CITY OF MONTAGUE
GENERAL PLAN
and
ENVIRONMENTAL IMPACT REPORT

prepared by
Great Northern Corporation

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MONTAGUE CITY COUNCIL

Mary Lou Dunn

Rick Marvin

Juel West

Helga Struckman

Trudy Soli

CITY OF MONTAGUE PLANNING COMMISSION

Pam Little

Jan Haines

Dick Hester

Bernard Pinel

Bob Halpin

Ralph Wentworth

CITY OF MONTAGUE PLANNING STAFF

Gloria Jones

prepared by

Great Northern Corporation
P.O.Box 20
Weed, CA. 96094

Paul Wagner, Executive Director

James C. Cook, Planner

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INTRODUCTION

California State Government Code Section 65300 requires every city to adopt a general plan to guide future physical, economic and Social development. A general plan is not a detailed parcel-by-parcel statement of land use policy. It is a statement of land use patterns, policies and recommendations which carry out the goals and objectives of the community.

The City of Montague has a general plan which was implemented in 1978. The City has determined that due to changing conditions it would be advantageous to revise and update the general plan in order to maintain a long range general guide for the growth and development of the City of Montague.

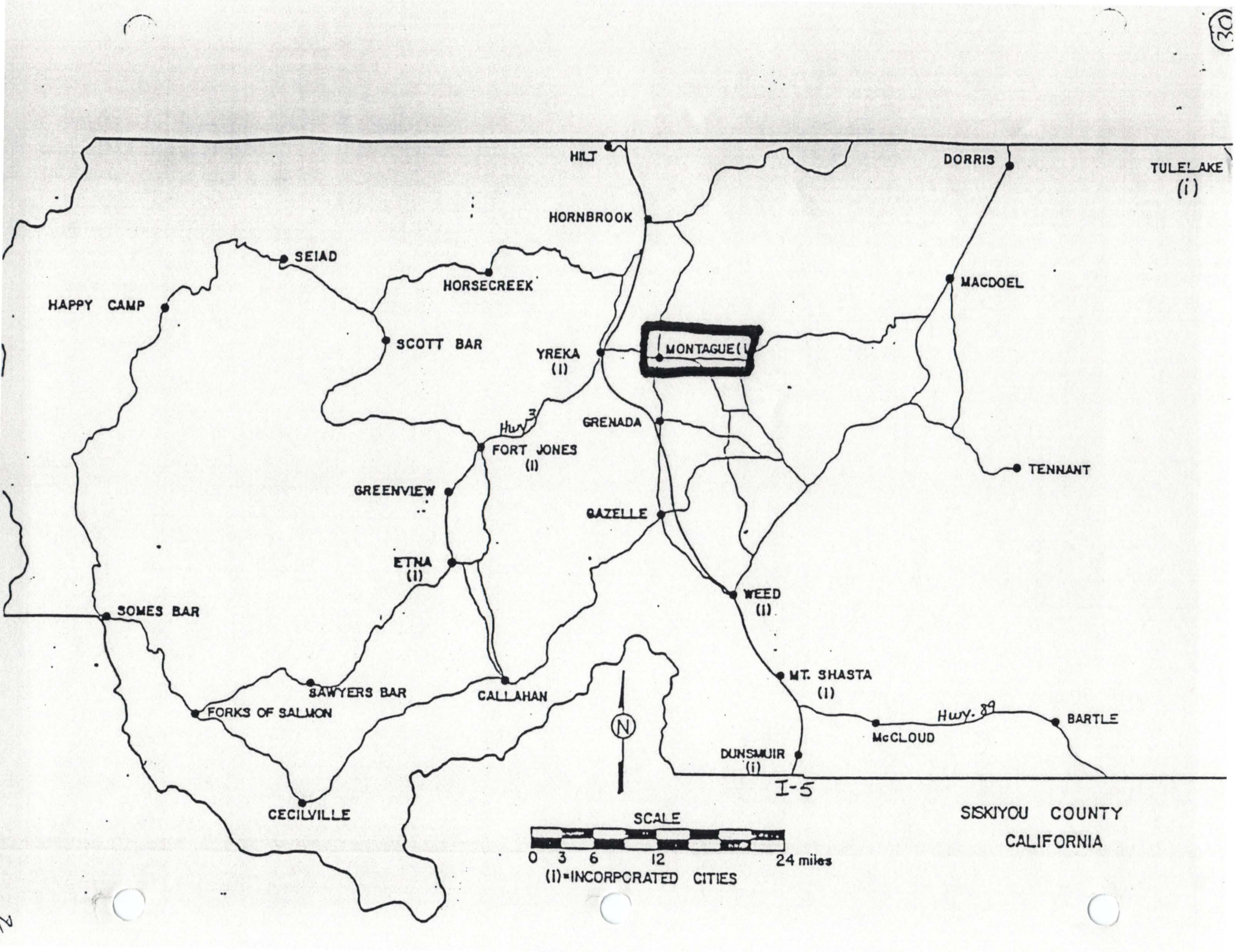
The goal of the City of Montague General Plan is briefly stated as follows:

To promote the health, safety, and welfare of the City of Montague residents and to create an enjoyable environment for living within the City.

To achieve the City's planning goal the following priorities have been established.
1) The character and type of residential neighborhoods in the City shall be protected and encouraged to provide desirable living areas for residents.
2) The business and commerce of the City shall be enhanced to serve the residents.
3) Commercial activities intended to provide goods and services for those outside the community are to be encouraged to increase the economic base of the community.
4) The expansion of industrial activities shall be encouraged to provide a portion of the livelihood of the City.

A proper balance should be maintained between these priorities in such a manner that one use does not infringe upon another and that development is encouraged in appropriate locations.

In the future, as conditions change, it will become imperative that the Planning Commission and the City Council keep the Plan a viable guide by periodic review and adjustments as required by the residents of the City of Montague.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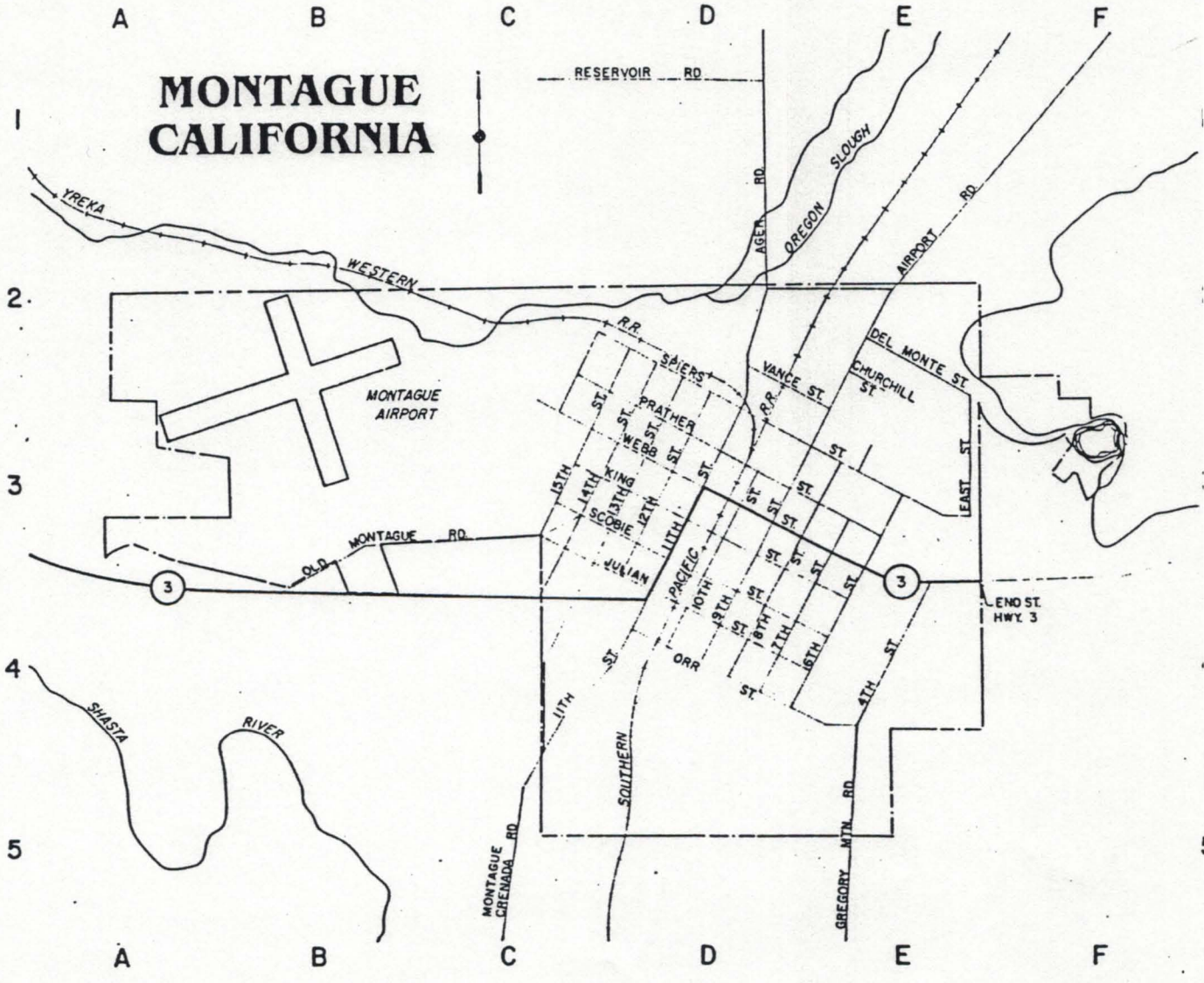

MONTAGUE, CALIFORNIA

Street Guide

SAFETY ELEMENT

SAFETY ELEMENT

INTRODUCTION

Government Code Section 65302(g) requires the adoption of a Safety Element

> for the protection of the community from any unreasonable risks associated with the effects of seismically induced surface rupture, ground shaking, ground failure, tsunami, seiche, and dam failure; slope instability..., mudslides and landslides, subsidence and other geologic hazards...; flooding, and wildland and urban fires. The safety element shall include mapping of known seismic and other geologic hazards. It shall also address evacuation routes, peakload water supply requirements, and minimum road widths and clearances around structures as those items relate to identified fire and geologic hazards.

The Government Code allows cities to adopt a county' safety element provided that it is "sufficiently detailed and contains appropriate policies and programs".

GOALS

I) Protection of the residents of the City of Montague from naturally and human caused accidents or hazards.

II) Protection of the property within the Montague planning area from naturally and human caused accidents or hazards.

III) Protection for future residents and property located in the Montague planning area from naturally or human caused hazards.

POLICIES/IMPLEMENTATION MEASURES

As noted above, Montague may adopt appropriate components of the Siskiyou County Safety Element (SCSE). SCSE policies are so noted.

A) Geologic and structural hazard information relating to private development should be readily available. (SCSE).

IMPLEMENTATION MEASURE: City shall make available to the public information regarding geologic, fire, and other potential hazards that are or may be present in the planning area. In particular, information to homeowners regarding fire safety practices and problems caused by excessive expansion/contraction of soils should be provided to all potential homebuilders.

B) All public buildings should be reviewed for structural adequacy and the ability to withstand possible earthquakes and ground shaking. Emergency services buildings including police and fire buildings and schools should be evaluated. (SCSE).

IMPLEMENTATION MEASURE: City shall catalog public buildings according to their capacity to withstand possible earthquakes and ground shaking. City shall enact measures designed to protect emergency services such as fire, police, and communication in the event of a major seismic event.

C) City emergency services shall be provided with appropriate plans, policies, and resources to contain urban fires.

IMPLEMENTATION MEASURE: City shall evaluate the fire and police department plans and/or policies to ensure that they are up to date and sufficient to contain urban fires. Fire Department procedures should specifically be evaluated.

D) City water system shall be evaluated to ensure that adequate water service is available to contain large fires.

IMPLEMENTATION MEASURE: City shall catalog areas in need of additional or new fire hydrants and areas with difficult access by fire protection equipment. and shall improve those areas as funds become available.

E) Existing and proposed land use's should be reviewed as to fire safety.

IMPLEMENTATION MEASURE: City should enact standards regarding clearances around structures and fire hazards on developed and vacant land parcels to limit the potential for fires. Appropriate road width standards shall be implemented to ensure access by emergency equipment to all areas in the City.

F) The potential for and emergency services response to toxic or hazardous materials spills on city and county roads and railroad should be evaluated.

IMPLEMENTATION MEASURE: City shall evaluate existing response plans to ensure that emergency services resources are adequate to cope with a toxic or hazardous material accident. If current plans are inadequate, emergency response plans shall be developed to meet any possible emergency situation. Appropriate training programs shall be implemented.

G) Emergency response plans should be adequate to meet conditions expected in a "worst case" emergency scenario.

IMPLEMENTATION MEASURE: City shall evaluate evacuation plans to ensure safe, prompt, and orderly evacuation of all City residents. City shall coordinate evacuation plans with other local and state agencies.

H) City zoning and building ordinances shall be reviewed to ensure adequate protection from safety hazards.

IMPLEMENTATION MEASURE: City shall develop overlay zoning for flood, expansive soils, and fire hazard zones in the City.

DESCRIPTION OF THE PLANNING AREA

GEOLOGY AND TOPOGRAPHY:

The Montague planning area is located at the northern end of Shasta Valley, a north-south trending trough between the Klamath Mountains to the west and the Cascade Mountains to the east.The region is bordered on the north with the Siskiyou Mountains. The Shasta Valley floor generally consists of young alluvial fans and old terraces .

