CITY OF ANDERSON

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GENERAL PLAN

MAY 1, 2007

City of Anderson
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Summary of Anderson General Plan 2007

The City of Anderson General Plan 2007 is a Plan for the City and for the adjacent Planning Area. The Plan will allow needed growth while protecting the "small town" characteristics of Anderson. The Plan emphasizes planning for the health and safety of all residents—now and in the future. Extending the various general plan diagrams to cover the entire planning area is a new feature of the General Plan.

The Land Use Element includes new land use designations such as "Rural Holding", "Low-Density Residential Hillside", "Mixed Use", and "Special Planning Area" to accommodate various types of development and to protect resource areas. The "Rural Holding" designation will protect agricultural uses on larger parcels. The "Low-Density Residential Hillside" designation will limit development in hilly areas. The "Mixed Use" designation will allow a combination of residential, commercial and office uses in a compact area. The "Special Planning Area" designation will be developed with a unique Planned Development Zoning Ordinance especially suited to the area with this designation. Extending the land use designations to the Planning Area will allow the pre-zoning necessary for annexation.

The Circulation Element emphasizes the creation of a multi-modal transportation system to benefit healthy lifestyles and connectivity at all levels. This Element classifies existing roadways and shows where new arterial and collector roads may be built. The Element

also allows the creation of various special roadway standards to facilitate environmental protection in new developments. Pedestrian and bicycle traffic are promoted and protected by policies in the Circulation Element.

The Open Space and Conservation Element highlights the many resources Anderson has and the best ways to protect and enjoy them. Biological, open space, scenic, and agricultural resources are all important to Anderson residents. The conservation of various types of habitat and open space are emphasized along with the need to maintain these areas and to make them accessible to the general public for education, appreciation and enjoyment.

The Health and Safety Element provides guidance on public health issues and safety in all areas. The importance of developing a community that will foster healthy lifestyles is emphasized. These policies are coordinated with policies in the Land Use, Circulation and Recreation elements. The Noise Element shows the noise corridors and standards for development to minimize impacts from noise.

The Recreation Element expands the framework for increasing recreation facilities and opportunities in Anderson. A diversity of park types is encouraged including small privately-maintained parks, trails and neighborhood parks. Recreation is important to all ages and groups within the City. The previously adopted Housing Element and Air Quality Element will remain part of the General Plan.

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1. INTRODUCTION

1.1 General Plan Requirements

California State Law (Government Code Section 65300) requires the City of Anderson to adopt a general plan "for the physical development of the city, and any land outside its boundaries which . . . bears relation to its planning." The general plan serves as a "constitution" for development, the foundation upon which all land use decisions are to be based. It expresses community development goals and embodies public policy relative to the distribution of future land use, both public and private. In summary, it is a statement of the City's vision of its physical growth over the next 20 years to the year 2027.

1.2 General Plan Format and Consistency

State Law is specific on the topics that must be addressed within the General Plan. The chapters, or Elements, of the Plan must address various State-mandated topics, but the organization of the Elements is at the discretion of each jurisdiction. Additionally, the State recognizes that each jurisdiction may face unique issues and authorizes the adoption of optional Elements that address issues of local concern.

The General Plan must fully integrate its separate parts and relate them to each other without conflict. Internal consistency applies as much to figures and tables as to the General Plan text. It also applies to the data, analysis, and policies. All adopted portions of the General Plan, whether required by State Law or not, have equal legal weight. No Element may supersede another. Where policies or implementation measures in one element relate to other elements in the General Plan they will be noted in parentheses at the end of the statement.

The 2007 Anderson General Plan addresses the State-mandated requirements through the following Elements:

1. Land Use Element
2. Circulation Element
3. Open Space and Conservation Element
4. Health and Safety Element
5. Noise Element
6. Recreation Element (optional element)
7. Housing Element (adopted 2003)
8. Air Quality Element (optional element, adopted 1998)

The organization of material within each general plan element is at the discretion of the local jurisdiction. Each element of this General Plan has been organized as follows:

a) a brief Introduction that describes the element's content and mandatory components; and

b) a Goals, Policies Objectives and Programs section that establishes the policies and regulations that will govern land uses and activities within the City.

This Plan is intended to be concise and easily understood.

1.3 City of Anderson

Anderson is located in south Shasta County along the Sacramento River. It is characterized by the River Valley landscape that rises in the west into rolling foothills. The land is former agricultural

land that has been changed to residential, commercial and industrial uses since the coming of the railroad in 1872.

The area is sprinkled with large oak trees, including Valley Oaks, Blue Oaks, and Live Oaks. The Sacramento River, Anderson Creek, other streams and man-made canals and waterways traverse the area. These waterways have created delightful riparian corridors that support a wide variety of plants and animal communities.

The gently sloping land transitions from the Sacramento River on the north and east to hillside slopes to the south and west. The gentle slopes allow residents of the community to enjoy the sweeping vistas of Mt. Shasta, the northern Sierra Nevada Mountains, Mt. Lassen and the southern Cascade Range.

Quality of life factors have been given consideration along with quantitative measures of success and progress. Through the General Plan process, the City has identified priorities and planned strategies based upon quality of life factors.

Anderson residents value the City's "small town" characteristics, which are not indicative of size but, instead, represent a sense of community. Anderson's friendliness and community consciousness stand in sharp contrast to the perceived alienation often associated with impersonal large cities and modern suburbs. Closely associated with "small town" character is convenience (nothing is far from anything else) and proximity to open space.

The 2007 Anderson General Plan strives to maintain Anderson's "small town" character and sense of community in a number of ways, including an emphasis on infill development, neighborhood integrity, community design and creation of community and neighborhood gathering places. Promotion of Mixed Use Development for the Old Town Core is a key element of this Plan.

The City works together with other public agencies to provide the community with a safe environment, affordable housing, quality education and ever increasing opportunities for business and industry. The community offers a variety of recreational, cultural, multicultural and educational opportunities for preschoolers to seniors, with excellent schools, a Teen Center, the Frontier Senior Center, Library, and concert stage in beautiful Anderson River Park. Anderson is also the home of the Shasta District Fair.

1.4 Environmental Review

Adoption of a General Plan is considered a "project" under the California Environmental Quality Act (CEQA). As such, the potential impacts of adoption of the General Plan must be identified and analyzed. For the Anderson 2007 General Plan, an Environmental Impact Report (EIR) will be prepared.

It has been the City's intention to create a self-mitigating Plan. This strategy required the City to consider potential impacts and incorporate policies, objectives and programs within the General Plan that would reduce potential adverse environmental impacts to a level of "less than significant". It is also recognized that future development projects will be subject to project-specific and site-specific review pursuant to CEQA.

1.5 Subsequent Actions

While adoption of the General Plan represents a major milestone for the City of Anderson, additional concurrent and future planning efforts will be required. The City is engaged in numerous planning efforts that are anticipated for adoption following the General Plan. Additionally, the City shall amend the Zoning Map to achieve consistency with this General Plan.

The General Plan anticipates the development of a large planned community governed by a Specific Plan. The Vineyards at Anderson project will consist of housing that would approximately double the population of Anderson and provide housing options and open space amenities not currently available in the community. This project will focus on a mixed-use Village Center and include parks and open space, commercial uses and the necessary public services and infrastructure.

1.6 General Plan Goals and Objectives

1.6.1 Definitions

The general plan defines key terms that are used repeatedly throughout the text. The following terms are defined as used within the context of a general plan:

Goal: A goal is a broad, generalized expression of commonly held community values. Since a goal is broadly stated, disagreement regarding a goal tends to be uncommon.

Objectives: Objectives are similar to goals and frequently the two terms are used interchangeably. As used in the general plan, however, an objective is a more narrowly drawn expression of community intent. One goal may imply two or more objectives, each responsive to a particular aspect of a more broadly stated goal.

Policy: A policy is a precise statement of public regulatory powers and fiscal resources that will be exercised and allocated to achieve a specific objective. Policies may be expressed in text, maps, diagrams, or some combination thereof. Since policies are tangible, they can be quantitatively measured. It is important to note that some policies are more specific than others.

The policies contained in the general plan are expressed in terms of "shall" or "should". There is an important distinction between these two terms. As used in the general plan, "shall" indicates an unequivocal commitment, while "should" indicates a guide toward accomplishing a long-range goal.

Implementation: The final link in the hierarchy running from an objective to its physical realization is provided by implementation. Although implementation is commonly spoken of in terms of programs implying a long-term effort, it may have a much shorter duration and simply be referred to as a measure. In any event, implementation programs and measures are concerned with the specific actions necessary for accomplishment.

1.6.2 City of Anderson Goals

The 2007 General Plan is Anderson's second General Plan in its 50-year history. The various elements that make up the current General Plan were prepared between 1968 and 1986. The elements were consolidated into a comprehensive document in 1986. The goals and priorities established then are still important today. Goals may be followed by a reference to a specific element of the General Plan to show consistency between the various elements and other parts of the Plan.

The following are the general goals (GG) for the 2007-2027 General Plan:

GG-1. Enhance the physical, social, economic and environmental stability of the City of Anderson by maintaining orderly growth and physical development while ensuring the continuity of the City's "small town" atmosphere. (Housing Element)

GG-2. Enhance the City's natural resources by managing their use, protection, and maintenance consistent with community goals. (Open Space and Conservation Element)

GG-3. Provide a safe and healthy living environment for all Anderson residents by constructing and maintaining high quality municipal facilities and recreation programs. (Health and Safety Element) (Recreation Element)

GG-4. Improve circulation patterns within the City to ensure a safe and efficient circulation system that provides a variety of options; including walking, bicycles, public transit, rail, as well as, the automobile. (Circulation Element)(Air Quality Element)

GG-5. Protect and improve the Old Town Core to encourage improvement of the City's historic structures and enhance the Old Town Core commercial base.

GG-6. Diversify the economy to provide a variety of job opportunities. (Housing Element)

GG-7 Locate industry to avoid undue traffic impacts. (Circulation Element)

GG-8. Preserve and enhance the quality of life by providing a variety of living environments and accommodating growth. (Housing Element)

GG-9. Geographic distribution and the timing of growth shall be directly related to the provision and/or improvement of public facilities, services and utilities.

GG-10. Recognition that the general plan is a decision-making tool which will be reviewed and revised periodically.

GG-11. Apply an inter-jurisdictional approach to planning issues.

1.6.3 City of Anderson Objectives

1. Land Use: To maintain the orderly growth and stable physical development of the City of Anderson while enhancing the physical, social, economic and environmental characteristics of the community; and ensure the continuance of the City's "small town" atmosphere.

2. Circulation: To maximize the development of a multimodal circulation system that will be both safe and efficient.

3. Conservation: To ensure the planned management of the community's natural resources consistent with community goals and prevention of their misuse.

4. Open Space: To establish open space areas for the following:

a) the preservation of natural resources,
b) the managed production of resources,
c) outdoor recreation, public health and safety,
d) mitigation areas,
e) wetland banking, and
f) to ensure the preservation and maintenance of these spaces consistent with community need.

5. Health and Safety: To provide all City residents with public services for a safe and healthy community.

6. Noise: To mitigate noise, maintaining a livable environment in the City of Anderson.

7. Housing: To ensure that the City of Anderson offers the opportunity for adequate and safe housing in a suitable environment for all economic groups. This consists of the conservation and rehabilitation of existing and older neighborhoods as well as planning of new and innovative residential developments. (Housing Element)

1.7 Intergovernmental Coordination and Cooperation

Coordination with Shasta County will increase as implementation of specific recommendations and concepts start to take shape. Likewise, the City of Anderson must coordinate with the City of Redding, Anderson-Cottonwood Irrigation District, Anderson Fire Protection District, Cottonwood Fire Protection District, school districts, air and water quality regional agencies, Caltrans and other public service providers and enforcement agencies.

Coordination with the Shasta Local Agency Formation Commission (Shasta LAFCO) will be especially important to process annexations to the City. Anderson will continue to participate in the Southwest Redevelopment Project Area, the SHASTEC Redevelopment Project Area (Riverside

Avenue and North Street area) and the Enterprise Zone. A new Enterprise Zone application was submitted in August 2006 for the Shasta Metro Enterprise Zone including Shasta County, City of Shasta Lake, City of Redding, and City of Anderson.

The SHASTEC Redevelopment Plan was amended in 2006 to include an additional 870 acres. A 678-acre portion of this area is the chosen location for the development of a medium- to large-parcel business park, to be known as the Stillwater Business Park. The 2006 Amendment also includes construction of the “backbone” infrastructure necessary for the development of the

Stillwater Business Park, environmental mitigation, and the improvement of primary access routes to the Business Park.

The City will also work closely with the Anderson Redevelopment Agency to improve the business facades in the Old Town Core.

2. LAND USE ELEMENT

2.1 Land Use Element Introduction

California Government Code Section 65302(a) requires that a land use element be included in a General Plan and more specifically mandates that the element address the following:

> "...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 building and grounds, solid and liquid waste disposal facilities and other categories of public and private uses of land. The land use element shall include a statement of the standards of population density and building intensity recommended for the various districts and other territory covered by the plan..."

The Land Use Element describes the pattern of land development within the City of Anderson and the proposed expansion area and provides direction for the future development envisioned for the City. Also included in this Element are descriptions of geographic areas that are anticipated to be developed over the term of this General Plan and Goals and Policies to guide the City's decision makers in their review of development proposals. This Element also defines land use categories and provides supporting detail for the uses depicted upon the Anderson General Plan Land Use Diagram.

The Land Use Element is viewed as the core of the General Plan and is frequently the most referenced element. The General Plan Land Use Diagram designates land uses for all lands within the City and visually depicts the community's intended physical form and areas for growth.

The Land Use Diagram is supported by text in this Element that describes bu
ilding intensity, population density and expectations of the citizens of Anderson. The framework of Goals and Policies will guide the City's decision-making throughout the term of the General Plan.

2.2 Future Development within the Present City Limits

The population of Anderson and its Planning Area (estimated at 12,000), is projected to grow to 19,575 by the year 2025. There are 3,372 households out of which 39.3% have children under the age of 18 living with them, 42.6% are married couples living together, 20.2% have a female householder with no husband present, and 31.2% are non-families. Households made up of individuals are 26.5% of all households and 12.0% of all households have someone living alone who is 65 years of age or older. The average household size is 2.64 and the average family size is 3.14.

Infill development on undeveloped land within Anderson is an important facet of the 2007 General Plan. Infill and a compact development pattern will facilitate efficient use of land with a minimum of public service extensions. About one-quarter of the City remains undeveloped. Some of this land is constrained by natural features so that development may be limited without innovative building, lot, and street designs and planning techniques.

The Old Town Core recognizes the 1892 town site as the area bounded by North Street from Interstate-5 to State Highway 273, north along State Highway 273 to Briggs Street, west along Briggs Street and First Street to the ACID Canal, South along the ACID Canal to South Street and east along South Street to Emily Street, South along Emily Street to Anderson Creek, along the Creek to a line extending from Balls Ferry Road, to Balls Ferry Road and along Balls Ferry Road to Interstate-5. The Mixed Use area within the Old Town Core will be bounded by Ventura, North, Douglas and South/Balls Ferry Streets.

The vision for the Old Town Core includes using the Mixed Use Land Use Designation, the preservation of the historical area with smaller lots and homes and the addition of compatible commercial and professional businesses.

Areas designated for residential uses within the current City Limits will accommodate the short-term housing needs as outlined in the Housing Element. Long-term housing needs will depend on annexation of additional land. Depending on market factors, infill may be able to accommodate non-residential development. The City will meet the total commercial and industrial land demand through the annexation of additional lands.

Although the basic development patterns within the City Limits are already established, much can and should be done over the 20-year life of the 2007 General Plan. Many outstanding, though subtle, land use concepts can enhance the City incrementally. The Old Town Core will in-fill and build "up rather than out" and will develop for Mixed Use.

Renovation of individual homes and conservation of neighborhoods must keep up with further aging of an older housing stock. Existing commercial areas must renovate and intensify. Housing code enforcement and effective use of re-development programs are essential "implementers" of the 2007 General Plan.

2.3 City Expansion

Since its early days as an unincorporated settlement growing around a railroad station, Anderson has often expanded its boundaries to embrace and facilitate new development. From an original 12 square block Town site in 1872; Anderson has grown to its current, irregularly shaped, 6.7 square miles.

The Sphere of Influence comprises about 12.9 square miles, nearly twice the current area of the Incorporated City. A substantial portion of the region's commercial and industrial development is presently outside of the City but within the unincorporated Planning Area. The City proposes to add 2,000 acres southwest of the City to the Sphere of Influence which may then be annexed to the City. This area is proposed to be a special planning area which will develop according to an approved Specific Plan.

Areas to the northwest of the City will also be added to the Sphere of Influence and annexed for special uses, especially water storage, to serve future needs. The Rural Holding (RH) Land Use Designation will be used for this area. Commercial development along State Highway 273 and the Verde Vale and Spring Gulch may eventually be annexed to the City.

One of the central themes of the Shasta County General Plan is to direct urban growth into community regions that can effectively and economically provide urban types of services. Anderson supports a centralized growth concept. The City is the logical service provider of the urban services required by future development within the Region.

Urban densities require urban services, and Anderson requires annexation prior to service extension. The 2007 General Plan provides direction for future annexation without dictating a rigid schedule for annexation.

2.4 Land Use Designations

The Land Use Element describes various land use designations for the land uses throughout the City of Anderson with consideration for the comments from the residents of Anderson. These Land Use Designations have been designed to maintain Anderson's small-town characteristics as the community evolves.

By defining residential, commercial and industrial uses, along with the public and open-space lands, this Element of the General Plan provides clear direction for the various types of development that

will occur in Anderson. The Land Use Diagram guides future development in Anderson in conjunction with plan goals and policies.

2.4.1 Rural Holding (Agriculture) Land Use Designation (RH)

The Rural Holding Land Use Designation will allow various agricultural uses and a residential density of one dwelling unit per five acres. Based on an average of 2.64 persons per unit this would allow a maximum population density of 0.5 people per acre. This land use designation will be used for lands outside the present City Limits which may be annexed in the future.

Agriculture will be a part of the City and of the surrounding area for the foreseeable future. The Rural Holding Land Use Designation will be compatible with various agricultural uses such as crop cultivation and grazing. This designation will be compatible with the County land use designation for these areas.

Appropriate zoning would be "AG, Agriculture".

2.4.2 Rural Estate (Limited Agriculture) Land Use Designation (RE)

The Rural Estate (Agricultural) Land Use Designation allows various types of "Rural Estate" type of development including densities of two dwelling units per acre, one dwelling unit per acre, or one dwelling unit per two acres. The minimum net parcel size area is one half acre. In the Special Emphasis area, a Planned Development Zoning Designation, the minimum net parcel size area is 12,300 square feet maintaining the maximum density of two dwelling units per acre. Based on an average of 2.64 persons per unit, this would allow a maximum population density of 6 people per acre.

The intent of the Rural Estate Designation is to preserve the rural nature of those areas which have historically developed with large lots and agricultural uses and to provide for large estate type development in less accessible or predominantly agricultural areas. Lots in this designation may be developed with individual water supplies and on-site sewage disposal if the requirements of the

Shasta County Environmental Health Department are met. (This usually requires two acres or more.)

The Rural Estate (Agricultural) Land Use Designation will promote such desired characteristics as open space, less traffic and a quiet setting. This designation also provides a medium to higher market range property where the lower density can contribute to good development and provide for a broadened housing choice in the community. The use of these sites for high-value agricultural crops such as herbs, fruits, nuts, vegetables, wine grapes and a limited number of farm animals (appropriately located on larger parcels) is encouraged as is the processing and sale of products grown on the property.

This category will not be considered as a transitional land use once sites are developed to the maximum density allowed but may buffer other rural areas from more dense urban development. Future conversion to higher residential densities will; therefore, be discouraged if land is in the minimum parcel sizes allowed.

The zoning districts appropriate for this category are “R-E, Rural Estate”, “R-E-2 (1/2 acre minimum) Rural Estate”, and “PD, Planned Development”.

2.4.3 Low Density Residential-Hill Side Land Use Designation (LDR-HS)

The Low Density Residential-Hill Side Land Use Designation will allow limited residential development on hills depending on the land formation. The degree of slope may have an effect on density. Generally, the greater the slope, the lower the density will be in units per acre.

The appropriate zoning will be “R-1-HS, Low Density Residential with Hill Side Combining District”.

2.4.4 Low Density Residential Land Use Designation (LDR)

The Low Density Residential Land Use Designation will allow up to 6 residential units per gross acre. Based on an average of 2.64 persons per unit this would allow a maximum population density of 16 people per acre. This category allocates lands for detached single family housing. Any density up to the maximum may be permitted as long as environmental constraints are respected and urban services can be reasonably provided. Second dwelling units will be allowed in accordance with the State Law.

The zoning districts consistent with this designation are "R-1, Single Family Residential" or "PD, Planned Development" of the proper density. Some areas of the City may be appropriate for large-lot development.

2.4.5 Medium Density Residential Land Use Designation (MDR)

The Medium Density Residential Land Use Designation allows from 10 to 20 dwelling units per gross acre. Based on an average of 2.64 persons per unit this would allow a maximum population density of 53 people per acre. The housing types planned for this density are duplexes, triplexes, four-plexes, townhouses and similar multiple-unit residential development. Apartment, condominium or cooperative units with Planned Development Zoning are permitted within this density category.

Urban services required for this increased density make location more selective than for lower density. Concerns regarding access, proximity to commercial services, impacts from adjoining uses and meeting housing needs should be addressed when applying this density to the plan. Mobilehome parks would be placed in this category. This designation may be used for small areas to promote integration of a variety of housing types.

The zoning districts which implement this density are "R-2, Medium-Density Residential" or "PD, Planned Development" of a density up to 20 dwelling units per acre.

2.4.6 High Density Residential Land Use Designation (HDR)

The High Density Residential Land Use Designation allows from 20 to 40 dwelling units per gross acre. Based on an average of 2.64 persons per unit this would allow a maximum population density of 107 people per acre. Areas receiving this designation are planned for the greatest density of residential development in the City. The types of units intended for this category are apartments, townhouses or other multiple-unit structures. The use of the buildings and land shall be primarily residential with accessory uses permitted, such as recreational facilities. Flexibility and innovation and Mixed Use should be encouraged for projects of this type.

The zoning district used to implement this category is "R-3, Multiple-Family Residential" or other zoning districts and the Planned Development Combining District.

2.4.7 Special Planning Area Land Use Designation (SPA)

The Special Planning Area Land Use Designation is used for areas in the City which are relatively undeveloped but planned for a combination of uses. These areas have few existing public services and most parcels are fairly large. The placement and timing of services requires the coordination provided by a Specific Plan as described in Government Code Section 65450. Zoning would be a "PD, Planned Development District". The Specific Plans adopted will govern the development as allowed by California Government Code Sections 65450 to 65457. A Specific Plan is a tool for implementing the General Plan but it is not part of the General Plan. The Specific Plan must be consistent with all facets of the General Plan.

2.4.8 Mixed-Use Land Use Designation (MU)

The Mixed-Use Land Use Designation would allow in-fill development and General Commercial uses such as stores and offices on the ground floor with high-density residential uses on second floors. On interior blocks and on street frontages off the main commercial frontage, residential uses may occupy the ground floor. The Mixed-Use Land Use Designation allows up to 40 dwelling units per gross acre. Based on 2.64 persons per unit this would allow a population density of 79 people per acre. This land use designation will be appropriate for a portion of the Old Town Core and may be considered for appropriate service nodes throughout the City. The purpose of this land use designation is to create functional, safe and attractive multi-use neighborhoods supported by all necessary public facilities and services.

A zoning designation of "MU, Mixed-Use" or Planned Development is appropriate for this Designation.

2.4.9 Commercial Land Use Designation (C)

The Commercial Land Use Designation includes high activity land uses. These include retail, service, repair and storage uses. Additional uses would include warehouses, building material yards, contractors' storage yards, outside storage, repair establishments, caretaker residences and other uses. The intensity factor would be eighty percent land coverage. These land uses cause increased traffic, noise, visual effects from signs and architecture, service demands and related concerns. This Plan strives to provide the necessary functions of commercial development without resulting in unacceptable consequences for adjoining areas and the City's circulation and public facilities.

The various types of commercial land use will by separated by the zoning districts within this land use designation. Zoning districts appropriate for this category are "C-1, General Commercial District", "C-2, Highway Commercial District" and "C-3, Heavy Commercial District."

2.4.10 Industrial (Manufacturing) Land Use Designation (I)

The Industrial (Manufacturing) Land Use Designation includes all types of manufacturing and industrial uses and caretaker residences. Two zoning districts are compatible with this land use designation: "M-1, Light Industrial" and "M-2, Heavy Industrial". Light industrial uses do not have smoke, fumes, risk of explosion or other noxious effects. Heavy industrial uses may have such effects if they cannot be fully avoided.

2.4.11 Public and Semi-Public Land and Open Space Land Use Designation (PSP)

The Public Land and Open Space Land Use Designation includes a variety of uses such as cemeteries, fairgrounds, parks, recreation centers, public buildings, open space, and schools. These uses do not usually have adverse effects on other land uses. Public and non-profit agencies usually own and operate these facilities.

Zoning districts consistent with this land use designation include "P-SP, Public/Semipublic" and "NR-Natural Resource District".

2.5 Land Use Element Objectives, Policies and Implementation Program

2.5.1 General Land Use

A. Land Use Objectives

1. To make Anderson a "complete" city by offering a full range of goods, services, housing, employment and recreation to diminish the need for residents to go elsewhere.

2. To maintain the orderly growth and stable physical development of the City of Anderson while enhancing the physical, social, economic and environmental characteristics of the community; and ensure the continuance of the City's "small town" atmosphere.

B. General Land Use Policies (GP)

GP-1 Sufficient areas will provide for each type of land use to permit full development needed to meet the demands of population growth and economic advancement. (Housing Element)

GP-2 Promote a combination of employment and residential uses that provide both jobs and housing for Anderson's residents.

GP-3 Ensure an adequate supply and variety of commercial and industrial sites.

GP-4 Approve suitable projects which extend an orderly pattern of growth and do not cause "leap-frog" type development. (Circulation Element) (Air Quality Element)

GP-5 Consider the fiscal impacts of development in order to ensure that the City has adequate financial resources to fund community projects and programs.

GP-6 Assure that all development in the City pays for its fair share of the cost of necessary public service and facilities.

GP-7 Ensure a strong physical connection to the Sacramento River waterfront, including convenient public access and recreational opportunities.

GP-8 Infill development of the vacant areas within the City Limits shall be encouraged in order for the City to provide services to its residents more efficiently. (Housing Element)

GP-9 The City will promote the character and value of existing neighborhoods and historical structures.

GP-10 Discourage development that results in land use incompatibility.

GP-11 When considering large scale development projects, the City may, at its discretion, require a Specific Plan or Planned Unit Development approach that allows flexibility within a project area. (Housing Element)

GP-12 Environmental Justice concepts which encourage public participation from all segments of the community will be followed. Undesirable land uses which cause environmental and health burdens will not be located exclusively near low-income residents.

