- Placing buildings between streets and parking lots;
- Using extensive landscape screening, berms, and architecturally treated walls.



Parking Areas Separated from Pedestrian Ways

9. High Density Residential Use Design Guidelines

High Density Residential is a key component of the mixed-use Area H and also is provided in Area R. For Area H, housing integrated with non-residential use on the same block or parcel areas will require guidelines to protect the quiet and privacy of the residents.

DG 148. Multi-family residential uses in the mixed use site shall be an integral part of the complex and not separated by walls or parking areas except required for privacy and security in the residential use.

DG 149. Multi-family residential uses may be integrated with the non-residential uses vertically, (apartments located above retail or office uses), or horizontally, (adjacent to the retail or office uses).

DG 150. Multi-family residential uses shall have access from the public walkways that serve the commercial uses, but shall also have a separate entry.

DG 151. Multi-family residential uses shall have separate, dedicated parking areas, but shall share driveway entries from the street, where feasible.

DG 152. Multi-family residential uses shall have private open space in the form of a patio or terrace separated from the commercial common areas. Such patios or terraces may overlook common public areas associated with commercial use.

DG 153. Embellished elevations with upgraded materials, details, massing, etc. are encouraged at areas of the building that face a public area or public view such as a street or park.