Spectacular geomorphic features surround the Montague planning area: Mt Shasta (14,162 feet) and Shastina mountain (12,330 feet) to the south; Black Mountain to the north;the Marble Mountains to the southwest; and Willow, Goosenest and Whaleback Mountains to the east . None of these spectacular features are located within the boundary of planning area. However, the volcanic history of the area is evident in the soils, rocks, and terrain of the planning area.

Appendix 2 contains a generalized illustration of the geology and geologic features of the region.

The topography of the planning area varies little with the urbanized area relatively flat to gently undulating with scattered hills that are less than 300 feet in height.

The California Division of Mines and Geology (CDMG) has determined that the planning area is located in an area of generally very low susceptibility to landslides (see Appendix 3).

For more information on the geology and topography of the planning area see Bailey and Alt & Hyndman (list of references are contained in Appendix 1).

SOILS:

The soils in the Montague planning area are mostly Montague clays and Jenny clay, included in the area are small areas of Kuck clay loam, Medford clay loam and larger areas of Montague Variant clay and rock outcrops The expansive characteristics of these soils are of importance to the issues of the safety element.

The soils of the planning area are more thoroughly described in the "Soil Survey of Siskiyou County California Central Part" by the Soil Conservation Service.

HYDROLOGY:

The Montague planning area is located in the Shasta River drainage basin.

US Department of Housing and Urban Development and Federal Emergency Management Agency data indicate that there is limited areas in the 100 year flood zones in the planning area. The potential for flooding in the City of Montague is very minimal.

Ground subsidence is not a problem in the planning area according the CDMG (see Appendix 4).

SEISMOLOGY:

The CDMG has determined that the Montague planning area is located in an area of "moderate" earthquake severity zone and that north California has a history of fault displacement (see Appendices 5 and 6). However, the Seismic Safety and Safety Element of the Siskiyou County General Plan has commissioned studies that indicate that the potential for earthquakes in Siskiyou County is not great when compared to the rest of California and other local natural hazards (see Appendix 7).

Since the Seismic Safety and Safety Element of the Siskiyou County General Plan has conducted studies more appropriate to Siskiyou County than the CDMG, this element will assume the analysis contained in the Siskiyou County Safety Element. Therefore, seismic hazards associated with earthquakes will not be addressed in this element.

For more detailed information regarding earthquakes in Siskiyou County see Siskiyou County Planning Department.

VULCANISM:

The Montague planning area is not in an area which would be directly harmed by an eruption of the major vulcanism feature in the area, Mt. Shasta. Indirect effects could be extensive.

Mt Shasta has erupted an average of once per 350 years during the last 3,400 and about once per 250 years during the last 750 years. The last known eruption occurred 203 years ago. Recent eruptions produced lava flows and domes on and around the flanks of Mt Shasta and pyroclastic flows extended up to 20 kilometers (approximately 12 miles) from the summit. In addition, most eruptions produced mudflows that extended many tens of kilometers from the summit. Lava and pyroclastic flows may affect low-lying areas within approximately 20 kilometers of the summit. If future events can be predicted from past eruptions, Mt Shasta is not likely to erupt large volumes of pumiceous ash. Prevailing winds and other conditions would indicate that the greatest

danger from air-borne tephra (tephra is any material ejected from the volcano during an eruption) is located to the east of Mt Shasta. (Miller, 1980).

For more detailed information on the Mt Shasta volcano in particular and vulcanism in general please consult Crandell and Nichols, Bailey, Alt & Hyndman, and especially Miller.

WILDLAND AND URBAN FIRES:

The City is not subject to the hazard of wildland fires due to the fact that it is surrounded by agricultural land. Urban fires, however, must be considered.

Montague is included in the Montague Fire Protection District. This District is a County Fire Protection District and the City contribute funds to this District. The local fire department is manned by volunteers. Mutual Aid agreements with surrounding communities have been enacted to assist the local fire department in the event of a large fire

Of particular concern regarding fire protection in the City of Montague is the close proximity of buildings in the downtown commercial area and the lack of adequate water storage should the water sources be interrupted for any reason.

The downtown commercial area and isolated residential areas contain buildings that are close together. If a fire were to occur in any of these buildings it could easily spread to other nearby buildings. It is impractical to provide proper clearances around existing structures but new developments will have appropriate fire safety concerns

Road widths in the City seem adequate for emergency equipment.

Water storage is provided by two tanks totaling 460,00 gallons of storage. In addition, source pumps provide 600 - 1,000 gallons per minute of water. In a community the size of Montague approximately 250,000 gallons of storage is the minimum requirement suggested by the National Board of Fire Underwriters. Tank storage and source supply are adequate to meet fire flow needs provided the tanks are relatively full and electrical power is available. However, if the tanks are not full and electrical power is unavailable, there is the potential for a severe fire protection emergency. Plans should be made to provide emergency power for the source water pumps and to advise citizens to curtail water consumption during peak usage times if there is a fire in the community.

N/D

HAZARDOUS MATERIALS:

There is the potential for safety dangers associated with hazardous materials from two sources: Southern Pacific Railroad operations, and trucking operations on 9th, 11th, Webb and other city streets.

SP Railroad operates approximately 4 trains per day through the Montague planning area. The lack of "switching" tracks, curves in the tracks, and landslide potential along the tracks greatly lessen the potential for an accident involving hazardous materials.

Trucks transporting hazardous materials pass through the planning area occasionally and may increase in the future due to proposed development .

The potential for an accident involving hazardous materials is present although not probable in the Montague planning area.However, appropriate plans and procedures should be developed to prevent or mitigate hazards associated with hazardous materials.

PLANNING AND SAFETY ISSUES

The following safety concerns are not present in the Montague planning area and need not be addressed in this element: seismically induced ground rupture, ground shaking, ground failure, subsidence, tsunami, seiche, and dam failure.

VULCANISM:

The dangers associated with an eruption of Mt Shasta pose safety concerns to the residents of the Montague planning area. Obviously, prevention of an eruption is impossible. However, measures can be enacted that can lessen the potential loss of lives and property if a major eruption should occur. The development of contingency plans should include the following:

1) Limited and total evacuation plans and procedures.

2) Evaluation of the possible effects of tephra, mudflows, lava flows, pyroclastic flows, and flooding on transportation routes, communication systems, water supplies, and utilities.

3) Training of emergency response personnel.

4) Evaluation of existing mutual aid agreements with local, regional, state, and federal emergency response agencies.

FLOODING:

The 100 year flood plain is the basic planning criteria to identify areas in which precautions should be taken. Flood management planning should affect this zone. Flood management planning does not mean prohibiting development within the 100 year flood plain. Rather, these areas should be designed for non-intensive uses so that loss of life and property can be minimized.

The National Flood Insurance Act offers an important incentive for implementation of a flood management plan. Property owners in the flood plain may obtain federally subsidized flood insurance if local agencies adopt flood management regulations and participates in the federal program.

A Flood Insurance Study, dated 7/20/81, was conducted by the Federal Emergency Management Agency in the planning area. The data and recommendations developed in this study should be utilized in the land use element and local building code.

Overlay zoning in 100 year flood zones is an important planning tool that can be implemented to minimize damage to property and persons in the planning area.

LANDSLIDES:

The are some areas on the slopes of the few hills in the Montague planning area that may be subject to landslides .

As with flooding, management of landslide hazard zones does not mean prohibiting development in these areas. However, procedures can be implemented to reduce the potential for loss of life and property or mitigation measures can be required to reduce the risks associated with development of these landslide-prone areas.

Overlay zoning in the landslide hazard areas is an important planning tool that can be implemented to minimize damage to property and persons in the planning area.

WILDLAND AND URBAN FIRES:

Appropriate planning can reduce the risk of urban and wildland fires. Local agencies can implement the measures contained in the "FIRE SAFE GUIDES FOR RESIDENTIAL DEVELOPMENT IN CALIFORNIA" published and updated by the US Forest Service and the California Division of Forestry. This manual provides measures that can be taken by property owners and governmental officials to reduce the risks presented by wildland fires. In addition, there are many publications and plans available to the Montague volunteer fire department to reduce the risks associated with urban fires.

City officials can also reduce the risks associated with urban and fires by
1) Evaluating the water system to ensure adequate water supplies in the worst case fire situation. This evaluation should include number and location of fire hydrants, areas of low water pressure, and the overall system water storage capacity. If deficiencies are found, appropriate mitigation measures can be pursued.
2) Evaluating mutual aid agreements with local, state, and federal fire suppression agencies such as the CDF, USFS, City of Yreka, and Siskiyou County fire suppression agencies.
3) Sponsor training for the local fire department.
4) Enforce regulations prohibiting excessive plant growth or other flammable materials on private property.
5) Evaluating the current resources of the local fire department and, if deficiencies are found, enact plans to correct the deficiencies.
6) Evaluate the present communication system for adequacy regarding prompt fire reporting.

Overlay zoning in areas subject to urban fires is an important planning tool to minimize damage to property and persons.

HAZARDOUS MATERIALS:

Procedures and plans can be enacted to better protect the residents of the Montague planning area from the risks associated with accidents involving hazardous materials. As noted earlier, hazardous material risks are associated with three operations: Southern Pacific Railroad, trucking on highways and City streets, and gasoline stations in the City.

SP Railroad has developed an advisory document entitled "HOW TO OBTAIN EMERGENCY RESPONSE INFORMATION - A GUIDE FOR FIREMEN". This publication recommends that local agencies proceed first by determining the contents of the affected

car(s) by an examination of waybills in the train or contacting SP operations via a 24-hour telephone service with the car number(s) if a waybill is not available. Once the contents of the affected car(s) is known, local agencies should consult the SP booklet entitled "EMERGENCY HANDLING OF HAZARDOUS MATERIALS IN SURFACE TRANSPORTATION" for proper procedures and handling of the hazardous material. Once this information is obtained, local officials can determine appropriate actions in consultation with expert personnel and local emergency response plans.

The California Vehicle Code assigns overall responsibility for highway accidents involving hazardous materials to the local enforcement agency . A California Highway Patrol operations manual outlines the roles of appropriate federal, state, and local agencies and notes that City police departments shall act as "scene manager" for hazardous material incidents within their jurisdictions. In addition, local agencies do have responsibility for the residents in their jurisdictions in any emergency.

There are publications available for the prevention and mitigation of the effects of gasoline fires. In addition, there are procedures that can be implemented by local fire departments that can limit the "spread" of any fire that would occur in Montague.

From the above discussion, it appears that, while assistance is provided by private, state, and federal agencies, local fire, police, and emergency response agencies and officials have most of the responsibility for handling an accident involving hazardous materials. Since this is the case, appropriate policies, plans, and procedures must be enacted and local personnel be provided on-going training so that the residents and property in the planning area may best be protected from the risks associated with an accident involving hazardous materials.

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S-2) Map of Geologic Features in the Region of the Montague planning area.

[redacted]

S-4) Map of Subsidence Areas in California.

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S-6) Map of Historic and Quaternary Fault Displacement in California

S-7) Summary of Conclusions Regarding Earthquakes in Siskiyou County, California

S-8) Map of Areas of Potential Volcanic Hazards in California.

[redacted]

S-10) Zones of Potential Hazard from Pyroclastic Flows and Associated Ash Clouds and Mudflows that may result from Future Eruptions in the Vicinity of Mt. Shasta, California.

[redacted]

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S-9) Zones of Potential Hazard from Lava Flows from Future Eruptions in the Vicinity of Mt. Shasta, California

S-10) Zones of Potential Hazard from Pyroclastic Flows and Associated Ash Clouds and Mudflows that may result from Future Eruptions in the Vicinity of Mt. Shasta, California.

S-11) Map of Urban Fire, Wildland Fire, and Landslide Hazards.

APPENDIX S-1

LIST OF REFERENCES

Alt D. and Hyndman D., 1975, Roadside Geology of Northern California, 244 pages

Bailey E., Editor, 1966, Geology of Northern California, California Division of Mines and Geology, Bulletin 190, 507 pages.