C. General Land Use Implementation Programs (GI)

GI-1 Develop City guidelines for the fiscal analysis of development proposals and bonding for specific improvements.

GI-2 Prepare and adopt fee and other programs that assure that the need of residents for services and facilities will be adequately served. (Housing Element)

GI-3 Support rehabilitation of existing housing and commercial building and preservation of historic structures within the City.

GI-4 Carry out General Plan policies through the Capital Improvement Program.

GI-5 Require buffers (such as landscaping or open space) between uses where appropriate and discourage locating sensitive uses (residential) adjacent to existing potentially objectionable uses or locating potentially objectionable uses adjacent to sensitive uses. (Noise Element)

GI-6 Allow density averaging throughout a development to encourage creative development design and open space preservation.

2.5.2 Residential Land Use

A. Residential Land Use Policies (RP)

RP-1 The City's single family residential areas are the backbone of its land use pattern. These areas must be protected from decline by maintaining streets, infrastructure and services.

RP-2 Require that new development within the Old Town Core be generally consistent with the historic scale, appearance, and "small town" character of Anderson.

RP-3. Protect existing residential areas from intrusion of incompatible land uses and excessive traffic.

RP-4. In areas where different land uses abut one another, promote land use compatibility by using buffering techniques, landscaping, setbacks, screening and sound walls.

RP-5. The community should encourage compact, well-defined living areas and discourage residential sprawl.

RP-6 Encourage clustering higher density residential development at locations within convenient walking distance of the Old Town Core, shopping centers, and bus routes. (Circulation Element, Air Quality Element)

RP-7 Preserve the areas planned for multi-family residential development and discourage General Plan amendments and rezoning of such areas for other uses. (Housing Element)

RP-8 Consider the cumulative effects of development on community facilities and services, such as transportation and schools, throughout the planning process.

RP-9 Require the establishment of lighting and landscaping districts or community facilities districts, as appropriate, for new residential developments.

RP-10 All residential development shall offer to dedicate required improvements to the City.

RP-11 Development shall pay impact and other fees to ensure that necessary public services and facilities are funded.

RP-12 Further develop design review standards and criteria that encourage exceptional design and amenities for all housing including mobilehome parks. (Housing Element)

RP-13 Encourage naming of subdivisions and streets to reflect Anderson's geography and history and its relationship to the Sacramento River.

RP-14 Encourage connectivity within and between subdivisions. (Circulation Element) (Health and Safety Element)

RP-15 Implement ADA (Americans with Disabilities Act) Standards for sidewalks within residential development. (Housing Element)

RP-16 The area lying east of Stingy Lane shown as Rural Estate - Special Emphasis (RE-SE) on the Land Use Map shall provide a new multimodal parkway road entrance from Stingy Lane to the Anderson River Park. No parcel shall be smaller that a net 12,300 square feet in area while maintaining an over maximum gross density of two dwelling units per acre.

B. Residential Land Use Implementation Program (RI)

RI-1 Codify Design Review Guidelines for reviewing development applications.

RI-2 Continue implementation of ADA Standards. (Housing Element)

RI-3 Require proposed development to demonstrate compliance with policies, programs and standards for public services and facilities prior to project approval. (Housing Element)

RI-4 Create a design review manual for residential development.

RI-5 The RE-SE area shown on the Land Use Map shall be developed only with a Planned Development (PD). Said PD shall require construction of a parkway road from the Stingy Lane / Balls Ferry intersection connecting to the main park road in Anderson River Park Further the PD shall also require that said road be tree lined, with a center planter, separated sidewalks a minimum of 5 feet wide, shared driveways, Class II bicycle lanes in both directions, with roundabouts at the internal road intersections; and a bypass for Tormey Drain to control flooding with a 12 foot wide bicycle/pedestrian path from Stingy Lane to the Anderson River Park. Houses along the parkway shall feature upgraded facades incorporating features such as porches: minimal view of the garages from the street with the over half of the frontage devoted to the façade of the house; and garages shall not project in front of the house façade. Other houses in the development should feature similar features.

C. Typical Residential Density Table*

TABLE 2.5.2 TYPICAL RESIDENTIAL DENSITY

Land Use Designation	Zoning Districts	Units per Acre	Population Density Range
Rural Holding	"AG"	0.20	0.50/acre
Low-Density Residential-Hill Side	"R-1-HS"	depends on slope	depends on slope
Rural Estate	"R-E" Rural Estate	0.5-2	3-6/acre
Low Density Residential	"R-1" Single Family Residential	4-6	11-16/acre
Medium Density Residential	"R-2, Medium-Density Residential" "PD, Planned Development"	10-20	26-53/acre
High Density Residential	"R-3, Multiple-Family Residential" "PD, Planned Development"	20-40	53-107/acre
Mixed-Use	"MU", Mixed-Use "PD, Planned Development"	20-40	53-107/acre

*****Second dwelling units could increase density.

2.5.3 Mixed-Use

A. Mixed-Use Land Use Policies (MUP)

MUP-1 Encourage the reuse of vacant and/or underutilized commercial buildings for more productive purposes, including new businesses, housing, and mixed-use development. (Housing Element)

MUP-2 Create design review standards and criteria for individual commercial areas; including business parks, the Old Town Core or other employment centers.

MUP-3 Evaluate other areas for Mixed Use designation and development.

MUP-4 All uses which will benefit the Old Town Core; including apartments, lofts, and home offices, shall be encouraged within that area. (Housing Element)

B. Mixed-Use Land Use Implementation Measures (MUI)

MUI-1 Develop Standards for Mixed Use Development.

MUI-2 Designate the Old Town Core, special planning areas and other suitable locations for Mixed Use Development.

2.5.4 Commercial Land Use

A. Commercial Land Use Policies (CP)

CP-1 Anderson's Old Town Core shall feature a mixed use core of retail stores, offices and services (with residential use on the second floor) and will be a center of retail, commercial and professional activity in the community.

CP-2 Additional retail locations will be provided including those suitable for large-scale and neighborhood retail development.

CP-3 Commercial development should require high landscaping standards and be integrated with adjacent neighborhood development.

CP-4 Encourage businesses that support and contribute to the economic vitality and diversity of the Anderson community.

CP-5 Promote the location of commercial centers to allow for easy access to streets that serve the City and minimize negative impacts on residential neighborhoods. (Circulation Element)

CP-6 Promote the location of regional commercial uses on major roads or at major intersections. (Circulation Element)

CP-7 Promote the location of highway commercial uses, such as gas stations, convenience stores, and restaurants, to provide necessary services for traveling motorists.

CP-8 Neighborhood commercial centers shall be designed to fit into the neighborhood area they serve; with walkable access, compatibility with surrounding uses, and consistent design with a community theme.

CP-9 Ensure that adequate pedestrian, bicycle, and parking facilities are located in business and commercial areas.

CP-10 Require the use of shared circulation and parking facilities for new and existing businesses unless physically impossible.

CP-11 Anderson will participate in cooperative efforts to promote business growth such as the Shasta Metro Enterprise Zone.

B. Commercial Land Use Implementation Program (CI)

CI-1 Continue to pursue State and Federal funds for activities and infrastructure improvements that will promote economic growth.

CI-2 Update the zoning code to expedite the permit process for commercial and industrial development.

CI-3 Develop design standards and criteria (including landscaping requirements) for commercial development.

CI-4 Require that all commercial developments construct, and dedicate land to the City, and pay impact and other fees that represent their respective fair shares of necessary public services and facilities.

CI-5 Cooperate with the Anderson Chamber of Commerce for the promotion of commercial and industrial development.

CI-6 Anderson will implement the provisions of the MOU for the Shasta Metro Enterprise Zone.

2.5.5 Industrial Land Use

A. Industrial Land Use Policies (IP)

IP-1. Encourage new, diversified industries to locate in the area.

IP-2. Buffer industrial areas from residential and commercial areas and other uses which might be adversely affected.

IP-3. Provide adequate transportation facilities and public services to further development of an industrial economic base.

IP-4 Coordinate economic development efforts with other public agencies and organization promoting economic development in the region such as SHASTEC.

B. Industrial Land Use Implementation Program (II)

II-1 Continue to pursue State and Federal funds for activities and infrastructure improvements that will promote economic growth such as the Ox Yoke project.

II-2 Establish industrial zoning designations that provide an adequate mix of parcel sizes, zoning and infrastructure to accommodate a variety of industrial uses.

II-3 Minimize negative impacts on adjacent areas through the use of buffers, landscaping, walls, and sound barriers.

II-4 Recognize Environmental Justice principles and protect low-income areas from adverse environmental impacts of industrial development.

2.5.6 Open Space Land Use

A. Open Space Land Use Policies (OP)

OP-1 Public facilities, such as fire stations, libraries, parks (including open space), and recreation centers shall be located in those areas of the City where they will provide maximum benefit. (Recreation Element)

OP-2 Agricultural uses will be carried on within the planning area for the life of this General Plan, design new residential areas to work with adjacent agricultural uses.

OP-3 Encourage low-impact, high-value agricultural crops such as herbs, fruits and vegetables to be grown on small parcels and in public gardens.

OP-4 Preserve open space areas, of varying scales and uses, both within development projects and at the City's boundary. (Open Space and Conservation Element) (Recreation Element)

OP-5 Work to preserve, enhance and/or restore existing natural habitat areas (including those along the Sacramento River, Tormey Drain and Anderson Creek), as feasible. (Recreation Element)

OP-6 Create new wildlife habitat areas in appropriate locations, which may serve multiple purposes of natural resource preservation and passive recreation, as feasible. (Recreation Element)

OP-7 All public recreational areas and facilities shall be accessible by a publicly maintained access. (Recreation Element)

OP-8 Entitlements and ministerial permits shall conform to the requirements of the Floodplain Management Ordinance which are incorporated into this General Plan by reference. (Health and Safety Element)

OP-9 Protect F-1 floodway areas, riparian corridors, environmentally sensitive areas, environmental mitigation areas. (Open Space and Conservation Element)

B. Open Space Land Use Implementation Program (OI)

OI-1 Pursue opportunities, including grants to purchase rights of way, easements or other instruments to provide public access to the Sacramento River, parkland, open space, waterfront, or waterways.

OI-2. Work with the school districts when they are selecting future school sites.

OI-3 Work with school districts to plan land uses adjacent to existing and proposed school sites.

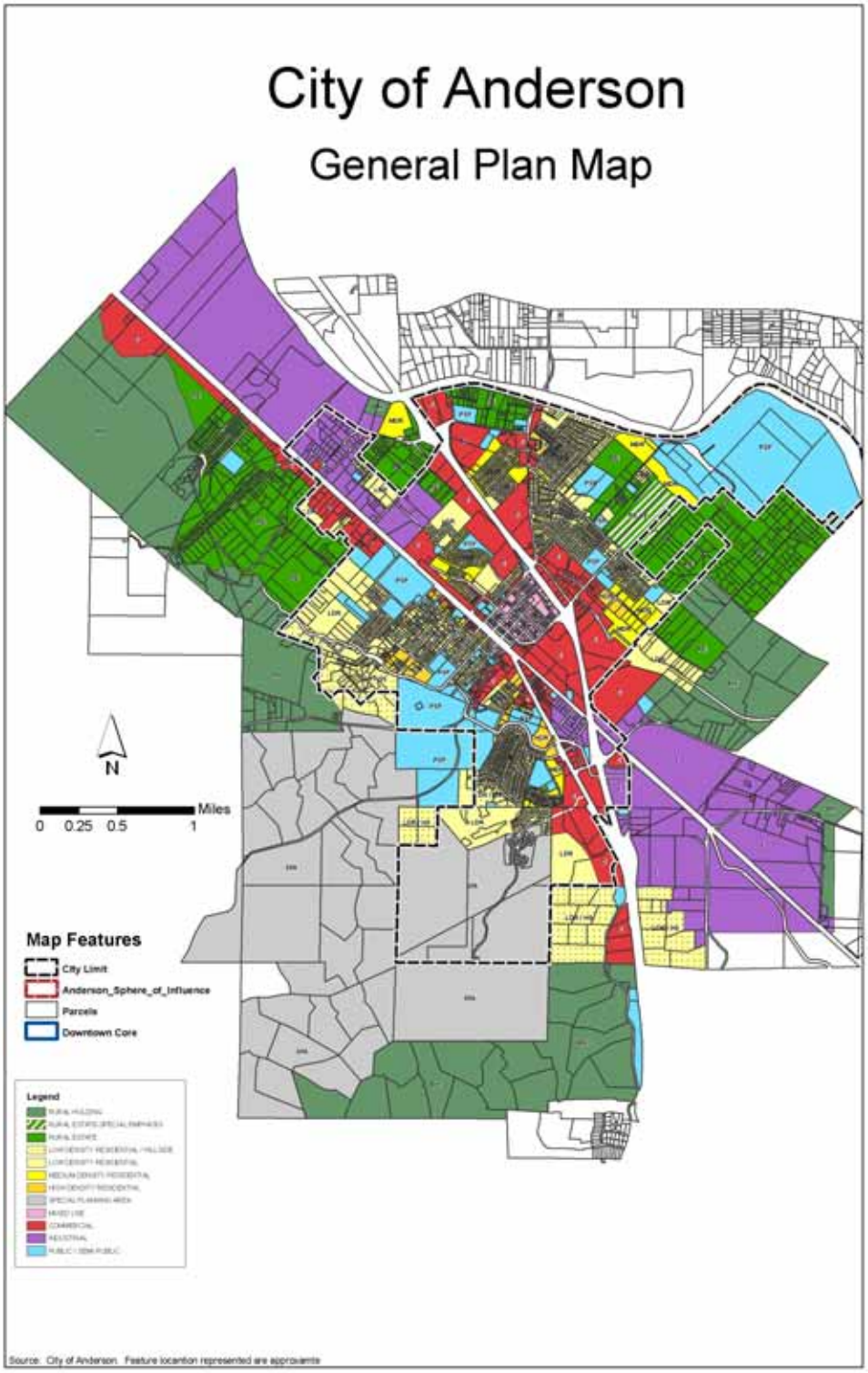
OI-4 Give due consideration to school district input on developments, especially when overcrowding of schools is a concern of the district.

OI-5 Update the “NR” (Natural Resource) and “P-SP” (Public/Semipublic) zoning districts.

OI-6 Zone floodway areas, riparian corridors, environmentally sensitive areas, environmental mitigation areas “NR” (Natural Resource).

2.6 Land Use Diagrams

2.6.1 Land Use Diagram for City of Anderson



2.6.2 Designation of Old Town Core

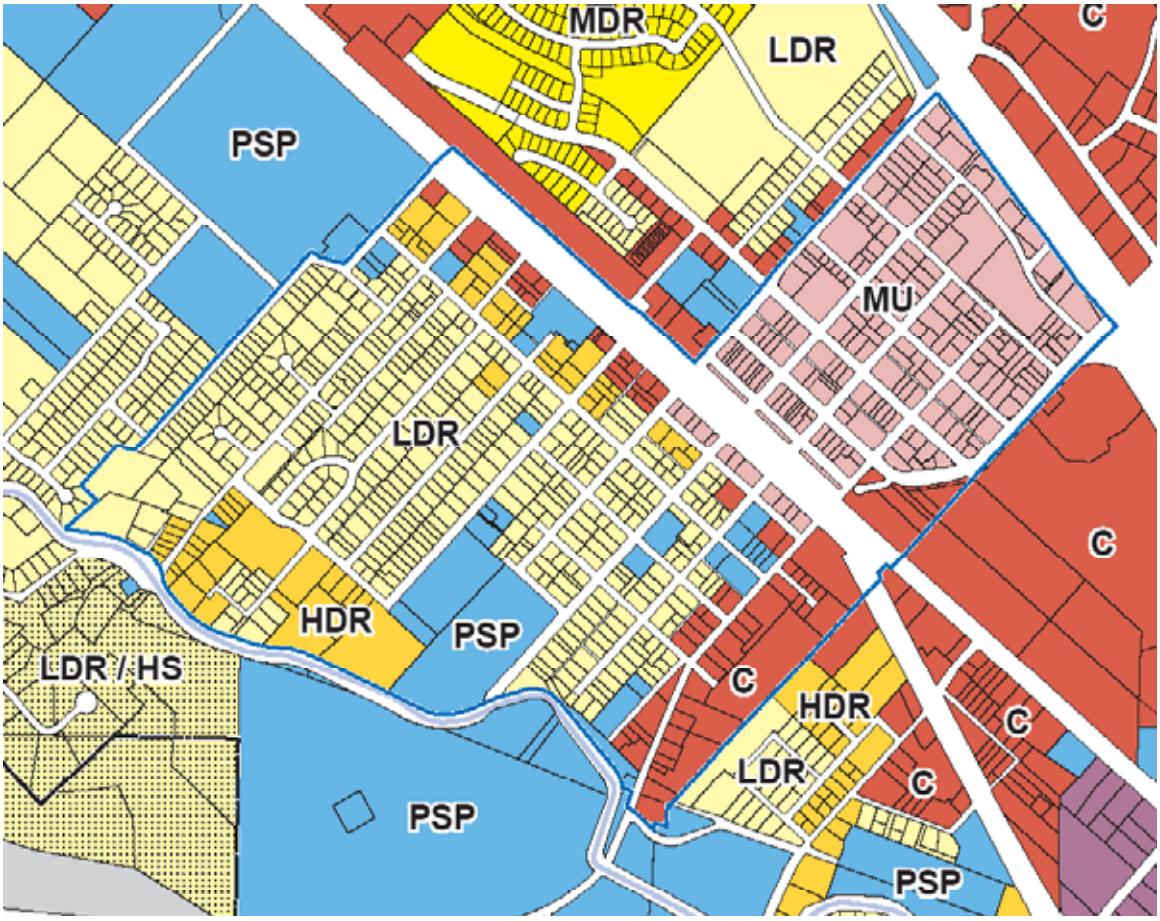


Table 2.7.1 General Plan Densities and Intensities

LAND USE DESIGNATIONS										
2007 City of Anderson General Plan		Rural Holding RH	Rural Estate RE		Low-Density Residential/ Hillside LDR/HS	Low-Density Residential LDR	Medium-Density Residential MDR	High Density Residential HDR	Specific Planning Area SPA	Mixed Use MU
1989 City General Plan			RE	AG[1]	N/A	LDR	MDR	HDR	LDR	N/A
Shasta County General Plan		Acg/RB	SR	Acg	RA	NA[2]	NA[2]	NA[2]	RA/RB	MU
DENSITY										
1989 City General Plan	City Limit		2du/ac	1du/ac	1du/2ac[3]	4.6 du/ac	12du/ac	20du/ac	4.6 du/ac	
	County[4]	1du/5ac	3du/ac	1du/5ac	1du/2ac				1du/2-5ac	1du/ac

[1] The Agricultural designation is being phased out in the updated General Plan recognizing that conventional agriculture should be conducted outside of the City.
[2] No land within the Anderson planning area is designated by the Shasta County General Plan for land use densities higher than SR.
[3] Average density, the actual density depends on slope and ranges from 2 du/ac to 1 du/4 ac.
[4] The 1989 Anderson General plan did not place land use designations outside of the City Limits. The County land use designations are used for this area.
[5] Assumed Density is based on historic land use patterns within the City and anticipated development based on topography and biological constraints.

The following County General Plan designations are used in the unincorporated area within the planning area (Sphere of Influence):
Acg-Agriculture, cropland grazing
RB-Rural Residential B
RA-Rural Residential A
SR-Suburban Residential
du = dwelling unit, ac = acre

2007 Plan	Plan Area	1du/5ac	0.5-2du/ac	1du/2ac[3]	6du/ac	10-20du/ac	20-40du/ac	2.5du/ac	40du/ac
Assumed Density[5]	Plan Area	0.2	1.0	0.5	4.0	15.0	25.0	2.5	20.0

Table 2.7.2 Potential Buildout of Planning Area

Land Use Designation	Planning Area Total[5]	Existing City Developed	Planning Area Vacant	Maximum Density[6] Units/Acre	Assumed Density[7] Units/Acre	Assumed Units At Buildout	Assumed Population At Buildout[8]
Rural Holding RH	2131	461	1670	1du/5ac	0.2	334	898
Rural Estate RE	1253	805	448	0.5-2du/ac	1.0	448	1204
Low Density Residential/Hill Side LDR/HS	410	223	187	1du/2ac	0.5	94	251
Low Density Residential LDR	876	559	317	6du/ac	4.0	1268	3408
Medium-Density Residential MDR	234	178	56	10-20 du/ac	15.0	840	2258
High Density Residential HDR	73	51	22	20-40 du/ac	25.0	550	1478
Specific Planning Area SPA	2406		2406	2.5 du/ac	2.5	6015	16,168
Mixed Use MU	59	51	8	30 du/ac	20.0	160	430
PSP, Public & Quasi-Public	913	842	71				
C Commercial	807	324	483				
I Industrial	1768	702	1066				
TOTALS	10,930	4196	6734			9709	26,095
					Existing Population		10,677
					Total at Build-out		36,772

[5] As measured by City's GIS
[6] Densities from Table 2.7.1.
[7] Assumed Density is based on historic development within the City and understanding of topographical and biological constraints.
[8] Population figures are based on 2.688 persons per unit as estimated by the California Department of Finance, E-5 Report, January 2006.

3. CIRCULATION ELEMENT

3.1 Circulation Element Introduction

The Circulation Element is one of the seven mandated general plan elements identified in the State Planning and Zoning Law. Section 65302(b) of the California Government Code specifies that each general plan must include "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." The sewer and water public utilities are covered in the Health and Safety Element.

According to State Planning Law, the Circulation Element must be consistent with the other General Plan elements, which are all interrelated. Certain goals and policies of one element may address issues that are primary subjects of other elements. This integration of issues throughout the General Plan creates a strong basis for the implementation of plans and programs and achievement of community goals.

3.2 Transportation in Anderson

The community desires transportation alternatives to the automobile. At the same time, they expect solutions to present-day congestion. Citizens want traffic in residential neighborhoods to be slower, less disruptive and less dangerous to pedestrians.

The City of Anderson can reduce traffic and congestion by improving internal circulation within the City and by becoming a full service City which provides a complete range of retail experiences, services, housing types, and employment opportunities. When citizens are required to travel to other communities the use of parallel routes such as State Route 273 will be encouraged.

Alternatives to the automobile most desired are bicycle and pedestrian ways, including trails, paths, sidewalks, bike lanes and similar facilities.

Additionally the City is served by the regional transit system operated by the Redding Area Bus Authority (RABA). Transit service is available on a commuter route from a transfer site within the City to the Inter-modal Transit Center in Redding. A loop service is also provided on the Anderson end of the route providing limited service within the town. Alternative transportation systems need to connect identified nodes forming real networks. The system needs to be well marked and publicized to the general public.

The Redding Area Bus Authority also provides "Demand Response" service within ¾ mile of the fixed service route. Eligible riders may call for service. The Far Northern Regional Center provides transportation for persons with developmental disabilities, the Redding Rancheria Indian Tribe provides transportation to descendants of the indigenous tribes of Shasta County, and the Shasta County Opportunity Center serves individuals with disabilities.

In a city where over 90% of all trips are made by automobile and other alternatives including bicycling and walking represent 1.5% or less of all work trips, alternative transportation is not expected to render vehicular transportation obsolete. However, Anderson has the potential to be a healthy walkable, bikeable City due to the grid street pattern and generous rights-of-way in the Old Town Core. Although alternative transportation modes are supplemental to the street and road system, a choice of circulation alternatives is increasingly important to the quality of life and public health in Anderson.

Because recreational use of alternative transportation modes leads to familiarity and acceptance, implementation of a comprehensive Trails-Sidewalks Network is a high priority. Previous General Plans have included versions of a trail system. Certainly, planning and developing a comprehensive

pedestrian/bicycle system will be difficult and expensive. For that reason, multi-purpose pathways/trails/sidewalks designed to meet the needs of (and to be funded jointly by) both transportation and recreation interests are planned.

3.3 Street Classifications

The following street classifications are used in this General Plan: freeway, expressway, arterial, collector and local street. These classifications are explained below. The specifications for these routes are detailed in the City Code and in the Public Works Standards. Freeways and State Highways are maintained by the California Department of Transportation (Caltrans).

3.3.1 Freeway

Interstate 5 (I-5), a limited access freeway, is the only route of this category in the Anderson Planning Area. This route divides the City, separating the residential areas along the Sacramento River from the older portions of the community near the railroad.

3.3.2 Expressway

An Expressway is a divided multi-lane major arterial street for through traffic with partial control of access and with grade separations at major intersections. State Route 273 (old Highway 99) is an expressway facility paralleling the Southern Pacific Railroad tracks. The expressway continues to be a major connection between the cities of Redding and Anderson. This route is four lanes with a median separation and controlled access. All crossings are at grade.

3.3.3 Arterial

These streets provide the major routes for traffic flow within the City. They connect the areas of high traffic generation; therefore, their function is to move large volumes of traffic and should be designed to perform that function. Typical rights-of-way for arterials are 80 to 108 feet wide.

Pavement width and lane width of arterials may vary. Access from adjoining property should be avoided or consolidated if at all possible to prevent interference with traffic flow. Parking, if provided, may be converted to travel lanes if traffic warrants.

3.3.4 Collector

Collectors are minimum two lane streets with a minimum 60 foot right-of-way. They provide circulation within and between neighborhoods and commercial and industrial areas. Collectors usually serve short trips and are intended for collecting trips from local streets and distributing them to the arterial network. Direct driveway connections to the collector streets are discouraged. Usually access is consolidated and driveways have joint access.

3.3.5 Local Street

These are used to provide access to abutting property, locations for utilities, and fire breaks between buildings. Carrying through traffic is a secondary function of local streets and they should be designed to disperse traffic and incorporate traffic calming measures. The use of curvi-linear streets may be needed in hillside areas but the grid street pattern should be used where possible to provide for connectivity and walkability.

Local streets may use a variety of street designs including the following:

a) Traditional Local Street

The Traditional Local Street includes two twelve-foot wide traffic lanes, with parking, curb, gutter and sidewalk areas in addition to the traffic lanes within a sixty-foot wide right-of-way.

b) Special Local Street

The Special Local Street will be used in areas designated for planned development. These streets may be narrow and have rights-of-way as small as forty-eight feet wide. The travel ways (including parking) may be twenty-four to twenty-eight feet wide. Typically trees or landscaping will separate the vehicle travel-way from the pedestrian sidewalk.

