



# CITY OF REDDING **GENERAL PLAN**



Draft



## **Note to Reviewer**

This document is the Public Review Draft of the 2023-2045 Redding General Plan. Because the City anticipates that there will be amendments made as a result of the public review process, the format has been kept simple to allow the document to be more easily modified to produce a final General Plan. As a result, you will find figures and maps located at end of each Element/chapter. Additionally, the draft does not contain photographs and other graphics that will be included in the final document. Note that since the required Housing Element is updated on a schedule established by state law and remains in effect until 2028, it is not part of this update effort.



# TABLE OF CONTENTS

## LIST OF FIGURES

## ACKNOWLEDGEMENTS

## INTRODUCTION

## COMMUNITY DEVELOPMENT AND DESIGN

Introduction.....	1
Purpose and Context .....	1
Authority .....	2
Background for Planning .....	3
Development Pattern and Land Use Organization.....	3
Opportunities to Influence Development Patterns .....	4
Community Characteristics.....	4
Central and West Redding .....	4
East Redding (Enterprise) .....	5
Dana Drive and Northeast Redding .....	6
South Redding.....	7
Opportunities to Improve the Community’s Appearance .....	7
The Land Use Plan.....	8
General Plan Land Use Classification .....	8
Residential.....	9
Commercial.....	11
Industrial .....	14
Other Classifications .....	14
Land Use Intensity Standards .....	18
Specific Plans and Comprehensive Land Use Plans.....	19
Goals and Policies .....	19
Future Urban Area .....	19
Providing Essential Services .....	21
Landform/Natural Environment.....	22
Waterways.....	23
Hillsides .....	25
Built Environment.....	26
Historic Preservation.....	27
Residential Neighborhoods – Infill Development .....	29



Neighborhood Preservation and Enhancement.....	32
Commercial Land Use Guidelines .....	33
Signs.....	37
Streets.....	37
Residential Streets.....	39
Community Building Height and the Relationship Between Buildings and Streets .....	41
Building Heights .....	41
Street Setbacks .....	42
Public Art.....	43
Administration and Implementation .....	44
Focus Areas.....	45
Redding Downtown .....	45
North Market Street .....	47
Riverfront Focus Area.....	49
Magnolia Neighborhood .....	49
California-Trinity Focus Area.....	50
Garden Tract Focus Area .....	51
Redding Regional Airport Environs Focus Area .....	52
Oasis Road Focus Area .....	53
Parkview Neighborhood Focus Area .....	54
Opportunity Areas.....	55
Hartnell and Victor Avenue .....	56
Bechelli Lane .....	56
South Market Street .....	56
Community Design and Development Figures 1-16 .....	58

## **TRANSPORTATION**

Introduction.....	1
Statutory Requirements.....	1
Authority .....	1
Complete Streets Act .....	2
Capital Improvement Programs .....	2
Vehicle Miles Traveled and SB 7#3 .....	2
Regional Transportation Planning .....	3
RTP/SCS for Shasta County Region .....	3
Local Mobility Setting .....	4
Travel Modes .....	4
Motor Vehicle Traffic .....	4
Bicycling and Walking .....	6
Existing Bicycle and Pedestrian Networks .....	7



Public Transit Service .....	8
Safety and Collisions .....	8
Circulation Plan .....	9
Street Classification System .....	10
Traffic Planning .....	12
Bikeway Network Plan .....	13
Types of Bikeway Facilities.....	13
Planned Bikeways .....	14
Planned Pedestrian Improvements .....	14
Goals and Policies .....	15
Complete Streets .....	15
Low-Stress Walk and Bikeways .....	19
Public Transportation.....	21
Vehicle Miles Traveled.....	22
Safety .....	22
Downtown.....	23
Parking .....	24
Regional Transportation Planning .....	25
Aviation.....	26
Rail Service and Facilities .....	26
Transportation Figures 1-12 .....	28

## **NATURAL RESOURCES**

Introduction.....	1
Purpose and Context .....	1
Authority .....	1
Conservation Element.....	2
Open Space Element .....	2
Goals and Policies.....	3
Surface and Groundwater Resources .....	3
Municipal Water Sources.....	3
Stormwater Management/Groundwater Recharge.....	4
Issues .....	4
Biological Resources .....	6
Open Space .....	11
Archaeological, Historic, and Cultural Resources .....	13
Mineral Resources .....	14
Energy Resources and Electrification .....	16
Agricultural Lands .....	17
Air Quality .....	18



Greenhouse Gases .....	18
Natural Resources Figures 1-5.....	23

## **PUBLIC SAFETY**

Introduction.....	1
Purpose and Context .....	1
Emergency Operations Plan.....	1
Local Hazard Mitigation Plan (LHMP) .....	2
Natural Resources Element.....	2
Community Development and Design Element .....	3
Community Health, Wellness and Environmental Justice.....	3
Authority .....	3
Goals and Policies.....	4
Seismic and Geologic Hazards .....	4
Flood Hazards .....	5
Dam Inundation .....	8
Urban and Wildland Fire Hazards .....	9
Crime Prevention .....	11
Airport-Related Hazards .....	14
Emergency Response .....	14
Hazardous Materials .....	16
Critical, Sensitive, and High-Occupancy Facilities .....	18
Evacuation Routes .....	18
Public Safety Figures 1-6.....	20

## **NOISE**

Purpose and Intent.....	1
Authority .....	1
Terminology.....	1
Noise Environments and Measurements.....	2
Acceptable Noise Levels.....	3
Outdoor Activities.....	4
Noise Contours.....	4
Transportation Noise.....	5
Roadways .....	5
Rail.....	6
Airports .....	7
Construction Noise.....	7
Vibration .....	7
Goals and Policies.....	9



Noise Figures 1-6.....	13
------------------------	----

## **PUBLIC FACILITIES AND SERVICES**

Introduction.....	1
Purpose and Context .....	1
Authority .....	2
Goals and Policies.....	2
Establishing and Maintaining Service Levels.....	2
Public Safety .....	3
Law Enforcement.....	4
Fire Protection and Emergency Medical Service.....	5
Response Time/ISO Rating.....	5
Utility Infrastructure and Services .....	7
Municipal Water Systems .....	7
Sanitary Sewer Collection and Treatment .....	8
Electric Services.....	9
Solid Waste Collection and Disposal.....	11
Stormwater Facilities .....	12
Corporation Yard .....	13
Transportation Facilities .....	14
Bridges and Overcrossings .....	14
Airport Facilities .....	15
Recreational and Cultural Facilities.....	15
Park Systems and Community Parks .....	16
Libraries .....	16
Funding .....	16
Overview of Current Funding Mechanisms.....	17

## **PARKS, TRAILS, AND RECREATION**

Introduction.....	1
Purpose and Context .....	1
Authority .....	2
Goals and Policies.....	2
Community Wellbeing.....	2
Natural and Scenic Open Space Areas.....	3
Archaeological and Historic Resources .....	5
Park Planning and Development.....	5
Compatibility with Adjacent Land Uses .....	11
Facility Funding and Management .....	12
Citywide Trail System .....	12



Regional Trail System.....	14
Safety and Sustainability.....	14
Parks, Trails and Recreation Figures 1-6.....	16

## **ECONOMIC DEVELOPMENT**

Introduction.....	1
Purpose and Context .....	1
Authority .....	2
Goals and Policies.....	2
Traditional Drivers of Local Economic Development.....	2
Amenities that Support Local Economic Development.....	5
Forward-Looking Planning.....	8

## **COMMUNITY HEALTH, WELLNESS, AND ENVIRONMENTAL JUSTICE**

Introduction.....	1
Purpose and Context .....	1
Authority .....	3
Goals and Policies.....	4
Equity and Environmental Justice .....	4
Environmental Effects .....	6
Housing.....	9
Public Facilities, Safety and Infrastructure .....	10
Health Care and Healthy Food Access .....	12
Healthy Neighborhoods .....	14
Community Health, Wellness, and Environmental Justice Figure 1 .....	15