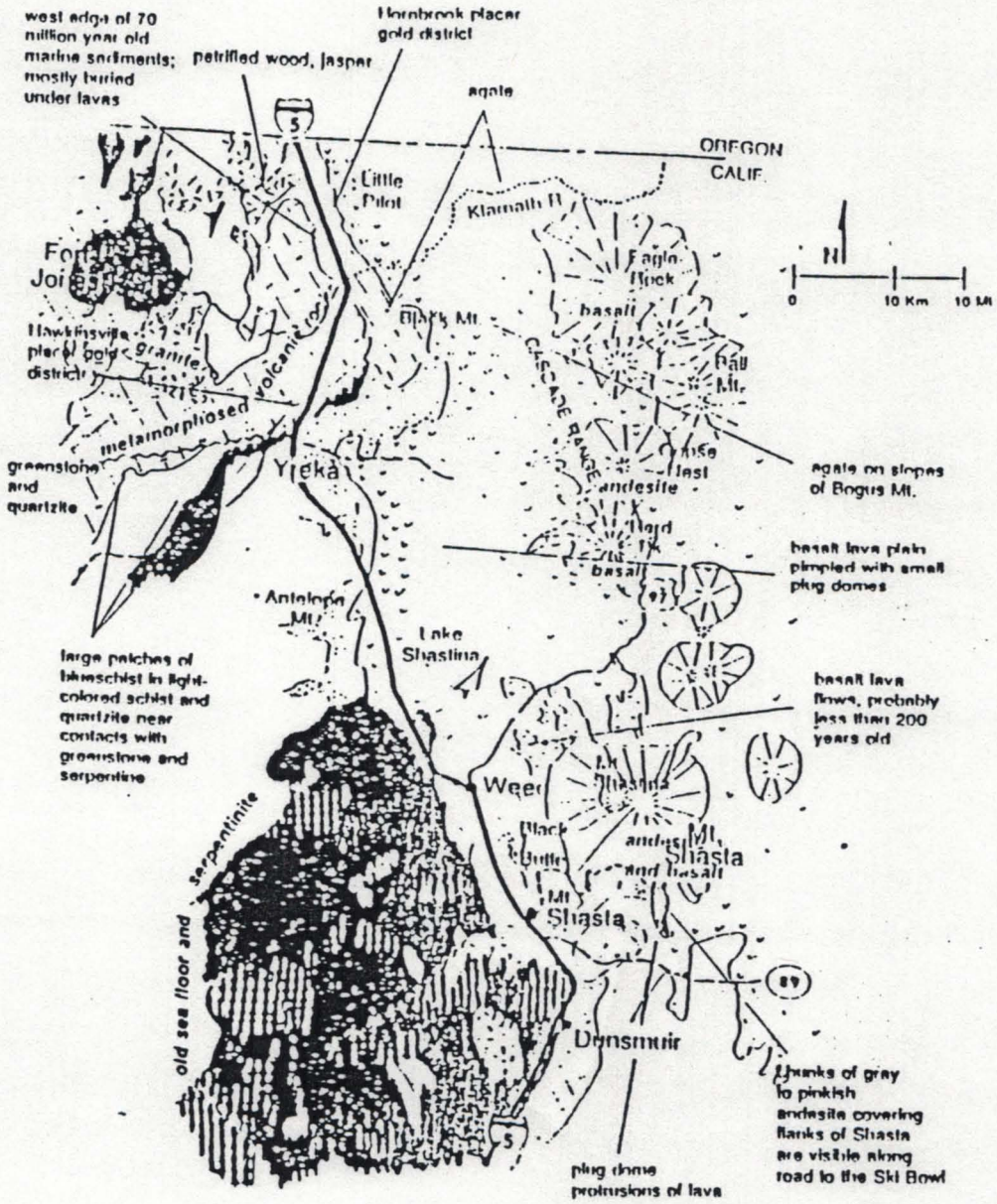
Crandell, D.R. and Nichols, D., 1987 Volcanic Hazards at Mount Shasta, California, U.S Geological Survey 194-389, 21 pages

Federal Emergency Management Agency, 1980, Flood Insurance Study of the City of Montague , Community Number 060451 , 13 pages plus maps

Miller, C. Dan, 1980, Potential Hazards from Future Eruptions in the Vicinity of Mount Shasta Volcano, Northern California, US Geological Survey, Bulletin 1503, 43 pages plus maps.

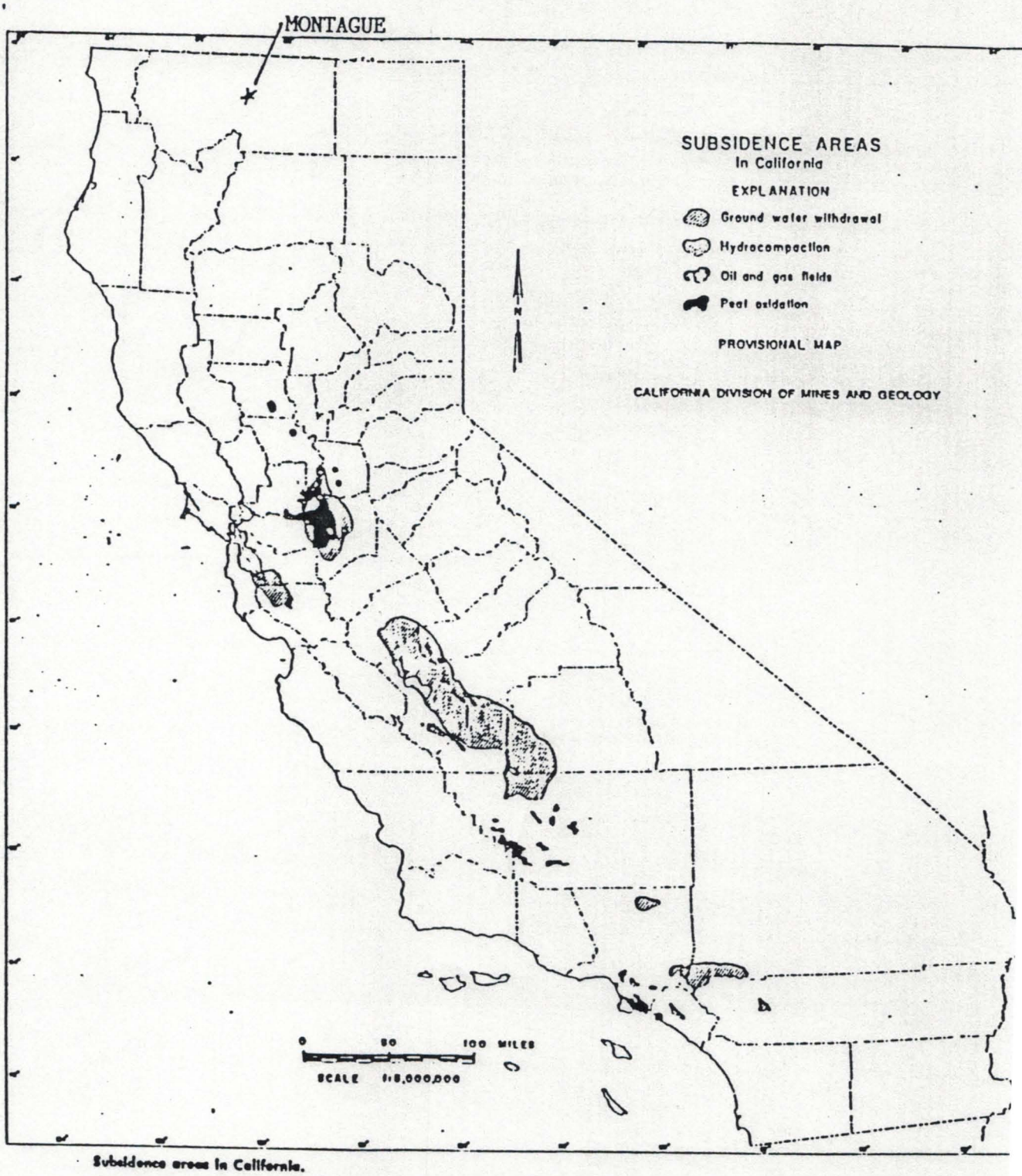
Siskiyou County Planning Department, 1975, Seismic Safety and Safety Element, Siskiyou County General Plan, 94 pages.

Appendix S-2) Map of Geologic Features in the Region of the Montague planning area.



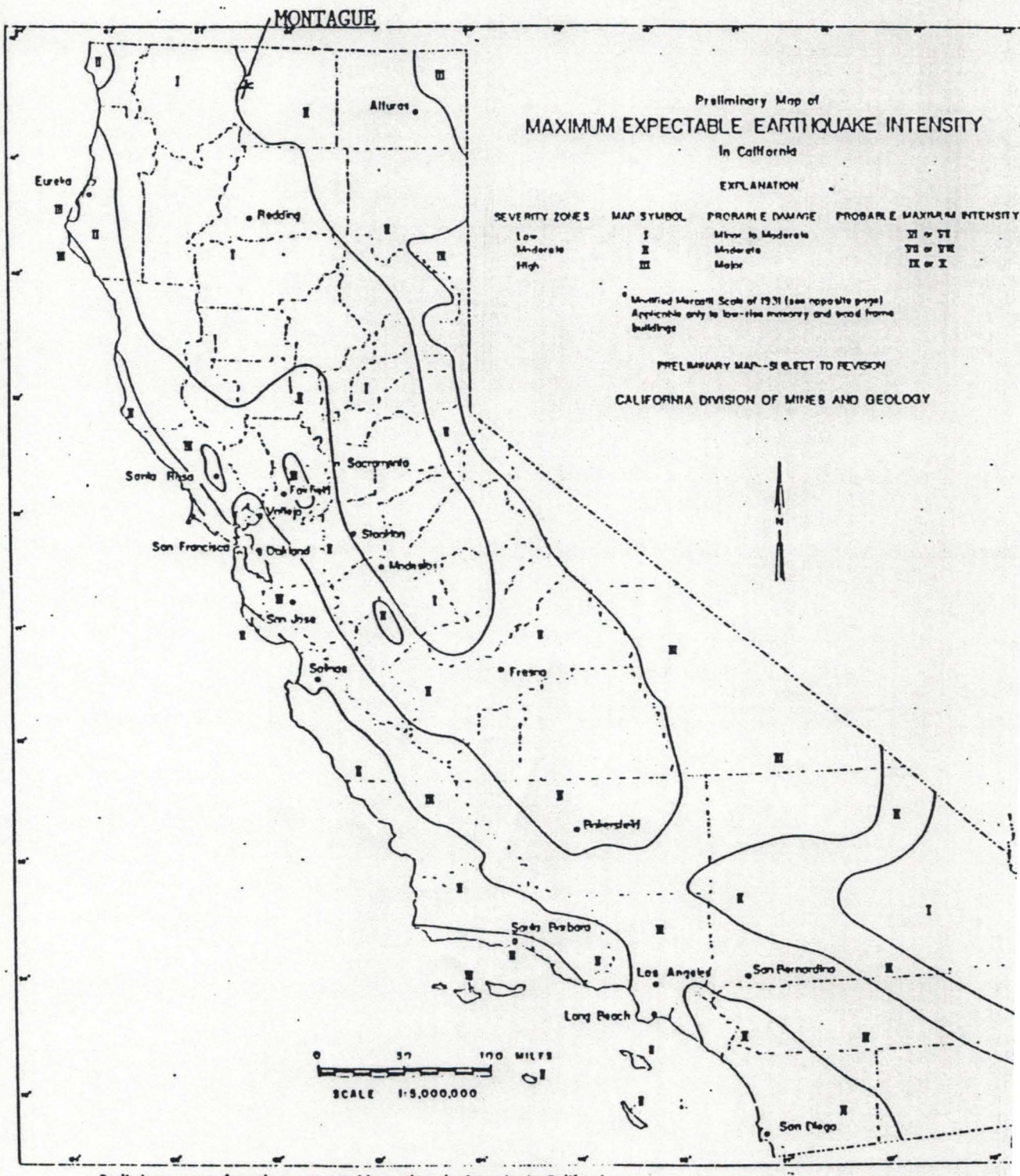
SOURCE: ROADSIDE GEOLOGY OF NORTHERN CALIFORNIA, page 200.

Appendix S-4) Map of Subsidence Areas in California.



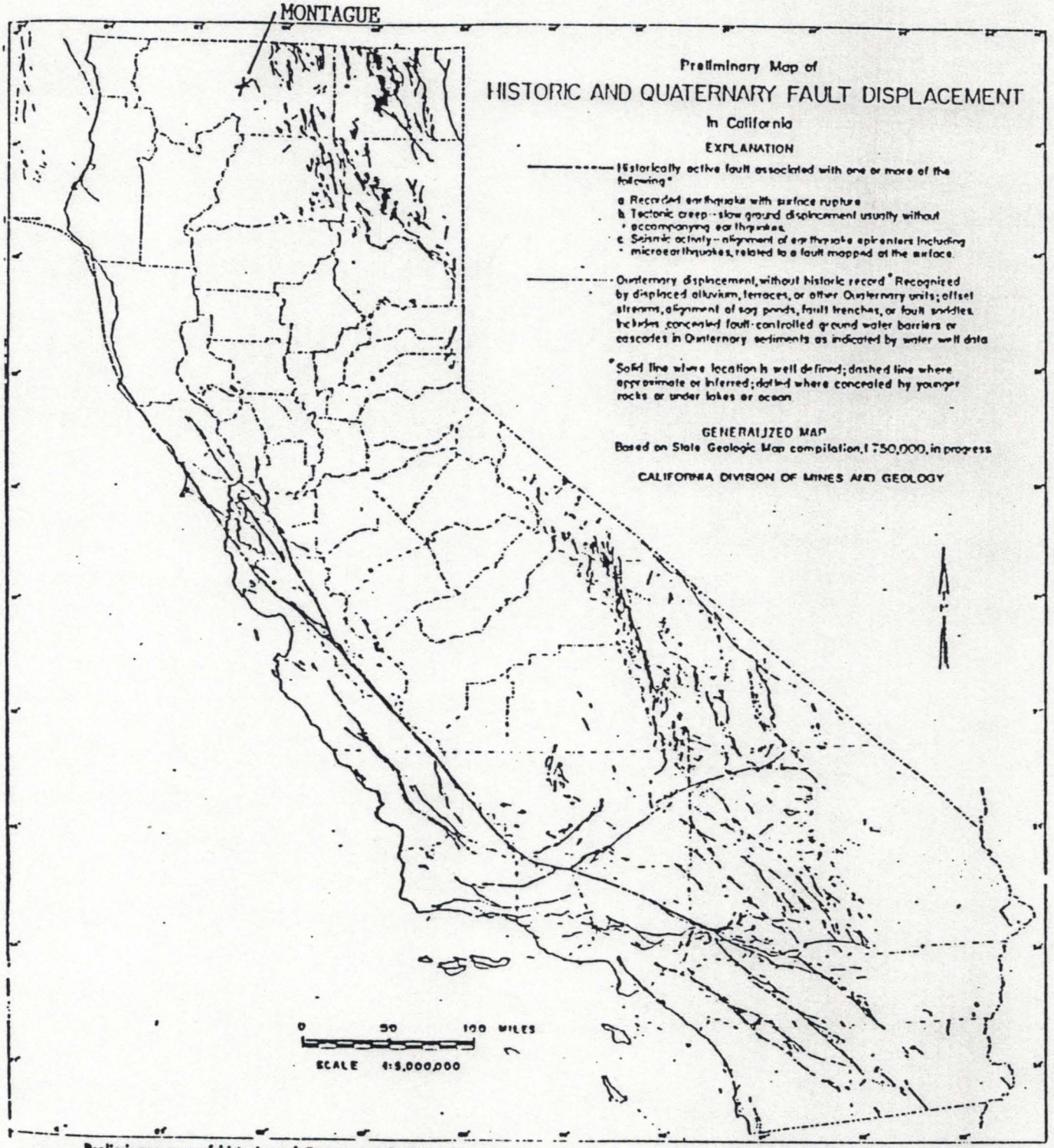
Subsidence areas in California.