3.3.6 Truck Routes

Truck Routes are designated in Chapter 10.36 of the City of Anderson Code. The following streets and parts of streets are designated as truck routes for the movement of vehicles exceeding a maximum gross weight of five tons:

1. State Highway 273
2. Interstate 5
3. Deschutes Road
4. North Street between State Highway 273 and the Sacramento River
5. Ventura Street
6. South Street between the westerly City Limits and State Highway 273
7. Balls Ferry Road
8. Riverside Avenue from I-5 to Latona Street
9. McMurry Street
10. Ox Yoke Road
11. South Street from State Highway 273 to Balls Ferry Road
12. Childress Street
13. Ganyon Street from McMurray to Childress Street
14. Briggs Street from State Highway 273 to Fairgrounds Drive
15. Fairgrounds Drive
16. Third Street from State Highway 273 to Missouri Street
17. Silver Street
18. Stingy Lane
19. Missouri Lane
20. Spring Gulch Road from Missouri Street to State Highway 273

3.4 Objectives, Policies and Implementation Program

Circulation Objective:

To ensure the development of a multimodal circulation system which will be both safe and efficient.

3.4.1 Streets and Roadways

A. Streets and Roadways Policies (SP)

SP-1 Provide a street system which will adequately serve homes, business, industry, recreation and other uses as they develop in accordance with the Land Use Plan. (Land Use Element)

SP-2 Continue to work with the Shasta County Regional Transportation Planning Agency (RTPA) to implement those programs appropriate for the City of Anderson.

SP-3 The City may develop standards for the provision of private streets.

Street Design Policies

SP-4 Provide an overall street pattern that has a functional relationship to land uses, accommodates future traffic volumes, and includes a wide variety of street types and designs to foster connectivity and walkability. (Land Use Element) (Health and Safety Element)

SP-5 Provide bicycle and pedestrian trails and facilities within and between residential areas. (Health and Safety Element)

SP-6 Promote modification of the Standards in Old Town Core, Special Planning areas and other suitable areas to allow special designs which promote smart growth and walkability. (Health and Safety Element)

SP-7 Coordinate design standards with area-wide construction standards to promote regional planning and efficiency.

Street System Policies

SP-8 Strive to maintain Level of Service (LOS) D as the minimum acceptable service standard for intersections during peak periods.

SP-9 Provide easy access for trucks and employees from employment centers to major through routes. Provide signage to direct trucks to appropriate truck routes. Direct non-local traffic onto collector streets and arterials. (Noise Element)

SP-10 Monitor, improve and enhance traffic safety and reduce the potential for traffic accidents.

SP-11 Maintain traffic speeds and volumes on neighborhood streets consistent with residential land uses through design and use of traffic calming measures.

SP-12 Provide adequate capacity (such as bike lanes and bus turn-outs) on collector and arterial streets to accommodate multi-modal travel within the City.

New Street Facilities Policies

SP-13 Address future roadway needs through both new road construction and management of existing and planned roadway capacity.

SP-14 Maintain an infrastructure fees and other funding programs adequate to assure sufficient financing and land to maintain and achieve prescribed Levels of Service.

SP-15 The City supports the concept of a new Interstate 5 interchange at the south end of the City to improve local traffic circulation if the findings of project-specific feasibility studies and environmental impact analysis conclude that a new interchange will be in the best interest of the City of Anderson.

SP-16 Review all new development proposals with public safety personnel to ensure adequate emergency access during construction and operation of the development.

B. Streets and Roadways Implementation Programs (SI)

Street Design Implementation

SI-1 Incorporate provisions for bicycle, pedestrian, and public transit modes during the planning and development review processes for new development and new roadways. (Health and Safety Element)

SI-2 Encourage and promote car pools, vanpools, park and ride facilities, alternative work hours, employee shuttles, and other incentives to reduce single-occupant vehicle trips. (Air Quality Element)

SI-3 Coordinate with local fire protection and law enforcement agencies on emergency response routes and plans. (Health and Safety Element)

SI-4 Design residential streets to balance bicyclist and pedestrian safety with vehicular movement and safety to avoid creating hazards.

SI-5 Various street designs, including traditional grid street designs, may be used and may include such traffic-calming features such as narrow streets, round-abouts and bulb-outs to encourage pedestrian-friendly development.

SI-6 Adopt standards to allow narrow street sections in areas featuring grid systems and redundant parallel streets when combined with group parking and other safety features.

Street System Implementation

SI-7 Maintain and develop a network of arterial and collector streets with proper consideration for existing and proposed circulation and land use patterns.

SI-8 Monitor intersection Levels of Service at key reporting intersections.

SI-9 Maintain a pavement management program, and identify and prioritize projects in the City's Capital Improvement Program to maintain the quality, safety and integrity of the City's roadway system for all types of traffic.

SI-10 Street maintenance shall include regular cleaning and upkeep of bicycle routes to remove debris and alleviate poor pavement conditions that discourage bicycle riding.

SI-11 Install and maintain truck route signing and marking to direct truck traffic onto designated truck routes.

SI-12 Select safe traffic standards and provide consistent and comprehensive traffic safety law enforcement throughout Anderson. (Health and Safety Element)

New Street Facilities Implementation

SI-13 Pursue improvements at I-5 Interchanges by coordinating with Caltrans and seeking funding from State and Federal sources.

SI-14 Ensure that developers fund traffic impact studies that identify on-site and off-site effects and mitigations, and that they contribute appropriate funding to ensure that on-site and off-site improvements are constructed.

SI-15 If it cannot be demonstrated prior to project approval that levels of service will be met, the City may consider the development based on payment of traffic impact fees targeted for the specific impacts.

SI-16 In the event that a signalized intersection exceeds the applicable level of service standard, the City may approve projects if the City can establish appropriate conditions of approval and/or mitigation measures to address the service standard.

SI-17 Continue to work in partnership to address capacity and access issues along Interstate- 5.

3.4.2 Bicycle and Pedestrian Circulation

A. Bicycle and Pedestrian Circulation Policies (BP)

BP-1 Provide bicycle and pedestrian transportation areas on all arterial and collector streets. (Air Quality Element)

BP-2 Bicycle and pedestrian routes shall lead to schools, shopping centers, recreational areas and connect with regional bikeway systems. (Air Quality Element) (Health and Safety Element)

BP-3 Provide maximum opportunities for bicycle and pedestrian circulation on existing and new roadway facilities. (Air Quality Element) (Health and Safety Element)

BP-4 Enhance opportunities for bicycle and pedestrian activity in new public and private development projects. (Air Quality Element) (Health and Safety Element)

BP-5 Create a bicycle and pedestrian system that provides connections throughout Anderson and with neighboring areas, and serves both recreational and commuter users. (Air Quality Element) (Open Space and Conservation Element) (Recreation Element)

BP-6 Design new roadway facilities to accommodate bicycle and pedestrian traffic. Include Class I, II or III bicycle facilities as appropriate. Through the Design Review process, provide sidewalks to all roads, except in cases where very low pedestrian volumes and/or safety considerations preclude sidewalks. (Air Quality Element)

BP-7 Promote the provision of bike lockers and bike racks at park and ride lots, shopping areas and office buildings within the City. (Air Quality Element) (Health and Safety Element)

B. Bicycle and Pedestrian Circulation Implementation Programs (BI)

BI-1 Plan bicycle and pedestrian routes to form a continuous system to connect as many parts of the City as possible. Avoid dead-end trails. (Health and Safety Element)

BI-2 Coordinate City bicycle routes with Shasta County and State bicycle routes.

BI-3 Encourage greater support and use of bikeways and trails.

BI-4 During the site plan review process, require new development to incorporate design features that support bicycling and walking, particularly in those areas that could provide access to and between major destinations. This could include bicycle racks, lockers, showers and other support facilities; continuous sidewalks; an internal pedestrian circulation plan;

walkways for pedestrians and bicyclist between cul-de-sacs; and at least one major entrance adjacent to a sidewalk, wherever possible.

BI-5 Develop a comprehensive Bicycle and Pedestrian Master Plan, including design standards for bicycle and pedestrian facilities, evaluation of current bicycle promotion programs, analysis of bicycle and pedestrian accidents, and a capital improvement program to ensure adequate maintenance of bicycle and pedestrian facilities. (Recreation Element)

BI-6 Design trails to avoid unnecessary impacts to wetlands, drainages and sensitive species. (Open Space and Conservation Element)

BI-7 Develop a strategic approach to pursuing State and Federal funding for bicycle and pedestrian improvement projects, working closely with neighboring jurisdictions.

BI-8 Coordinate with local public and private schools to create well-designed Safe Routes to Schools, maps for bicyclists and pedestrians, and to provide adequate facilities to park bicycles.

3.4.3 Parking

Parking facilities are a necessary part of any circulation plan. Parking facilities should be landscaped and shared by multiple users.

A. Parking Policies (PP)

PP-1 Parking requirements shall ensure attractive, safe and adequate parking for each type of land use.

PP-2 Parking facilities should be used to encourage car-pools.

PP-3 Designs for shaded pedestrian connections should be included in all parking facilities.

B. Parking Implementation Measures (PI)

PI-1 Develop parking standards for each zoning district.

PI-2 Shared parking solutions between retail, office, residential and community uses shall be encouraged.

PI-3 Develop landscaping and lighting standards for parking areas.

PI-4 Parking access shall be adequately signed.

3.4.4 Public Transportation

Anderson's main public transportation is provided by the Redding Area Bus Authority (RABA). RABA provides the "Anderson Express" bus service between Redding and Anderson and also transportation within Anderson. RABA provides bike racks on all buses.

A. Public Transportation Policies (TP)

TP-1 Ensure that new roadways and facilities can accommodate public transit. (Air Quality Element)

TP-2 Ensure that new public and private development supports public transit. (Air Quality Element, Land Use Element)

TP-3 Encourage transit providers to improve transit routes, frequency, and level of service to adequately serve the mobility needs of Anderson residents, including those dependent on public transit in a cost-effective manner. (Air Quality Element)

B. Public Transportation Implementation Programs (TI)

TI-1 When reviewing development proposals, coordinate with public transit on appropriate standards for bus bays, bus turnouts, bus shelters, and other public transit amenities.

TI-2 Coordinate with public schools to promote access and roadway designs that support school bus requirements.

TI-3 During the development review process, require provisions in site plans for public transit vehicle stops and turning maneuvers, where appropriate.

TI-4 Explore potential locations for Park-and-Ride facilities within Anderson.

TI-5 Use routing and transit programs to maintain the highest level of public transit service possible.

3.4.5 Railroad Service

The City of Anderson is served by the Union Pacific Railroad. The Railroad is an integral part of the City since it became a distinct community in 1872 with the successful negotiation with the Southern Pacific Railroad for the railroad right-of-way. Many changes in the railroad industry have occurred since then. Now the railroad provides only long-haul freight service to heavy industry.

A. Railroad Policy (RRP)

RRP-1 Maintain the highest level of rail service for economic development.

B. Railroad Implementation Program (RRI)

RRI-1 Assist businesses to work with Union Pacific Railroad to maintain sidings for freight service.

3.4.6 Utilities—Gas Lines, Power Lines, Fiber Optic Cable

According to the General Plan Guidelines "The circulation element is not simply a transportation plan. It is an infrastructure plan addressing the circulation of people, goods, energy, water, sewage, storm drainage, and communications." In this Plan the water and waste water treatment systems are addressed in the Health and Safety Element. The storm drainage issues are addressed in the Open Space and Conservation Element.

In Anderson, gas and electrical power are supplied by the Pacific Gas and Electric Company (PG&E). New development must be coordinated with PG&E to insure that the required infrastructure can be made available in a timely and efficient manner.

Communication lines are supplied by AT&T (telephone) and Charter Communication (cable television) and wireless communication systems are also available.

A. Utility Policy (UP)

UP-1. Ensure that utilities are available for new development.

UP-2. Encourage state-of-the-art electronic communication connections for all new development.

UP-3. Encourage co-location of wireless communication facilities.

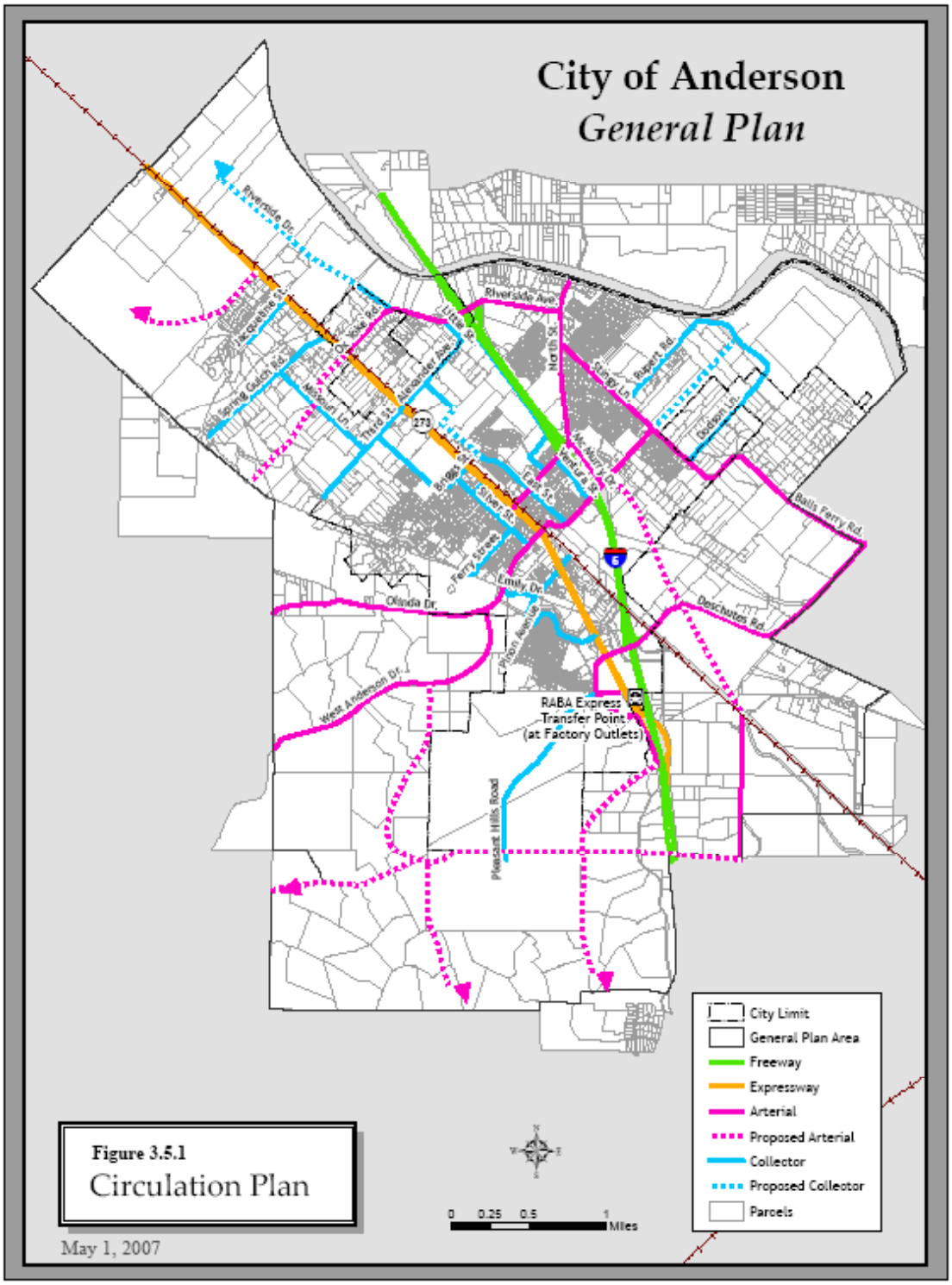
B. Utility Implementation (UI)

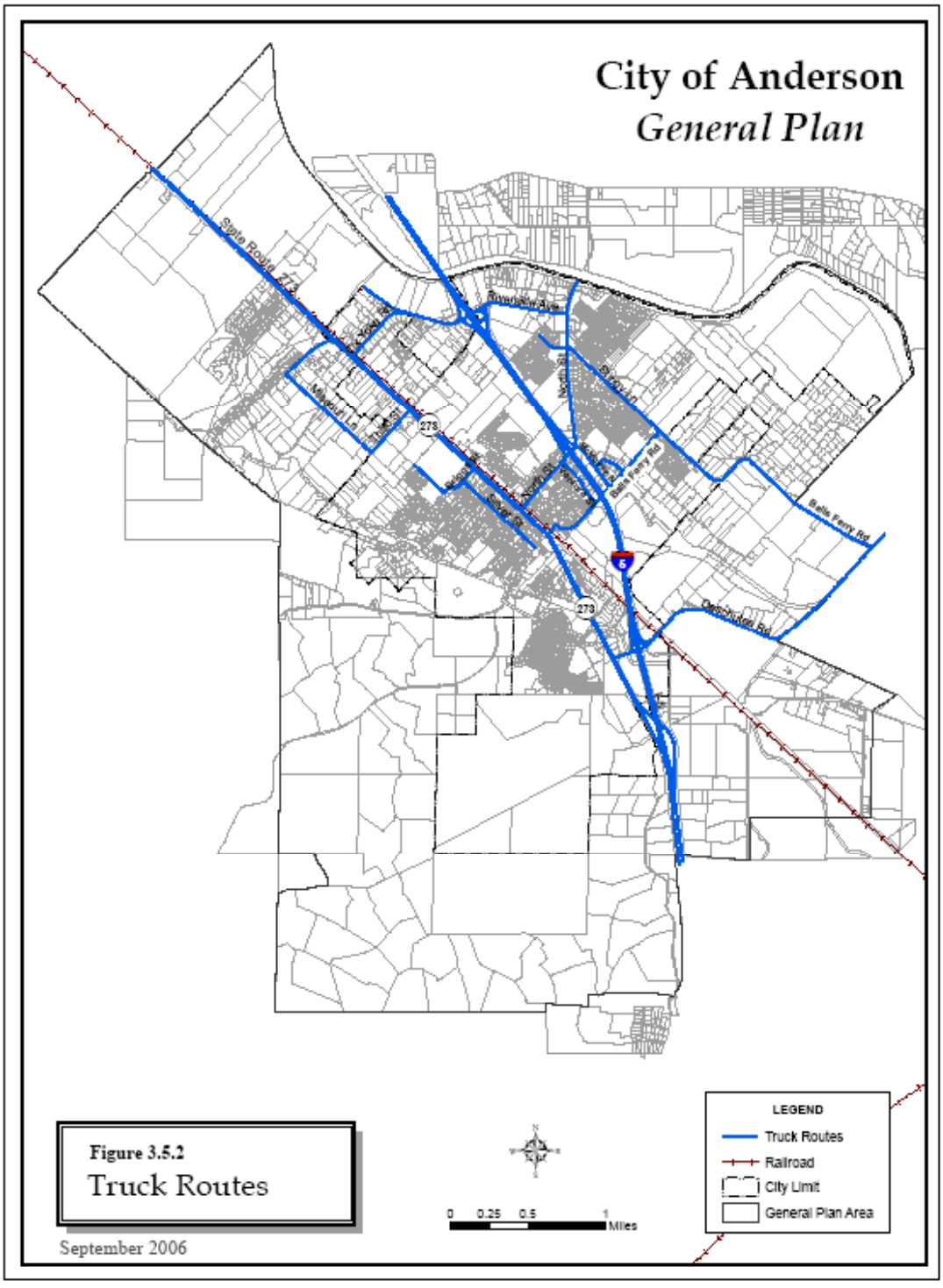
UI-1. Coordinate development planning with utility providers.

UI-2. Review utility plans for large projects to ensure connectivity to gas, electricity and electronic communication.

UI-3. Allow co-location of wireless communication facilities where sites are available.

3.5 Circulation Plan Diagrams 3.5.1 Circulation Plan




City of Anderson
General Plan
Figure 3.5.2
Truck Routes
September 2006
LEGEND
Truck Routes
Railroad
City Limit
General Plan Area
0 0.25 0.5 1
Miles

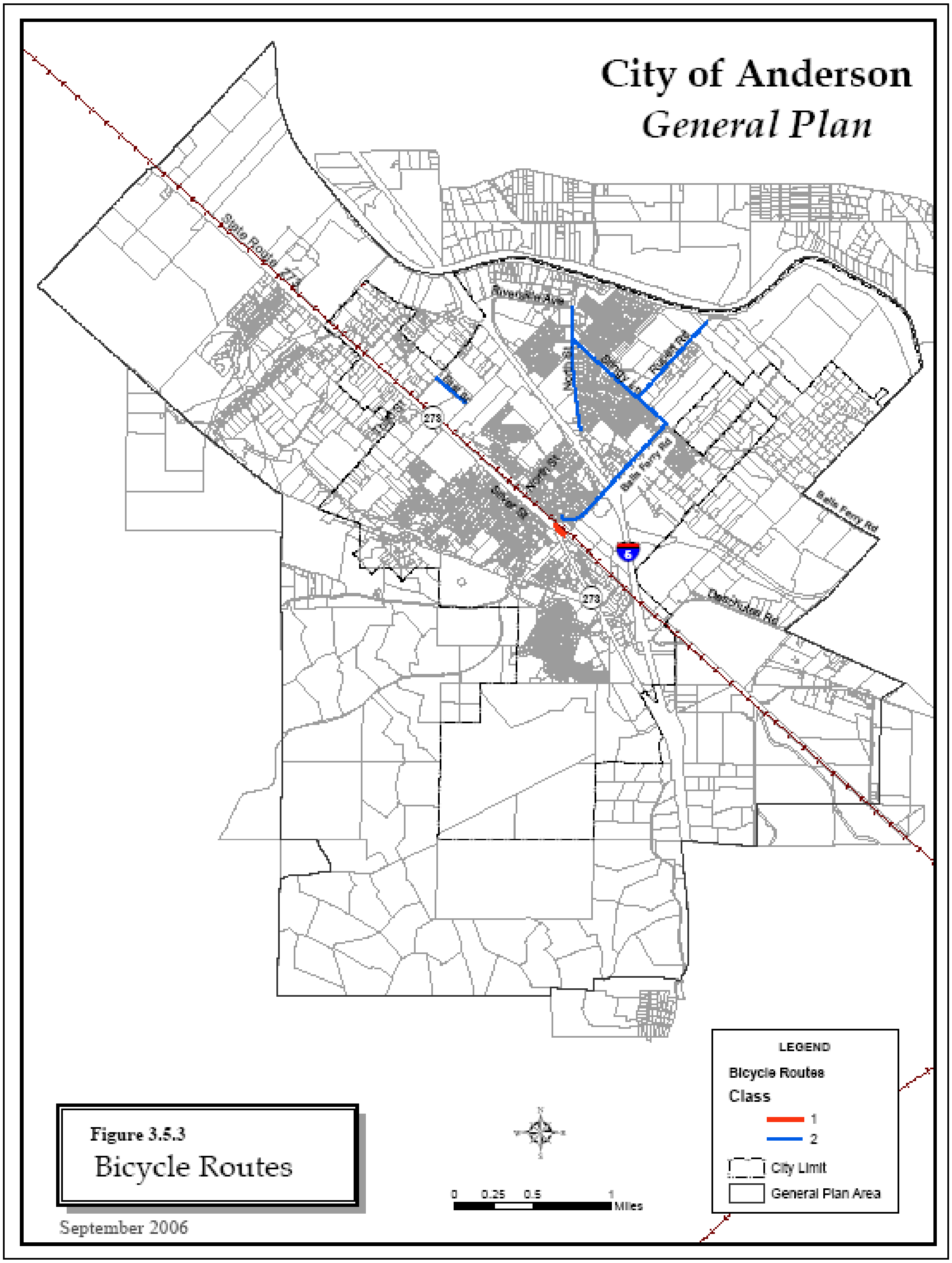


Figure 3.5.3
Bicycle Routes

3.6 Right-of-Way Requirements

Design Item	Express-way	Major Arterial	Major* Arterial Option	Collec-tor	Subcollec-tor (Local)	Local Streets	Cul-de-sac	Indust./ Busi-ness Park	Frontage Road
ROW width	110-120	96	84	84	64 or 60	56-60	56-60	64	45-60
Pavement width (curb to curb)	72	76	72	64	44 or 40	32-40	36-40	44	32-40
Median width 3	18	12	10	10	--	--	--	--	--
Curb type	Vertical	Vertical	Vertical	Vertical	Vertical	Vertical or rolled[4]	Vertical or rolled[4]	Vertical	Vertical
Sidewalk width	--	5-10[1]	5-10[1]	5	5	5	5	5	5
Maximum grade	7%	7%	7%	8%	12%	12%	12%	8%	8%
Minimum centerline radius of curves	1000	1000	1000	800	500	200	200	300	300
Minimum tangent between adjacent curves	100	100	100	100	[2]	[2]	[2]	[2]	[2]

Minimum cul-de-sac radius	--	--	--	--	--	--	50	50	--
Maximum weekday traffic	50,000	28,000	28,000	12,000	8,000	3,000	1,000	4,000	--
Property line radii at intersections	40	40	40	30	30	20	20	30	30
Design speed	55-65	45-55	45	35	30	25	25	25	25

* Certain major arterials may be reduced to eighty-four-foot rights-of-way with special provisions for public service easements and special intersection turn lanes, bus stops, and bike lanes.

[1] Varies with type/density of development.

[2] Tangent to be determined by the City Public Works Director.

[3] Medians may be established in any street subject to approval by the planning commission, depending on whether it is also used for turning purposes.

[4] Rolled curb only in single-family or duplex areas.

4. OPEN SPACE AND CONSERVATION ELEMENT

4.1 Open Space and Conservation Introduction

Valuable resources in the City of Anderson include biological resources, open space resources, scenic resources, agricultural resources, cultural and historic resources, and air quality. The Open Space and Conservation Element focuses on the protection and enhancement of such resources to ensure a high quality living environment for years to come.

The Open Space and Conservation Element expresses community goals to protect environmental resources, open space, and scenic resources. Specifically, resources addressed in this element include the following:

a) Biological resources, including significant habitat areas and special status plant and animal species.

b) Open space resources, including natural and improved open space areas that are physical, functional, and visual.

c) Scenic resources as predominant physical characteristics of the community.

d) Agricultural resources, including quantity and quality of agricultural lands within the Planning Area.

e) Cultural resources in terms of known and potential archaeological and paleontological resources.

f) Historic resources that are nationally designated, recognized by the State of California or locally significant.

g) Energy conservation

h) Air quality in terms of local and regional compliance with air pollutant standards.

This combined Open Space and Conservation Element meets the State requirements for Open Space and Conservation Elements as defined in Sections 65301, 65302(d), 65302(e), and 65560 of the California Government Code, respectively. According to these requirements, the Open Space Element must contain goals and policies to manage open space areas, including undeveloped lands and outdoor recreation areas.

Specifically the Open Space Element must address several open space categories such as those used for the preservation of natural resources and managed production of resources, as well as open space maintained for public health and safety reasons. Open Space for outdoor recreation is addressed within the Recreation Element.

The Conservation Element must contain goals and policies to protect and maintain natural resources such as water, soils, wildlife and minerals, and prevent wasteful resource exploitation, degradation and destruction.

In adopting the requirement that all jurisdictions must prepare an Open Space Element, the Legislature found that the preservation of open space land is necessary not only for the maintenance of the economy of the State, but also for the continued availability of land for the production of food and fiber, for the enjoyment of scenic beauty, for recreation, and for the use of natural resources.