## List of Figures

### Community Development and Design

<u>Figure</u>	<u>Title</u>
1	Updated Planning and Growth Areas
2	Sacramento River Recreational, Cultural, and Commercial Areas
3	Primary River and Creek Corridors
4	Prominent Ridgetops
5	Opportunity Areas
6	Community Building Heights
7	Focus Areas
8	Downtown Focus Area
9	North Market Street Focus Area
10	Riverfront Focus Area
11	Magnolia Neighborhood Focus Area
12	Parkview Neighborhood Focus Area
13	California/Trinity Focus Area
14	Garden Tract Focus Area
15	Redding Regional Airport Environs Focus Area
16	Oasis Road Specific Plan

### Transportation

<u>Figure</u>	<u>Title</u>
1	Regional Location
2	RTP/SCS Strategic Growth Area
3	Existing Bikeways (2022)
4	Existing Sidewalks and Paths
5	Public Transit Routes and Stops
6	Collision Density on City Roadways (2015-2019)
7	Collision Types on City Streets
8	Collision Density on Caltrans Facilities
9	Circulation Plan
10	Planned Bikeways
11	Planned Buildout Bikeway Network
12	Planned Pedestrian Improvements

### Natural Resources

<u>Figure</u>	<u>Title</u>
1	River and Creek Corridor Buffer Widths
2	Open Space



3	Sensitive Natural Communities in the Planning Area
4	Sacramento River Corridor, Streams, and Stream Segments
5	Prime Farmland

## **Public Safety**

<u>Figure</u>	<u>Title</u>
1	Ground Shaking Potential
2	Liquefaction Potential
3	100-Year Floodplain
4	Very High Fire Severity Zone
5	Flooding Evacuation Routes
6	Wildfire Evacuation Routes

## **Noise**

<u>Figure</u>	<u>Title</u>
1	Existing Traffic Noise Contours
2	Future Traffic Noise Contours
3	Existing Redding Regional Airport Noise Contours
4	Future Redding Regional Airport Noise Contours
5	Existing Benton Airpark Noise Contours
6	Future Benton Airpark Noise Contours

## **Parks, Trails, Recreation**

<u>Figure</u>	<u>Title</u>
1	Existing and Future Parks
2	Trail Plan
3	Existing Service Area
4	Projected Service Area
5	Primary River and Creek Corridors
6	Trails and Bikeways

## **Community Health, Wellness, and Environmental Justice**

<u>Figure</u>	<u>Title</u>
1	Identified Disadvantaged Communities



## Acknowledgments

---

*Pending*

---



# **Public Review Draft Introduction**

## **Context and Regional Setting**

The City of Redding is located in Shasta County in Northern California. It is approximately 100 miles south of the Oregon border and 160 miles north of Sacramento. The City's 2022 population was approximately 93,609 (U.S Census Bureau), making it the largest city in Shasta County and the second-largest city in California north of Sacramento. Redding also serves as the County seat of Shasta County.

Redding is situated at the far north end of the Sacramento Valley at the point where the valley meets the foothills of the Cascade mountain range. Redding is surrounded by mountains to the west, north, and east. The most distinctive geographical feature in the area is the Sacramento River, which flows through the City in a general north-south direction. Nine tributary streams also run through the Planning Area, generally from the west and east. Some have carved gullies and ravines with depths of up to 200 feet, mainly in the western part of the Planning Area.

Redding is bisected by Interstate 5, a major north-south highway that runs from Canada to Mexico. Interstate 5 connects Redding with major metropolitan areas such as Seattle, Portland, Sacramento, and Los Angeles. State Highways 299, 273, and 44 also pass through Redding, connecting the City with the Pacific Coast and Nevada. The main north-south line of the Union Pacific Railroad runs through the community as well. Redding's location also places it near many outdoor attractions and recreational areas such as Lassen Volcanic National Park, and the Whiskeytown-Shasta-Trinity National Recreation Area.

Redding was founded in 1872 and incorporated in 1887 at the northern terminus of the California and Oregon Railroad. The City's early growth was stimulated by the railroad and by the move of the county seat from Shasta in 1884. Mining played a major role in the economic life of Redding around the turn of the century, but it declined as the twentieth century progressed. In 1938, the beginning of construction of Shasta Dam provided another stimulus to growth in Redding. The construction boom after World War II boosted the lumber industry, which became the mainstay of Redding's economy. In recent years, retail trade, construction, government, healthcare, and tourism have become more significant with the waning of the lumber industry.

## **Purpose and Nature of the General Plan**

The City of Redding is embarking on an important endeavor to update its General Plan, a comprehensive document that outlines the long-term vision and policies for the City's growth and development. This General Plan Update reflects the City's commitment to ensuring a prosperous, sustainable, and livable future for its residents and businesses. Moreover, the recent development in Downtown has restored the area to its role as the heart of the City. It is pedestrian- and bicycle-friendly, offering a mix of historic and contemporary structures and streets with a vibrant setting where people can dine, shop, and be entertained.

The natural setting of Redding has a profound impact on the physical and mental well-being of its residents. The abundance of outdoor recreational opportunities has encouraged an active and



healthier lifestyle. Redding has become a haven for outdoor enthusiasts, offering a wide range of activities that cater to various interests and skill levels. The natural setting also plays a significant role in the local economy, attracting a steady stream of tourists and visitors seeking to explore the area. This influx of tourism has created job opportunities in various sectors, including hospitality, outdoor recreation, and ecotourism. The economic benefits derived from the natural setting have contributed to the growth and development of the City, providing residents with a thriving local economy, and attracting diverse businesses into the City.

Redding values its unique setting along the Sacramento River. The River corridor and its numerous tributaries are preserved in a natural state, safeguarding riparian and other habitat environments, and providing opportunities for passive recreation.

The City manages the costs of roads, police protection, and other public service expenses, while continuing to provide a high level of services by focusing on infill growth rather than expanding outward.

The General Plan Update is built upon the premise that growth and development are desirable, but numerous policies are provided that will help preserve the sense of community by minimizing negative impacts. Engaging with the community and incorporating diverse perspectives are vital for a successful and representative plan that meets the needs and aspirations of Redding's residents. Recognizing the significance of community engagement and public outreach in shaping the General Plan Update, the City of Redding has dedicated significant efforts to ensure broad participation and inclusive decision-making processes.

### ***Guiding Principles***

The General Plan reflects the values of the community linking the goals, policies, and implementation measures of the Plan. To be embraced and result in positive changes over time to the community, the General Plan and its administration must be fair, just and, equitable in its interactions. To ensure the aforementioned principles, this General Plan reflects the following:

- Recognizes and embraces the City's rich and diverse history related to indigenous people who historically lived on the lands where Redding was founded and on which it thrives today.
- Accommodates growth while enhancing cultural amenities and quality of life by respecting the historical and/or architectural significance of various structures and properties in Redding.
- Preserves key features of Redding's history, open space, and the City's unique physical setting.
- Conserves the natural environment and protects environmentally sensitive areas.
- Works to ensure that equitable approaches and outcomes are considered and fostered in all future land use and policy decisions.



- Encourages development of new high-quality neighborhoods rather than generic subdivisions.
- Works to develop neighborhoods that provide all residents with the opportunity to lead fulfilling, meaningful, and healthier lives. Ensures public lives and public spaces reflect the past, present, the future of Redding’s residents.
- Promotes quality building that enhances community identity and complements neighborhood character.
- Provides for diverse and affordable housing.
- Works to ensure that community planning and related activities of the City are transparent and engage the entire community regardless of economic, linguistic, or other barriers that may exist.
- Pursues a diverse and stable economy that creates ample employment opportunities for all residents.
- Strives to ensure that investment in public services, facilities, and utilities is efficient and cost effective.
- Provides a safe and healthy environment for all residents.

## **Legal Requirements**

Under State law, all cities and counties must prepare a general plan. The general plan is a legal document that serves as the “constitution” for a community’s land use and development activities. California Government Code Section 65300 requires that the general plan be a comprehensive, long-term document for the physical development of the City. It is intended that the plan be specific rather than vague. The plan may cover any land outside the City’s boundaries which, in the judgment of the planning agency, bears relation to the City’s planning. This area is typically referred to as the Planning Area. The existing City limits and Redding’s 92-square-mile Planning Area are depicted on Figure 1-1 of the Community Development and Design Element. Consistent with the Guiding Principles of this General Plan to contain public service costs and preserve the natural environment, the Planning Area has been significantly reduced from the 116 square mile area contained in 2000-2020 General Plan.