Appendix S-5) Map of Maximum Expectable Earthquakes in California.



Preliminary map of maximum expectable earthquake intensity in California.

Appendix S-6) Map of Historic and Quaternary Fault Displacement in California



Preliminary map of historic and Quaternary fault displacement in California.

Appendix S-7) Summary of Conclusions Regarding Earthquakes in Siskiyou County, California

SUMMARY OF CONCLUSIONS

1. Existing seismic risk maps of California and the United States are unreliable because they are not based upon more detailed study of smaller areas. Also, existing maps are contradictory in some county-sized areas, and there no objective way to choose which is correct.

2. Earthquake history is the most objective guide to the future that is presently available to us.

3. There is written record of 295 earthquakes having occurred in Northeast California since 1851; 22 of these achieved intensity of VI (M.M.), 10 an intensity of VII, and one questionable occurrence of intensity VIII.

4. Of known earthquakes in the region, 90% were of intensity V or less, capable only of very minor damage or no damage at all.

5. There have not been any injuries or deaths caused by earthquakes in the region.

6. Property damage caused by earthquakes in the region has been very small.

7. There is no evidence of an earthquake greater than magnitude 6.5 having occurred in the region.

8. Earthquakes occurring outside the region in California, Nevada, and Oregon have not had any greater effects in the region than much smaller earthquakes originating within the boundaries of the region.

9. There are four small areas within the region that should be treated as active faults. Each of these should be investigated more, but do not appear to be of major concern. Building should not be permitted in these areas.

10. There are many faults that must be regarded as potential active, but they do not pose a serious threat.

11. There are two large faults, the Honey Lake fault and the Surprise Valley fault, that should become the subjects of additional study. While there is no evidence that they are dangerous, evidence is not yet complete.

12. There are many faults in the region that can be classified as inactive.

13. Planning within the region should be based upon a maximum intensity earthquake of VIII (M.M.). Such earthquakes will not occur frequently.

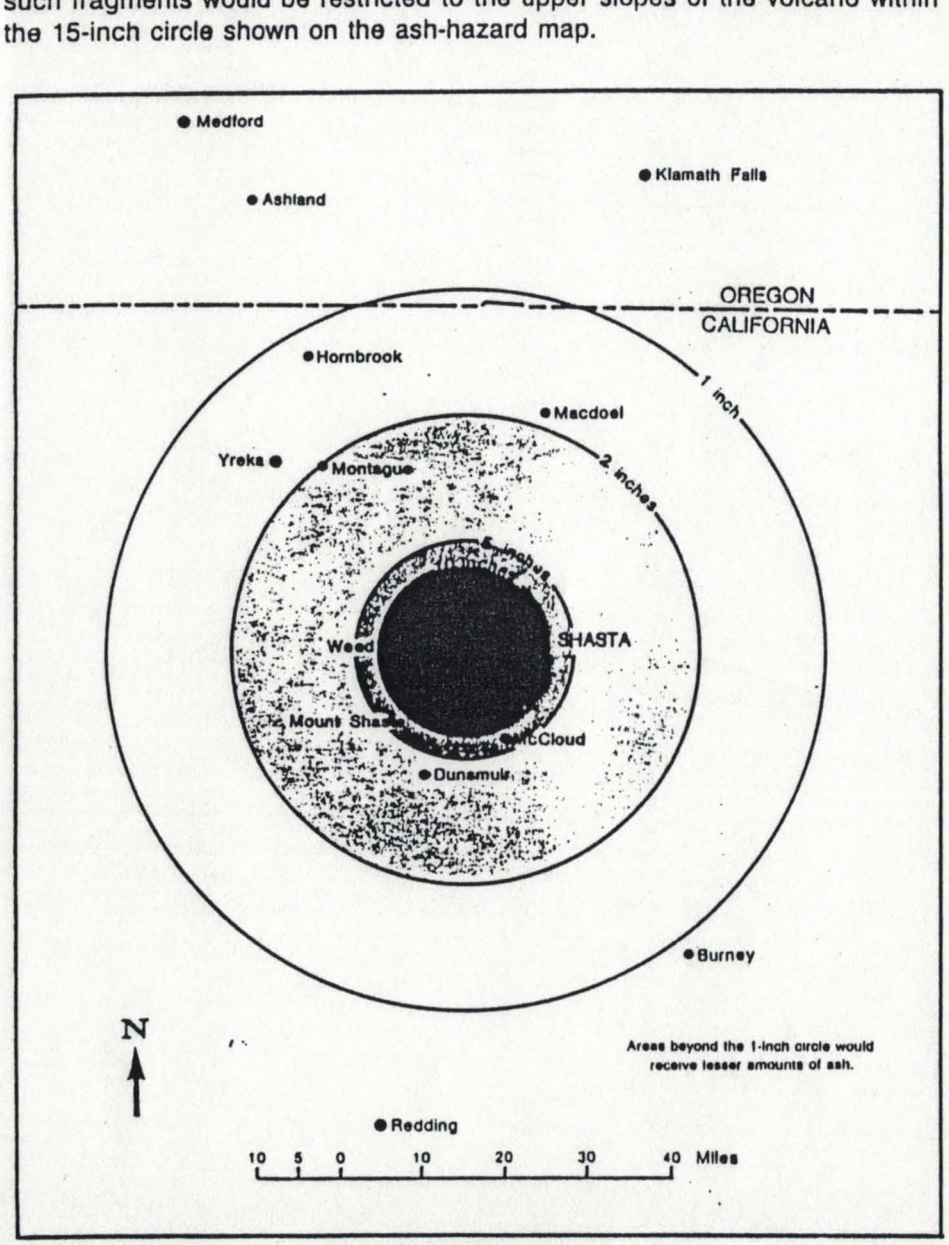
14. The hypothetical intensity VIII earthquake might occur anywhere in the region.

15. Earthquake hazard in Northeast California is not great compared to the rest of California.

16. Earthquake hazard in Northeast California is not great when compared with other natural hazards in the same region.

this reason, each line of possible ash thickness is shown at the same distance in all directions from the volcano.

Large rock fragments thrown into the air by an explosion at the summit of Mount Shasta probably would not reach much farther than 6 miles, and thus such fragments would be restricted to the upper slopes of the volcano within the 15-inch circle shown on the ash-hazard map.

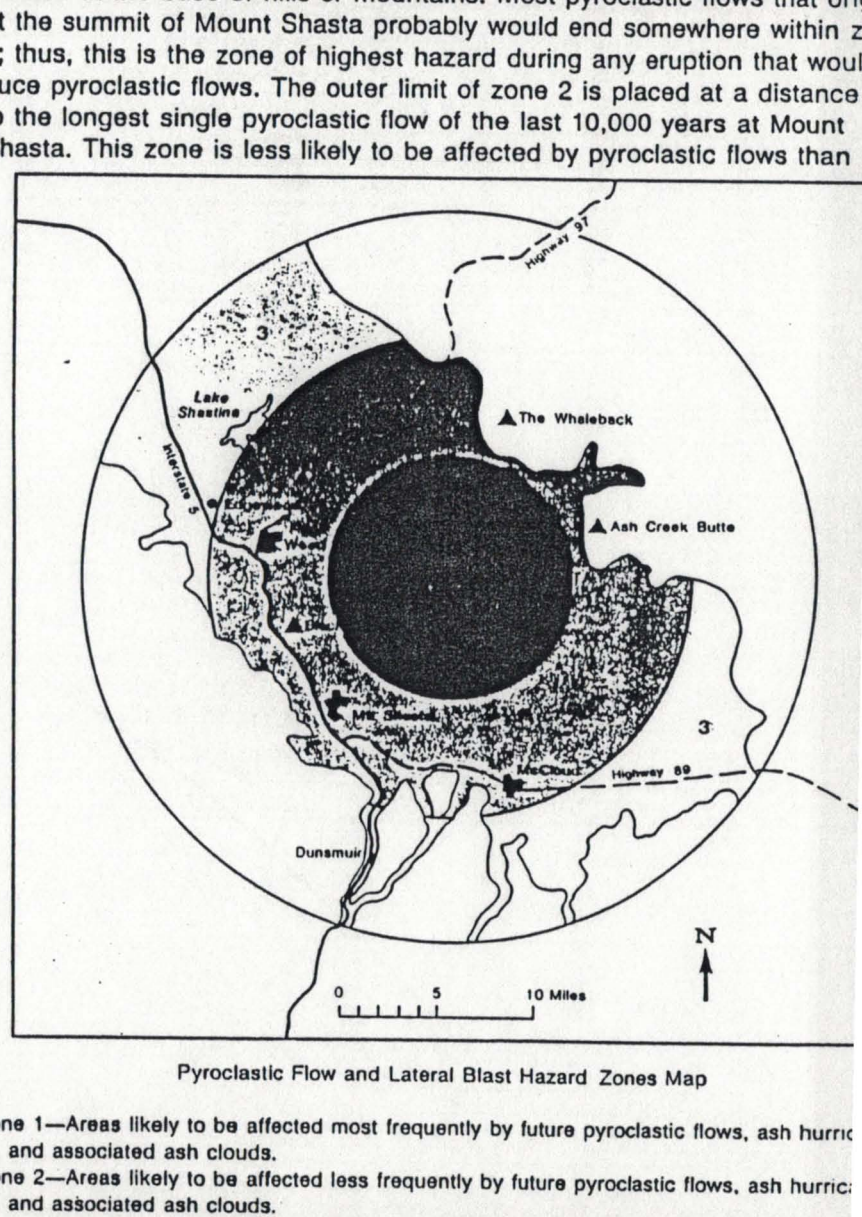


Volcanic-Ash Hazard Area Map

Thickness at various distances are based on the largest ash eruption of the last 10,000 years

Pyroclastic flow and lateral blast hazard zones

Pyroclastic flow hazard zones shown on the accompanying map inclu hazards from pyroclastic flows, ash hurricanes, and their accompanying clouds of ash. The boundaries of the zones are irregular because they a located at the base of hills or mountains. Most pyroclastic flows that ori at the summit of Mount Shasta probably would end somewhere within z 1; thus, this is the zone of highest hazard during any eruption that woul duce pyroclastic flows. The outer limit of zone 2 is placed at a distance to the longest single pyroclastic flow of the last 10,000 years at Mount Shasta. This zone is less likely to be affected by pyroclastic flows than



Pyroclastic Flow and Lateral Blast Hazard Zones Map

Zone 1—Areas likely to be affected most frequently by future pyroclastic flows, ash hurric and associated ash clouds.

Zone 2—Areas likely to be affected less frequently by future pyroclastic flows, ash hurrica and associated ash clouds.

Zone 3—Areas likely to be affected mostly by ash clouds associated with pyroclastic flow zones 1 and 2, but could also be affected by very large but infrequent pyroclastic flow

A lateral blast could affect any area within the outermost circle, but the likelihood of an a

NOISE ELEMENT

INTRODUCTION

Government Code section 65302(f) requires cities and counties to adopt a noise element:

which shall identify and appraise noise problems in the community. The noise element shall recognize the guidelines established by the Office of Noise Control in the State Department of Health Services and shall analyze and quantify, to the extent practical,...current and projected noise levels for...

(1) Highways and freeways.
(2) Primary arterials and major local streets.
(3) ...Railroad operations...
(4) Commercial, general aviation, heliport,... and...other...functions related to airport operation.
(5) Local industrial plants...
(6) Other ground stationary noise sources...

Noise contours shall be shown for all of these sources and stated in terms of community noise equivalent level (CNEL) or day-night average level (Ldn). The noise contours shall be prepared on the basis of noise monitoring or...modeling techniques...

The noise contours shall be used as a guide for... land uses in the land use element that minimizes the exposure of community residents to excessive noise.

The noise element shall include implementation measures and possible solutions that address existing and foreseeable noise problems, if any. The adopted noise element shall serve as a guideline for compliance with the state's noise insulation standards.

GOALS

I) Identification of existing and projected noise levels in the City so that noise may be considered in the land use element and zoning ordinance.

II) Identification of existing noise-sensitive areas in the City for protection from future noise-generating development.