The Legislature further found that discouraging premature and unnecessary conversion of open space land to urban uses is in the public interest because it discourages non-contiguous development patterns that tend to increase the costs of community services to community residents. Finally, the Legislature found that the anticipated increase in the population of the State demands that cities, counties, and the State make plans at the earliest possible date for the preservation of valuable open space land and take positive action to carry out such plans by the adoption and strict administration of laws, ordinances, rules and regulations.

4.2 Environmental Protection and Enhancement

Anderson's environmental setting is both the object of affection and concern for the citizens of Anderson. The area's valley setting, the Sacramento River, streams, trees, and wetlands draw and captivate residents. But these same natural features are sensitive to alteration, and may be destroyed or seriously impaired in the course of land development.

Environmental challenges and opportunities are many; setting aside environmentally sensitive areas; preserving open space; park and nature trail development; and restoring or reclaiming abused areas. All are addressed effectively in the 2007 General Plan.

Rare botanical species and their supporting environs in and near Anderson have been identified and described by the California Native Plant Society.

Anderson's existing park system consists of land donated or purchased by the City over the years. While attractive and pleasant, City parks are unevenly distributed, resulting in some areas being well served while others are underserved. The 2007 General Plan contains a framework for a park and recreation system, designed to meet current and future needs throughout the City and expanded in scope to include natural areas, open space and passive parks as well as active parks and play fields.

4.3 Objectives, Policies and Implementation Program

Open Space Objective:

To establish open space areas for the following:

a) the preservation of natural resources,
b) the managed production of resources,
c) outdoor recreation, public health and safety, and
d) to ensure the preservation and maintenance of these spaces consistent with community need.

Conservation Objective:

To ensure the planned management of the community's natural resources, their permanency consistent with community goals and prevention of their misuse.

4.3.1 Biological Resources

The City's Plan Area supports a diverse assemblage of plant and wildlife species throughout several habitat types. It is characterized by the river valley landscape that rises to the west into rolling foothills. The area is

sprinkled with large oak trees, including Valley Oaks, Blue Oaks, and Live Oaks. The Sacramento River, Anderson Creek, other streams and man-made canals and waterways traverse the area. These waterways have created delightful riparian corridors that support a wide variety of plants and animal communities.

Sensitive habitat areas in Anderson contain valuable biological resources. Efforts to identify and preserve these valuable resources will improve the quality of the environment for Anderson residents. Protection of biological resources requires design with sensitivity to existing landforms and vegetation and includes protection of soil and water quality.

The following habitat types exist within the Anderson Planning area:

Seasonal Wetlands

Seasonal wetlands allow water to pond for a long enough period of time to support hydrophytic vegetation and hydric soils and include both vernal and non-vernal wetlands. Seasonal wetlands tend to lack standing water during the late summer months, or during prolonged dry periods. They support hydrophytic species, such as spike-rush *(Elocharis sp.)* that require longer and typically deeper inundation periods than those of vernal species. Accordingly, seasonal wetland lack underlying hardpan common with vernal pools and swales.

Vernal pools form where there is a soil layer below or at the surface that is impermeable or nearly impermeable. Vernal pools gradually dry during the spring, often forming a unique "bathtub ring" of flowers from endemic vernal pool plants blooming successively at the pool margins. Vernal swales differ from vernal pools in their function as shallow conveyance channels.

Fresh Emergent Wetland

This wetland type is a mixture of erect, rooted herbaceous hydrophytes that prosper in anaerobic, frequently flooded areas. Fresh emergent wetlands often occur around lake edges and areas with standing water for most of the year. Edge vegetation includes sedges, rushes, and nut grasses. Areas that are slightly deeper and wet for longer periods of time consist of cattail, bulrush and arrowhead. Birds, reptiles, and amphibians rely on fresh emergent wetlands for protection, breeding and nesting, and foraging.

Pond

Palustrine or pond habitats are inland depressions or dammed riverine channels containing standing water, which is removed only by percolation, evaporation, or transpiration.

Blue Oak Woodland

Blue Oak Woodlands generally have an overstory of scattered trees, but the canopy can be nearly closed on better quality sites. Blue Oak is the dominant tree species. Common associates in the

canopy include Coast Live Oak and Valley Oak. Associated shrub species include poison oak, California coffeeberry, buckbrush, redberry, California buckeye and manzanita species. The ground cover usually consists of annual grasses.

Hardwood habitats, including Blue Oak Woodlands, are documented to provide breeding habitat for more wildlife species than any other habitat in California, supporting important breeding habitat for numerous amphibian and reptile, bird and mammal species.

Annual Grassland

Introduced annual grasses are the dominant plants species in this habitat. These include wild oats, soft chess, ripgut brome, red brome, wild barley and foxtail fescue. Many wildlife species; including reptiles, mammals, and birds, use annual grasslands as foraging or breeding habitat.

Valley-foothill Riparian

Riparian habitats provide food, water, migration and dispersal corridors and escape, nesting and thermal cover for California's wildlife. Dominant vegetation in the canopy includes Cottonwood, California Sycamore, and Valley Oak.

Riverine

Intermittent or continually flowing water distinguishes rivers and streams. The majority of fast stream inhabitants (typically insects) live in the riffles, on the underside of rubble and gravel, sheltered from the current. Riverine habitats include the watercourse and associated wetland edge.

Many laws are involved in the protection of biological resources. These laws include the California Environmental Quality Act (CEQA), the National Environmental Policy Act (NEPA) and the Clean Water Act (CWA). Two laws related to the protection of Endangered Species are the Federal Endangered Species Act and the California Endangered Species Act.

A. Biological Resources Conservation Policies (BRP)

BRP-1 Retain the riparian vegetation along the main water-ways in the City.

BRP-2 Protect areas that have significant wildlife habitat resources or, if impacts cannot be avoided, require appropriate mitigation.

BRP-3 Avoid soil erosion from flooding. (Health and Safety Element)

BRP-4 Address development of sloping land with the Planned Development Combining District and the Hillside Slopes Combining District.

BRP-5 Maintain high levels of water quality and quantity in rivers, streams and groundwater basins. (Health and Safety Element)

BRP-6 Preserve water rights of all sources; rivers, streams, groundwater and ACID water for the benefit of the City.

BRP-7 Preserve trees where possible and mitigate for the loss of trees to be removed.

BRP-8 Minimize impacts to special-status species and sensitive habitats to the maximum extent feasible.

B. Biological Resource Conservation Implementation (BRI)

BRI-1 Treat areas adjoining Anderson Creek, Spring Gulch, Tormey Drain, Sacramento Gulch, Olinda Creek and the Sacramento River as high value resource areas providing an amenity to the City where feasible.

BRI-2 Maintain the flood damage prevention requirements while retaining biological resource values.

BRI-3 Continue application of the Hillside Slopes Combining Zone or the Planned Development Combining Zone where development is planned in areas with steep slopes.

BRI-4 Develop and implement a grading ordinance to addresses the issues of site grading, mass grading, tree removal and storm water run-off.

BRI-5 Prohibit significant reduction of water quality or quantity through implementation of erosion prevention programs. (Health and Safety Element)

BRI-6 Develop storm drain facilities which enhance biological resources.

BRI-7 Tree removal shall be compensated by the planting of street, parkland, recreational area or other urban area trees or other appropriate means of conservation.

BRI-8 Provide an educational program including signs and maps to inform the public of biological resources within the City.

BRI-9 Cooperate with Shasta County and State agencies on water related issues.

BRI-10 If, during CEQA review of a proposed project, the Initial Study indicates that a project has the potential for significant impacts on biological resources, the City may require a biological resource assessment to evaluate the impacts and recommend appropriate mitigation measures to avoid or lessen impacts to those resources.

BRI-11 The City will develop guidelines for protection of special-status species and sensitive habitats that exist in the vicinity. The guidelines will recommend species-specific and habitat-specific mitigation measures that can be used by project developers, and by the City in approving particular projects, to avoid or lessen the impacts to biological resources.

4.3.2 Open Space Resources

Open space resources in Anderson consist of designated parkland, natural and recreational open space areas and waterways (Sacramento River, Anderson Creek, Sacramento Gulch, and Tormey Drain). Generally, open space land is unimproved and used for habitat preservation, recreation, public safety, and/or managed production of resources.

Many of the City's open space resources are addressed in other sections of the Plan and this Element. For example, additional goals, policies and programs for parklands and recreational open space are discussed in the Recreation Element. Similarly, natural habitat areas are discussed in the Biological Resource section of this Element and agricultural lands are discussed in the Land Use Element and in the Agricultural Resources section of this Element.

Goals, policies and programs in this section address the City's desire to preserve, enhance, and expand open space resources to maintain the natural physical and visual quality of Anderson. Permanent open space areas

may include active recreation areas, habitat protection areas, and scenic open spaces. Resources preserved within open space include creek corridors, steep slopes, oak woodlands, wetlands, grasslands, and viewsheds.

The Open Space Resources Implementation and Action Plan shown below shall meet the requirement for the Open-Space Action Program required by California Government Code Section 65564.

A. Open Space Resources Policies (OSP)

OSP-1 Encourage public access in multiple forms and improvements along the City's water ways, particularly the Sacramento River. (Circulation Element)

OSP-2 Establish buffers from adjoining land uses to protect the natural open space resources in the City.

OSP-3 Encourage preservation and enhancement of the watershed, natural waterways, and areas important for the maintenance of natural vegetation and wildlife populations.

OSP-4 Where feasible and desirable, major open space components shall be combined and linked to form a visual and physical system in the City. (Housing Element) (Land Use Element)

B. Open Space Resources Implementation and Action Plan (OSI)

OSI-1 Adopt land use controls that prevent incompatible uses for parcels adjacent to existing open space resources. (Land Use Element) (Noise Element)

OSI-2 Pursue opportunities for additional open space land in the form of parkland dedication, and public open space easements, leaseholds, land donations/dedications, and gift annuities.

OSI-3 Participate with regional, State and Federal entities and agencies to establish open space areas that include wildlife habitat and provide passive recreational opportunities.

OSI-4 All Open Space Preserve areas that are specifically created to set lands aside for the continued protection of wetlands and seasonal drainages will be placed in a conservation easement that will restrict or prevent future development of these areas.

OSI-5 The dedication of parkland for new development will be changed to 5 acres per 1,000 people. (Health and Safety Element) (Recreation Element)

4.3.3 Scenic Resources

Scenic resources in Anderson include predominant natural landscape features of the Sacramento River and views of surrounding mountains including Mount Shasta to the north and Mount Lassen to the east. Trees and landscaping are valuable scenic resources. The City supports the preservation of scenic resources and views.

A. Scenic Resources Policies (SRP)

SRP-1 Encourage preservation and enhancement of views of the Sacramento River and Mount Shasta and Mount Lassen to the extent possible.

SRP-2 New development and redevelopment along the Sacramento River and throughout the City should take advantage of view opportunities.

SRP-3 Encourage preservation of trees and landscaping as a scenic resource.

B. Scenic Resources Implementation Measures (SRI)

SRI-1 Develop guidelines, as funding becomes available, for development along scenic waterways to maintain the visual quality of these areas.

SRI-2 Review development applications for discretionary actions to determine aesthetic impacts and visual compatibility with surrounding property.

SRI-3 Develop a tree preservation mitigation plan with a priority for tree replacement areas.

SRI-4 Work with applicants to implement heritage and scenic tree preservation mitigation plans for each development.

4.3.4 Agricultural Resources

Anderson has historically been an agricultural community with a wide variety of agricultural crops. While much of the land used for agriculture has been developed into urban uses, there are remaining private parcels that continue in agricultural production, if only on a hobby basis. The City hopes to encourage low-impact, high-value agricultural crops such as herbs, fruits and vegetables, nuts and wine grapes on smaller parcels.

These agricultural areas help to preserve the traditional "small town" character of the community, maintain open space, and reduce congestion within the City. While the City recognizes the historic role of agriculture within the Anderson community and supports continued agriculture, the transition from agriculture to urban uses limits the potential for large-scale commercial agriculture within the City Limits of Anderson. Outside the City Limits, agriculture will continue for the life of this Plan. The City will work to ensure that new development is compatible with adjacent agricultural uses.

A. Agricultural Resource Policies (AP)

AP-1 Agricultural land can best be preserved outside the City Limits by encouraging development within the City Limits so that viable agricultural operations in the unincorporated area can continue.

AP-2 Allow keeping and raising of animals in undeveloped areas (planned for future growth) which are suitable for such use and compatible with established neighborhoods.

AP-3 Avoid conflicts between agriculture and urbanization within the City's area of influence. Reduce the negative impacts resulting from urban uses and neighboring agricultural uses in close proximity. (Land Use Element)

AP-4 Protect and retain areas suitable for supplemental farming. The focus will be on high-value crops such as herbs, fruits, vegetables, nuts and wine grapes in the Rural Estate Land Use Designation. (Land Use Element)

AP-5 Promote community gardens, herb gardens, or tree nurseries on vacant lots in developed areas.

AP-6 Encourage the promotion and marketing of locally grown agricultural products.

AP-7 Incorporate parks, open space and trails between urban and agricultural uses to provide buffer and transition between uses. (Recreation Element)

AP-8 No agriculture shall be undertaken in areas of preserved wetlands.

B. Agricultural Resource Implementation (AI)

AI-1 Require landowners close to agricultural uses (even those outside the City Limits) to sign and record a "Right-to-Farm" statement at the time of development.

AI-2 Use the California Department of Conservation Important Farmland Map in the review of development applications.

AI-3 Provide land use buffers of parks, open space and trails, for proposed major subdivisions adjacent to prime agricultural lands.

AI-4 Continue enforcement of animal density codes.

4.3.5 Cultural Resources

The Anderson area was originally the home of the Wintu, the northern branch of the Wintun Tribe. The use of the area may have begun as early as 16,000 to 20,000 years ago according to archeological researchers. The Wintu represent the most northerly group of Penutian speakers in California. Main villages located along the Sacramento River and its tributaries were occupied year around. Seasonal food-gathering sites located in the foothills and grasslands were occupied temporarily. The territory of the Wintu encompassed western Shasta County and eastern Trinity County.

The basic unit of the Wintu was the family. Several families made up a village which was considered the social, political and economic unit. A village would have had from four to thirty bark houses and from twenty to 150 inhabitants. Leadership among the Wintu was, in theory, hereditary from father to eldest son—but only if the son was considered fit for the position. The men hunted deer, bear and smaller animals. The women gathered acorns, berries, plants and roots. Salmon was also a significant part of the Wintu diet.

In the early 1800s, there were approximately 12,000-15,000 members of the Wintun Tribe. Spanish settlers arrived in Wintun territory by 1808, and the Hudson Bay Company trappers arrived sometime before 1832. Tribal unity was destroyed by the taking of land and the destruction of traditional food and material-gathering areas. Approximately 75 percent of the Wintu populations

living along the Sacramento River were lost to malaria and influenza epidemics brought about by the arrival of European and American trappers and settlers in the mid 1800's. Along with the introduction of cattle, hogs, and sheep, the construction of dams, and the Copper processing plants in the 1880s and early 1900s, the Wintun suffered a heavy toll on their health and survival.

A. Cultural Resources Policy (CRP)

CRP-1 Preserve areas that have identifiable and important archaeological or paleontological significance.

CRP-2 Consultation with the Native American Heritage Commission (NAHC) to determine religious, historical or cultural significance of site and notification of appropriate tribal group or descendants as identified by NAHC in accordance with the guidelines presented in Senate Bill (SB) 18.

B. Cultural Resources Implementation (CRI)

CRI-1 Assess development proposals for potential impacts to significant archaeological resources pursuant to Section 15064.5 of the CEQA Guidelines. Require a study conducted by a professional archaeologist for projects located near creeks or identified archaeological sites to determine if significant archaeological resources are potentially present and if the project will significantly impact the resources. If significant impacts are identified, either require the project to be modified to avoid the impacts, or require measures to mitigate the impacts. Mitigation may involve archeological investigation or recovery in consultation with both the professional archaeologist and Tribal representatives.

CRI-2 Consult with local Indian tribes to monitor all development projects during grading and excavation. If a cultural resource is identified or uncovered, construction will be redirected or stopped until the archaeologist monitor has evaluated the significance of the find and identified the appropriate mitigation measures.

CRI-3 If human remains are encountered, work in the immediate vicinity of the remains will be halted until the Shasta County coroner, who must be contacted within 24 hours, has

evaluated the remains. If the coroner determines that the burial is Native American in origin, the Native American Heritage Commission must be contacted to determine the most likely descendant (MLD). The MLD should be involved with the disposition of the remains following scientific analysis.

4.3.6 Historic Resources

History continues to live in Anderson. Anderson exhibits the settlement and progression of western communities from the late 19th century through the early 20th century. The City of Anderson is located within the original Rancho Buenaventura, a land grant given to Major Pierson B. Reading in December 1844 by Mexican Governor Manuel Micheltorena.

Reading received a patent for this grant from the United States government in 1854. The rancho contained six square leagues of land on the west side of the Sacramento River, from Salt Creek (at Redding) on the north, to the mouth of Cottonwood Creek on the south.

During his lifetime, Reading sold approximately 5000 acres of land and the remainder of the rancho was mortgaged when he died in 1868. The mortgage was foreclosed in 1871 and the majority of the land was bought by James Ben Ali Haggin, a San Francisco financier and land speculator.

Anderson began as a community in 1872 with the successful negotiation with the Southern Pacific Railroad for the railroad right-of-way. Haggin and his partner, Edward Frisbie, a local banker and real estate promoter, laid out the original town of Anderson.

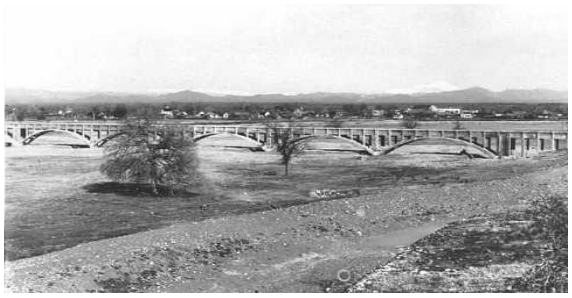
A twelve square block plat was filed. Anderson was named after Elias Anderson, the first resident, in 1872. The town quickly began to grow into an actual community with businesses, residences, hotels, post office, schools and churches. The community has had episodic growth spurts related to agriculture, railroad shipping and lumber. By 1880, the population had gown to about 800 people.

Ball's Ferry, established in 1868, was part of the transportation network between the east and west sides of the Sacramento River. Ball's Ferry Road and the ferry connected the towns of Cottonwood and Anderson on the north, and Jelly's Ferry Road and Red Bluff on the south. This road carried traffic from the west side of the Sacramento River toward Shingletown, Burney Valley, Hat Creek Valley, Big Valley, Aden, Alturas and eastern Oregon. The segment of the Balls Ferry Road that intersected North Street was renamed Stingy Lane some time in the early 20th century.

Cattle and sheep ranching, as well as agriculture, formed the economic base around Anderson. Grain crops were important, and fruit businesses flourished. Peaches, plums, and apricots were the main fruit crops grown in the North Valley in the early days, as well as pears, nuts, and smaller crops of citrus fruits and figs. Prunes were picked and dried by the grower and his family, placed in sacks and sent by wagon to the railroad for shipping to the market.

Although there was little mining around Anderson, the Shasta County mining districts, and later the copper mines north of Redding, drew many fortune-seekers to the area. Pioneer settlers commonly tried their hands at mining before settling down to farm around Anderson, and the town was a major supplier of agricultural products to the mining communities further north.

While the Shasta County copper boom gave employment for thousands of mine workers, many North Valley fruit growers were impacted by toxic smoke from the smelters. Smelter smoke killed native vegetation for miles around and was blamed for widespread devastation of fruit orchards in Happy Valley and Anderson. Fruit growers eventually prevailed in the courts in their suit to have the smelters shut down. By this time, however, many fruit growers had turned to diversified farming, or had taken up other occupations.



Anderson, as an unincorporated community, grew until a decline in the lumber industry beginning in 1910; began the first modification in the City's focus. Construction of the Anderson Cottonwood Irrigation District (ACID) Canal changed the agricultural basis of this area from orchards, grazing and dry land crops to irrigated fields. The City began a period of limited development following World War I. Between the two world wars Anderson existed as a relatively stable agricultural community.

Following World War II Anderson began a second period of expansion resulting from the growth of the lumber products industry. The largest employer was Shasta Plywood Corporation. By 1950 the

population of Anderson was 2,500. Anderson became an incorporated City on January 16, 1956. In 1967, the Anderson River Park was dedicated. The City Hall was built in 1977 and was the City's first three-story building.

This expansion continued until the decline in the lumber industry in the late 1980s. The economic downturn for Anderson continued with the national recession in the 1990s. The City is currently experiencing resurgence in economic vitality and a migration of people from other parts of California seeking a "small town" atmosphere. The City celebrated 50 years as an incorporated city in January 2006 and the City's population reached 10,529.

A. Historic Resources Policies (HP)

HP-1 Protect and preserve historic resources within the City of Anderson.

HP-2 Promote the compatibility of new development located adjacent to existing structures of historic significance with the architecture and site development of the historic structure.

HP-3 Respect the character of the building and its setting during the remodeling and renovation of facades of historic buildings.

HP-4 Encourage the use of the State Historic Building Code for historic buildings and other structures that contribute to the City's historic character. Use flexibility when applying zoning regulations to historic sites and buildings.

HP-5 Recognize the value of Anderson's historic resources as an economic development tool.

HP-6 Ensure that the integrity of historic structures and the parcels on which they are located are preserved through the implementation of applicable design, building and fire codes.

B. Historic Resources Implementation Programs (HI)

HI-1 Encourage owners of eligible historic properties to apply for State and Federal registration of these sites and to participate in tax incentive programs for historic restoration.

HI-2 Identify funding mechanisms, including funding from the City to the extent possible, to support programs to preserve, restore, and enhance unique historic sites.

HI-3 Assess development proposals for potential impacts to significant historic resources pursuant to Section 15064.5 of the CEQA Guidelines.

HI-4 Develop an inventory of historic sites within the Old Town Core.

HI-5 Work with property owners to preserve historic features within the community.

4.3.7 Energy Conservation

Energy conservation is the practice of increasing the efficiency of use of energy in order to achieve higher useful output for the same energy consumption. This may result in increase of national security, personal security, financial capital, human comfort and environmental value. Individuals and organizations that are direct consumers of energy may want to conserve energy in order to reduce energy costs and promote environmental values. Industrial and commercial users may want to increase efficiency and maximize profit.

On a larger scale, energy conservation is an element of energy policy. The need to increase the available supply of energy (for example, through the creation of new power plants, or by the importation of more energy) is lessened if societal demand for energy can be reduced, or if growth in demand can be slowed. This makes energy conservation an important part of the debate over climate change and the replacement of non-renewable resources with renewable energy. Encouraging energy conservation among consumers is often advocated as a cheaper or more environmentally sensitive alternative to increased energy production.

A. Energy Conservation Policy (ECP)

ECP-1 Promote resource conservation and energy efficiency through water conservation and water quality practices, recycling, green building technology, cool community design features and use of solar and energy renewable technologies. (Housing Element)

ECP-2 Encourage car-pools, public transportation, telecommuting, walking and bicycling. (Circulation Element) (Health and Safety Element) (Air Quality Element)

ECP-3 Encourage efficient appliances, windows, lighting, insulation, solar heating, and programmable thermostats in residential buildings. (Housing Element)

ECP-4 Encourage energy conservation in commercial buildings through programmable lighting and thermostats, solar energy and efficient appliances.

ECP-5 Encourage location of commercial buildings to reduce driving and promote walking and biking. (Land Use Element) (Circulation Element) (Health and Safety Element)

ECP-6 Encourage recycling in all residential, commercial and industrial buildings.

B. Energy Conservation Implementation Program (ECI)

ECI-1 Make energy conservation information available when building permits are issued.

ECI-2 Develop a program to reduce permit fees for building and businesses using energy conservation procedures and materials.

ECI-3 Require recycling facilities to be integrated into the design of commercial developments. These facilities shall be well-screened and integrated into building architecture and site planning.

4.3.8 Air Quality Resources

Air Quality Resources are dealt with more completely in the Air Quality Element of the General Plan adopted in 1998. The Air Quality Element is still part of the General Plan and the City is committed to all of the policies in the Air Quality Element.

A. Air Quality Policies (AQP)

AQP-1 Support efforts to maintain and improve the air quality of the area. (Air Quality Element)

AQP-2 All roads and parking areas shall be paved to reduce dust and fugitive emissions.

AQP-3 Review development projects for impacts on air quality.

AQP-4 Support improvements to existing and new industries which reduce negative impacts to air quality.

AQP-5 Encourage compliance with the Air Quality Attainment Plan.

B. Air Quality Implementation (AQI)

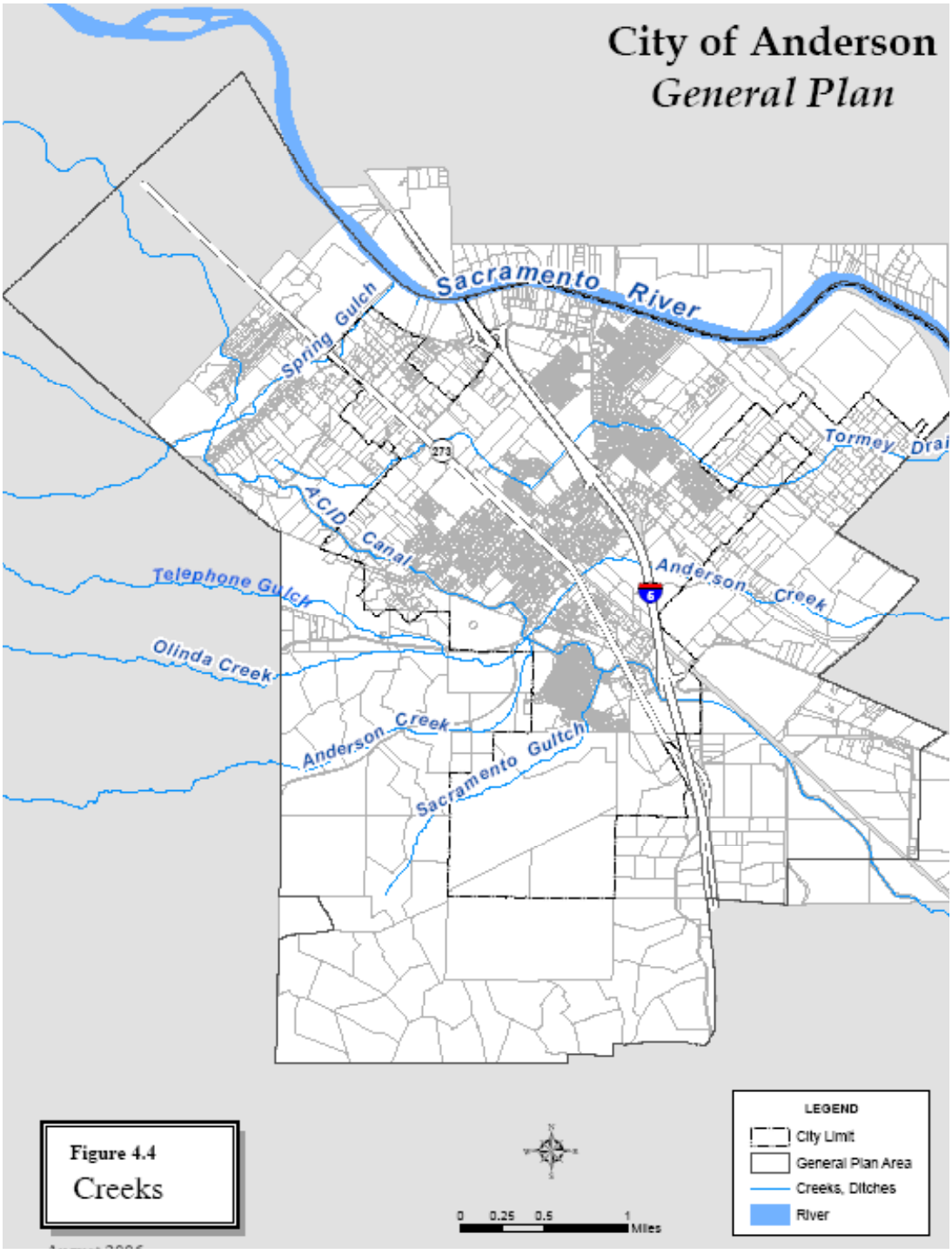
AQI-1 Periodically update the Air Quality Element of the General Plan.