There are eight mandatory topical elements of a general plan. These include:

- *Land Use.* Designates the general distribution and intensity of all uses of land in the community.



- *Circulation.* Identifies the general location and extent of existing and proposed major transportation facilities and other infrastructure.
- *Housing.* Assesses current and projected housing needs and presents policies and programs for providing adequate housing for all segments of the community and all economic groups.
- *Conservation.* Addresses the conservation, development, and use of natural resources, including water, forests, soils, rivers, and mineral deposits.
- *Open Space.* Details plans and measures for preserving open space for natural resources, the managed production of resources, outdoor recreation, and public health and safety.
- *Noise.* Identifies and appraises noise problems and includes policies to protect the community from the harmful effects of noise.
- *Safety.* Establishes policies and programs to protect the community from risks associated with seismic, geologic, flood, and fire hazards.
- *Environmental Justice:* Establishes policies to reduce the unique or compounded health risks in disadvantaged communities, to promote civic engagement in the public decision-making process, and to prioritize improvements and programs that address the needs of disadvantaged communities.

In addition, Government Code Section 65303 authorizes inclusion of other elements in the general plan which, in the judgment of the local legislative body, relate to the physical development of the City. The General Plan of the City of Redding includes three such optional elements: Public Facilities and Services; Parks, Trails, and Recreation; and Economic Development. All elements of the general plan, whether mandatory or optional, have equal legal status. The elements may be renamed, combined, or otherwise formatted as deemed appropriate by local jurisdictions as long as the various requirements of California Government Code Section 65300 are met.

### ***Maps and Diagrams***

The City's General Plan Diagram (Diagram) is an integral part of the General Plan. The Diagram, which is similar to a map, graphically expresses the Plan's development policies by showing the desired arrangement and location of land uses. The Diagram is required to be consistent with the General Plan text under California Government Code Section 65300.5. To be useful to City officials, staff, and the public, the General Plan Diagram must allow the various users of the Plan to reach the same general conclusion about the appropriate use of any property covered by the Plan. Redding uses a site-specific General Plan Diagram. While less precise than a map that typically follows property lines in demarcating land use boundaries, this Diagram designates the one or more land uses permitted on each property covered by the Plan. The diagram and text together specify the range of dwelling units per net acre of land for each property planned for residences, and the types of uses appropriate for all other proposed development. Other pertinent features of the General Plan Diagram include the locations of existing and proposed parks, public schools, and other public and institutional services.



As noted above, general plans also must contain a Circulation Element (aka Transportation Element). This Element shows the location and extent of existing and proposed thoroughfares, transportation routes, and other local public utilities and facilities, and correlates them with the Land Use Element. Maps are needed to show the location of these facilities. Redding's General Plan Circulation Maps show current and proposed arterials, collector streets, and other roadways as well as bikeways and rail lines. The roadway system has been tested against the planned level of development proposed in this Plan through the year 2045 and has been found to be adequate. There is more discussion of the relationship between Land Use and Circulation in the Transportation Element.

Together, the General Plan Diagram and Circulation Maps establish the backbone for future development and graphically depict how growth will be directed for the next 25 years and beyond. The General Plan contains other maps and diagrams that show various features of Redding and help illustrate the *Policies* and *Implementation Actions* of the General Plan.

### **Major Assumptions of the General Plan**

The General Plan relies on several assumptions regarding existing and anticipated conditions within Redding's growth area, otherwise known as the Planning Area. They are:

- Based on the assumptions of the Shasta Regional Transportation Agency's ShastaSimm traffic model, Redding will gain approximately 17,728 residents by 2045. Growth in the adjacent Sphere of Influence (SOI) boundary is estimated to be approximately 17,000 residents. That computer model is used in the General Plan's Environmental Impact Report (EIR) to address a number of impacts associated with growth (e.g. "vehicle miles traveled," air quality, and greenhouse gas impacts.) The actual growth rate is likely to be less than projected by the ShastaSimm model. For instance, the City's Water Utility in its 2020 Urban Water management Plan assumes a 2045 Redding population of 109,217, approximately 2,350 fewer residents than projected by the traffic model. These differences over a 20-year planning horizon are insignificant. It should be noted that Redding's land supply is more than sufficient to accommodate even this higher-than-anticipated growth projection.
- Outward expansion of the City will be minimized to help maintain efficient and cost-effective services.
- Minimizing outward expansion, encouraging infill development, and providing incentives for infill and mixed-use projects will have positive impacts on the area's air quality over the long run.
- The average household population will remain stable at approximately 2.41 persons per household.
- To accommodate growth, the City may need as many as 7,350 additional housing units by the year 2045 as projected by the Shasta SIMM model.



- Redding will aggressively protect and enhance its position as the regional hub for the industrial, retail, and service industries.
- Not all of the items called for in this Plan (e.g., retrofitting streets, development of community parks, trail system construction, etc.) will necessarily be completed in the time frame of this Plan. The express intent is to set in motion planning for and construction of these facilities as funds become available.

## **Strategic Actions of the General Plan**

Of the many actions called for in this Plan, several rise above others with respect to their potential impact on community development. The objectives listed below represent those areas in which the City should focus its main effort through the first five to ten years of the planning period. By focusing on a relatively discrete set of objectives, the citizens of Redding can realize benefits far in excess of what would occur if the resources were spread more thinly. These objectives should be reviewed yearly, progress monitored, and attainment strategies modified as necessary.

1. Continue community/neighborhood planning efforts that will put in place actions geared to the development and redevelopment of key neighborhoods and districts. The initial planning efforts will concentrate on the following areas although the availability of grants and other resources may allow additional efforts:
  - Downtown Core.
  - Riverfront Focus Area.
  - Opportunity Areas depicted in this General Plan.
2. Increase efforts to attract new industries and talent to the area and retain existing high-paying jobs and workforce. Actions will include:
  - Attracting, enhancing, and retaining businesses, and talent; promoting digital economic opportunities and being receptive to next-generation technologies.
  - Enhancing partnerships with other government units, non-profits, and community organizations geared towards providing opportunities, experience, education, and career training to the workforce.
  - Leveraging community strengths to enhance the economic opportunities of tourism and investing in the success of the Redding Regional Airport.
3. Contribute to the quality of life of Redding's citizens by investing in cultural, recreational, and open-space projects, including:
  - Providing additional parks, trails, bicycle facilities, and open space throughout the



community.

- Envisioning future uses for and the design of South City Park.
4. Focus development efforts on building neighborhoods, rather than just approving subdivisions. Neighborhoods are created when:
    - Activities and facilities used on a frequent basis, such as stores and parks, function as a unit and are easily accessible to residents.
    - A sense of place is created through such things as uniform tree planting, or utilizing unique signage, lighting, or other features.
    - A park, school, open space, or other public gathering place serves as the focal point of the neighborhood.
    - Nonmotorized connections from neighborhoods to employment and service centers and recreation areas are provided where feasible.
  5. Ensure that public and private development is:
    - Well-designed.
    - Functional.
    - Complementary to surrounding buildings and lands.
    - Contributes its fair share to providing necessary infrastructure and services that the citizens of Redding have come to expect.
  6. Continue to ensure that necessary infrastructure is planned, funded, and constructed so as to maintain the standards expected by the community.
  7. Continue the efforts to develop a system of “complete streets” which recognizes that street infrastructure should be designed to accommodate nonmotorized transportation modes in addition to vehicles.

## **The Planning Strategy**

The following section identifies those strategies that will take planning in Redding in new directions to meet the challenges of growth.

### ***Urban Area***

The land use policies continue to reinforce community desire to direct growth inward, rather than perpetuate outward expansion. This will allow the City to better contain public service costs and



maintain service levels by taking advantage of existing infrastructure wherever feasible. For instance, focusing growth within the existing urban area will result in fewer miles of roads and utilities to construct and maintain. It will reduce the need for the construction, operation, and maintenance of new fire stations and will keep the service area for police services, solid waste collection, and similar services at a more manageable and efficient size.