III) Identification of existing noise-generating areas for protection from future noise-sensitive new development.

IV) Definition of the community noise environment and the development of noise level contours to determine and facilitate compliance with State Noise Insulation Standards.

V) Protect City residents from excessive noise levels.

POLICIES/IMPLEMENTATION MEASURES

A) The City shall monitor community noise levels.
IMPLEMENTATION MEASURE: City shall appoint a noise officer to monitor noise levels, receive and process complaints from City residents, and recommend noise-reducing mitigation measures to existing and future noise-generating development.

B) The City shall enforce noise-related laws.
IMPLEMENTATION MEASURE: City shall adopt a noise ordinance after review of State guidelines and "model" ordinance.

C) The City shall regulate future development to reduce the impacts of undesirable noise levels.
IMPLEMENTATION MEASURE: City shall adopt and comply with State Noise Insulation Standards, as contained in Title 25, Article 4 of the California Administrative Code.

D) The City shall consider noise impacts of all City actions.
IMPLEMENTATION MEASURE: City shall assess the noise-generating impact of its actions, especially road development and industrial development, prior to approval of the actions.

E) The City shall consider the community noise environment in the development of land use and zoning standards.
IMPLEMENTATION MEASURE: City shall develop a noise overlay zoning procedure during the next revision of the City zoning ordinance.

PLANNING AND THE NOISE ELEMENT

The Government Code mandates that the noise element "recognize the guidelines established by the Office of Noise Control". The Guidelines essentially recommend the following procedure:

1) Define the noise environment by the development of noise contours.
2) Noise compatible land use planning.
3) Mitigate excessive noise.
4) Enforcement of local noise standards.

CURRENT COMMUNITY NOISE ENVIRONMENT

The City of Montague is a small, rural community. Land use consists primarily of residential, retail commercial, and public and private transportation corridors. Only two major noise producers were identified in the planning area.

The two major noise sources in the City are the Southern Pacific Railroad, and State Highway 3/11th Street. Both sources generally bisect the City in a north/south trending fashion. SP train tracks and Highway 3/11th Street is close to and parallel to each other.

SOUTHERN PACIFIC RAILROAD

Southern Pacific Railroad freight trains pass through the City 4 times per day: 2 day and 2 night operations on the Montague-Oregon line. In determining noise levels it is necessary to determine the equivalent number of on-line rail operations to account for effects of noise during the day and at night.

Equivalent number of on-line operations may be expressed utilizing the following formula developed by the State Department of Health Services Office of Noise Control:

$$N = n(d) + 10(n(n))$$

where: N = equivalent number of operations
n(d) = number of operations between 7AM and 10PM
n(n) = number of operations between 10PM and 7AM.

The equivalent number of on-line railroad operations in Montague is 22 (2 + 10(2)).

This equivalent number of rail operations was utilized in the Siskiyou County Noise Element to develop the information contained in Appendix N-5 and the noise contours contained in Appendix N-2.

For more detailed information on the development of noise contours in the planning area see Noise Appendix N-1.

HIGHWAY 3/11th Street

Utilizing traffic counts obtained from CALTRANS, an average speed assumption of 30 MPH, and nomographs included as Appendices N-3 and N-4, noise contours of the noise levels from Highway 3 can be determined. The contours in Appendix N-2 have been developed from the information contained in the nomographs in Appendices N-3 and N-4.

For more detailed information on the development of noise contours in the planning area see Appendix N-1.

NOISE SENSITIVE LOCATIONS:

There is only 1 noise sensitive location in the planning area: the elementary school. Appendix N-2 provides the location of the noise sensitive area.

PROJECTED COMMUNITY NOISE ENVIRONMENT

The projected community noise environment in the 1995-2000 year time frame is quite difficult to determine. Southern Pacific rail operations, while constant for the past 8 years, are impossible to predict. In addition, increases in traffic volumes on the highways are difficult to predict. CALTRANS states that a good "rule of thumb" is a 5% annual growth rate in traffic volumes. However, during the last 15 years this projected growth rate has varied greatly and the next 15 years may approximate the past 15 years.

Since the future levels of activity for the two major noise producers in the planning area, SP railroad and CALTRANS highways, cannot be accurately predicted, projected noise levels are not included in this element.

COMMUNITY NOISE ENVIRONMENT AND LAND USE

The location of noise contours is used to determine the noise levels in various locations in the planning area. Knowledge of the noise levels in the planning area is essential in the development of sound land use planning. With this knowledge, planners can protect the activities of noise producers and noise sensitive uses by proper site location and/or building standards.

Two specific measures that can be implemented are noise area overlay zoning and building standards for construction in noise areas. Overlay zoning would generally prohibit

WRITTEN COMMENTS AND RESPONSES

#1 (Rains)
Thank you for your comments
The City of Montague has decided that the area has merit for C-2 development and since the adjoining landowner purchased property when the lots were C-2 we feel that lot 27 can be included in the proposed changes back to C-2.

#2 (Haws)
Thank you for your comments
Please see R-2 zoning requirements, a presentation by a representative of Mr. Brazil indicates that the proposed development would be allowed under the R-2 requirements.

#3 (Turner)
Thank you for your comments
Please see zone changes

#4 (Weiss)
Thank you for your comments
Please see zone changes

#5 (Greeott)?
Thank you for your comments
To protect existing business' and residences the City believes that R-1 zoning would be more appropriate for the neighborhood.

APPENDIX N-2) Noise Contour Map and Noise Sensitive Areas.

certain activities from noise areas or the locating of noise producers in non-noise areas. Building standards designed to reduce noise levels can be incorporated into the City building permit procedure.

State law (Administrative Code, Title 25, Article 4) makes the following requirements of all multi-family construction to insulate building interiors from exterior noise sources:

1) Location and orientation of multi-unit dwellings that will be located in critical noise areas, such as proximity to railroads or industrial areas, shall be designed to prevent the intrusion of exterior noises beyond prescribed levels with all exterior doors and windows closed. Proper design shall include any or all of the following at a minimum: orientation of the structure(s), set-backs, shielding, and building sound insulation. In addition, an acoustical analysis shall be conducted when construction is proposed along freeways, railroads, or industrial sources.

2) Interior noise levels in any habitable room shall not exceed a CNEL of 45 db.

3) Noise insulation is required if the dwelling is constructed within the 60 db(A) contour.

Since most residential structures have the capability of reducing noise levels by approximately 20 db(A) with standard construction techniques, the 45 db maximum interior noise level can be achieved in any zone that has noise levels 65 db(A) or less. In areas with noise levels exceeding 65 db(A), additional noise reduction techniques such as insulation, dual-pane windows, or shields should be required of the building developer.

The State Office of Noise Control has developed a "model" noise ordinance which communities can use to develop a local noise ordinance. Included in the noise ordinance are provisions for monitoring, evaluating land use and building decisions, and enforcement to maintain acceptable noise levels.

The importance of the noise element in overall planning cannot be overstated. The development of sound planning regarding the community noise environment ensures protection for both noise producers and activities sensitive to excessive noise. The development of noise standards is not designed to restrict noise producers, such as industrial plants or transportation modes, but to ensure that noise producers enhance, rather than inhibit, the overall development of the community.

LIST OF APPENDICES

N-1) Procedures for the Development of Noise Contours.

N-2) Noise Contour Map and Noise Sensitive Areas.

N-3) Nomograph for approximate Prediction of Highway Noise Levels: Highway 3/11th Street.

N-4) Estimated Distance (in feet) to Railroad Noise Contours, Siskiyou County, 1978.

APPENDIX N-1

PROCEDURES FOR THE DEVELOPMENT OF NOISE CONTOURS

Noise contours were developed for current noise levels for railroad and highway sources of noise in the City of Montague.

STATE HIGHWAY

Noise contours were developed for Highway 3/11th Street utilizing traffic counts obtained from the California Department of Transportation (CALTRANS), and a nomograph provided by the State Department of Health Services, Office of Noise Control.

Peak hour traffic counts were obtained from the 1987 Traffic Volumes published by CALTRANS. 1987 figures are assumed to represent current volumes.

Utilizing peak hourly traffic volume, and assuming 30 MPH average vehicle speed for highway 3 the nomographs contained in Appendix N-3 can be completed.

Once the nomographs are completed, L10 dBA noise levels at specific distances can be determined. Contours for 60 Ldn, 65 Ldn, or 70 Ldn can be developed from the information contained in the nomograph by reducing the L10 dBA contours by 3 dBA.

SOUTHERN PACIFIC RAILROAD

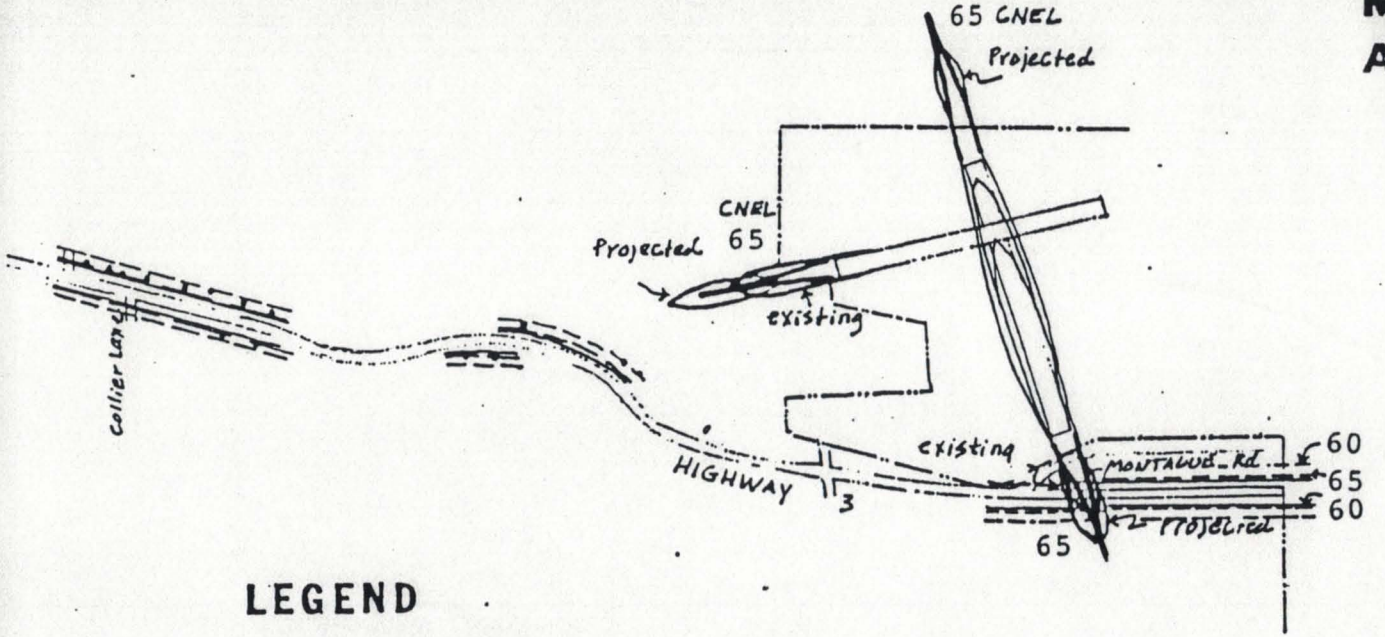
Appendix N-5 contains a table obtained from the Siskiyou County Noise Element which contains distances to various noise contours around the Weed-Montague-Oregon railroad segment. This table was developed utilizing the following information: 2 day and 2 night operations on the Weed-Oregon via Montague segment. 1986 and for the foreseeable future SP railroad operations are the same as those contained in the Siskiyou County Noise Element (David VanHeest, SP Railroad, Dunsmuir, 9/23/86, personal communication). Therefore, the table contained in Appendix N-5 is accurate for current and projected SP railroad operations.

The procedure utilized in determining railroad noise levels in the Siskiyou County Noise Element is that contained in SIMPLIFIED PROCEDURE FOR DEVELOPMENT RAILROAD NOISE EXPOSURE CONTOURS by Jack W. Swing, Sound and Vibration Magazine, February, 1975.

PROJECTED NOISE LEVELS

A review of Appendix N-2 illustrates that some of the noise sources overlap each other. This makes the development of noise contours a difficult exercise. The noise contours developed in Appendix N-2 are conservative, that is they do not assume the noise amplification inherent in overlapping noise sources. although in Montague this amplification is minor.