AQI-2 Cooperate with the Air Pollution Control District to maintain and improve air quality of the Anderson area.

AQI-3 Implement zoning and subdivision standards requiring that all roads and parking areas be paved.

AQI-4 In order to encourage car pooling and ultimately mass transit, high density development should be located along major transportation routes and shall follow smart growth principles.

AQI-6 Support Shasta County policies and projects relating to improvement of the area's air quality.


City of Anderson
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Creeks, Ditches
River

5. HEALTH AND SAFETY ELEMENT

5.1 Health and Safety Introduction

The Health and Safety Element addresses the following issues:

1. Public Health
2. Public Safety and Police Protection
3. Fire Protection
4. Geology and Seismic Hazards
5. Flood Hazards
6. Airport-Related Hazards
7. Hazardous Materials
8. Public Protection and Emergency Planning
9. Water System
10. Wastewater Collection and Treatment.

A Safety Element is a required element of the General Plan. It establishes a framework of objectives, policies and implementation programs that will be the basis for proficient land use planning to reduce unreasonable risks and to protect public health and welfare.

California Government Code Section 65302(g) requires that a Safety element be included in a General Plan, and more specifically mandates that the element address the following:

...the protection of the community from any unreasonable risks associated with the effects of seismically induced surface rupture, ground shaking, tsunami, seiches, and dam failure; slope instability leading to mudslides and landslides; subsidence, liquefaction and other seismic hazards identified pursuant to Chapter 7.8(commencing with Section 2690) of the Public

Resources Code, and other geologic hazards known to the legislative body; 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, peak load water supply requirements, and minimum road widths and clearances around structures, as those items relate to identified fire and geologic hazards...

The City of Anderson has expanded the intent of the safety Element to address public health issues as a component of public safety. The result is a combined "Health and Safety Element."

5.2 Objectives, Policies, and Implementation Program

Health and Safety Objective: To provide all City residents with adequate public services for a safe and healthy living environment.

5.2.1 Public Health

From the beginning, town planning involved issues of public health. Urban planning and public health professions both came out of a desire to prevent urban outbreaks of infectious disease. Recently, health professionals have taken a new look at urban design and have become advocates for designing and building healthy places, especially those designs which will promote increased physical activity. Land use policies and programs that support active living include the following:

- Mixed Use development
- Transit-oriented development
- Urban infill
- Parks
- Recreation
- Trails

These policies are said to ameliorate many medical conditions including respiratory and cardiovascular diseases (heart disease and stroke), cancer, obesity, diabetes, depression and

anxiety. According to the Surgeon General, as little as 30 minutes of moderate exercise each day, including brisk walking, can bring significant health benefits.

Mixed Use development allows planning and zoning to site residential, retail, office and educational facilities within close proximity to each other to encourage walking and biking as a routine part of everyday life.

Transit-oriented development includes bus and paratransit options and gives residents and commuters more opportunities to combine biking and walking with other means of getting to work, school or shopping centers. Public transit does not replace walking or biking, but integrates them into the transportation mix.

Urban infill is often associated with Mixed Use development which results in compact communities that can encourage walking and biking opportunities to jobs, schools and shopping centers.

Parks can provide opportunities for family recreation, play areas and sports fields. Parks located close to residential areas and/or schools can increase opportunities for biking and walking.

Recreation can either be active or passive. Active recreation is activity that requires the use of organized play areas including, but not limited to, softball, baseball, football and soccer fields, tennis and basketball courts and various forms of children's play equipment. Passive recreation is activity that does not require the use of organized play areas such as nature observation.

Trails for biking and/or walking can promote increased activity with smaller amounts of land than large parks and can often use "left-over" or unwanted land. Promotion of trails is necessary to gain the full public health benefits of increased use.

All sections of the General Plan include provisions to promote the health of Anderson residents. The implementation of bicycle and pedestrian trails has been demonstrated to promote a healthy life-style. The Housing Element promotes adequate shelter for all.

Recreation programs promote a sense of community and good health. Open-space and preservation of scenic vistas all contribute to good health. The sense of security is important to good health.

A. Public Health Policies (PHP)

PHP-1 Mixed Use development benefits public health by promoting walking and social interaction.

PHP-2 Transit-oriented development will be encouraged in all land-use designations.(Circulation Element)

PHP-3 Urban infill will be encouraged.

PHP-4 Parkland and developed parks will be increased.

PHP-5 Recreation programs will be expanded for all age groups.

PHP-6 Trails will be an integral part of both the recreation and circulation plans.

B. Public Health Implementation Program (PHI)

PHI-1 Mixed Use development will be given priority for application processing.

PHI-2 Transit-oriented development will be encouraged by specific development requirements.

PHI-3 Urban infill will take advantage of existing infrastructure.

PHI-4 Recreation programs will be developed with new sources of revenue.

PHI-5 Trails will be required to be included in new development plans.

5.2.2 Public Safety and Police Protection

Under the leadership of the Chief of Police, the Police Department is organized into two divisions as follows:

1) Field Services, and
2) Support and Administrative Services.

Each of these divisions plays an integral part in the operation of the Police Department to provide the community of Anderson with the highest quality of service possible. The Police Station is located at 2220 North Street, at the intersection of Martha Street.
The department is focused on following community oriented policing principles:

- sharing the Department with the community by having special programs, such as the "Citizens on Patrol" volunteers;
- sponsoring an active Neighborhood Watch Program;
- providing a School Resource Officer, and
- participating in a Neighborhood Improvement Task Force Program to identify and resolve community problems.

The department is truly a "Full Service", community-oriented police agency that balances its service standards with its enforcement standards.

The members of the Department pride themselves on providing friendly and humanistic treatment to the community members and the thousands of visitors who share our community. They serve diligently to be sensitive and responsive to the needs of the community through the delivery of professional police services, for the purpose of enhancing the quality of life within the City of Anderson.

The following policies and implementation programs are designed to support public safety and police protection and to ensure that the City of Anderson will get sufficient revenue from new development to continue the present level of police protection provided to residents of the City.

A. Public Safety and Police Protection Policies (PPP)

PPP-1 Maintain public confidence in the ability of the Police Department to provide quality police services by ensuring a customer-based approach to providing services to the community.

PPP-2 Consider the fiscal impacts of development in order to ensure that the City has adequate financial resources to fund community projects and programs.

PPP-3 Assure that all development in the City pays for its fair share of the cost of necessary public service and facilities.

PPP-4 Maintain a service ratio of 1.7 sworn officers per 1,000 persons.

B. Public Safety and Police Protection Implementation (PPI)

PPI-1 Require a financial impact analysis during the review of development projects so the financial impacts to the City of providing required public facilities and services will be explained and require that each project properly compensate for the full cost of providing those facilities and services through fee and other programs.

PPI-2 Annually review and amend fee and other programs that assure that the need of residents for public safety and police protection services and facilities will be adequately served.

PPI-3 Principal building addresses and entries shall be clearly articulated.

5.2.3 Fire Protection

Anderson Fire Protection District was formed in 1889 when most of the town was lost to a fire. The Anderson Fire Protection District is a separate special district with a defined governing board. Two members of the Anderson City Council are members of the Anderson Fire Protection District Board of Directors.

The District was originally a volunteer department. Now the Anderson Fire Protection District has 5 paid positions and one seasonal firefighter, along with 17 volunteers. The District maintains a fire station at the corner of Howard and Douglas Streets which is manned 24 hours per day by paid and volunteer personnel. There is an older fire station on East Center Street which houses two antique fire trucks used for parades only. New fire stations will be developed as needed.

A. Fire Protection Policies (FP)

FP-1 Minimize the potential for loss of life, injury, and property damage resulting from urban and wildland fires.

FP-2 Maintain the present level of fire protection in developed areas and extend the same or greater level of service to new developments. (Land Use Element)

FP-3 Ensure that fire safety is considered when capital improvements (such as water line extensions) and development proposals are planned.

FP-4 Coordinate annexations into the City of Anderson to annex these lands to the Anderson Fire Protection District at the same time. No areas of the City should be served by any other fire protection district.

FP-5 New public safety facilities such as fire stations shall be located in or near commercial areas or adjacent to public parks.

B. Fire Protection Implementation (FI)

FI-1 Continued review of all new development projects by the Anderson Fire Protection District.

FI-2 Cooperate with the Anderson Fire Protection District in sizing new water lines and locating hydrants.

FI-3 Improve water system capabilities as they affect fire protection.

FI-4 Use the Uniform Fire and Building Codes in the City of Anderson.

FI-5 Periodically review the City's capital improvement plan to ensure that water supply and fire protection facilities and issues have been identified and included.

FI-6 Develop landscape guidelines and a vegetation management and weed abatement program for open-space areas to reduce the risk of wildland fire.

FI-7 Require a financial impact analysis during the review of development projects so the financial impacts to the Anderson Fire Protection District of providing required public facilities and services will be explained and require that each project properly

compensate for the full cost of providing those facilities and services through fee and other programs.

FI-8 Annually review and amend fee and other programs that assure that the need of residents for fire protection services and facilities will be adequately served.

FI-9 The Spheres of Influence for the Anderson Fire Protection District and the City should be the same.

5.2.4 Geology and Seismic Hazards

Seismic Hazards include the following:

1. Surface rupture or ground rupture
2. Ground shaking
3. Tsunami
4. Seiches
5. Dam failure
6. Mudslides
7. Landslides
8. Subsidence
9. Liquefaction

Shasta County has a low level of historic seismic activity. In the past 120 years there has been no significant property damage or loss of life due to earthquakes occurring within or near the County according to the Shasta County General Plan. Shasta County is entirely within Seismic Zone 3 of the Uniform Building Code.

Therefore, the City of Anderson is at low risk of experiencing an earthquake. However, the City has adopted the Uniform Building Code and will require all buildings to meet the standards of this Code.

A Seiche is an earthquake-generated wave in an enclosed body of water such as a lake, reservoir, or bay. Since Anderson is at a low risk for earthquakes as noted above, the City is also at a low risk of damage from a Seiche.

However, the City is aware of the risks posed by Shasta Dam or Whiskeytown Dam failure and has an emergency plan to cope with this type of emergency. According to 1994 modeling studies conducted by the United States Bureau of Reclamation, significant failure of Shasta Dam would

have a catastrophic effect on low-lying areas within the Planning Area. Significant failure of Whiskeytown Dam would also be extremely damaging to low-lying areas within the Planning Area.

A. Seismic Safety Policies (SSP)

SSP-1 Minimize risk to life and property from seismic activity.

SSP-2 Include seismic safety considerations in public utility systems improvements and expansions.

SSP-3 Continue implementation of Uniform Building Code in construction.

SSP-4 Plan for appropriate densities and types of land use on sloped lands that minimize exposure to soil erosion and landslides.

SSP-5 Minimize the potential for catastrophic impacts as a result of regional dam failures.

B. Seismic Safety Implementation (SSI)

SSI-1 Continued updating of the emergency plan.

SSI-2 Encourage programs designed to give citizens training in first aid and knowledge of proper action in emergency situations. (Air Quality Element)

SSI-3 Continued improvement of the water and sewer systems.

SSI-4 Retain application of the Hillside Slope Combining District or Planned Development Combining District on the foothill areas in town.

SSI-5 Ensure that the City's Disaster Response plan includes procedures to address potential flooding created by uncontrolled releases from Shasta and Whiskeytown Dams and

procedures for the efficient and orderly notification and evacuation of potential dam inundation areas.

5.2.5 Flood Hazards and Drainage System

The purpose of the Flood Hazard policies and implementation measures is to protect public safety and to minimize the risk to life and property from flooding. The City of Anderson participates in the Federal Emergency Management Agency's (FEMA's) flood damage prevention program. The City's flood-prone areas are shown on Flood Insurance Rate Maps as modified by Letters of Map Revision.

The storm drain system will prevent localized flood problems. The City of Anderson policy is to require storm water detention for 100-year storm events. Detention of 10-year and 50 year events may not be required if existing downstream drainage structures are of sufficient size to allow passage of these lesser flow events without damage to the structures themselves or to adjacent properties.

A. Flood Hazard and Drainage System Policies (FHP)

FHP-1 Prevent damage from flooding. (Housing Element)

FHP-2 Encourage open space uses for F-1 primary floodplains. (Open Space and Conservation Element) (Recreation Element)

FHP-3 Prevent drainage problems in future developments.

FHP-4 Encourage basin-wide or regional drainage planning for the City. (Open Space and Conservation Element)

FHP-5 Detention facilities will meet the criteria established in the City of Anderson Standards and will be designed to minimize erosion. Capacities and design will be based on the storm water runoff defined in the Anderson Drainage Study.

B. Flood Hazard Implementation (FHI)

FHI-1 Continue use of flood damage prevention ordinance and other regulations related to flood prevention.

FHI-2 Possible joint uses for detention basins may include vineyards, trails, and tree planting.

FHI-3 Prohibit development in the floodway; discourage development in the 100 year flood plain.

FHI-4 Periodically review dam failure inundation maps for safety consideration.

FHI-5 Continue to participate in the FEMA Flood Insurance Program and cooperate with FEMA in keeping flood hazard maps up to date.

FHI-6 Require measures which eliminate or mitigate to acceptable levels (no net increase) run-off from future projects.

FHI-7 Work with State and Regional groups on a Flood Hazard Mitigation Plan.

5.2.6 Airport-Related Hazards

The Redding Municipal Airport is located southeast of Redding, just north of Anderson. Safety issues associated with airports are primarily concerned with hazards related to flight and hazards related to those on the ground within the vicinity of flight operations.

Flight hazards may be physical (tall structures that could obstruct airspace), visual (glare caused by lights or other bright objects) or electronic (uses that interfere with aircraft instruments or communications systems). Increased flight hazards can be reduced by planning methods, including height restrictions, density restrictions, and the avoidance of incompatible land uses.

A. Airport Hazard Policy (AHP)

AHP-1 Minimize the potential for and damage resulting from aircraft accidents.

B. Airport Hazard Implementation (AHI)

AHI-1 Prevent development that could endanger the safety of air travelers and persons residing or working in the Airport environs by adhering to the land use policies contained in the Comprehensive Land Use Plan and applicable Shasta County Airport Land Use Commission (ALUC) resolutions.

5.2.7 Hazardous Materials

The purpose of the Hazardous Materials policies and implementation programs is to provide guidance for protection from hazards associated with the use, transport, treatment, and disposal of hazardous substances. Hazardous materials include liquids, solids, and gases which, by themselves or when placed in contact with other materials, can result in a threat to life, the environment and/or property.

A. Hazardous Materials Policies (HMP)

HMP-1 Hazardous waste releases from both private companies and public agencies shall be identified and eliminated.

HMP-2 Storage of hazardous materials and wastes shall strictly follow State regulations.

HMP-3 Secondary containment and periodic examination shall be required for all storage of toxic materials. (Air Quality Element)

HMP-4 Industrial facilities shall be constructed and operated in accordance with current safety and environmental protection standards.

HMP-5 Industries which store and process hazardous materials shall provide a buffer zone between the installation and the property boundaries sufficient to protect public safety. The buffer zone shall be determined by the Planning Department. (Open Space and Conservation Element) (Noise Element)

B. Hazardous Materials Implementation Program (HMI)

HMI-1 Coordinate with the Shasta County Health Department, the State Department of Health Services and the California Highway Patrol to review permits for radioactive or hazardous materials on a regular basis and to promulgate and enforce public safety standards for the use of these materials, including the placarding of transport vehicles.

HMI-2 Request that State and federal agencies with responsibilities for regulating the transportation of hazardous material review regulations and procedures, in cooperation with the City, to determine means of mitigating the public safety hazard in urbanized areas.

5.2.8 Public Protection and Emergency Planning

Emphasis on public protection and emergency planning will support a high level of public protection services and coordination of services in an emergency.

A. Emergency Planning Policy (EP)

EP-1 Develop a City-wide emergency evacuation plan. (Circulation Element)

EP-2 Provide safe evacuation routes in event of emergency.

EP-3 In order to ensure prompt public protection services, address numbers shall be required to be easily seen from the street or road.

EP-4 Provide adequate access for medical emergency equipment in new developments.

EP-5 Design and construct all buildings to provide a safe environment and a plan for evacuation. (Housing Element) (Noise Element)

B. Emergency Planning Implementation (EI)

EI-1 In cooperation with adjacent cities and public protection agencies, delineate evacuation routes, emergency vehicle routes for emergency response and, where possible, alternative routes where congestion or road failure could occur.

EI-2 Require major developments to provide access and funding for fire-fighting services adequate for the proposed development.

EI-3 Adopt a City of Anderson Emergency Response Plan that identifies specific response procedures and responsibilities for responding to emergency situations and that includes regular testing of the Plan at appropriate intervals.

5.2.9 Water System and Water Supply

The City of Anderson's water system consists of three separate systems containing a total of nine wells, a booster pump, and two reservoirs. The water system is maintained by the Water Department, which is part of Public Works. Five wells, a booster pump and two reservoirs serve the Main City System.

According to the "Redding Basin Water Resources Management Plan Phase 2C Report prepared for the Redding Area Water Council in August 2004, the City of Anderson gets its water from the Redding Groundwater Basin. The City was estimated to use 2,900 acre feet of water in 2005 and to need 5,400 acre feet of water in 2030.

The total amount of groundwater pumped from the Redding Groundwater Basin is about 40,000 acre feet per year compared to 800,000 acre feet of annual recharge to the basin through precipitation, seepage from streams and the ACID canal, and deep percolation of applied water and septic tank flow. The report states that "The estimated basin-wide water needs in 2030 are well below the ...available groundwater pumping capacity." Thus, the City of Anderson will have an adequate supply of water in the foreseeable future.

A. Water System Policies (WSP)

WSP-1 Provide adequate quantity and quality of water to existing and future customers.

WSP-2 The water system shall be designed to provide 1,000 gallons per minute (GPM) for four hours plus maximum day demand in low-density residential areas and 2,500 GPM for four hours plus maximum day demand for schools and commercial areas.

WSP-3 Water system facilities shall be designed to minimize visual impacts on adjoining land uses by maintaining a low profile and using screening and landscaping.

B. Water System Implementation (WSI)

WSI-1 Provide a system for future customers to reimburse developers for financing extensions of water lines.

WSI-2 Well shall be constructed to meet the State Department of water Resources and City of Anderson well standards.

WSI-3 Vertical turbine pumps with premium high-efficiency motors shall be required for all City well facilities.

WSI-4 Standby power generators shall be natural gas-driven and capable of operating the well facility during power outages.

WSI-5 Pumping facilities shall be contained within a fenced enclosure and shall be monitored with intrusion alarms for security.

WSI-6 All wells shall have chemical injection equipment.

WSI-7 Update the Water System Master Plan every five years.

5.2.10 Waste Water Collection and Treatment

The City of Anderson Waste Water Treatment Plant is located on Rupert Road near the Sacramento River. The Plant discharges an average dry weather flow of 1.4 million gallons per day (mgd) of treated domestic waste (advanced secondary treatment) into the Sacramento River. The Design Average Dry Weather Flow is 2.0 mgd.

The treatment system consists of influent pump station, bar screens, complete mix activated sludge with secondary clarification, followed by dual media pressure filtration, followed by disinfection using chlorine, and dechlorination using Sulfur Dioxide.

A. Waste Water Collection and Treatment Policies (WWP)

WWP-1 Operate the City's waste water treatment plant in accordance with State Regional Water Quality Control Board Waste Discharge Requirements.

WWP-2 Expand the waste water treatment plant as necessary. (Housing Element)

WWP-3 Developers shall fund expansion of the waste water treatment plant necessary to serve the proposed development.

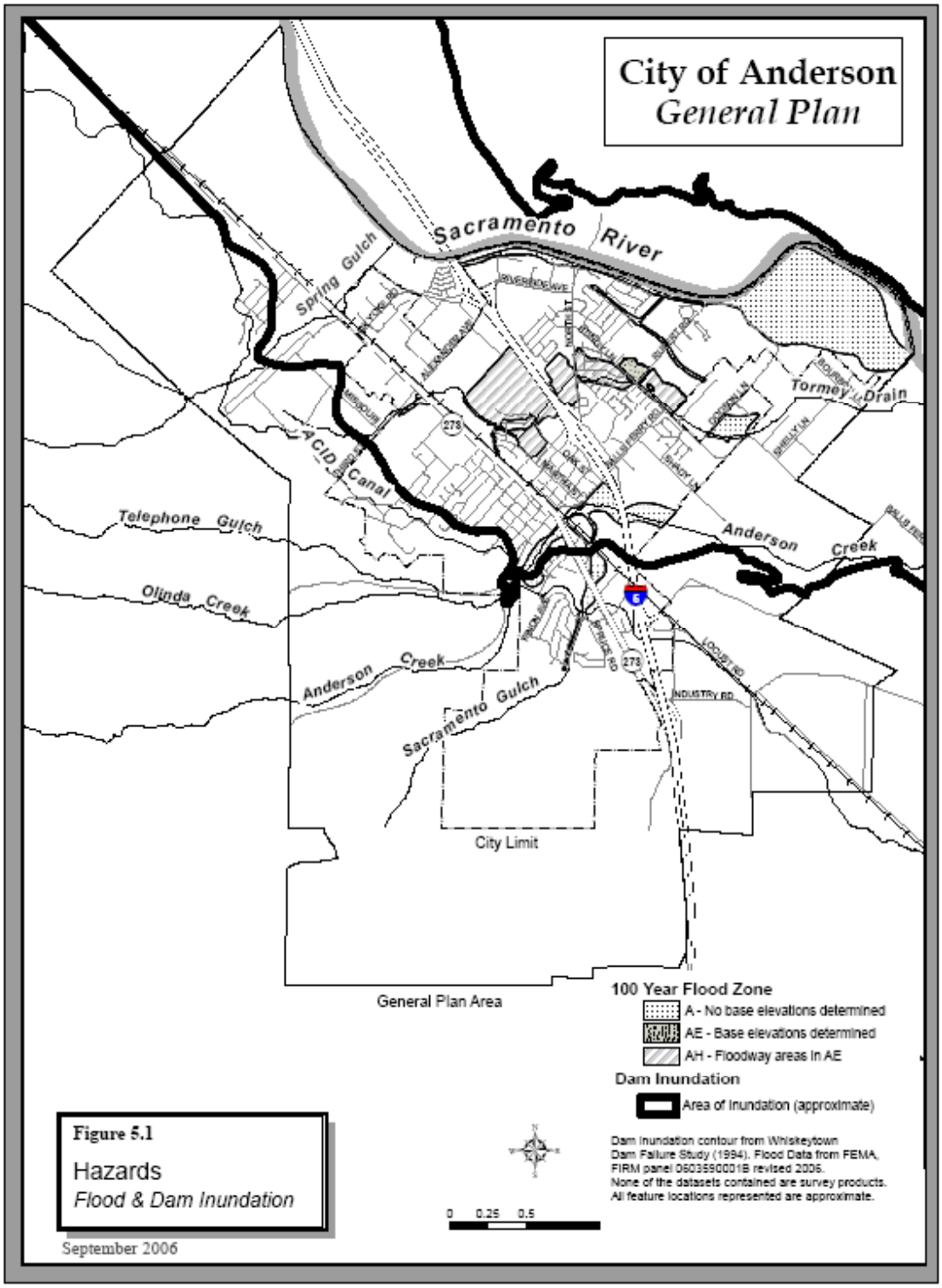
B. Waste Water Collection and Treatment Implementation (WWI)

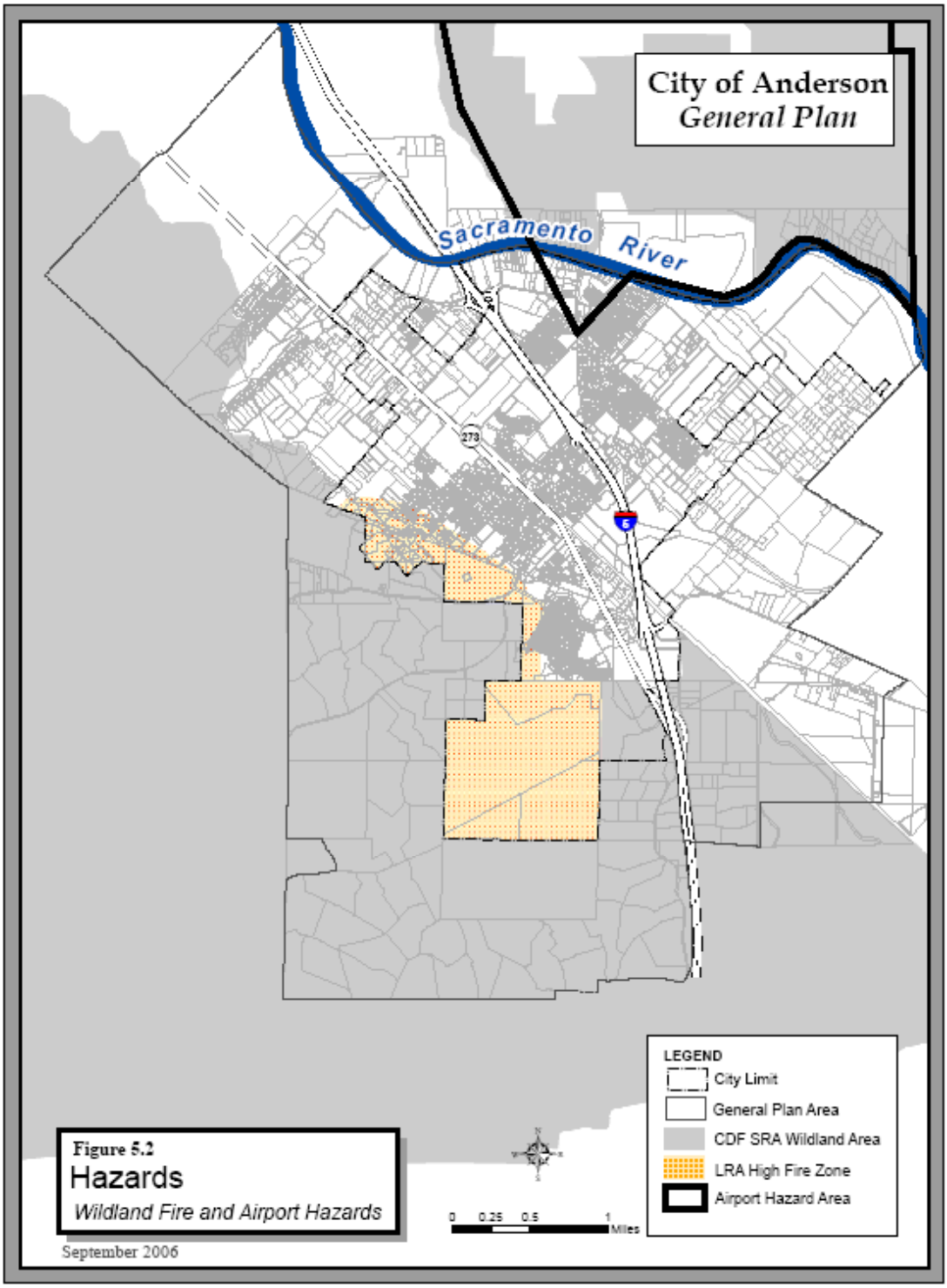
WWI-1 Coordinate provision of sewer service with other urban services.