The General Plan Diagram, together with the established the Primary and Secondary Growth Areas, reflects this approach by indicating those areas outside the 2023 City limits where future urbanization would be appropriate; however, policies are included in the Plan that will discourage annexation until additional land is needed for development.

It is estimated that there is more than a 20-year supply of land available for urban, single-family, and multiple family development within the City limits of Redding. Single-family land is an excellent barometer of land needs because it is the largest consumer of land, accounting for about 60 percent of all developed land. Further, single-family housing will continue to be the favored housing choice of the real estate market for the foreseeable future. However, it is also important to monitor land absorption on a regular basis to ensure that enough land is available to moderate land costs, hence, housing affordability. This Plan provides flexibility for the future by designating areas for urban expansion to accommodate future housing needs.

### ***Retail Commercial Growth***

Since the passage of Proposition 13 in 1978, municipalities have increasingly come to rely on revenue from sales taxes to pay for police, fire, planning, and other public services. Redding is no exception. The City has a unique advantage since it is the regional hub for retail and service activities. However, this advantage does not come without costs. Since the late 1980s strong growth in “big box” retailing occurred, a phenomenon that is not unique to Redding. This retail strategy has changed the basic structure of the physical retail environment, with “super stores” becoming more prominent. The City realizes that it must be prepared for the increasing challenges that this brings, from a community-development perspective as well as the potential impact on existing businesses. While this retail model is still important, retail customers have been gravitating to online shopping. The full implications of this trend on Redding’s retail environment were unknown at the time this General Plan was prepared.

The commercial land use classifications of this Plan have been developed to provide more certainty about the type and scale of commercial activities that can occur on given sites. For instance, rather than a generic “retail” classification, retail activities are broken down by type, based on anticipated size and intensity of use. This strategy provides certainty as to the scale and type of commercial uses that are appropriate at given locations. For instance, the descriptions of the “Neighborhood Commercial” and “Shopping Center” classifications would preclude development of “big box” stores that depend on the regional trade area.

### ***Creating Cohesive Neighborhoods***

The Plan encourages and promotes the development of new neighborhood types that are not of the homogeneous variety that have been constructed over the past several decades. These new



neighborhoods may include a mix of commercial and residential uses designed around a public space and served by transit, thereby helping reduce dependence on the automobile. The Plan provides flexibility and incentives to encourage these “Mixed-Use Neighborhoods.” Numerous other policies also address designing neighborhoods to make them more livable.

### ***Promoting Well-Designed Public and Private Developments***

The design of buildings, streets, and public facilities can have long-lasting impacts on the livability of a community. Good design can:

- Improve the quality of physical changes.
- Protect and increase the value of investment.
- Protect and enhance the existing character of an area.
- Discourage incompatible new construction.

It is clear that design considerations also have limitations. They should not regulate or otherwise restrict growth, nor should they be seen as guaranteeing good design. A community must decide what level, if any, of design influence it wants to make. That effort is appropriately addressed in the City’s development standards and guidelines.

This Plan recognizes the importance of basic design principles by focusing predominantly on issues of form and function. For instance, the policies of the Community Development and Design Element:

- Guide what new major streets should look like.
- Emphasize that taller buildings in certain locations can call attention to and help define an area.
- Encourage the undergrounding of existing overhead electric utilities.
- Provide generous creek and river corridors and ensure appropriate public views and access to these areas.
- Address linking residential neighborhoods to commercial areas, parks, schools, transit, and other destination points through construction of bike and pedestrian trails.
- Emphasize the importance of appropriate relationships between uses and individual buildings.

### ***Downtown Revitalization***

Continuing efforts to reclaim Downtown as the heart and cultural center of Redding is of



paramount importance. This Plan, in concert with the Downtown Redding Specific Plan, lays the foundation for the transformation of Redding Downtown through a number of policies geared to enhancing the pedestrian orientation, encouraging residential development, and investing in specific planning actions. These broad policies are found in the Downtown Focus Area section of the Community Development and Design Element.

### ***Compatibility with the Natural Environment***

The open feel of the City has been made possible by past General Plan efforts that have striven to protect the Sacramento River and its tributaries, the open hillsides, and the surrounding foothills and mountains. These play an extremely important role in how residents and visitors view Redding. Similarly, this General Plan seeks to strike a balance between the man-made environment and the importance placed on the natural setting. The Plan calls for numerous measures such as creek-corridor protection, sensitive hillside development, habitat protection, and protection of prominent ridge lines that provide a backdrop to the City.

As a package, new development should accomplish the following:

- Further the achievement of a more compact urban form.
- Occur only with availability of essential services.
- Be compatible with the site's natural topography and setting.
- Protect limited environmental resources.
- Enhance the community's image.
- Preserve existing neighborhood character.
- Assist in the development of transportation alternatives.
- Be distinctive, of high quality, and contribute to the positive image of the city.
- Improve pedestrian convenience and safety.
- Be reflective of the neighborhood/district in which it is located.
- Contain aesthetically pleasing, multiuse streets.

### ***Economic Development***

Creating a well-balanced economy is key to realizing the vast potential of the Redding area. With the decline of resource-based jobs over the past two decades, people in Redding now rely more on the service, retail, and recreation industries for jobs. Often, wages in the retail services and recreation industries are below the State average, diluting the average wage rate of the area.



The Economic Development Element contains policies which complement and expand upon the economic development program. The policies cover a wide range of activities, including attracting additional high-paying jobs and diverse businesses to the community, recognizing the importance of workforce training, education, and retention of talent, and investing in the success of the Redding Regional Airport for passenger connectivity and trade.

## **Preparation of the General Plan**

The preparation of the General Plan Update was a comprehensive and an inclusive process that involved active participation of various subject matter experts and stakeholders who worked closely with the community. These focus group members played a crucial role in shaping the vision and priorities of the City's General Plan update. The first step in the update process was to conduct an analysis to assess whether existing policies were still relevant or were in need of change or deletion, and to identify opportunities for improvement. This data was extensively used in drafting the community survey through Polco, a nationally recognized organization that provides online community engagement polling platforms for use by local governments.

The project team partnered with Polco to engage residents and gather feedback regarding priorities and aspirations of the community for the future of the City. This data was invaluable in understanding the diverse perspectives of the community and helped to initiate the conversation at the focus group discussions.

During preparation of the draft General Plan update, staff conducted 31 focus group meetings over the course of a year to gather valuable input through in-depth discussions on various topics related to the General Plan. The focus groups members brought their extensive knowledge and experience to these sessions, offering insights and recommendations that helped guide the Plan's development. The draft document was reviewed by various City departments and agencies before being reviewed by the Planning Commission in an informal workshop setting in the first quarter of 2023.

Recognizing the importance of youth engagement, a specific strategy was implemented to involve young residents of the Shasta High and Enterprise High Schools, the largest public high schools in Redding, in the update process. Staff conducted interactive sessions to encourage the participation of Redding's youth, allowing them to contribute their ideas and perspectives on the issues that directly affected them. The data thus gathered were used to modify/update recommendation of the draft document.

Additionally, the project team also organized podcast sessions, video releases, social forum updates, and a dedicated webpage to get Redding residents involved in the process. Staff also conducted several public information sessions as the Public Review Draft General Plan was published, in order to obtain formal comments. These information sessions were designed to educate residents on the update process, the recommendations made in the Plan, and the next steps involved in the adoption of the document.



Throughout the process, the focus group discussions, community survey results, and youth engagement activities played a pivotal role in informing the draft policy language for the various Elements of the Plan. This collaborative and inclusive approach ensured that the inputs received were carefully analyzed and synthesized to assist in developing robust and forward-thinking policies regarding the City's current and future needs and serve as a roadmap for guiding growth, development, and sustainability.

## **Organization of the General Plan**

The General Plan (text containing discussions, goals, and policies) constitutes the formal policy of the City of Redding for land use, development, and environmental quality. It includes goals, policies, standards, implementation programs, quantified objectives (for housing), the General Plan Diagram, and circulation diagrams.

The policy document is divided into nine elements:

- Community Development and Design (Land Use Element).
- Transportation (Circulation Element).
- Natural Resources (Conservation and Open Space Elements).
- Public Safety.
- Noise.
- Public Facilities and Services.
- Parks, Trails, Recreation.
- Economic Development.
- Housing.
- Community Health, Wellness, and Environmental Justice.