MAP 17
MONTAGUE-YREKA AIRPORT



LEGEND

NOISE CONTOURS

Current (1974-77)		Projected (1995)
————	70 dBA	— — — —
————	65 dBA	— — — —
————	60 dBA	— — — —

HOUSING UNITS

- • Permanent
- ▲ Mobilehome
- T

MEDIAN AMBIENT NOISE

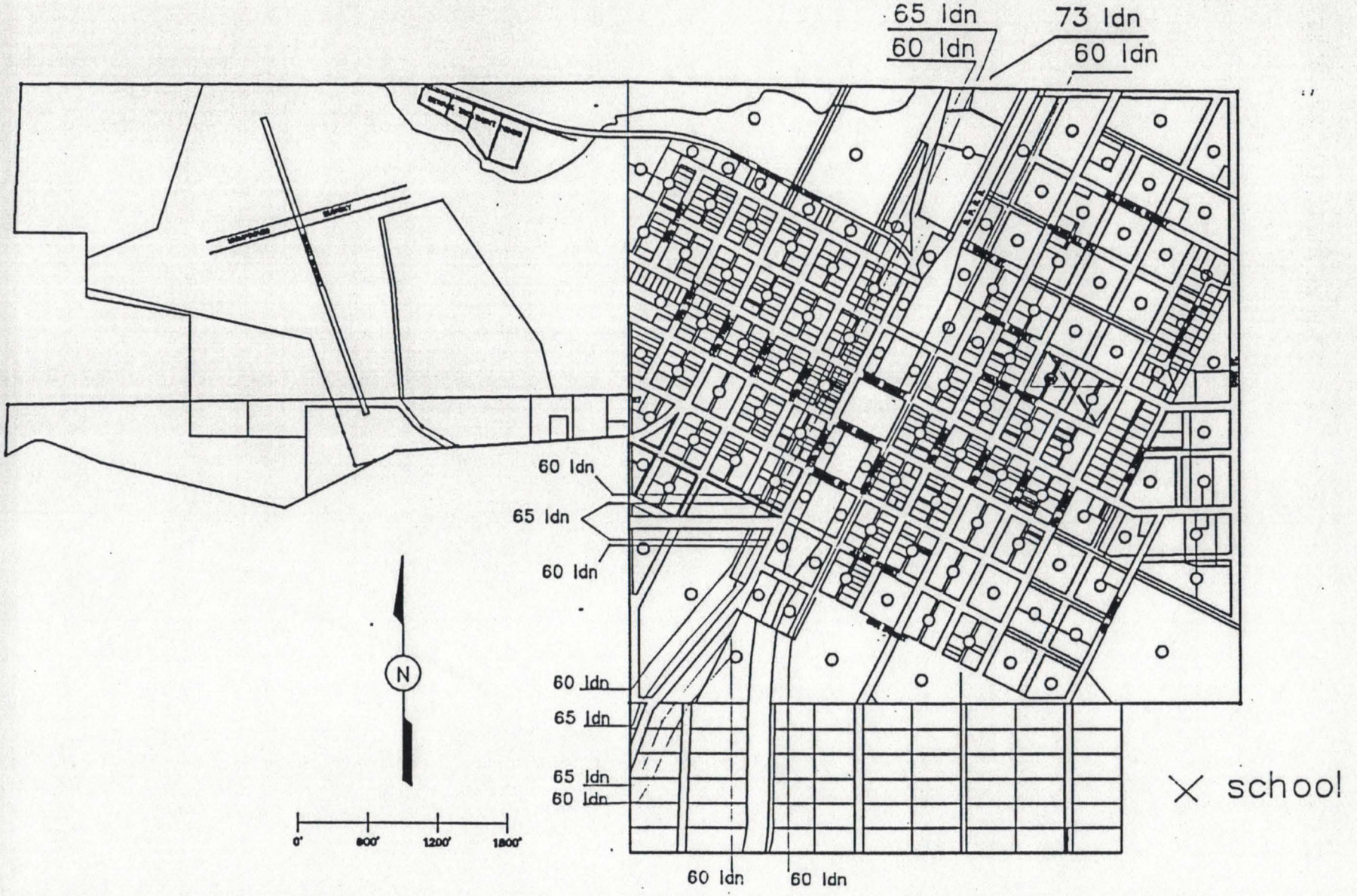
- (51) Specific recording location
- 51 Estimated median

SCALE

0 1000 2000

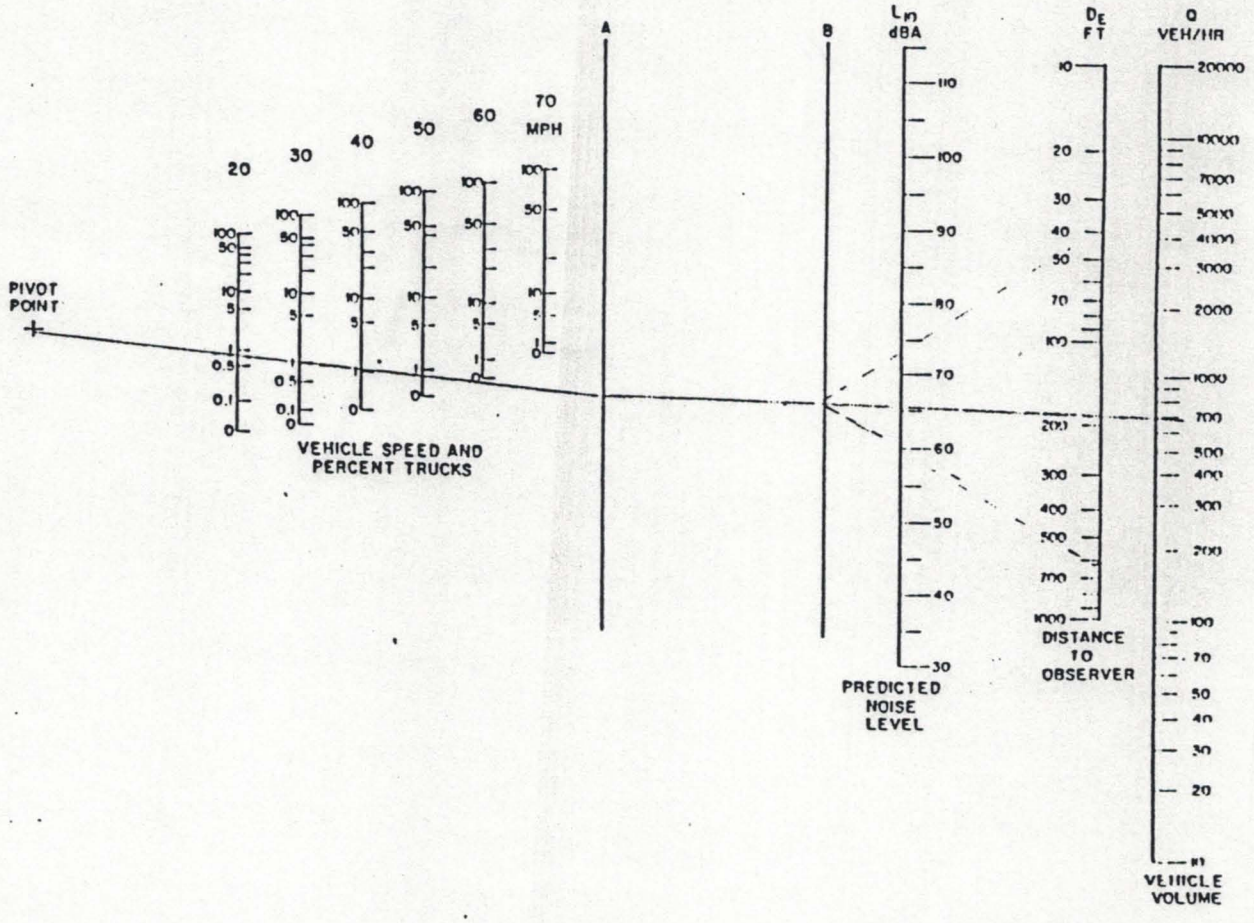
500 1500

feet


65 ldn
60 ldn
73 ldn
60 ldn
60 ldn
65 ldn
60 ldn
60 ldn
65 ldn
65 ldn
60 ldn
60 ldn
60 ldn
N
0'
600'
1200'
1800'
X school

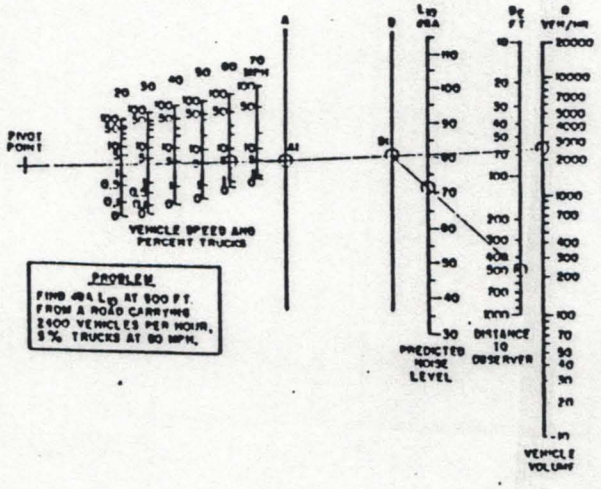
APPENDIX N-3) Nomograph for approximate Prediction of Highway Noise Levels:

NOMOGRAPH FOR APPROXIMATE PREDICTION OF HIGHWAY NOISE LEVELS

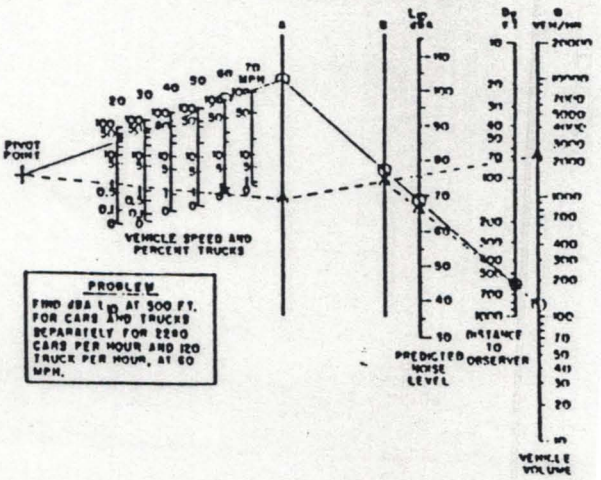


NOMOGRAPH SAMPLE PROBLEMS

PROBLEM I: Cars & Trucks Together



PROBLEM II: Cars & Trucks Separately



Source: CALTRANS, Jan. 1, 1973

APPENDIX N-4) Estimated Distance (in feet) to Railroad Noise Contours, Siskiyou County, 1978.

Simplified Procedure for Developing Railroad Noise Exposure Contours

Jack W. Swing, State of California, Berkeley, California

Railroad line operations are one source of community noise which should be included in community noise planning. A simplified procedure is presented for estimating the noise impact of such operations, in terms of the Day-Night Average Sound Level (L_{dn}).

Current efforts in community planning are paying increased attention to the noise environment of residents, particularly in California where communities are now required by State Law [Senate Bill 691, State Code 65302(g)] to include noise as a specific element of their general plans. To assist city planners in complying with the requirements of this law, which includes quantitative descriptions of the noise environment created by ground transportation noise sources, a number of simplified nomograms have been developed. Based on rigorous analytical procedures and computer augmented techniques they can be easily used by persons untrained in acoustics and they yield a good first approximation of noise exposure for specific sources.

The method presented here for on-line railroad operations is derived from a study performed by Wyle Research for the Southern Pacific Transportation Company in conjunction with the Atchison Topeka and Santa Fe and Union Pacific Railway Companies and the Association of American Railroads.[1]

This method presents a simplified procedure for the estimation of noise impact created by on-line railroad operations in terms of Day-Night Average Level (L_{dn}) noise contours. L_{dn} noise contours account for the A-weighted noise magnitude of individual occurrences, as well as the time duration of each event. Additionally, they account for the total number of single event occurrences during the 24-hour day. They also weight these occurrences relative to the time of day in which they occur to account for increased human sensitivity to noise at night.

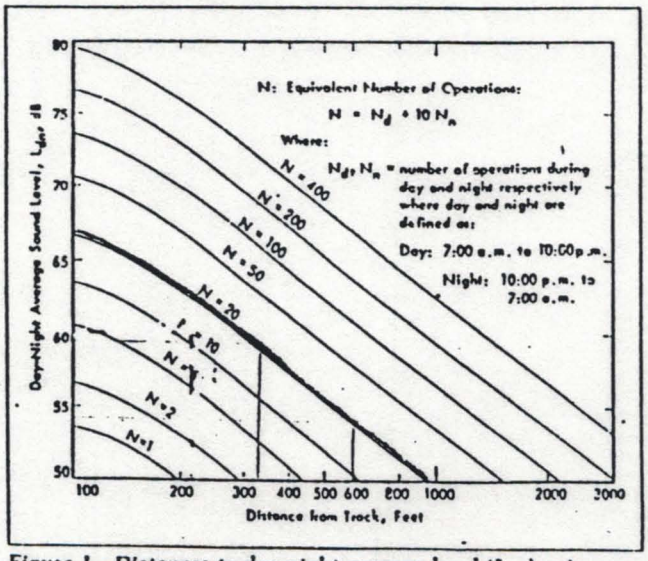


Figure 1 – Distances to day-night average level (L_{dn}) noise contours for railroad line operations.

The procedure consists of first determining the equivalent number of operations N which is equal to the actual number which occurs during the DAY time period (7: a.m. to 10:00 p.m.) plus 10 times the number occurring during the NIGHT time period (10:00 p.m. to 7:00 a.m.). The factor of 10 relates to increased noise sensitivity during the NIGHT time period. A graphical look-up chart is provided such that the distance to a desired contour value (i.e., 65, 70, 75 dB) may be read directly by entering the chart at the calculated value of equivalent operations, N.

Finally, adjustment factors may be included to account for increased noise levels (and hence, broader reaching noise contours) resulting from tight radius curves, switching frogs, unwelded rail, and bridgework.

Directions for Usage

Step 1 — Equivalent Number of Operations

Calculate equivalent number of on-line operations from the formula:

$$N = N_D + N_N$$

where:

N = equivalent number of operations
N_D = number of daytime operations occurring between 7:00 a.m. and 10:00 p.m.
N_N = number of nighttime operations occurring between 10:00 p.m. and 7:00 a.m.