WWI-2 Monitor capacity of the waste water collection and treatment system on an on-going basis and expand capacity as necessary.

WWI-3 Update the Waste Water Master Plan every five years.

3 Hazard Maps




City of Anderson
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CDF SRA Wildland Area
LRA High Fire Zone
Airport Hazard Area
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Miles
Figure 5.2
Hazards
Wildland Fire and Airport Hazards
September 2006

6. NOISE ELEMENT

6.1 Noise Element Introduction

The State Office of Planning and Research Noise Element Guidelines require that major noise sources be identified and quantified by preparing generalized noise contours for current and projected conditions. Significant noise sources include traffic on major roadways and highways, railroad operations, airports, and representative industrial activities and fixed noise sources.

Noise is measured by the Community Noise Equivalent Level (CNEL) which is a 24-hour energy equivalent level derived from a variety of single-noise events, with weighting factors of 5 and 10 dBA applied to the evening (7p.m. to 10 p.m.) and nighttime (10 p.m. to 7 a.m.) periods to allow for greater sensitivity to noise during these hours. An alternative noise measure is Leq, the energy equivalent level, defined as the average sound level on the basis of sound energy (or sound pressure squared). The Leq is a "dosage" type measure and is the basis for the descriptors used in current standards, such as the 24-hour CNEL used by the State of California.

Noise modeling techniques and noise measurements were used to develop generalized CNEL or Leq noise contours for the major roadways, railroads and fixed noise sources in the City of Anderson General Plan study area for existing and future conditions.

Noise modeling techniques use source-specific data including average levels of activity, hours of operation, seasonal fluctuations, and average levels of noise from source operations.

Modeling methods have been developed for a number of environmental noise sources including roadways, railroad line operations, railroad yard operations and industrial plants. Such methods produce reliable results as long as data inputs and assumptions are valid.

The modeling methods used in this report closely follow recommendations made by the State Office of Noise Control, and were supplemented where appropriate by field-measured noise level data to account for local conditions. The noise exposure contours are based upon annual average conditions. Because local topography, vegetation or intervening structures may significantly affect noise exposure at a particular location, the noise contours should not be considered site-specific.

Noise data tables for the City of Anderson are at the end of this section.

6.2 Noise Sources

6.2.1 Roadway Noise

The biggest source of noise in Anderson is the Interstate 5 Freeway with State Highway 273 being a slightly lesser source of noise. The future (2025) noise contour for the Interstate 5 Freeway is much larger than the present noise contour.

Roadway noise is a combination of direct noise emission from the vehicle and the sound from the passing of tires over the road surface. In addition, large truck traffic can dramatically contribute to roadway noise, as the sound generated from exhaust brakes, large tires, and diesel engines greatly exceeds noise from passenger cars and light trucks. Interstate 5 has a large percentage of truck traffic.

6.2.2 Railroads

The railroad is also a source of noise in Anderson. The noise contours for the railroad are shown in Appendix B.

6.2.3 Fixed Noise Sources

Industrial, commercial, recreational and public service facility activities can also produce noise, which affects adjacent sensitive land uses. These noise sources can be continuous and may contain tonal components, which may be annoying to individuals who live in the nearby vicinity. In addition, noise generation from fixed noise sources may vary based upon climatic conditions, time of day and existing ambient noise levels.

The Redding Municipal Airport noise contour is close to the City of Anderson. However most of the new development will take place west of the City. The Shasta District Fairgrounds also produce noise, especially when there are concerts and/or automobile races.

From a land use planning perspective, fixed-source noise control issues focus upon two goals: to prevent the introduction of new noise producing uses in noise-sensitive areas and to prevent encroachment of noise sensitive uses upon existing noise-producing facilities.

The first goal can be achieved by applying noise level performance standards to proposed new noise-producing uses. The second goal can be met by requiring that new noise-sensitive uses near to noise-producing facilities include mitigation measures to ensure compliance with noise performance standards.

6.2.4 Nuisance Noise

In addition to train operations, other noise sources within the community may be considered to be "nuisance noise sources". These types of noise sources could include barking dogs, live music venues, boom boxes, or exhaust brakes on trucks. These types of noise sources are difficult to quantify due to the sporadic nature in which they occur, and are in many instances transient in nature. However, these are the noise sources which generate complaints and are the primary concern of residents.

The noise element of a General Plan is intended to establish acceptable noise levels for new projects within a community, and it not a tool for responding to noise complaints. A community noise ordinance is used for responding to noise complaints. Chapter 8.30 Noise Control, of the City of Anderson Code sets forth the law regarding allowable noise and the procedure for dealing with noise complaints.

6.2.5 Community Noise Survey

The results of the Community Noise Survey conducted by Jones and Stokes, Inc. are shown in Appendix B. Based upon the analysis completed for this General Plan, the noise environment within the City of Anderson is similar to that of an urban and suburban area. Primary noise sources include roadway traffic (especially Interstate 5 and State Highway

273), railroad operations, the fairgrounds and typical neighborhood activities. The overall existing noise environment which has been documented is intended to be used as a bench-mark for evaluating noise associated with future growth within the City.

6.3 Objectives, Policies, and Implementation Program

Noise Objective:

To mitigate noise, maintaining a livable environment in the City of Anderson.

A. Noise Policies (NP)

NP-1 Ensure that noise is kept within acceptable levels in all residential and mixed-use neighborhoods. (Land Use Element) (Housing Element)

NP-2 Avoid placing high noise-generating land uses adjacent to residential development, schools, hospitals or similar noise-sensitive receptors. (Land Use Element) (Recreation Element)

NP-3 Avoid placing noise-sensitive receptors near high noise-generating land uses. (Land Use Element) (Recreation Element)

B. Noise Mitigation Implementation (NI)

NI-1 Periodically review and update the City's Noise Ordinance to reflect new data on noise levels in the City.

NI-2 Monitor the effectiveness of the City's noise control ordinance by keeping track of complaints.

NI-3 Plan circulation routes and adjoining land uses to avoid truck and high-volume traffic near noise-sensitive receptors such as residential neighborhoods, schools and hospitals. (Circulation Element)

NI-4 A noise study shall be done by a qualified noise professional for sensitive development within the 60dB noise contour and noise impacts shall be mitigated to the Municipal Code.

NI-5 A noise study shall be done by a qualified noise professional for noise-generating development and noise mitigation measures developed to the Municipal Code.

NI-6 Require appropriate noise barriers or design features for projects which significantly increase noise levels.

NP-7 Consider and mitigate noise impacts in the development permitting process. (Air Quality Element)

NI-8 Comply with provisions of the Redding Municipal Airport's Airport Comprehensive Land Use Plan (CLUP).

NI-9 Mitigate short-term construction noise by limiting hours of operation or appropriate mitigation strategies.

NI-10 Use the 2025 Noise Contours to plan for noise-sensitive receptors.

6.4 Noise Contour Maps and Tables

The following pages show noise tables. The original study is on file with the City of Anderson Planning Department. Noise Contour Maps are in Appendix A.

Table 2. Summary of Traffic Data and Noise Modeling Results for City Roads and Freeways for Existing Conditions

Roadway	From	To	Number of Lanes	Daily Traffic Volume	Speed (mph)	CNEL at 100 Feet	Distance to 70 CNEL contour	Distance to 65 CNEL contour	Distance to 60 CNEL contour
Ox Yoke Street	SR 273	Riverside Avenue	2	7,925	45	62	31	66	142
Riverside Avenue	Riverside Avenue	I-5	2	7,925	45	62	31	66	142
	I-5	North Street	2	7,971	40	61	25	53	115
North Street	SR 273	I-5	2	11,164	30	59	19	41	89
	I-5	Stingy Lane	2	7,305	40	61	23	50	108
	Stingy Lane	Riverside Avenue	2	11,236	35	61	24	53	114
South Street	City Limits			2,368	35	54	9	19	40
	City Limits	West Street	2	4,873	35	57	14	30	65
	West Street	SR 273	2	5,339	35	58	15	32	69
Balls Ferry Road	SR 273	I-5	2	7,810	35	59	19	41	89
	I-5	Stingy Lane	2	8,664	35	60	21	44	96
	Stingy Lane	City Limits	2	8,664	30	58	16	35	75
	Stingy Lane	City Limits	2	3,286	40	57	14	30	64
Stingy Lane	North Street	Balls Ferry Road	2	5,118	35	57	14	31	67
I-5	South of SR 273 Junction		4	50,000	65	74	194	418	902

Roadway	From	To	Number of Lanes	Daily Traffic Volume	Speed (mph)	CNEL at 100 Feet	Distance to 70 CNEL contour	Distance to 65 CNEL contour	Distance to 60 CNEL contour
	SR 273	Deschutes Road	4	42,500	65	74	174	376	809
	Deschutes Road	Balls Ferry Road	4	49,500	65	74	193	416	896
I-5	Balls Ferry Road	North Street	4	41,500	65	74	172	370	796
	North Street	Riverside Avenue	4	49,500	65	74	193	416	896
	North of Riverside Avenue		4	50,000	65	74	194	418	902
SR 273	I-5	Piñon Avenue	4	8,550	50	64	37	81	174
	Piñon Avenue	South Street	4	10,150	50	64	42	90	195
	South Street	North Street	4	12,600	50	65	48	104	225
	North Street	Alexander Avenue/3rd Street	4	11,950	50	65	47	101	217
	Alexander Avenue/3rd Street	Ox Yoke Street	4	11,000	50	65	44	95	205
	North of Ox Yoke Street		4	12,300	50	65	48	103	221

Table 12. Summary of Traffic Data and Noise Modeling Results for City Roads and Freeways for 2025 Conditions

Roadway	From	To	Number of Lanes	Daily Traffic Volume	Speed (mph)	CNEL at 100 Feet	Distance to 70 CNEL contour	Distance to 65 CNEL contour	Distance to 60 CNEL contour
Ox Yoke Street	SR 273	Riverside Avenue	2	12,252	45	64	41	88	190
Riverside Avenue	Riverside Avenue	I-5	2	12,252	45	64	41	88	190
	I-5	North Street	2	12,323	40	63	33	71	154
North Street	SR 273	I-5	2	17,259	30	61	26	55	119
	I-5	Stingy Lane	2	11,293	40	62	31	67	145
	Stingy Lane	Riverside Avenue	2	17,371	35	63	33	71	152
South Street	City Limits			3,661	35	56	12	25	54
	City Limits	West Street	2	7,534	35	59	19	40	87
	West Street	SR 273	2	8,254	35	59	20	43	93
Balls Ferry Road	SR 273	I-5	2	12,074	35	61	26	55	119
	I-5	Stingy Lane	2	13,394	35	62	28	59	128
	Stingy Lane	City Limits	2	13,394	30	60	22	47	100
	Stingy Lane	City Limits	2	5,080	40	59	18	40	85
Stingy Lane	North Street	Balls Ferry Road	2	7,912	35	59	19	42	90
I-5	South of SR 273 Junction		4	77,299	65	76	260	560	1205

Roadway	From	To	Number of Lanes	Daily Traffic Volume	Speed (mph)	CNEL at 100 Feet	Distance to 70 CNEL contour	Distance to 65 CNEL contour	Distance to 60 CNEL contour
	SR 273	Deschutes Road	4	65,704	65	76	233	502	1082
	Deschutes Road	Balls Ferry Road	4	76,526	65	76	258	556	1197
I-5	Balls Ferry Road	North Street	4	64,158	65	75	229	494	1065
	North Street	Riverside Avenue	4	76,526	65	76	258	556	1197
	North of Riverside Avenue		4	77,299	65	76	260	560	1205
SR 273	I-5	Piñon Avenue	4	13,218	50	65	50	108	232
	Piñon Avenue	South Street	4	15,692	50	66	56	121	260
	South Street	North Street	4	19,479	50	67	65	139	301
	North Street	Alexander Avenue/3rd Street	4	18,474	50	67	63	135	290
	Alexander Avenue/3rd Street	Ox Yoke Street	4	17,006	50	67	59	127	275
	North of Ox Yoke Street		4	19,016	50	67	64	137	296

7. RECREATION ELEMENT

7.1 Recreation Element Introduction

Recreation is an optional General Plan element under California law. The Recreation Element addresses parks and recreation facilities throughout the Anderson Planning Area, including both those owned and maintained by the City of Anderson and those under the purview of other agencies or, selectively, private entities. The Recreation Element is closely linked both to the Land Use Element and to the Open Space and Conservation Element.

The Anderson Park and Recreation Study of 1982 has served as the Master Plan but needs to be updated to establish policy, set standards, identify and prioritize capital investments (land, facilities), and address operational and fiscal matters.

The basic role of the General Plan, particularly the Recreation Element, is to provide an overall policy framework within which more specific "functional" plans and actions may occur. This Recreation Element, however, both establishes a policy framework and dictates some specifics (standards, park needs, creation and description of the Trails Network). The Master Plan process must have flexibility, but any departure from the General Plan shall require a General Plan amendment at the time of Master Plan adoption.

7.1.1 City of Anderson Parks

Historically, land for park and recreation facilities has been purchased by the City or donated to the City by public-spirited individuals.

The Anderson Subdivision Ordinance provides for land dedication for parks and recreation, and for in-lieu fees through which residential developments might facilitate parkland acquisition. The standard for park and recreation dedications or in lieu-fees established under provisions of the "Quimby Act" (Section 66477 of the State Government Code) is a maximum of 5 acres per 1,000 population.

The city owns and maintains three park/recreation facilities. These include two parks currently classified as community parks: Anderson River Park and Volonte Park. Both parks are in a constant process of being developed and improved.

An inventory of City owned/operated park and recreation facilities are as follows:

- Anderson River Park 430 acres
- Volonte Park 10 acres
- Veterans Memorial Park 1.7 acres

  Total City Parks 441.7acres

Existing park and recreation facilities outside the Anderson City Limits, but within the Planning area and schools are as follows:

Recreation Facilities:

- Shasta District Fairgrounds,
  State Highway 273 and Briggs Street 65 acres
- Anderson Tucker Oaks Golf Course,

6241 Churn Creek Road, Redding 60 acres.

- Frontier Senior Center,

  2081 Frontier Trail, Anderson, CA <1 acre

Total Recreation Facilities: 126 acres

High Schools:

- Anderson Union High School,

  1471 Ferry Street, Anderson, CA 98 acres
- North Valley High School,

  20083 Olinda Road, Anderson, CA 80 acres
- Anderson New Technology H. S.,

  2098 North Street, Anderson 3 acres

Total High Schools: 181 acres

Elementary Schools:

- Anderson Middle School,

  1646 Ferry Street, Anderson CA 15 acres
- Anderson Heights Elementary School,

  1530 Spruce Street, Anderson CA 15 acres
- Meadow Lane Elementary School,

  2770 Balls Ferry Road, Anderson CA 10 acres
- Verde Vale Elementary School,

  19415 Jacqueline St., Anderson CA10 acres

Total Elementary Schools: 50 acres

Recreation Grand Total 357 acres

The Shasta District Fairground is situated on 65 acres featuring over 50,000 square feet of exhibit space in a park-like setting. The Fairgrounds are operated by the Fair Board and are not subject to City regulations. The Shasta District Fairgrounds has 3 large parking lots to accommodate 2,500 cars. The Shasta District Fairgrounds is the home of the annual Shasta District Fair held the 3rd week in June. The Fair draws over 105,000 people during the 5-day event, the largest event in Shasta County. The Fair features livestock exhibits, arts and crafts, carnival, entertainment, food and drink. The facility is classified as a regional park and is used year-round.

Anderson Union High School, operated by the Anderson High School District, includes substantial recreational and sports facilities on a 98 acre campus located on Ferry Street. The campus is within the Anderson City limits.

The total acreage of existing park and recreation facilities in the entire Planning area (City limits plus unincorporated area) is 798.7 acres. The Planning Area encompasses 12.9 square miles in the Sphere of Influence plus 6.3 square miles within the City Limits for a total of 19.2 square miles. Thus, existing parks and recreation areas, as defined to include school ground with public-access recreational areas comprise 6 percent of the Planning area.

7.1.2 Park Classification and Standards

The following classification system and standards are established, pending revision by the Park and Recreation System Master Plan and appropriate amendment to this General Plan:

A. Community Parks

Service area: City wide and unincorporated

Planning Area acreage standard: 5 acres/1,000 population

Minimum size: 40 acres

B. Neighborhood Parks

Service area: ½ mile radius (based on walking distance)

Acreage standard: 5 acres/1,000 population

Minimum size: 2 acres

C. Regional Parks

Services area: Larger than Community Park

Planning Area acreage standard: None

Minimum size: No standard

D. Specialized Areas and Special Purpose Parks

Service area: Variable, Trails, Private Parks, Mini-parks

Acreage standard: No standard

Minimum size: No standard

7.2 Recreation Issues

7.2.1 Park and Recreation Organization and Administration

Park and recreation organization and administration is critical to the provision of municipal recreation facilities and services. The City of Anderson recognized this need when it created the Parks and Recreation Commission in 1976. In a period of rising public expectations and expanding definitions of the recreation function, professional management and administration is a prerequisite to any public-sector recreation program.

7.2.2 Expanding Scope of the Park and Recreation Function

In decades past, the park-recreation function consisted of little more than acquiring, developing and maintaining traditional parks. Little changed from year to year – park facilities stayed the same and new parks were rarely added to the system. Public recreation today has changed dramatically, based on public expectations, needs and demands. There is a greater emphasis on recreation programs, organized activities and events. Public trails, pathways, linear parkways, mini-parks and natural open space are very different from conventional parks. Cultural facilities represent a further expansion of the community's perception of recreation**.**

7.2.3 Inter-agency Coordination

As Anderson enhances its park-recreation facilities and services over the next 20 years, substantial coordination with outside organizations, governmental and private, is imperative.

Involvement with Shasta County is essential to assure that the needs of citizens in the entire Community Region (Sphere of Influence, Planning Area) are addressed in a coordinated manner.

Implementation of a Trails Network will require close coordination with Shasta County and the California Department of Parks and Recreation, Shasta District Fair Board and other agencies, if for no other reason than to assure access to public and quasi-public easements and rights-of-way. Similarly, private organizations have much to offer. Broader responsibilities and an expanded "scope of services" will necessitate unprecedented coordination and cooperation with outside entities.

7.2.4 Additional Park Needs

The following are identified as high priority park needs, subject to further analysis during the Parks and Recreation System Master Plan process:

A. Extend, Enlarge and Protect Anderson River Park
B. Infill area neighborhood parks
C. Neighborhood parks in all Special Development Areas, when needed
D. Provision for existing and future parks to serve as "community gathering places"

7.3 Recreation Trails Network

7.3.1 Recreation Trails Introduction

Creation of a pedestrian network serving Anderson and the Planning Area is a high priority of this General Plan. The Trails Sidewalks Network Concept Plan Map has been developed to show the conceptual "multipurpose" trail-sidewalk system directed by policies in the Recreation Element, Circulation Element, and Conservation/Open Space Element.

Versions of the trails concept have been part of Anderson General Plans since the first General Plan was adopted in 1968. Progress has been made in partnership with Public Health and State agency partners.

The Trails-Sidewalks Network is multi-purpose in that it serves both utilitarian and recreational needs. It is for the use of pedestrians, bicyclists and equestrians, though not all segments are intended for use by all. The concept plan provides for a comprehensive system, not just isolated segments, for non-motorized vehicular use.

7.3.2 Recreation Trails Features

Following is a summary of features of the trails portion of the Trails-Sidewalks network:

A. An integrated pedestrian/bicycle/equestrian "greenway" system for recreation and non-motorized vehicular transportation uses.

B. Combines natural trails, where appropriate, with sidewalks set back from roadways in areas where trails are impractical.

C. Utilizes public lands and rights-of-way to the maximum extent.

D. Utilizes donations, easement dedications, development rights concessions and "friendly acquisition" of private land.

E. Courses through designated open space and natural areas, providing access to Anderson's natural amenities.

F. Provides linkages between neighborhoods, recreation areas and parks, commercial, employment and cultural centers.

G. Ties into external networks, including the Shasta County Trail System.

H. Sidewalk segments - to be constructed along at least one side of all existing arterials and collectors – to be constructed on both sides of all new streets and roads other than freeways; and expressways – to be separated by a minimum of 8 feet from the edge of paved roadway, except in prohibitive circumstances.

I. Trails segments – to occupy easements of 10 feet to 20 feet, unless exceptional circumstances dictate narrower widths; all segments available to pedestrians, wider segments provided for separate bicycle routes, equestrian routes determined selectively.

7.4 Recreation Goals, Objectives, Policies and Implementation Programs

7.4.1 Recreation Policies (RPP)

RPP-1 Allow for expanded and diverse recreational programs, areas and opportunities.

RPP-2 Facilitate community and cultural opportunities.

RPP-3 Encourage private facilities and programs to supplement public facilities and programs.

RPP-4 Promote City-sponsored recreation programs. (Health and Safety Element)

RPP-4 Establish general purpose community gathering places and facilities. (Noise Element)

RPP-5 Provide parks and open spaces of different sizes and types to respond to the needs of a diverse population, including trails for pedestrian and equestrian use, bicycle pathways, linear parkways and park-like natural areas. (Open Space and Conservation Element) (Housing Element)

RPP-6 The parkland dedication standard shall be 5 acres per 1,000 population (for either neighborhood or community parks) consistent with the Quimby Act. (Land Use Element)

RPP-7 Ensure that neighborhood-park needs as well as community and regional-park needs are met.

RPP-8 Consider establishment of a City-sponsored open space district to operate and manage exiting and future open space resources. (Open Space and Conservation Element)

RPP-9 Formalize and enhance walking trails in existing City parks. (Air Quality Element) (Circulation Element) (Health and Safety Element)

RPP-10 Provide non-motorized linkages between parks and open spaces. (Air Quality Element) (Circulation Element)

RPP-11 Cooperate with other jurisdictions to address regional park and recreation needs.

RPP-12 Develop performing arts in various venues, including a performing arts center.

RPP-13 Support efforts to establish a community center for mixed ages and a variety of uses.

RPP-14 Develop and promote community trails to provide health benefits for all residents. (Health and Safety Element)

RPP-15 Wherever possible, parking facilities for parks shall be located so as to provide shared-use opportunities with other public facilities such as schools.

7.4.2 Recreation Implementation Actions and Strategies (RPI)

RPI-1 Update Parks and Recreation System Master Plan, incorporating appropriate provisions of this General Plan (including the Trails-Sidewalks Network Concept Plan) into the Master Plan. Establish clear priorities and phasing plans as part of the Master Plan process.

RPI-2 Establish a formal mechanism for ongoing coordination with Shasta County to include, but not be limited to, joint-facility funding, agreement on plans, programs, services and activities.

RPI-3 Establish and use neighborhood planning and participation to determine localized needs and desires for facilities and services.

RPI-4 Pursue alternatives for funding recreation areas via homeowners associations, assessment districts and private organizations to ensure that parks are adequately funded.

RPI-5 Provide a focal point and coordinating mechanism for the efforts of non-governmental entities involved in the acquisition of property or property rights related to City Parks and Recreation facilities.

RPI-6 Reserve land or entitlements in advance of need. Accept dedications and donations if potentially useful for future facilities.

RPI-7 Inform the general public of recreation-related facilities, services and future plans and actively solicit public opinion in return.