Each element is composed of three sections. The first section discusses the purpose and content of the element. The second section cites the authority (State law) by which the element is included in the General Plan. The third section lists the goals and policies of the element.

The General Plan Diagram depicts the land use patterns for the City for the time frame of the Plan. The Diagram must be used in conjunction with the Plan text in order to gain a full understanding of the City's development strategy. The Community Development and Design Element describes each land use classification found on the Diagram and specific allowable density and intensity ranges for each land use category.



## ***Goals, Policies, and Implementation Measures***

The General Plan is a set of integrated and internally consistent goals and policies under each element. Goals are long-range; they state future conditions—the community’s vision of what should be done and where. Policies are intermediate-range and state the City’s clear commitment on how these goals will be achieved. Some policies need to be reexamined and revised during the life of the Plan to reflect changing community conditions, State requirements, funding, etc.

### **Consistency of the General Plan**

#### ***Internal Consistency***

California Government Code Section 65300.5 requires that the “General Plan and elements...comprise an integrated, internally consistent and compatible statement of policies.” This means that all goals, policies, standards, and implementation programs outlined in one element of the General Plan must be consistent and agree with those outlined in all other elements. In addition, all maps and diagrams within the General Plan must be consistent with the text. The General Plan of the City of Redding has been prepared in compliance with these internal consistency requirements.

#### ***Consistency with Other Planning Processes***

To be an effective guide for future development, the General Plan must provide a framework for local development that is consistent with the policies of relevant State, regional, and local programs and regulatory agencies. This General Plan takes into consideration the following plans or regulations:

- Surface Mining and Reclamation Act.
- Sphere of Influence as established by the Local Agency Formation Commission (LAFCO).
- Shasta County Air Quality Attainment Plan.
- Shasta County Hazardous Waste Management Plan.
- Integrated Solid Waste Management Plan.
- Regional Transportation Plan.
- Comprehensive Land Use Plans for the Redding Regional Airport and Benton Airpark.

In addition, the General Plan is subject to the requirements of the California Environmental Quality Act (CEQA). A separately bound Environmental Impact Report (EIR) has been prepared in compliance with CEQA requirements to evaluate and disclose the environmental impacts associated with implementation of the General Plan.



## **Implementing the General Plan**

As mentioned earlier, the General Plan serves as the “constitution” for land development in a locality. Land use regulations and plans enacted by a local government are the principal means by which the goals and policies of a General Plan are implemented. Therefore, all such regulations and plans must be consistent with the General Plan. These include zoning ordinances, subdivision ordinances, capital improvement plans, and specific plans.

Ensuring that existing ordinances and plans are consistent with the General Plan is one method of implementing the General Plan’s policies. Other methods include development of new ordinances and plans, financing programs, capital improvement decisions, enforcement actions, and the development review process.

### ***Legally Existing, Nonconforming Land Uses; Approved Development Permits***

It should be noted that the General Plan land use designations are applied to vacant properties as well as to built-up areas that have been developed over time under changing regulations with a variety of densities and intensities. It is not the intent of the General Plan to create large numbers of nonconforming uses or structures, but the complexity of the land use pattern in some parts of the City makes it impossible for the General Plan Diagram to accurately reflect every preexisting use, nor is it desirable to reflect them all at the General Plan level. Therefore, zoning regulations should not designate as nonconforming every use or structure that does not fall within the density, intensity, or use standards of the General Plan use category. Conversely, the overall intent of the Land Use Plan is to establish districts which will afford the City an opportunity to identify the appropriate zoning requirements more closely in the future.

### ***Maintenance of the General Plan***

State law also defines how cities should maintain their Plan as a contemporary policy guide. Section 65400 (b) of the California Government Code requires that each planning department report annually to the City Council on “the status of the plan and progress in its implementation.”

To implement this requirement, the Planning Commission will review the General Plan on an annual basis to monitor its implementation and to ensure consistency with current Federal, State, and local regulations and policies. The status of the General Plan will be presented to the City Council and should address the following items:

- A list and brief description of approved/denied General Plan amendment requests.
- A summary of capital projects that have been constructed in accordance with the Transportation and Public Facilities and Services Elements.
- Recommendations for resolving any identified inconsistencies with applicable Federal, State, and local regulations or policies.
- A summary of implementation programs completed during the prior year.



- A schedule identifying implementation programs to be completed during the upcoming year.
- A summary of mitigation monitoring actions taken during the prior year.

The Housing Element is the only element which has a mandatory schedule for review and updating. Redding last adopted this Element in 2020, which has been assigned an eight-year schedule for ongoing updates. The City will continue to review and update the Housing Element as necessary in accordance with the State Law.

Although the General Plan should be designed to provide clear guidance for development in the Planning Area, it is also meant to be a flexible planning tool for the community. Community needs and values, environmental conditions, and Federal and State policies can change over time. The General Plan needs to be able to respond to these changes. State law permits up to four amendments per year of each element of a city's General Plan. It is also anticipated that the City will undertake a comprehensive review of the General Plan every five to seven years. This allows the community to reassess community expectations, planning assumptions, etc., and revise its goals, policies, and programs accordingly.



# **Public Review Draft Community Development and Design Element**

## **Introduction**

### ***Purpose and Context***

A city's growth potential is dependent on its ability to transform, create and preserve attractive streetscapes, buildings, streets, and public spaces that enrich the quality of life for its residents and visitors, thereby creating a compatible and complementary mix of land uses that enhance social life and a vibrant economy. Redding has dramatically changed since the early 2000s. The urban setting has gained in its regional importance with trade, transit, tourism, culture, education, recreational opportunities, and development. The policies of the Community Development and Design Element (referred to as a "Land Use Element" in the California Government Code) will exert a strong influence on how the City will grow in the coming decades and significantly impact the quality of life of the community as well as guide physical changes that exclusively occur based on market demand. The General Plan Diagram, along with the policies and implementation strategies in this element, will determine the location, intensity, design, and quality of new development and guide the preservation of natural resources that are key to Redding's identity.

Since the previous adoption of the Community Development and Design Element in 2000, the global issue of climate change has become a major concern related to the efficiency of cities, demanding more attention be placed on vehicular emissions, travel patterns, land development, sprawl conditions, and building design. The State of California adopted the Global Warming Solutions Act (Assembly Bill [AB] 32) to establish the first comprehensive program of regulatory and market mechanisms in the nation to achieve greenhouse gas (GHG) emissions reductions. AB 32 set an emission limit for 2020 to be at the same level as in 1990. It also pointed the state toward an 80 percent reduction in GHG emissions by 2050, with an interim threshold that communities are required to meet in land use and transportation planning efforts. The next 25 years are crucial for the City as there is an expected growth in population and a change in demographics, resulting in the need for newer, efficient, and sustainable buildings, reduced sprawl, attractive and healthier neighborhoods, efficient modes of transportation, and a potential boom in the economy with the emergence of new technologies that could redefine the typical development patterns and practices of the past decades.

The Community Development and Design Element is also the foundation for all other elements of the General Plan. Land Use policies and the General Plan Diagram affect every development in the City. Together, they determine the use of any given parcel and provide overall consistency and compatibility between land uses. Land Use policies and the Diagram have a direct bearing on vehicular traffic, the feasibility of public transportation and multi-modal transit options, efficiency of end-to-end transit services, and air quality.

It is important to balance the natural and built environments to achieve a sustainable urban setting. The Community Development and Design Element features:

- Sustainability by design.



- Reduced Vehicle Miles Traveled (VMT), creating walkable, bikeable neighborhoods.
- Opportunities to enhance neighborhood services.
- Safe, convenient, and low-stress walkable and bikeable streets.
- Attractive and effective stormwater management design.
- Comprehensive and healthy tree canopy.
- Accessible parks, open spaces, and public facilities.
- Diverse and affordable housing choices.
- Efficient critical infrastructure such as utilities, roads, airports and safety.
- Preservation and enhancement of neighborhood character.
- Diverse economic and commerce opportunities.
- Inclusivity.