Step 2 — Distance to L_{dn} Contour Values

To find the distance to a given contour value, enter Figure 1 at this value on the left vertical axis and move horizontally to the right until the curve corresponding to the desired value of equivalent number of operations is reached. Move vertically down from that point and read the distance in feet from the track to this contour value. Contour values so determined do not take into account miscellaneous track irregularities which may increase noise generation at specific locations.

Table 1 – Adjustments to L_{dn} Noise Contours

Variables Affecting Noise Output	Correction to Desired L_{dn} Value, dB
1. Passenger trains only (If combination of passenger and freight — assume all freight)	−1
2. Presence of helper engines:	
a. Level grade or descending grade	0
b. Ascending grade	+2
3. Mainline welded or jointed track	0
4. Low speed classified jointed track	+4
5. Presence of switching frogs or grade crossings	+4
6. Tight radius curve	
a. Radius less than 600 feet	+4
b. Radius 600 to 900 feet	+0.5
c. Radius greater than 900 feet	0
7. Presence of bridgework	
a. Light steel trestle	+14
b. Heavy steel trestle	+5
c. Concrete structure	0

OPEN SPACE AND CONSERVATION ELEMENTS

OPEN SPACE AND CONSERVATION ELEMENTS

INTRODUCTION

The Open Space and Conservation Elements should catalogue as well as seek to preserve and comprehensively utilize open space and natural resources in the City of Montague.

PURPOSE

Government Code Section 65302(d) calls for the development of a conservation element for the "conservation of natural resources including water ... forest, soils, rivers, ... fisheries, wildlife, minerals and other natural resources".The conservation element may also address:

* pollution control of streams
* protection of watersheds

Government Code Section 65563 mandates that every city "prepare, adopt and submit to the Secretary of the Resources Agency a local open-space plan for the comprehensive and long range preservation and conservation of open space land within its jurisdiction". Section 65564 mandates an "action program consisting of specific programs which the legislative body intends to pursue in implementing its Open Space Plan".

The Open Space & Conservation Elements are closely linked in Montague due to surrounding topography. Consequently, these Elements are combined into one document which addresses both issues.

GOAL

To protect, preserve and enhance the natural and historical resources of the City of Montague.

POLICIES/IMPLEMENTATION MEASURES

WILDLIFE

A) The City of Montague shall support and encourage the efforts of responsible public agencies to protect and enhance wildlife on public lands. The City shall actively protect wildlife habitat and resources on private lands wherever practical and economically feasible.

IMPLEMENTATION MEASURES:

1) The City shall cooperate with county, state and federal officials involved in the improvement and enhancement of wildlife and wildlife habitats.

2) The City shall develop and adhere to plans for the balanced consideration of protection of wildlife and wildlife habitats.

B) The City shall protect valuable wildlife and wildlife habitats.

IMPLEMENTATION MEASURE: The City shall assess the impacts of land development projects on wildlife and wildlife habitats.

WATER

A) The City of Montague shall protect its current water source and water quality.

IMPLEMENTATION MEASURES:

1) The City shall maintain it's current water quality standards in conjunction with the California Regional Water Quality Control Board regarding water pollution issues and the State Department of Health Services regarding drinking water quality issues.

2) The City shall construct fencing to protect all water facilities.

3) The City shall request the Siskiyou County Health Department, State Water Resources Control Board, California Department of Health Services to conduct hydrological studies showing the extent of Montague's watershed and measures that can be taken to protect the domestic water supply.

4) The City shall review measures necessary to protect their aquifer/watershed including, but not limited to limiting development, and acquiring property and/or conservation easements.

B) The City of Montague will assure adequate domestic water supply.

IMPLEMENTATION MEASURE: The City shall maintain an active catalogue of existing and potential water sources and shall obtain additional water sources where feasible and practical.

C) The City shall cooperate with local, state, and federal agencies responsible for the protection of overall water quality where determined appropriate.

IMPLEMENTATION MEASURES: The City shall review public agency activities concerning industrial pollution on sites adjacent to the City and shall work with those agencies whenever requested.

D) The City of Montague shall seek to limit possible flood damage.

IMPLEMENTATION MEASURE: The City shall adhere to its adopted flood hazard ordinance No. 87-6.

D) The City of Montague shall prevent sewage system surcharges or overflows.

IMPLEMENTATION MEASURES: The City shall insure that sewer facility enlargement shall keep pace with estimated population growth.

PARKS AND RECREATION

The City of Montague shall encourage and support, where determined appropriate, the continuing enhancement and development of parks and recreation facilities within the City boundaries as well as conserve and maintain areas zoned as open space.

IMPLEMENTATION MEASURE: The City shall catalog all City owned properties and shall consider developing those properties as community parks, garden areas or other open space uses.

HISTORIC, CULTURAL and ARCHAEOLOGICAL

The City of Montague shall protect its historical, cultural and archaeological heritage.

IMPLEMENTATION MEASURE: All development in the City shall be reviewed for impacts on historical, cultural and archaeological resources and mitigation measures proposed if impacts are found.

DESCRIPTION OF THE PLANNING AREA

Open Space Status and Issues

A recent survey of the City of Montague's open space areas reveals the following in approximate acreage.

-Existing-	
Parks	2.5 acre
School Playgrounds	1 "
Zoned open space (not including above)	2 "

Conservation status and issues

A) Pollution control

The City of Montague drains into Oregon slough and then into the nearby Shasta River, therefore any major pollution could have wide repercussions downstream.

Three major sources of possible pollution have been identified: Toxic spills from truck or train traffic along highway 3 or Southern Pacific tracks; incorrect disposal of

toxic substances during manufacturing process; and sewage facility upsets or surcharging of collection systems.

1) Toxic spills controls are addressed in the safety element of the General Plan.

2) No current problems with the release of toxic materials during manufacturing occur on areas in City's jurisdiction, however the City should maintain excellent communications with the pollution enforcement agencies since any future development could bring the potential of pollution problems

3) Sewage facility upsets are not an immediately foreseeable problem. Common sense dictates that sewage facility enlargement should keep pace with City growth. Surcharging is a distinct possibility due to interceptor condition.

B) Watershed protection

The size of Montague's domestic water aquifer is currently undetermined. It would be prudent to develop protection measures for the domestic aquifer/watershed.

CIRCULATION ELEMENT

CIRCULATION ELEMENT

INTRODUCTION

Government Code section 65302.b requires the adoption of a Circulation Element consisting of the general location and extent of existing and proposed major thoroughfares, transportation routes, terminals, and other local public utilities and facilities, all correlated with the land use element of the plan.

GOALS

I) To establish a comprehensive, coordinated system of circulation for the efficient and safe movement of people and transportation of goods and services

II) To develop an orderly and efficient arrangement of public utilities and services in a manner that best supports existing and proposed land uses.

POLICIES/IMPLEMENTATION MEASURES

A) The City of Montague's Circulation plan and goals shall be consistent with Siskiyou County and Regional Transportation Plans.

IMPLEMENTATION MEASURE: City shall evaluate the Regional Transportation Plan and shall develop and maintain communication with State and County transportation agencies to ensure consistency of plans.

B) All roads should be constructed and improved to minimum City design standards.

IMPLEMENTATION MEASURE: City shall enforce standards to regulate construction of new roads and the City shall improve and pave existing roads, as funds become available.

C) Allow for the safe flow of traffic in the City of Montague.

IMPLEMENTATION MEASURE: City shall evaluate junctions of collectors for the possible upgrade of traffic flow controls. In addition, the City shall favorably review petitions from citizens of Montague in regards to traffic controls, in particular, the City shall favor those request that indicate a reduction in speed limits or increased controls.

D) All costs of onsite and offsite improvements to City roads shall be borne by project developers.

IMPLEMENTATION MEASURE: City shall ensure that all development costs are borne by project developers.

E) Support the continuation and expansion of transportation programs serving the elderly and handicapped as well as the general population.

IMPLEMENTATION MEASURE: City shall support those social service agencies with transportation services aiding the elderly, handicapped and other groups as well as County agencies serving the public at large.

F) Support the improvement of the Montague and the Siskiyou County Airport.

IMPLEMENTATION MEASURE: City shall contact the County, prior to all airport planning sessions, to indicate the Citys' support for continued maintenance and improvement of the Montague and the Siskiyou Airports.

G) Actively seek to lower the cost of utility service to the City and the residents

IMPLEMENTATION MEASURE: City shall support attempts to lower utility costs including, but not limited to, utility district formation, City purchase of utility facilities and review of communication systems.

DESCRIPTION OF THE PLANNING AREA

The City of Montague's street circulation pattern is dominated by State Highway 3/11th Street which forms the primary arterial route through the City of Montague. The City has only secondary responsibility for the State Highway.

State Highway 3/11th Street is the primary arterial. Webb, King, Scobie, Spiers, Prather and Montague/Ager Roads are the collectors connecting to State Highway 3/11th Street.

The City of Montague has developed construction standards for standard streets. These standards are published in City of Montague Department of Public Works Construction Standards.

Definitions:

Arterial: A street that serves a large volume of vehicular traffic with intersections at grade and generally having direct access to abutting property, and on which geometric design and traffic control measures are used to expedite the safe movement of through traffic.

Collector: A street that serves abutting property and carries traffic to the arterials.

Local: A street that serves the local needs of residential properties in a neighborhood.

Industrial: A street serving traffic within an industrial development.

TRANSPORTATION SYSTEMS

The City of Montague is served by transportation systems which provides for the conveyance of goods and services as well as travel for local residents.

Air

The City is served by the Montague-Yreka Airport which is located inside of the City limit west of the City center. The Montague-Yreka City airport is owned and operated by the Cities of Montague and Yreka. The City is also served by the Siskiyou County Airport located to the north of the city approximately 5 miles. The Airport is owned and managed by Siskiyou County. Both Airports are classed as a Basic Utility airports which serve most aircraft except some jet aircraft. Siskiyou County assumes that the county Airport

will eventually be upgraded to General Utility type handling all propeller aircraft and most types of jet aircraft.

Bus

The City does not have any intracity bus service. The City is served by Greyhound with 4 northbound and 5 southbound buses stopping in Yreka daily. In addition, Siskiyou Transit and General Express (STAGE) has 7 southbound and 7 northbound buses daily from Yreka.

Rail

The City is served by Southern Pacific Railroad with one southbound and one northbound passenger train and 4 freight trains passing through the City of Montague each day. Access to the passenger trains is located in Dunsmuir approximately 50 miles south of the City.

Taxi

The City of Montague has no taxi service.
Taxi service is provided in Yreka.

Truck

There are no regular truck lines originating in the City of Montague.

UTILITIES

Utility systems should be constantly evaluated for adequacy and capacity. The City of Montague is generally well served by its public utilities

Sewer

The City of Montague is served by sewer collection and treatment facilities. The capacity is adequate of a City of Montague's size.

Water

Montague receives its water Lake Shastina from April 1 until September 30 and from the Shasta River from October 1 until March 30. The system seem adequate for the City presently and for the foreseeable future.

Electricity

The City of Montague is served by the Pacific Power and Light Company.PP&L has one of the lowest electric rates in California.

Telephone

Telephone service is provided by Pacific Bell.

Gas

Liquid Petroleum Gas is provided by Cal .Gas and Suburban Gas.

Solid Waste

The City of Montague utilizes the county landfill located approximately 6 miles to the southeast of town. The capacity is more than adequate for Montague future needs.

LAND USE ELEMENT

LAND USE ELEMENT

INTRODUCTION

The Land Use Element of the General Plan is the culmination and capstone of each of the other elements of the General Plan. Land Use brings together the disparate concerns that are treated elsewhere into an understandable and useful framework for future development.

The general land use plan provides a general distribution and identification of various land uses to meet current usage and future growth needs. The appropriate zoning designations applied to the land through the zoning ordinance and zoning map will provide the specific definitions of land use which will be permitted in each zoning area.

California Government Code Section 65302 (a) mandates:

"A land use element which designates the proposed general distribution and general location and extent of the uses of the land for housing, business, industry, open space, including agriculture, natural resources, recreation, and enjoyment of scenic beauty, education, public buildings and grounds, solid and liquid waste disposal facilities, and other categories of public and private uses of land. The land use element shall also identify areas covered by the plan which are subject to flooding and shall be reviewed annually with respect to such areas".

GOALS:

A. To provide for coordinated and compatible development in the City of Montague.

B To provide a reasonable framework for development and refinement of zoning ordinances.

C. To provide adequate land for urban uses, residential as well as commercial and industrial.

POLICIES/IMPLEMENTATION MEASURES:

A. Current zoning should reflect the character and planned use of the surrounding areas and be compatible with those surrounding uses.

IMPLEMENTATION MEASURES:

1) The City shall change R-1,R-3 zones to R-1.
2) The City shall rezone all RE to R-2.
3) The City shall zone parcels in the E1/2 of Webb Addition blk 332,lots 080,090,110,120,130,140 from RAG 2 1/2 to R-1.
4) The area south of Highway 3 and west of the Montague-Grenada Road shall by zoned M to conform with present usage and surrounding parcels.
5) All lots adjacent to 8th Street or the 8th/9th Street alley between Prather Street and King Street and those lots adjacent to 9th street between Webb and King shall be zoned R-1 to reflect current use.
6) All lots adjacent to and west of 9th Street and east of the 10th Street right of way from Spiers to the city boundary and the area bordered by Webb Street, 4th Street, RAG2 1/2 and the city boundary (East Street) shall be zoned R-3 to provide for adequate housing.
7) Lots adjacent to and north of Webb Street between 9th Street and the 11th Street alley, and adjacent to Scobie, between 11th and 12th Streets currently zoned C-1 shall be zoned C-2 to conform with current usage.
8) The lot northeast of the conjunction of 12th and Webb Streets and blk 86,lots 150 and 130 shall be zoned R-1 to conform with surrounding usages.
9) The lots bordered by 12th, Scobie, King and 13th will be zoned R-1.
10) The area bordered by Highway 3, Julian and 13th Street and Block numbered 159 shall be zoned MH to conform to current usage.
11) Lots numbers Webb Addition Airport Addition #2 lots 19 26 and 27 shall be zoned C-2.
12) The area annexed to the City surrounding the Airport and currently unzoned shall be zoned M.