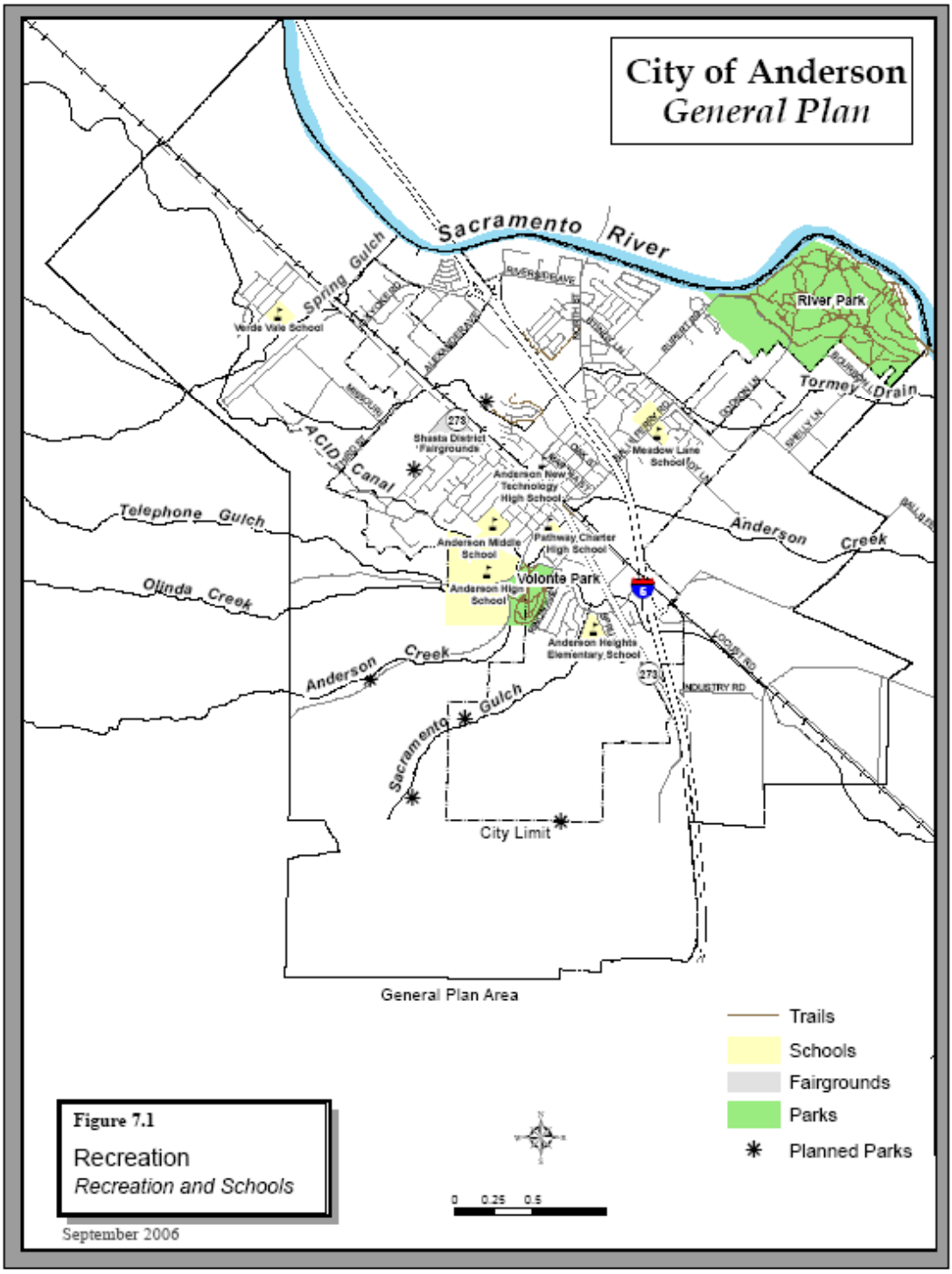
RPI-8 Private recreation areas shall be policed by the Anderson Police Department, which shall have full access to such facilities as needed to enforce public safety measures.

RPI-9 Assign full responsibility to the Parks and Recreation Commission for recreation and related planning, programming and administration.

RPI-10 Require a financial impact analysis during the review of development projects so the financial impacts to the City of providing required public recreation facilities and services will be explained and require that each project properly compensate for the full cost of providing those facilities and services through fee and other programs.

RPI-11 Annually review and amend fee and other programs that assure that the need of residents for public recreation services and facilities will be adequately served.

7.5 Recreation Map



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LIST OF GENERAL PLAN CODES

AP	Agricultural Resource Policy
AI	Agricultural Resource Implementation
AHP	Airport Hazard Policy
AHI	Airport Hazard Implementation
AQP	Air Quality Policy
AQI	Air Quality Implementation
BP	Bicycle and Pedestrian Policy
BI	Bicycle and Pedestrian Implementation
BRP	Biological Resource Policy
BRI	Biological Resource Implementation
CP	Commercial Land Use Policy
CI	Commercial Land Use Implementation
CRP	Cultural Resource Policy
CRI	Cultural Resource Implementation
ECP	Energy Conservation Policy
ECI	Energy Conservation Implementation
EP	Emergency Planning Policy
EI	Emergency Planning Implementation
FP	Fire Protection Policy
FI	Fire Protection Implementation
FHP	Flood Hazard Policy
FHI	Flood Hazard Implementation
GG	General Goal
GP	General Land Use Policy
GI	General Land Use Implementation

HP	Historic Resource Policy
HI	Historic Resource Implementation
HMP	Hazardous Material Policy
HMI	Hazardous Material Implementation
IP	Industrial Land Use Policy
II	Industrial Land Use Implementation
MUP	Mixed-Use Land Use Policy
MUI	Mixed-Use Land Use Implementation
NP	Noise Policy
NI	Noise Mitigation Implementation
OP	Open Space Land Use Policy
OI	Open Space Land Use Implementation
OSP	Open Space Resources Policy
OSI	Open Space Resources Implementation
PP	Parking Policy
PI	Parking Implementation Measure
PPP	Police Protection Policy
PPI	Police Protection Implementation
PHP	Public Health Policy
PHI	Public Health Implementation
RP	Residential Land Use Policy
RI	Residential Land Use Implementation
RPP	Recreation and Park Policy
RPI	Recreation and Park Implementation
RRP	Railroad Policy
RRI	Railroad Implementation
SP	Streets and Roadways Policy
SI	Streets and Roadways Implementation
SRP	Scenic Resources Policy
SRI	Scenic Resources Implementation
SSP	Seismic Safety Policy
SSI	Seismic Safety Implementation
TP	Transit Policy
TI	Transit Implementation
UP	Utility Policy
UI	Utility Implementation
WSP	Water System Policy
WSI	Water System Implementation
WWP	Waste Water Policy
WWI	Waste Water Implementation

GENERAL PLAN ABBREVIATIONS

ACID Anderson-Cottonwood Irrigation District

ALUC Airport Land Use Commission

ADA Americans with Disabilities Act

CEQA California Environmental Quality Act

CESA California Endangered Species Act

CIP Capital Improvement Program

CNEL Community Noise Equivalent Level

CWA Federal Clean Water Act

EIR Environmental Quality Act

ESA Federal Endangered Species Act

FEMA Federal Emergency Management Administration

FIRM Flood Insurance Rate Map

GPM Gallons per minute

LAFCO Local Agency Formation Commission

LOS Level of Service (Traffic)

MGD Million gallons per day

MOU Memorandum of Understanding

NAHC Native American Heritage Commission

PG&E Pacific Gas and Electric Company

RABA Redding Area Bus Authority

RTPA Regional Transportation Planning Agency

SOI Sphere of Influence

TOD Transit-Oriented Development

UBC Uniform Building Code

GENERAL PLAN DEFINITIONS

Acres, Gross: The entire acreage of a site. This may include acreage to the centerline of streets or to the edge of the right-of-way depending upon the deed.

Agriculture: Use of land for the production of food and fiber, including the growing of crops and/or the grazing of animals on natural prime or improved pasture land.

Arterial: Medium-speed (30-40 mph), medium-capacity (10,000 to 35,000 average daily trips) roadway that provides intra-community travel and access to the city-wide highway system. Access to community arterials should be provided at collector roads and local streets, but direct access from parcels to existing arterials is common.

Bicycle Lane (Class II Facility): A corridor expressly reserved for bicycles, existing on a street or roadway in addition to any lanes for use by motorized vehicles.

Bicycle Path (Class I Facility): A paved route not on a street or roadway and expressly reserved for bicycles traversing an otherwise unpaved area. Bicycle paths may parallel roads but typically are separated from them by landscaping.

Bicycle Route (Class III Facility): A facility shared with motorists and identified only by signs, a bicycle route has no pavement markings or lane stripes.

Bikeways: A term that encompasses bicycle lanes, bicycle paths, and bicycle routes.

Buffer Zone: An area of land separating two distinct land uses that acts to soften or mitigate the effects of one land use on the other.

California Environmental Quality Act (CEQA): A State Law requiring State and local agencies to regulate activities with consideration for environmental protection. If a proposed activity has the potential for a significant adverse environmental impact, an environmental impact report (EIR) must be prepared and certified as to its adequacy before taking action on the proposed project.

Caltrans: California Department of Transportation.

Capital Improvements Program (CIP): A program established by the City and reviewed by the Planning Commission, which schedules permanent improvements, usually for a minimum of five years in the future, to fit the projected fiscal capability of the City. The Program generally is reviewed annually, for conformance to and consistency with the General Plan.

Collector: Relatively-low-speed (25-30 mph), relatively-low-volume (5,000 to 20,000) average daily trips) street that provides circulation within and between neighborhoods. Collectors usually serve short trips and are intended for collecting trips from local streets and distributing them to the arterial network.

Community Facilities District: Under the Mello-Roos Community Facilities Act of 1982 (Section 53311, et seq.) a legislative body may create within its jurisdiction a special tax district that can finance tax-exempt bonds for the planning, design, acquisition, construction, and/or operation of public facilities, as well as public services for district residents. Special taxes levied solely within the district are used to repay the bonds.

Community Noise Equivalent Level (CNEL): A 24-hour energy equivalent level derived from a variety of single-noise events, with weighting factors of 5 and 10 dBA applied to the evening (7p.m. to 10 p.m.) and nighttime (10 p.m. to 7 a.m.) periods to allow for greater sensitivity to noise during these hours.

Community Park: Land with full public access intended to provide recreation opportunities beyond those supplied by neighborhood parks. Community parks are larger in scale than neighborhood parks but smaller than regional parks.

Conservation: The management of natural resources to prevent waste, destruction or neglect.

Consistency; Consistent with: Free from significant variation or contradiction. The various diagrams, text, goals, policies, and programs in the General Plan must be consistent with each other, not contradictory or preferential. The term "consistent with" is used interchangeable with "conformity with". The courts have held that the phrase "consistent with" means "agreement with; harmonious with." The term "conformity" means in harmony therewith or agreeable to *(Sec 58 Ops.Cal.Atty.Gen.21, 25[1975]).* California Law also requires that a general plan be internally consistent and also requires consistency between a general plan and implementation measures such as the zoning ordinance. As a general rule, an action program or project is consistent with the general plan if, considering all its aspects, it will further the objectives and policies of the general plan and not obstruct their attainment.

Day-Night Average Sound Level (Ldn): The A-weighted average sound level for a given area (measured in decibels) during a 24-hour period with a 10dBA weighting applied to night-time sound levels. The Ldn is approximately numerically equal to the CNEL for most environmental settings.

dBA: The "A-weighted" scale for measuring sound in decibels; weighs or reduces the effects of low and high frequencies in order to simulate human hearing. Every increase of 10dBA doubles the perceived loudness though the noise is actually ten times more intense.

Decibel (dB): A unit used to express the relative intensity of a sound as it is heard by the human ear.

Density, Residential: The number of permanent residential dwelling units per acre of land. Densities specified in the General Plan may be expressed in units per gross acre.

Endangered Species: A species of animal or plant whose prospects for survival and reproduction are in immediate jeopardy from one or more causes.

The Federal Endangered Species Act (ESA) is administered by the U.S. Fish and Wildlife Service. This Act applies to impacts to federally listed species, or to habitat occupied by federally listed species. ESA Section 9 forbids specified acts that directly or indirectly harm listed species. Section 9 also prohibits "taking" any species of wildlife or fish listed as endangered. These restrictions apply to all Federal agencies and to all persons subject to United States jurisdiction.

The California Endangered Species Act (CESA) is a State program similar in scope and nature to the federal ESA, but focused on plant and wildlife species identified as threatened and endangered within the State of California. The California Department of Fish and Game administers the CESA regulations.

Environmental Impact Report (EIR): A report required pursuant to the California Environmental Quality Act that assesses all the environmental characteristics of an area, determines what effects or impact will result if the area is altered or disturbed by a proposed action, and identifies alternatives or other measures to avoid or reduce those impacts. (See California Environmental Quality Act.)

Environmental Justice: The fair treatment of people of all races, cultures, and incomes with respect to the development, adoption, implementation, and enforcement of environmental laws, regulations and policies (Government Code Section 65040.12).

Expressway: A divided multi-lane major arterial street for through traffic with partial control of access and with grade separations at major intersections.

Feasible: Capable of being accomplished in a successful manner within a reasonable time taking into account economic, environmental, social, and technological factors.

Flood Insurance Rate Map (FIRM): For each community, the official map on which the Federal Insurance Administration has delineated area of special flood hazard and the risk premium zones applicable to that community.

Flooding: A rise in the level of a water body or the rapid accumulation of runoff, including related mudslides and land subsidence, that results in the temporary inundation of land that is usually dry. Riverine flooding, coastal flooding, mud flows, lake flooding, alluvial fan flooding, flash flooding, levee failures, tsunamis, and fluvial stream flooding are among the many forms that flooding takes.

Floodplain: The relatively level land area on either side of the banks of a stream regularly subject to flooding; That part of the floodplain subject to a one percent chance of flooding in any given year is designated as an “area of special flood hazard” by the Federal Insurance Administration.

Floodplain Fringe: All land between the floodway and the upper elevation of the 100 year flood.

Floodway: The channel of a river or other watercourse and the adjacent land areas that must be reserved in order to discharge the “base flood” without cumulatively increasing the water surface elevation more than one foot. No development is allowed in floodways.

Freeway: A high-speed, high-capacity, limited-access road serving regional and countywide travel. Such roads are free of tolls, as contrasted with turn-pikes or other toll roads. Freeways generally are used for long trips between major land use generators. At Level of Service E, they carry approximately 1,875 vehicles per lane per hour in both directions. Major streets cross at a different grade level.

Groundwater: Water under the earth's surface, often confined to aquifers capable of supplying wells and springs.

Habitat: The natural environment of a plant or animal.

Hazardous Material: Any substance that, because of its quantity, concentration, or physical or chemical characteristics, poses a significant present or potential hazard to human health and safety or to the environment if released into the workplace or the environment. The term includes, but is not limited to, hazardous substances and hazardous wastes. A Hazardous Material is an injurious substance, including pesticides, herbicides, toxic metals, and chemicals, liquefied natural gas, explosives, volatile chemicals and nuclear fuels.

Historic Preservation: The preservation of historically significant structures and neighborhoods in order to facilitate restoration and rehabilitation of the building(s) to a former condition.

Important Farmland Map: Maps maintained by the California Department of Conservations' Farmland Mapping and Monitoring Program to show farmland and urban areas in California. These maps use the following classifications:

Prime Farmland (P): Farmland with the best combination of physical and chemical features able to sustain long term agricultural production. This land has the soil quality, growing season, and

moisture supply needed to produce sustained high yields. Land must have been used for irrigated agricultural production at some time during the four years prior to the mapping date.

Farmland of Statewide Importance (S): Farmland similar to Prime Farmland but with minor shortcomings, such as greater slopes or less ability to store soil moisture. Land must have been used for irrigated agricultural production at some time during the four years prior to the mapping date.

Unique Farmland (U): Farmland of lesser quality soils used for the production of the state's leading agricultural crops. This land is usually irrigated, but may include nonirrigated orchards or vineyards as found in some climatic zones in California. Land must have been cropped at some time during the four years prior to the mapping date.

Farmland of Local Importance (L): Land of importance to the local agricultural economy as determined by each county's board of supervisors and a local advisory committee.

Grazing Land (G): Land on which the existing vegetation is suited to the grazing of livestock. This category was developed in cooperation with the California Cattlemen's Association, University of California Cooperative Extension, and other groups interested in the extent of grazing activities. The minimum mapping unit for Grazing Land is 40 acres.

Urban and Built-up Land (D): Land occupied by structures with a building density of at least 1 unit to 1.5 acres, or approximately 6 structures to a 10-acre parcel. This land is used for residential, industrial, commercial, construction, institutional, public administration, railroad and other transportation yards, cemeteries, airports, golf courses, sanitary landfills, sewage treatment, water control structures, and other developed purposes.

Other Land (X): Land not included in any other mapping category. Common examples include low density rural developments; brush, timber, wetland, and riparian areas not suitable for livestock grazing; confined livestock, poultry or aquaculture facilities; strip mines, borrow pits;

and water bodies smaller than forty acres. Vacant and nonagricultural land surrounded on all sides by urban development and greater than 40 acres is mapped as Other Land.

Water (W): Perennial water bodies with an extent of at least 40 acres.

Industrial: The manufacture, production, and processing of consumer goods. Industrial is often divided into "heavy industrial" uses, such as construction yards, quarrying, and factories; and "light industrial" uses, such as research and development and less intensive warehousing and manufacturing.

Infill Development: Development of vacant land (usually individual lots or leftover properties) within areas that are already largely developed.

Intensity, Building; For residential uses, the actual number or the allowable range of dwelling units per net or gross acre. For non-residential uses, the actual or the maximum permitted floor area ratios (FARs).

Land Use Classification: A system for classifying and designating the appropriate use of properties.

Leapfrog Development; New development separated from existing development by substantial vacant land.

Leq: The energy equivalent level, defined as the average sound level on the basis of sound energy (or sound pressure squared). The Leq is a "dosage" type measure and is the basis for the descriptors used in current standards, such as the 24-hour CNEL used by the State of California.

Level of Service (Traffic): A scale that measures the amount of traffic that a roadway or intersection can accommodate, based on such factors as maneuverability, driver dissatisfaction, and delay.

According to the Transportation Research Board's 1985 Highway Capacity Manual Special Report 209, level-of-service is a qualitative measure describing the efficiency of a traffic stream. It also describes the way such conditions are perceived by persons traveling in a traffic stream. Level-of-service measurements describe variables such as speed and travel time, freedom to maneuver, traffic interruptions, traveler comfort and convenience, and safety.

Measurements are graduated ranging from level-of-service A (representing free flow and excellent comfort for the motorist, passenger or pedestrian) to level-of-service F (reflecting highly congested traffic conditions where traffic volumes exceed the capacities of streets, side-walks, etc.)

Levels-of-service can be determined for freeways, multi-land highways, two-lane highways signalized intersections, intersections that are not signalized, arterials, and transit and pedestrian facilities.

Level of Service A: Indicates a relatively free flow of traffic, with little or no limitation on vehicle movement or speed.

Level of Service B: Describes a steady flow of traffic, with only slight delays in vehicle movement and speed. All queues clear in a single signal cycle.

Level of Service C: Denotes a reasonable steady, high-volume flow of traffic, with some limitations on movement and speed, and occasional backups on critical approaches.

Level of Service D: Designates the level where traffic nears an unstable flow. Intersections will still function, but short queues develop and cars may have to wait through one cycle during short peaks.

Level of Service E: Represents traffic characterized by slow movement and frequent (although momentary) stoppages. This type of congestion is considered severe but is not uncommon at peak traffic hours, with frequent stopping, long-standing queues, and blocked intersections.

Level of Service F: Describes unsatisfactory stop-and-go traffic characterized by traffic jams and stoppages of long duration. Vehicles at signalized intersections usually have to wait through one or more signal change and "upstream" intersections may be blocked by the long queues.

Liquefaction: The transformation of loose, wet soil from a solid to a liquid state, often as a result of ground shaking during an earthquake.

Local Agency Formation Commission (LAFCO): A five-or seven-member commission within each county that reviews and evaluates all proposals for formation of special districts, incorporation of cities, annexation to special districts or cities, consolidation of districts, and merger of districts with cities.

Each county's LAFCO is empowered to approve, disapprove, or conditionally approve such proposals. The LAFCO members generally include two county supervisors, two city council members, and one member representing the general public. Some LAFCOs include two representatives of special districts.

Local Street: A street providing direct access to properties and designed to discourage through-traffic.

L10: A statistical descriptor indicating peak noise levels—the sound level exceeded ten percent of the time. It is a commonly used descriptor of community noise and has been used in Federal Highway Administration Standards and the standards of some cities and counties.

Manufactured Housing: Residential structures that are constructed entirely in the factory and that, since June 15, 1976, have been regulated by the Federal Manufactured Home Construction and Safety Standards Act of 1974 under the administration of HUD. (See "Mobilehome")

Mello-Roos Bonds: Locally issued bonds that are repaid by a special tax imposed on property owners within a community facilities district established by a governmental entity. The bond proceeds can be used for public improvements and for a limited number of services. Named after the program's legislative authors.

Mercalli Intensity Scale: A subjective measure of the observed effect (human reactions, structural damage, geologic effects) of an earthquake. The Mercalli Scale is expressed in Roman numerals from I to XII with XII being the worst earthquake and I being the mildest earthquake.

Minipark: A small neighborhood park of approximately one acre or less.

Mixed Use: Properties on which various uses such as office, commercial, institutional, and residential are combined in a single building or on a single site in an integrated development project with significant functional interrelationships and a coherent physical design. A "single site" may include contiguous properties.

Mobilehome: A structure, transportable in one or more sections built on a permanent chassis and designed for use as a single-family dwelling unit that (1) has a minimum of 400 square feet of living space; (2) has a minimum width in excess of 102 inches; (3) is connected to all available permanent utilities; and (4) is tied down (a) to a permanent foundation on a lot either owned or

leased by the homeowner or (b) is set on piers, with wheels removed and skirted, in a mobilehome park. (See "Manufactured Housing").

Native American Heritage Commission (NAHC): The primary agency with regard to archaeological and cultural resource sites (including burials), land, and artifacts of Native American religious, historical, or cultural significance.

Neighborhood: A planning area commonly identified as such in a community's planning documents, and by the individuals residing and working within the neighborhood. Documentation may include a map prepared for planning purposes, on which the names and boundaries of the neighborhood are shown.

Neighborhood Park: City owned land intended to serve the recreation needs of people living or working within one-half mile radius of the park.

Noise: Any sound that is undesirable because it interferes with speech and hearing, or is intense enough to damage hearing, or is otherwise annoying. Noise, simply, is "unwanted sound."

Noise Contour: A line connecting points of equal noise level as measured on the same scale. Noise levels greater than the 60Ldn contour (measured in dBA) require noise attenuation in residential development.

Old Town Core: This is the major commercial downtown center of the City. This may have been known in the past as the Central Business District (CBD). The guidelines for delineating a downtown area are defined by the U.S. Census of Retail trade, with specific boundaries being set by the City.

Open Space Land: Any parcel or area of land or water that is essentially unimproved and devoted to an open-space use for the purposes of (1) the preservation of natural resources, (2) the managed production of resources, (3) outdoor recreation, or (4) public health and safety.

Paratransit: Transportation systems such as jitneys, car pooling, van pooling, taxi service, and dial-a-ride arrangements.

Planning Area: The area directly addressed by the General Plan. The City's Planning Area encompasses the City Limits and potentially annexable land within the Sphere of Influence.

Planning Commission: A body, usually having five members, created by the City in compliance with California law (Section 65100 of the Government Code) which requires the assignment of the planning functions of the City of a planning department, planning commission, hearing officers, and/or the City Council itself, as deemed appropriate by the City Council.

Prime Agricultural Land: (1) Land used actively in the production of food, fiber, or livestock. (2) All land that qualifies for rating as Class I or Class II in the Natural Resources Conservation Service land use compatibility classifications. (3) Land that qualifies for rating 80 through 100 in the Storie Index Rating.

Public and Quasi-Public (Semi-Public) Facilities: Institutional, academic, governmental and community service uses, either owned publicly or operated by non-profit organizations, including private hospitals and cemeteries.

Recreation, Active: A type of recreation or activity that requires the use of organized play areas including, but not limited to, softball, baseball, football and soccer fields, tennis and basketball courts and various forms of children's play equipment.

Recreation, Passive: Type of recreation or activity that does not require the use of organized play areas.

Regional Park: A park typically 150-500 acres in size focusing on activities and natural features not included in most other types of parks and often based on a specific scenic or recreational opportunity.

Rezoning: An amendment to the map and/or text of a zoning ordinance to effect a change in the nature, density, or intensity of uses allowed in a zoning district and/or on a designated parcel or land area.

Right-of-Way: A strip of land occupied or intended to be occupied by certain transportation and public use facilities, such as roads, railroads, and utility lines.

Riparian Lands: Riparian lands are comprised of the vegetative and wildlife areas adjacent to perennial and intermittent streams. Riparian areas are delineated by the existence of plant species normally found near freshwater.

Seiche: An earthquake-generated wave in an enclosed body of water such as a lake, reservoir, or bay.

Seismic: Caused by or subject to earthquakes or earth vibrations.

Septic System: A sewage-treatment system that includes a settling tank through which liquid sewage flows and in which solid sewage settles and is decomposed by bacteria in the absence of oxygen. Septic systems are often used for individual-home waste disposal where an urban sewer system is not available.

Specific Plan: A tool authorized by Government Code Section 65450, et seq. for the systematic implementation of the general plan for a defined portion of a community's planning area. A specific plan must specify in detail the land uses, public and private facilities needed to support the land uses, phasing of development, and use of natural resources, and a program of implementation measures, including financing measures.

Sphere of Influence (SOI): The probable physical boundaries and service area of a local agency, as determined by the Local Agency Formation Commission (LAFCO) of the county.

Standards: (1) A rule or measure establishing a level of quality or quantity that must be complied with or satisfied. Government Code Section 65302 requires that general plans spell out the objectives, principles, "standards" and proposals of the general plan. Examples of standards might include the number of acres of park land per 1,000 population that the community will attempt to acquire and improve, or the "traffic Level of Service" (LOS) that the plan hopes to attain. (2) Requirements in a zoning ordinance that govern building and development as distinguished from use restrictions-for example, site-design regulations such as lot area, height limit, frontage, landscaping, and floor area ratio.

Subdivision: The division of a tract of land into defined lots, either improved or unimproved, which can be separately conveyed by sale or lease, and which can be altered or developed. "Subdivision" includes a condominium project as defined in Section 1350 of the California Civil Code and a community apartment project as defined in Section 11004 of the California Business and Professions Code.

Subdivision Map Act: Section 66410, et seq. of the California Government Code, this act vests in local legislative bodies the regulation and control of the design and improvement of subdivisions, including the requirement for tentative and final maps.

Subsidence: The sudden sinking or gradual downward settling and compaction of soil and other surface material with little or no horizontal motion. Subsidence may be caused by a variety of human and natural activity, including earthquakes.

Transit: The conveyance of person or goods from one place to another by means of a local public transportation system. Also, urban and suburban rail, bus systems, and ferryboats.

Transit-Dependent: Refers to persons unable to operate automobiles or other motorized vehicles, or those who do not own motorized vehicles. Transit-dependent citizens must rely on transit, paratransit, or owners of private vehicles for transportation. Transit-dependent citizens include the young, the handicapped, the elderly, the poor, and those with prior violations in motor vehicle laws.

Transit-Oriented Development (TOD): Moderate- to higher-density development, located within easy walk of a major transit stop, generally with a mix of residential, employment, and shopping opportunities designed for pedestrians without excluding the auto. TOD can be new construction or redevelopment of one or more building whose design and orientation facilitate transit use.

Transit, Public: A system of regularly-scheduled buses and/or trains available to the public on a fee-per-ride basis.

Tsunami: A large ocean wave generated by an earthquake in or near the ocean.

Uniform Building Code (UBC): A national, standard building code that sets forth minimum standards for construction.

Urban: Of, relating to, characteristic of, or constituting a city. Urban areas are generally characterized by moderate and higher density residential development (i.e., three or more dwelling units per acre), commercial development, and industrial development, and the availability of public services required for that development, specifically central water and sewer service, an extensive road network, public transit, and other such services (e.g., safety and emergency response). Development not providing such services may be “non-urban” or “rural”. CEQA defines “urbanized area” as an area that has a population density of at least 1,000 persons per square mile (Public Resources Code Section 21080.14(b)).