### ***Authority***

California Government Code Section 65302(a) states that a city's general plan shall include:

*“... a Land Use Element which designates the proposed general distribution, location, and extent of the uses of the land for housing; business; industry; open space, including agriculture, natural resources, recreation, and enjoyment of scenic beauty; education; public buildings and grounds; solid and liquid waste-disposal facilities; and other categories of public and private uses of land.”*

The Land Use Element is also required to include a statement of the standards of population density and building intensity recommended for the various districts and other territories covered by the General Plan.

Section 65303 of the California Government Code states that a general plan may include any other optional elements as long as they relate to the physical development of the City. Due to the inter-relationship between land use, urban design, and historic preservation, the City of Redding has chosen to name this element the Community Development and Design Element, which, together with the other mandatory and optional elements of this General Plan, includes all the necessary provisions of the Land Use Element as required by the Government Code.

In addition to meeting the mandatory requirements of a land use element, the Community Development and Design Element provides guidance in terms of the community's expectations and desires relative to development design and aesthetics.



## **Background for Planning**

In addition to statistical analyses, it is also essential that the community is regarded in the context of its integral parts. It is important to understand how and when growth in the City occurred, to be knowledgeable of market and other determining forces, and to look at past failings and consider them as opportunities to improve the City for all who live in, work in, and visit the community.

This section provides a sense of how Redding has grown over time and the impacts of that growth, and it illustrates some of the practical limitations that cities like Redding face when planning for the future. It also highlights the characteristics of several sectors of Redding, setting the stage for needed policies to address a number of issues.

### ***Development Pattern and Land Use Organization***

The original Redding town site was a mere seven-block by seven-block area bounded by North Street (now Eureka Way) and South, East, and West Streets. By 1998, the City had grown to approximately 59 square miles—10 square miles larger than San Francisco. Yet, Redding’s population in 2020 was approximately 91,743 residents (about 11 percent of San Francisco’s population of 873,965 residents); with a person per square mile of incorporated territory (ppsm) of 1,569, ranking among the least-densely populated metropolitan areas of the North State. The following table illustrates the persons per square mile of various cities based on the 2020 federal census information.

City	Persons Per Square Mile (ppsm)
Sacramento	5,491
Modesto	5,075
Santa Rosa	4,238
Woodland	3,902
Chico	2,972
Fairfield	2,882
Redding	1,569

While in part the result of topography, flood-prone lands, and physical barriers (such as the Sacramento River, Interstate 5, and the Union Pacific Railroad), the relatively low-density, discontinuous nature of Redding’s development pattern comes at a cost. These include increased costs of providing public services; lessening of community identity, or “sense of place”; decreased air quality due to a near-total reliance on the automobile; and a neglect of older, established residential neighborhoods and commercial areas in preference for development in new areas.

Few cities have the luxury of sole control over all land uses contained within its boundaries. Redding is no exception. Redding has grown geographically through the annexation of lands which were formerly outside its jurisdictional control. In fact, some of the larger annexations (e.g., Enterprise and Cascade areas) added not only significant territory to the City but increased its population base and level of development. In part, this helps to explain why there seems to be no organizing principle underlying Redding’s urban structure. It also serves to explain the lack of



consistency in infrastructure improvements, landscape, and building design as well as the lack of public street access to individual properties found in various parts of the City.

### ***Opportunities to Influence Development Patterns***

This General Plan contains a number of policies that will serve to direct growth, with a priority on those areas where infrastructure and urban services are already available or can economically be provided in the short run. These policies are reflected on the *General Plan Diagram*—the exhibit which depicts how each property in the Planning Area may be used for a variety of land uses. Additionally, these policies are also reflected in exhibits depicting “Opportunity Areas” and identified “Focus Areas.” The policies include focusing growth within the current City limits; providing incentives for higher-density development and mixed-use projects, both in Downtown and other key locations; encouraging infill and controlling the development and expansion of strip commercial; concentrating the growth of regional shopping facilities (i.e., large discount and “big box” retailers) in relatively few locations; and providing neighborhood shopping near residences to make the neighborhoods more walkable and bikeable. However, the Plan also acknowledges that additional land will eventually be necessary to accommodate the City’s growing population.

### ***Community Characteristics***

Redding’s Planning Area can be divided into five primary sectors, each of which is shaped by its unique characteristics, histories, and issues. These areas are:

- Central and West Redding
- East Redding (Enterprise)
- Dana Drive and Northeast Redding
- North Redding
- South Redding

### ***Central and West Redding***

Central Redding is the location of the City’s original commercial and office core. Local government facilities and most of its older residential districts are also located here. Spreading outward from the original town site astride the railroad in a grid pattern typical of the time, Redding grew north and east to the edge of the bluff that borders the Sacramento River, south along the highway and railroad spine, and west into the hills and gullies. Extension of the early street pattern across the ravines created unusable lots and “paper” streets that remain undeveloped today.

Some of the City’s most unique and historic residential areas are located west of Central Redding in the Magnolia neighborhood and its adjacent neighborhoods. Farther west, beyond Benton Airpark and the now-closed Benton Sanitary Landfill, lies a large, residential district, consisting



almost exclusively of single-family subdivisions. Development of some of these areas began in the early 1950s, and new developments continue to be constructed today.

West Redding is home to Mercy Medical Center, Shasta Regional Hospital, and numerous doctors' office complexes and professional offices. While Downtown Redding began to witness a renaissance of sorts beginning in the early 2020s with the development of significant mixed-use development and higher-density housing projects, Central and West Redding as a whole continues to have an imbalance of available housing opportunities. Land use imbalances of various types occur in other geographic areas as well, but the broader Downtown area has limited opportunities for multiple-family development outside of the Downtown Core.

With the construction of Interstate 5, most new commercial investment was directed to locations outside Central Redding. The expansion of County government and court offices, Shasta Regional Medical Center, and Mercy Medical Center Redding also promoted office construction along Court, Oregon, and West Streets, displacing older residential uses.

Downtown Redding remains an important area, even though it was bypassed by the construction of Interstate 5 which encouraged most new retail development to locate east of the river. Two highways, State Routes 44 and 299, converge Downtown, which contributes to its viability. Recent efforts, including mixed-use and housing projects, streetscape improvements, opening of downtown streets to vehicle use, projects that provide interconnecting bicycle facilities, and projects to improve the appearance and pedestrian orientation of Downtown streets demonstrate the community's commitment to maintaining and enhancing the unique character of the heart of the community. The continued development of the Turtle Bay Exploration Park area, the Sheraton Hotel, the Sundial Bridge, and the updated Downtown Specific Plan have served to emphasize the importance of the City's core area.

### ***East Redding (Enterprise)***

Development in the Enterprise area occurred almost entirely in the 1950s and '60s under Shasta County jurisdiction. Early subdivisions were located along Old Highway 44 (now known as Cypress Avenue), Churn Creek Road, and Hartnell Avenue. Subsequent development has taken place both to the north boundary of this area, up to the new State Highway 44, and to the south into the Churn Creek Bottom area. The street pattern in some older residential areas is poor, with long, dead-end streets and offset intersections. A lack of adequate subdivision regulations in the early days of development permitted the creation of large, deep lots surrounded by smaller lots and hundreds of landlocked parcels that can be reached only by private roads or by access drives across other properties. This lot pattern makes further development inefficient and difficult, and necessitates providing new and costly streets and infrastructure.

Like the residential areas, commercial development in the Enterprise area originally occurred in a haphazard manner along Old State Highway 44, Bechelli Lane, Hartnell Avenue, and at freeway interchanges. Access to many stores in these locations is poor, and the nature of this strip-type development, with each establishment having its own parking lot and driveway, precludes parking once and visiting several businesses. The construction of Interstate 5 had a noticeable impact on commercial growth at the north end of this area along Hilltop Drive and other easily accessible



locations. Service stations, motels, restaurants, and other uses that seek readily visible sites and easy freeway access can be found in this area. This area continues to develop with commercial uses, which can now be found along Churn Creek Road and the surrounding collector streets.