B) The City of Montague shall adopt a home business ordinance.

IMPLEMENTATION MEASURE: An ordinance shall be adopted to allow a "home business" by use permit in a residential district provided that the business does not generate excess traffic or noise.

C) The City shall adopt a non-conforming land use ordinance.

IMPLEMENTATION MEASURE:A non-conforming land use ordinance shall be adopted which will allow current or lessor uses in those existing facilities which become non-conforming land uses due to zone changes.

D) The City shall develop over-lay zoning ordinances in accordance with the other sections of this general plan.

IMPLEMENTATION MEASURE:The City shall develop overlay zoning ordinances for areas subjected to flooding, high noise levels, geologic and urban fire hazards.

E) The City shall be prepared to aid potential developers in determining appropriate areas for development.

IMPLEMENTATION MEASURE: The City shall inventory property adjacent to the City boundaries within the cities sphere of influence and catalog those areas as to potential and appropriate development.

Land Use Designations

The City of Montague has no need for a complex system of land use classifications or types of zones to adequately control and manage the City's growth and to allow for efficient use of the City's services and resources. In keeping with this understanding the following land use classifications and their zoning categories will be kept as simple as possible.

The land use classifications consists of four categories: residential, commercial, industrial and open space. Each of these classifications will be described below along with a series of policies which will further define the particular category and how its use fits into the logic of the general plan as a whole.

A) Residential Districts

Residential classifications are usually given the most consideration by most planning commissions since the preservation of the integrity of residential neighborhoods is a high priority with most communities. Terrain and locations which are unusable or undesirable for commercial and industrial can adequately meet the needs of residential units. Areas for residential use should have an adequate transportation system with reasonable access to public lands, such as schools, churches, and recreation facilities.

The City of Montague will attempt to maintain a range of choices in residential densities. To maintain multiple residential densities sub-categories of residential living, ranging from the single family dwelling on one lot to multi-family units with numerous units per lot. Varying degrees of residential density will allow for a diversity of population and a range of residential living costs.

Residential Zoning Categories

R-1 Low Density; A standard of density will be five (5) family residences (15 persons,assuming 3 per residence) on gentle slopes and level lands.

The building coverage should not be permitted to exceed 28% of the gross acreage or 40% of each building site.

R-2 Medium Density; The City of Montague has an area specifically zoned as medium density, however, the City desires to provide additional medium density housing for it's citizens (duplexs, triplexs, small 4-unit apartment complexes). Therefore, the City of Montague will favorably consider medium density housing in areas designated R-1. All medium density housing requested in the R-1 zones will require a use permit and must complete a normal use permit process. All medium density housing shall be reviewed as to their architectural design similarity to the adjacent neighborhood. The standard of density for medium density

housing shall be 10 families per net acre (30 persons, assuming 3 persons per dwelling unit) on an overall basis. Transient units are not considered medium density.
Building intensity should not exceed 50 % of site area and off-street parking shall be provided.

R-3 High Density; The standard of density will be 17 families per net acre (51 persons, assuming 3 per dwelling unit) on an overall basis. There shall not be less than 1500 square feet of site area for each dwelling unit in any semi-permanent residential use. Transient units shall provide 500 square feet of land per unit.
Building intensity should not exceed 60% of site area and off-street parking shall be provided.

M-H Mobile Homes; The standard of density shall be those set by the California Department of Housing and Community Development. Currently, those standards limit space coverage to 75% (home and associated structures) with a minimum of 5 feet clearance on either side of the mobile home and a minimum of 3 feet clearance at the rear of the structure.

B) Commercial Districts

Commercial activities are usually confined to specific areas which are integrated into the major transportation corridors allowing for easy access and encouraging local shopping as well as convenient to highway traffic.
The areas along 11th Street and portions of 10th Street along with areas along the Montague-Grenada Road should provide adequate areas for commercial development in the foreseeable future.
Building coverage may be 100% of site. Onsite or offsite parking shall be provided.

Commercial Zoning Categories

C-1 Retail Commercial; Primary uses shall be retail businesses, personal services, offices.

C-2 General Commercial; Primary uses shall be auto-related services, nurseries, wholesale outlets, and services generating traffic or noise outside of normal working hours.

C) Industrial Districts

The need to provide adequate land for industrial utilization is often little understood by communities. The City of Montague has shown that this is not a problem for this community. Areas with a range of site sizes, direct access to commercial transportation, available utilities and compatible surrounding uses will be selected for industrial districts.

Light industrial (Limited Industrial) uses, ie. those industries that do not produce significant point source pollution and which create less than an average of ten commercial trucks per hour traffic volumes, and which employ less than 100 persons full time should be targeted and allowed to site with a very minimum of "red tape".

Building coverage of site shall not exceed 33%. Onsite or offsite parking shall be provided.

Heavy Industries (General Industrial) should be carefully reviewed before they are allowed to operate within the City of Montague. Building coverage may be 100% of site with on site or off-site parking provided.

D) Open Space Districts

Open Space is covered in its own general plan element and consists of only O.S. - Open Space categories.

PUBLIC COMMENTS AND RESPONSES

PUBLIC COMMENTS AND RESPONSES

1) The owner of lots located south of the elementary school requests that, due to the present restricted economic climate in the region, his lots be zoned to allow multi-family housing.

responce-
This zoning would be considered spot zoning and the City of Montague wishes to avoid spot zoning, however, the City of Montague does agree that there is a need for this type of housing and that there are areas within Montague where multi-family housing could blend into the neighborhood. The Planning Commission has instructed the staff to allow multi-family housing in R-1 zoning with a use permit and architectural review.

(Please see R-2 in the land use section)

2) The owner of lots on 9th Street south of Webb Street would like those residences to remain zoned commercial.

responce-
Thank you for your input.

3) The owner of residences on 10th Street currently zoned M would like a change to R-1.

responce-
That would seem appropriate since those are currently residences. See proposed zone changes.

) The proposed changes may decrease the tax base of the City of Montague.

staff responce-
State regulations indicate that zoning and zoning changes should NOT be ordered by financial interests but rather by standard planning practices and the safety, health and well-being of the citizens of the community.

responce-
According to the County Assessor office no change would occur in the City tax base.

5) Property owners in the RAG 2 1/2 zone are opposed to the proposed zone changes in that zone.

responce-
Thank you for this input. The proposed zone change will be reduced to those lots not in conformity with the RAG 2 1/2 zone.

6) R-3 zoning is not appropriate in the area south of Scobie Street due to limited access and surrounding neighborhoods.

responce-
Thank you. Your concerns are appropriate and the proposed R-3 zoning has been changed to R-1.

7) Will single family residences be allowed in the proposed R-2 zone (currently R-E) without an use permit.

responce-
It is the City of Montague's intent that the ordinances will allow R-1 uses in the proposed R-2 zone without a use permit

Montague City Council
230 So 13Th St
Montague, Ca 96064

George & Dorothy Rains
P.O. Box 6041
Montague, Ca 96064

City of Montague
JAN 17 1989
RECEIVED

attention Montague City Council
This letter is regarding the rezoning of our real estate, located at 810 old Montague Rd, in the City of Montague. As we are sure you all know, that when we Purchased this real estate, that it was in M zoning, which was the only reason, we Purchased it.
On 1-2 In 1979, this Property was rezoned To R1 + R2, with out our approval. This Property has since been devided into two Parcels.
It is our understanding, that you Propose, to rezone Parcel 1 back to Commercial zoning, + Parcel 2 to R-1, + we are very much opposed to this, as we think that both Parcels should be zoned to at least C-2 zoning, since it was Commercial Property, when we bought it.

(#1)

& we feel that we were cheated out of our original investment, & damaged, when it was changed on 1-2 in 1979, & we have already written the City Council, several letters, regarding this matter & also attended a Planning Commission meeting on December 8, 1987 & voiced what we thought about this matter, & plainly stated, that we thought that both Parcels 1 & 2 should be in C-2 zoning. Thank you, for your attention Dorothy Rains & George Rains

GEORGE & DOROTHY RAINS
P.O. BOX 641.
MONTAGUE, CA. 96064

HAWS, RECORD & WILLIFORD
ATTORNEYS AT LAW
201 EAST FIGUEROA STREET
SANTA BARBARA, CALIFORNIA 93101
TELEPHONE: (805) 963-4466

E. JERALD HAWS
STEPHEN C. RECORD
RONALD E. WILLIFORD
DAVID W. MAGNUSSON
DILWORTH A. NEBEKER

27 January 1989

Honorable Mayor R.E. Marvin
CITY OF MONTAGUE
230 South 13th Street
Montague, CA 96064

Re: Rezoning - From R1 & R3 to R1

Mayor:

This office has been retained by R. L. Cramer to whom you sent a letter on January 20, 1989. Your letter requests input concerning down-zoning my client's property which is described as Parcel 30, 52-305-180. My client has held the property for a considerable period of time in anticipation of a time when it could be economically developed. He has been paying the taxes based upon his current zoning, and purchased the property anticipating that the zoning would remain. The timing, to my client, seemed appropriate and therefore my client in July of 1988 entered into a contract to sell the property to Rico Brazil. The sale of the property was contingent upon buyer being able to develop the property into residential units compatible with existing zoning. The time is fast approaching when escrow is to close and all contingencies to be satisfied.

Mr. Brazil has expended significant sums of money in investigating the property in anticipation of the units. He, as well as my client, would be seriously prejudiced if the property were to be rezoned. Mr. Cramer will be prejudiced in that the existing contract which he has will no longer be in effect and he may be required to wait many years before being able to sell the property again. Mr. Brazil will also be prejudiced in that all of the funds expended by him in anticipation of developing the property will have been wasted.

I know that the City is interested in the economy of time and effort. I know that the City does not desire to injure people who have invested their hard-earned dollars for property in anticipating of developing the same. It would be a travesty of justice to Mr. Brazil and Mr. Cramer if this project were now ruined by the City after so much time and effort have been invested. We request that no down-zoning occur concerning my client's property and that it be left zoned as it now exists.

Very truly yours,

HAWS, RECORD & WILLIFORD

E. Jerald Haws

EJH:ab
cc: R. L. Cramer

(#2)

Feb 2, 1989

Montague City Council

I am in favor of rezone of my property from RE to R2. I have asked for rezone of this property before and been turned down. the R.E. zone doesn't fit this peice of property.

Rezone to R2 would be more in line with today's housing needs. But, in a rezone could I also use R-1 guide lines for single family dwelling.

Thank You for your consideration

David L Turner
1209 Lassen Ln
Mt Shasta Ca. 96067
926-3613

(#3)

February 1, 1989

TO: MONTAGUE CITY COUNCIL
MONTAGUE, CA

FROM: JEFF WEISS
REPRESENTING DR. SAM KREMEN
ENCINO, CA

RE: SCHEDULED REZONING OF RE TO R2

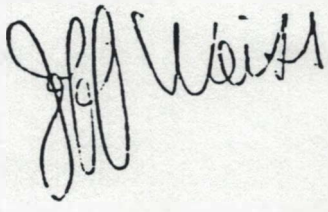
Dear Sirs:

Dr. Kremen has directed me to fully support your efforts to rezone RE to R2.

As you know, the RE zone was unrealistically restrictive in the Montague socio-economic area, and the more flexible R2 zoning might help create development opportunity.

Sincerely,

Jeff Weiss



(#4)

City of Montague

DEC 22 1988

RECEIVED

Dec. 20. 1988
Montague. Ca

Planning Commission
Montague Calif -

Dear Sir:

We will be unable to attend your meeting on Dec 27. as we will be out of town. We would like our property to remain the same zoning as it is now C-1 (101 So 9th)

Thank you in advance

Mrs Wesley P Prescott
101 So 9th
Montague Ca
96064

(#5)

Called
Dec. 1988

Zoning Requests

Basil Newton - His property Remain RAG-2½

Basil Newton - property on North side of Cri St. be Residential Only.

Richard Morris - wants it left at C-2.

Peggy Kennedy - remain the same

Prescott - left in Commercial and add rest of prop. in Comm.

:01

WRITTEN COMMENTS AND RESPONSES

#1 (Rains)
Thank you for your comments
The City of Montague has decided that the area has merit for C-2 development and since the adjoining landowner purchased property when the lots were C-2 we feel that lot 27 can be included in the proposed changes back to C-2.

#2 (Haws)
Thank you for your comments
Please see R-2 zoning requirements, a presentation by a representative of Mr. Brazil indicates that the proposed development would be allowed under the R-2 requirements.

#3 (Turner)
Thank you for your comments
Please see zone changes

#4 (Weiss)
Thank you for your comments
Please see zone changes

#5 (Greeott)?
Thank you for your comments
To protect existing business' and residences the City believes that R-1 zoning would be more appropriate for the neighborhood.