Urban Services: Utilities (such as water, gas, electricity, and sewer) and public services (such as police, fire protection, schools, parks, and recreation) provided to an urbanized or urbanizing area.

Urban Sprawl: Haphazard growth or outward extension of a city resulting from uncontrolled or poorly managed development.

Watershed: The total area above a given point on a watercourse that contributes water to its flow; the entire region drained by a waterway or watercourse that drains into a lake, or reservoir.

Wetlands: Transitional areas between terrestrial and aquatic systems where the water table is usually at or near the surface, or the land is covered by shallow water. Under a "unified" methodology now used by all Federal agencies, wetlands are defined as "those areas meeting certain criteria for hydrology, vegetation, and soils."

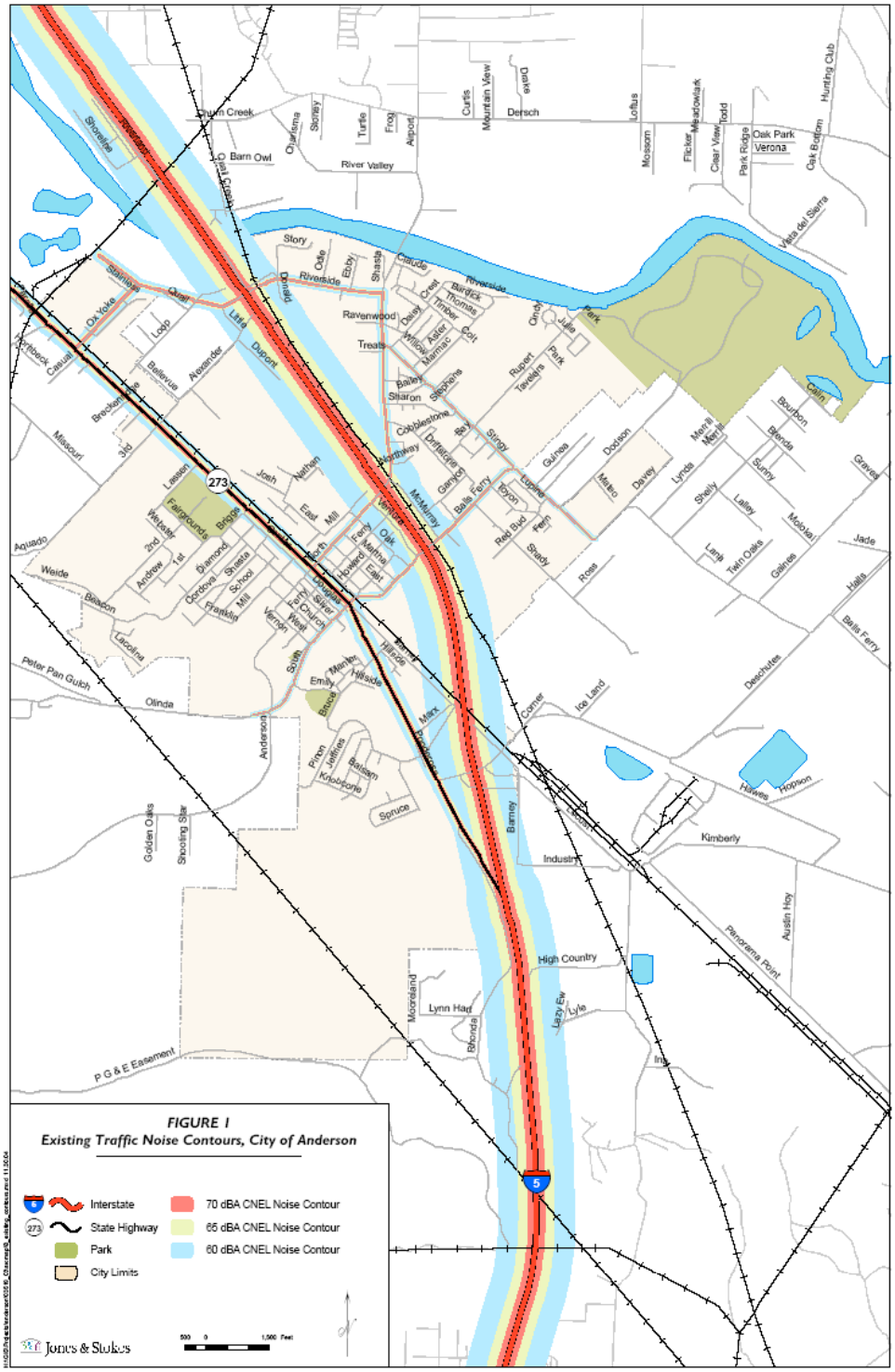
Zone, Combining: A special purpose zone that is superimposed over the regular zoning map. Combining zones are used for a variety of purposes, such as airport compatibility, floodplain or wetlands protection, historic designation, or special parking regulations. Also called "overlay zone."

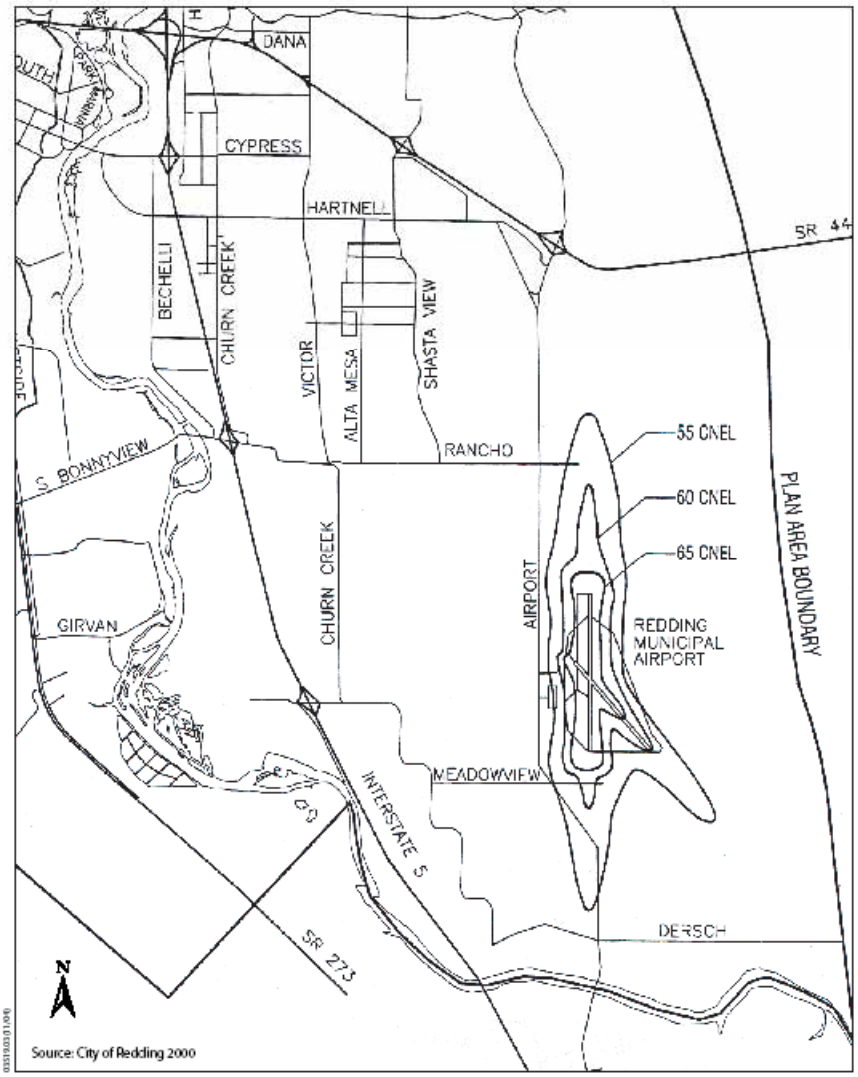
Zoning: The division of a city by legislative regulations into areas, or zones, that specify allowable uses for real property and size restrictions for buildings within these areas; a program that implements policies of the general plan.

Zoning District: A designated section of a city for which prescribed land use requirements and building and development standards are uniform.

APPENDIX A

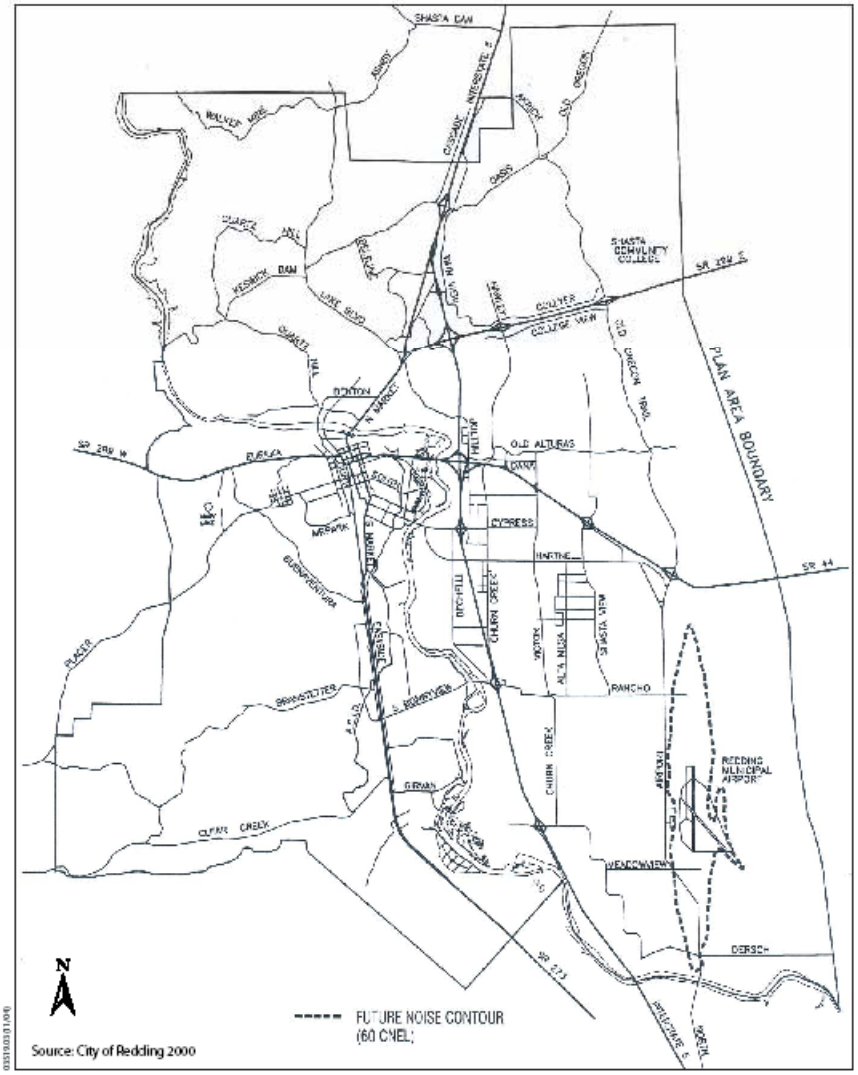
NOISE CONTOUR MAPS


Clover Creek
Barn Owl
River Valley
Dersch
Oak Park
Verona
Story
Riverside
Ravenwood
Treats
Cobblestone
Northway
Balls Ferry
Red Bud
Shady
Ross
Lassen
Josh
Nathen
Mill
Fairgrounds
Bridge
Oak
Martha
Howard
Elsie
Shasta
Schoo
Franklin
Vernon
West
Church
Silver
Hillside
Emily
Meeker
Marx
Bruce
Olinda
Peter Pan Gulch
Weide
Aquado
Andrew
Diamond
Cordova
Lacolina
Anderson
Pinon
Jeffries
Balsam
Knobstone
Spruce
Golden Oaks
Shooting Star
Barney
Industry
Kimberly
Deschutes
Ice Land
Corner
Harvest
Hopson
Panorama Point
Austin Hoy
High Country
Moorland
Lynn Had
Blonde
Lazy Ew
Lyle
Inlet
P G & E Easement
Bourbon
Cabin
Brenda
Sunny
Graves
Merrill
Merlin
Dodson
Davey
Lynds
Shelly
Lasley
Molokai
Jade
Twin Oaks
Galmes
Halls
Balls Ferry
Gulnac
Lupine
Tyron
Fern
Gamay
Driftstone
Sharon
Stephens
Baker
Rupert
Taveleira
Park
Julie
Orchard
Riverside
Burdick
Thomas
Timber
Colt
Miller
Aster
Marmac
Daisy
Claude
Ebby
Shasta
Ode
Story
Dunlap
Quail
Little
Loop
Ox Yoke
Stanislaus
Alexander
Bellevue
Dupont
Breckenridge
3rd
Missouri
Casual
Tributary
Turtle
Frog
Airport
Stoney
Oklahoma
Curtis
Mountain View
Duke
Lofius
Moscom
Flicker
Meadowlark
Clear View
Todd
Park Ridge
Oak Bottom
Hunting Club
Vista del Sierra
Shoreline
Shoreline
273
5
FIGURE 1
Existing Traffic Noise Contours, City of Anderson
Interstate
State Highway
Park
City Limits
70 dBA CNEL Noise Contour
65 dBA CNEL Noise Contour
60 dBA CNEL Noise Contour
Jones & Stokes



Jones & Stokes

Figure 2
Redding Municipal Airport
Existing Noise Contours



Jones & Stokes

Figure 3
Redding Municipal Airport
Future Noise Contours

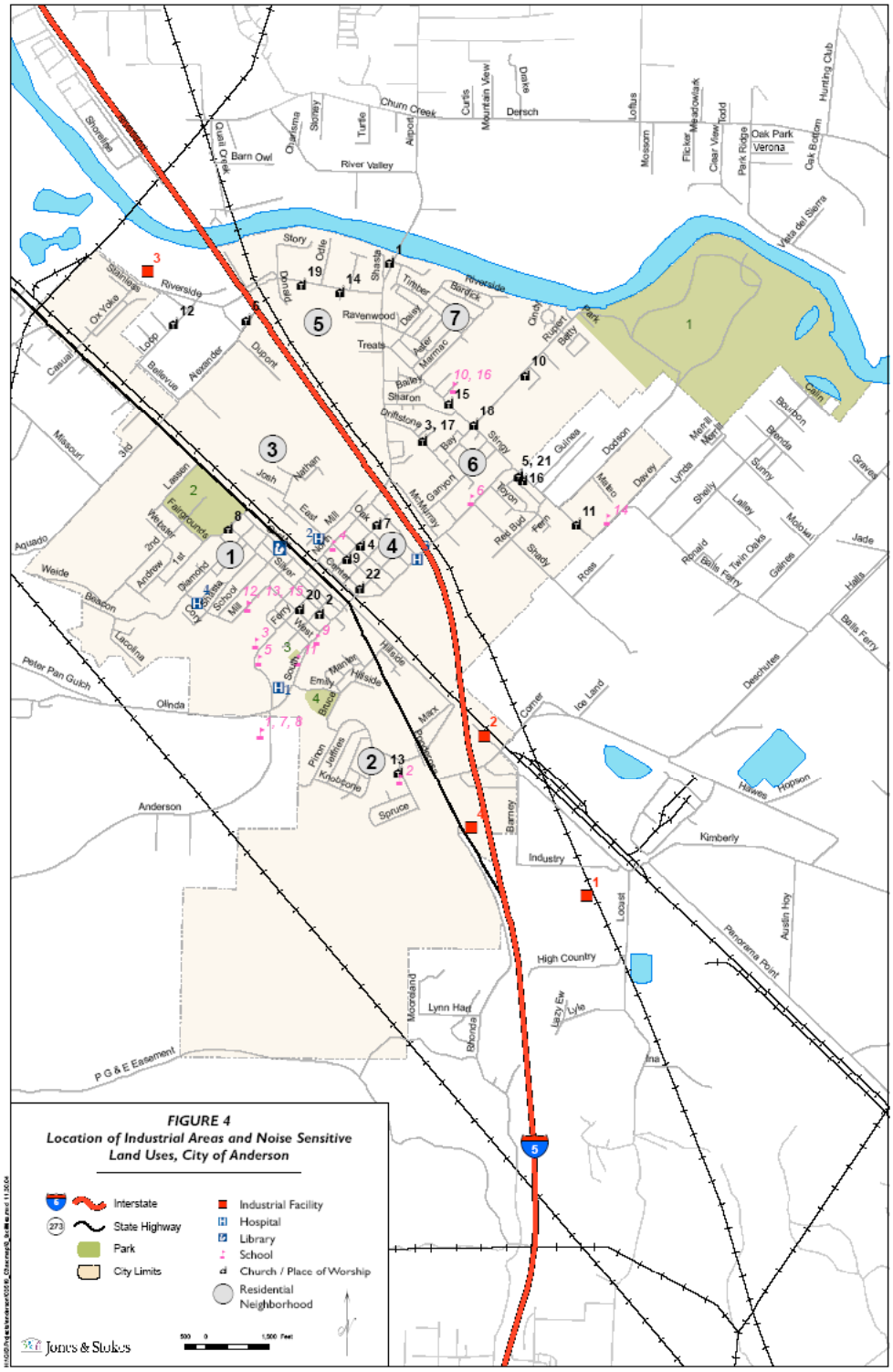
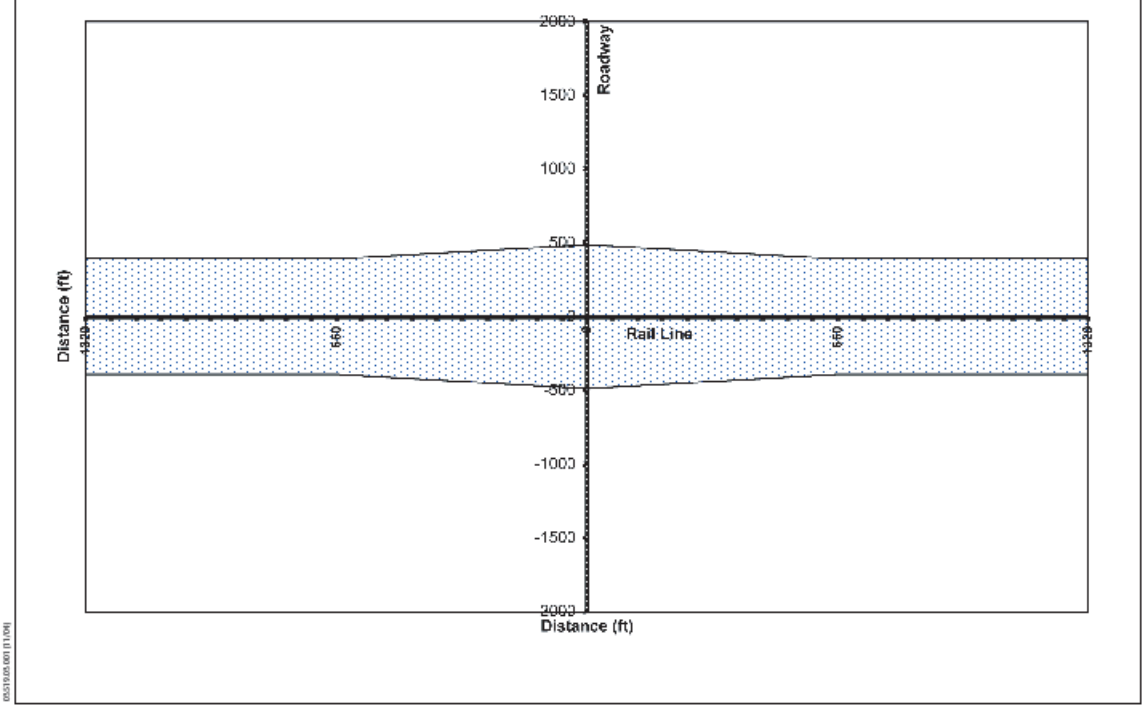
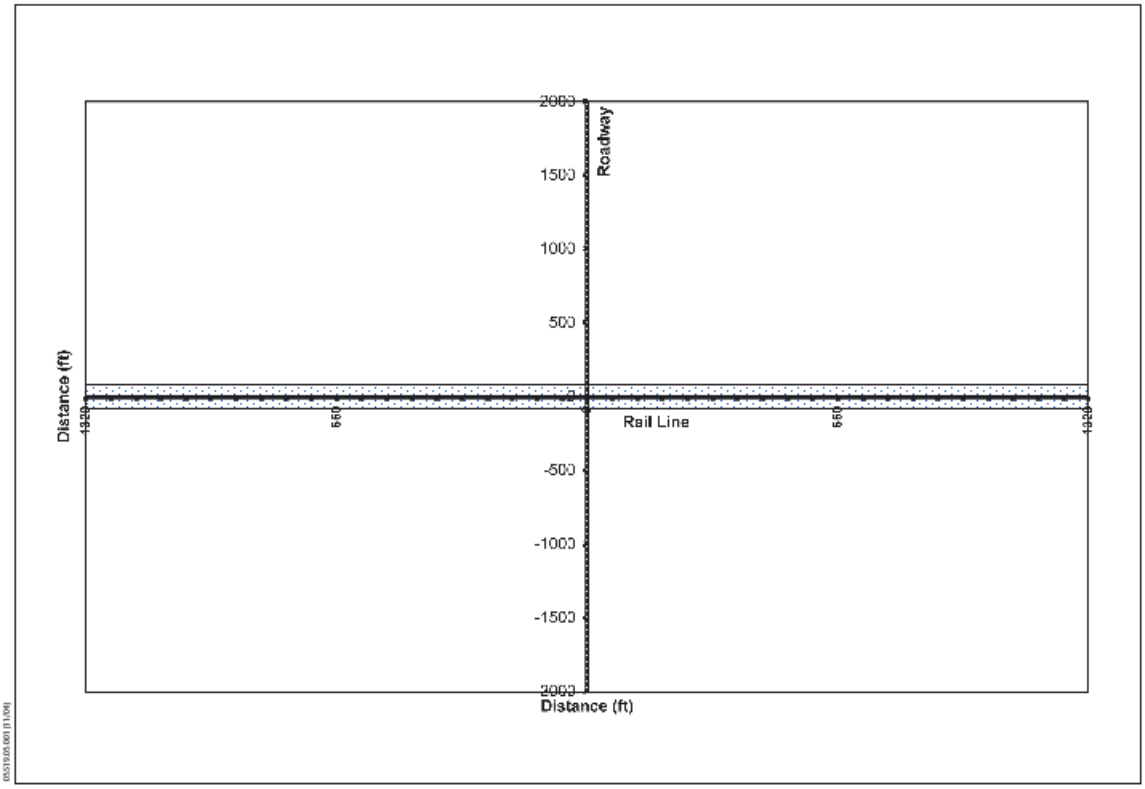


FIGURE 4
Location of Industrial Areas and Noise Sensitive Land Uses, City of Anderson



Jones & Stokes

Figure 5
Distance to 65 dBA, Ldn Contour (UPRR)



Jones & Stokes

Figure 6
Distance to 65 dBA, Ldn Contour (Amtrak)

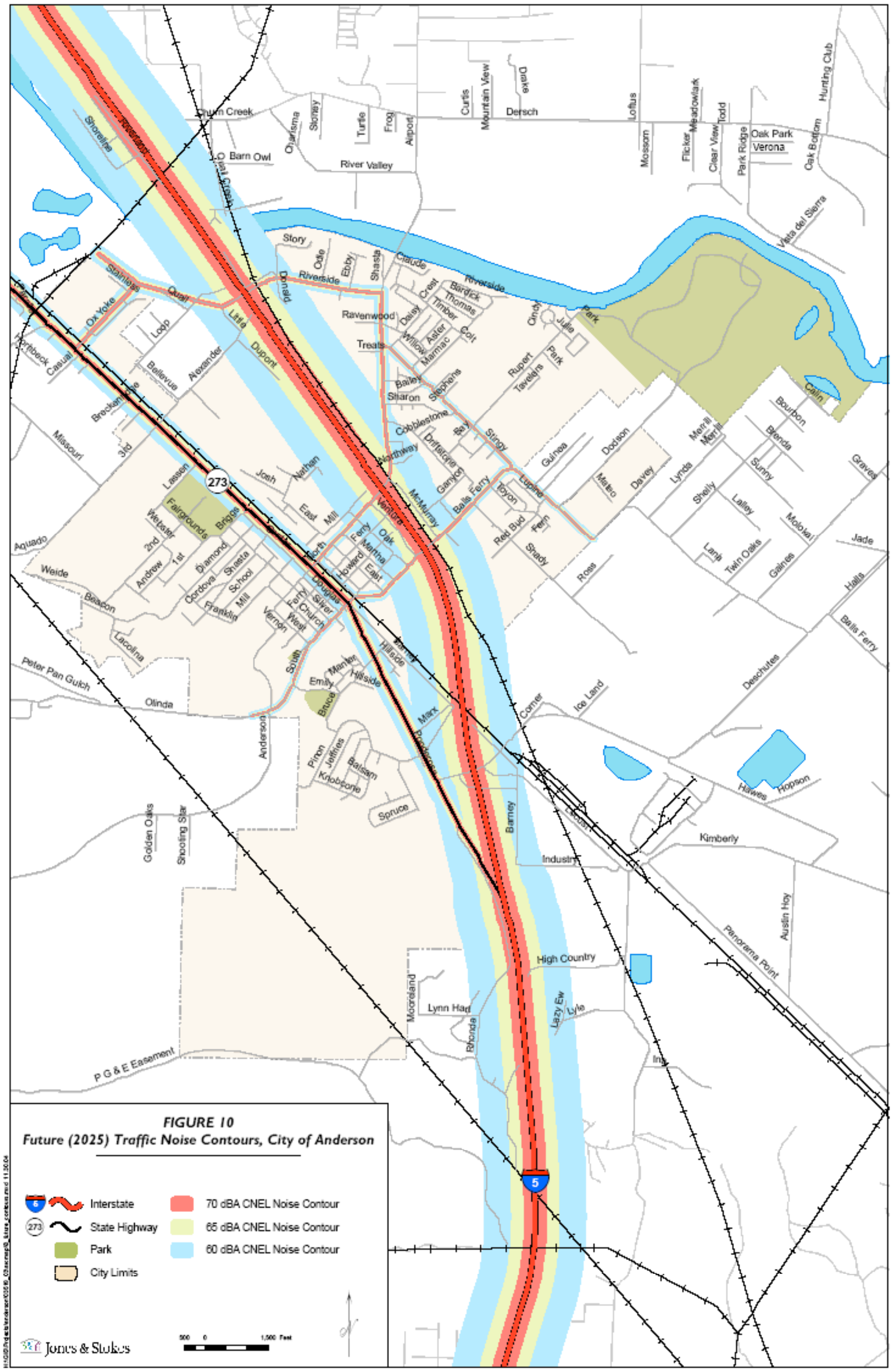


FIGURE 10
Future (2025) Traffic Noise Contours, City of Anderson
Interstate
State Highway
Park
City Limits
70 dBA CNEL Noise Contour
65 dBA CNEL Noise Contour
60 dBA CNEL Noise Contour
Jones & Stokes