### ***Dana Drive and Northeast Redding***

Following the construction of Interstate 5, a noticeable pattern of commercial development, together with additional suburban residential growth, occurred north of State Highway 44 along Dana Drive. Additional growth also occurred along the northern extension of Churn Creek Road, along Browning Street, and eastward along Old Alturas Road. Commercial development largely commenced with the Mount Shasta Mall, which is located at the northeast corner of Hilltop Drive and Dana Drive. Subsequent regional commercial development has since spread eastward to Victor Avenue. For most residents and visitors, this area and the Dana Drive area represent the major retail/service area in Redding, with which, for a variety of reasons such as freeway/highway access, available land, and large parcel sizes, the Downtown area cannot compete—nor should it strive to do so.

In conjunction with commercial activities, residential development flourished to the north on Churn Creek Road and to the east on Old Alturas Road. New residential development continued to occur in the early 2020s. Additionally, the McConnell Foundation headquarters and its adjacent open space properties, development of Redding School of the Arts, construction of Big League Dreams, California Soccer Park, and the City's Corporation Yard and solid waste transfer facilities, along with the installation of Redding's first two street intersection roundabouts, have introduced a communal sense of pride in this once outlying area of the City.

Along North Market Street, formerly Highway 99, Redding's "Miracle Mile" is lined with a variety of motel, restaurant, retail, and auto sales establishments. Adjoining lowlands to the west have been developed with residential subdivisions and affordable housing units. Lake Redding/Caldwell Park extends along the north bank of the river on each side of the railroad trestle. This major recreation area has picnicking, a playground, an Olympic-sized swimming pool and related facilities, a skate park, and other public and private facilities.

Located on the east of Miracle Mile, the McConnell Arboretum and Botanical Gardens at Turtle Bay which is associated with Turtle Bay Exploration Park, together with the Turtle Bay School, have added a new community dimension and vitality to this area.

Lake Boulevard is the main artery of the Buckeye area, a major portion of which was annexed to the City of Redding in 1969. Strip commercial development is situated along Lake Boulevard, and there is scattered residential development in the area. Landlocked parcels are common, with heavy dependence on private roads for access. Mobile homes are a major residential type in this area, both in mobile home parks and on individual lots. The pattern of small ownerships and the prevalence of mobile homes in some areas may tend to discourage subdivision activity. More recent development activity includes the construction of the Kennent Court apartment project, planning for the Panorama Park, and the addition of retail services along the corridor.



### ***South Redding***

Much of the development of South Redding came after World War II when subdivision activity expanded into the lower elevations and along the Anderson-Cottonwood Irrigation District Canal (ACID). Scattered developments built up in the Live Oak/Bonnyview (Cascade) area to the south and along ridge tops in the southwestern part of the Planning Area. Also, to the south, the old principal traffic artery, Highway 99 (now known as State Route 273) became a commercial strip lined with an assortment of motels, truck stops, and service stations; industrial and distribution establishments; and local retail services. As a commercial gateway to the City, this area has largely become obsolete in design and function.

Several residential developments have occurred in the area, including the Country Heights Subdivision along the western ridges, as well as new developments in the Creekside, Hemlock, and East Bonnyview Road areas. The latter developments have led to a reduction in the pastoral setting that was once prevalent in the area. Recent developments include the Stillwater Business Park, South Bonnyview interchange expansion, significant improvements at Redding Regional Airport, and residential development that has occurred since the 2000-2020 General Plan was adopted.

### **Opportunities to Improve the Community's Appearance**

One of Redding's greatest assets is the Sacramento River. The rippling water, sheer cliffs, tree-lined banks, and the network of creeks and gullies leading to the river are all important scenic assets as well as potential recreational areas. The City and the community take pride in protecting the river and enhancing its quality. The Redding Riverfront Specific Plan will address the need to encourage the development of prominent sites with attractive, well-designed buildings and public access.

The approach to Redding from the east (State Route 44) offers a fine view of the City, with Mercy Medical Center Redding, Shasta Regional Medical Center, and the new Shasta County Courthouse standing out as landmarks in the emerging skyline downtown. This attractive gateway to the City should be preserved and improved, ensuring that the view of the foothills beyond remains as an open and largely undeveloped backdrop.

South Bonnyview Road and Cypress Avenue provide the freeway traveler with services, and also give visitors and residents access to Central Redding. As an example of these efforts, the City has taken steps to improve the visitor and resident experience by working with property owners in the area to replace overhead utility lines along Hilltop Drive with landscaping, and to reduce the expanse and bleakness of undeveloped land and large parking lots. The development of the South Bonnyview interchange has had a dramatic impact on the access and look of the area.

North Market Street could provide a striking entrance to the City as the motorist crests the hill at Lake Boulevard and begin the descent to the river. This stretch of road, referred to as the "Miracle Mile," falls short of providing this desired entrance. Excessive signage and limited landscape detract from the corridor. Landscape medians, the use of decorative pedestrian-scale street lighting, and the installation of a "Welcome [to] Redding" sign with a combined landscaped water feature,



have changed the aesthetics to create a more welcoming entrance to Downtown Redding. However, more trees and landscaping of the broad roadway are needed, along with more restrained signage that identifies each use without blocking out the next. North Market Street should have the aspect of a parkway, leading to the Sacramento River Bridge with its views of Shasta Bally and Lake Redding, Caldwell Park, and the bluffs that mark the edge of the Downtown. Emphasis should be placed on providing high-quality visitor services such as restaurants, motels, and similar services.

South Market Street is an extended strip of motels mingled with commercial services and industrial uses and continues to be an important artery for local traffic entering Redding. North of the railroad underpass, Caltrans has installed median landscape, sidewalks, and some bulb-out landscape features, but the number of smaller parcels, access driveways, intersecting streets, and other impediments precluded the use of extensive landscaping. More restrained signage and a general upgrading of the appearance of commercial establishments lining the street would improve the appearance of the corridor. Additional plantings along each side of the corridor, including clusters of trees supplemented with bands of low-maintenance shrubbery, could also do much to improve the appearance and create visual interest.

Eureka Way, entering Redding through the western foothills, is another important gateway to the community. Apartment and office development, compatible with the terrain and nearby high-quality residential areas, has precluded to some extent the commercial strip that might have otherwise arisen. Continued and careful zoning regulations and design guidelines are needed to ensure a high standard of development.

Several retail centers throughout the community, which were constructed prior to current landscape standards and adopted design criteria, contain vast areas of uninterrupted asphalt, and building façades that lack any unique architectural features. Comprehensive remodeling and redevelopment of these facilities should be encouraged to address not only building façade upgrades, but overall landscape and signage. The impact of such remodeling projects, or redevelopment of aging centers with new mixed-use developments would be more than visual. These kinds of improvements could bring new life to older commercial areas and help them to compete more effectively with newer commercial developments.

It is imperative to continue efforts to revitalize the Downtown area so that it is consistent with the Downtown Redding Specific Plan. In the early 2000s, interest in the development and reclaiming of Downtown as the heart of the City seemingly exploded as new development concepts were proposed and constructed. Given the community interest in downtown revitalization, private market forces, together with available grants and the adoption of a robust Downtown Specific Plan, have changed the outlook of Downtown, thus creating a stronger identity for the community.

## **The Land Use Plan**

### ***General Plan Land Use Classification***

The following describes the land use classifications used in the General Plan. The classifications shown on the General Plan Diagram designate the types of uses that are allowed within each area



of the City. The classifications fall within eight major land use categories: Residential, Commercial, Industrial, Public and Institutional, Airport Service, Parks, Greenway (Open Space), and Critical Mineral Resource Overlay.

Residential densities and commercial (e.g., nonresidential) intensity are computed using gross developable acreage. For purposes of this General Plan, gross developable acreage refers to the land remaining for development (including roadways) after environmental constraints (floodplains and slopes exceeding 20 percent) have been deducted from gross acreage. Required resource buffer areas as discussed in this General Plan, while not available for development, may be included as developable acreage for the purpose of calculating project density.

Each of the classifications listed below is accompanied by a general description and context for the use of the classification. The classifications are implemented by the City's Zoning Code.

### ***Residential***

The General Plan Diagram of the General Plan includes eight residential categories which provide for a full range of housing types for the City.

Each residential category includes a density range that establishes each classification's minimum and maximum densities. While the City assumes that variations in density and private market conditions will determine the types of housing produced, the City will utilize the policies of the various elements of this Plan to evaluate development proposals for appropriate densities within the given ranges.

Uses that are typically located in residential areas, such as churches, schools, parks, residential care facilities, and child-care facilities, are not specifically addressed within the residential definitions but are appropriate uses in residential areas. Further, uses such as offices, clinics, and similar uses may be established in certain multiple-family areas as determined appropriate by implementing zoning.

The State of California under Section 65583(c)(7) requires cities and counties to develop a plan that incentivizes and promotes the creation of accessory dwelling units to increase the supply of affordable housing, effective on January 1, 2021. Accessory Dwelling Units and Junior Accessory Dwelling Units are allowed in single-family or multi-family residential zones and may exceed the allowable density for the lot upon which the unit is located (refer to Redding Zoning Ordinance 18.43.140).

#### ***Residential – 1 Dwelling Unit Per 5 Acres and Larger (5 a/u)***

- Characterized by very large rural lots, a minimum of five acres in size.
- Areas which have historically been utilized for agricultural purposes and constrained by relatively extreme topography or are in outlying rural areas.



*Residential – 1 Dwelling Unit Per 1 to 5 Acres (1 to 5 u/a)*

- Characterized by large rural lots, generally greater than one acre in size.
- Applied to hillside areas and to transition areas between agricultural or other rural uses and urban uses.
- Clustered development with smaller lots is encouraged provided that the project density does not exceed that allowed for the property.
- Clustering should provide consolidated open-space areas in excess of that which would otherwise be achieved.

*Residential – 1 to 2 Dwelling Units Per Acre (1 to 2 u/a)*

- Accommodates the needs of residents who desire large parcels (20,000 square feet or more).
- Sufficiently flexible to be used in terrain that would otherwise require extensive grading to develop (10 to 20 percent average slopes).
- At the upper end of the density range, subdivisions should include fully developed streets and sidewalks and be served by public sewer and water.
- At the lower end of the density range, particularly in hillside areas, alternative street designs and pedestrian facilities may be appropriate.

*Residential – 2 to 3.5 Dwelling Units Per Acre (2 to 3.5 u/a)*

- Allows for the development of subdivisions that portray a suburban lifestyle.
- Lots are generally not smaller than 8,000 square feet.
- A typical development would include larger-than-average to average-size homes organized around planned open-space areas and parks where feasible, to provide visual relief and recreational opportunities for residents.
- The upper end of the density range is generally not appropriate for properties with natural slopes that exceed eight percent.

*Residential – 3.5 to 6 Dwelling Units Per Acre (3.5 to 6 u/a)*

- Intended to accommodate detached or attached single-family homes on a variety of lot sizes (generally not less than 5,000 square feet in area), or



## *Public Review Draft Community Development and Design Element*

- The clustering of lots separated by common open spaces to accommodate a range of residential housing types, including duplexes.
- Not appropriate for natural slope areas exceeding eight percent, except on large projects where slope areas can be avoided, or the units otherwise designed to be compatible with natural breaks in the hillside terrain.

### *Residential – 6 to 10 Dwelling Units Per Acre (6 to 10 u/a)*

- Intended to accommodate single-family attached or detached units, and/or townhouses.
- Multiple-family projects and mobile home parks are also appropriate when located near the arterial or collector street system.
- Clustering is encouraged to provide common open spaces and recreational amenities to the residents.
- Not appropriate on lots with slopes exceeding eight percent, except on large projects where slope areas can be avoided, or the units otherwise designed to be compatible with natural breaks in the hillside terrain.

### *Residential – 10 to 20 Dwelling Units Per Acre (10 to 20 u/a)*

- Intended for multiple-family projects ranging from townhouses to apartments, typically located on arterial or collector street(s).
- Not appropriate on parcels with slopes exceeding eight percent, except on large projects where slope areas can be avoided, or the units are otherwise designed to be compatible with natural breaks in the hillside terrain.

### *Residential – 20 to 30 Dwelling Units Per Acre (20 to 30 u/a)*

- Intended for multiple-story, multiple-family projects, including condominiums and apartments located within or adjacent to Downtown or along arterial corridors served by public transit.

## ***Commercial***

The following commercial land use classifications accommodate the various segments of the commercial market. These range from small, neighborhood-serving commercial projects to commercial projects that are regional in scale. Office uses are also accommodated in these classifications. Residential uses may be appropriate in conjunction with commercial uses or in standalone configurations in all commercial classifications as defined below; however, residential uses in the Heavy Commercial and in the two “Office” classifications may be limited to appropriate areas.



*Limited Office (LO)*

- Acts as a transition area within commercial areas or between commercial areas and residential areas.
- Development is typified by a building or a cluster of buildings built at a residential scale that provides professional office space.
- Generally single-story; however, with adequate separation from residential uses, two-story buildings may be appropriate.
- Service businesses that are quiet and compatible with residential uses also may be permitted subject to appropriate performance standards.

*General Office (GO)*

- Appropriate for professional and business offices and personal-service businesses with appropriate and compatible accessory uses.
- May also be used for rest homes; nursing homes; day-care facilities; hospitals; religious, educational, cultural, and public-utility uses; multiple-family housing; and financial institutions.
- Ancillary retail uses, such as pharmacies, are appropriate, as are “sit-down” restaurants.

*Neighborhood Commercial (NC)*

- Provides convenience and neighborhood shopping areas that provide a range of day-to-day retail goods and services.
- Neighborhood-commercial uses can range from free-standing “mom-and-pop” stores and service establishments to a cluster of uses on parcels of several acres.
- Auto-oriented uses, other than appropriately designed service stations/minimarkets, are not allowed.

*Shopping Center (SC)*

- Provides for shopping centers serving a larger market area than a neighborhood center, but a smaller market than a regional center.
- A typical center includes two or more anchor tenants, such as a supermarket and combined drug/variety/garden business; tenants offering consumer goods and personal services; and office and clinic uses.



- Sites generally will range from 5 to 20 acres and accommodate 50,000 to 200,000 square feet of building area.
- The scale of development, including individual buildings, will be at a smaller scale than that found in developments servicing a regional market.

*Regional Commercial (RC)*

- Accommodates a mix of retail uses and associated services on a regional scale, including malls with several full-line department stores as anchor tenants.
- Power centers and free-standing retail, office, and service establishments are also appropriate.
- Individual buildings may range from 100,000 to 200,000 square feet of floor area; enclosed malls could range from 500,000 to over one million square feet in floor area.

*General Commercial (GC)*

- Intended for existing commercial strips on arterial streets and interchange areas where commercial concentration is desirable.
- Allowable uses include retail stores, offices, and personal-service establishments.
- Financial institutions, private schools, day-care facilities, convalescent hospitals, automobile sales and services, and similar uses also may be permitted subject to appropriate standards.
- The scale of development, including individual buildings, will be at a smaller scale than that found in developments servicing a regional market.

*Heavy Commercial (HC)*

- Intended to provide sites for commercial businesses, particularly those not permitted in other commercial areas because of the large scale of the buildings and frequent truck deliveries causing adverse impacts on other businesses.
- Includes automobile services, building materials storage and sales, nurseries, equipment sales, wholesaling, storage, and similar uses.
- Typical retail commercial businesses are also allowed, although this classification is not intended for shopping centers, “power centers,” or similar retail development.
- Integrated residential uses to create a mixed-use environment at appropriate locations to enhance retail viability and the use of available services may be allowed.



## ***Industrial***

The industrial land use classifications allow different types of warehousing, manufacturing, or processing businesses to be located in appropriate areas by accommodating a variety of manufacturing and employment activities ranging from small employee-intensive businesses to large capital-intensive businesses. Ancillary uses and restaurants are appropriate. Residential uses, except as necessary to provide facilities for security, are not allowed.

### *General Industry (GI)*

- Allows a wide variety of industrial activities and related uses generally characterized by the limited potential to create significant adverse visual, noise, or other impacts to adjoining public and residential properties.
- Uses may include industrial and business parks, offices, manufacturing, processing, assembling, research, warehousing, small- and large-scale wholesale distribution, heavy equipment sales and repair, screened outdoor storage, and similar and compatible uses.
- Supporting retail and restaurant uses may be allowed subject to size limits and siting criteria.
- Uses characterized by substantial outdoor processing and/or storage should generally not be allowed under this classification (see “Heavy Industry”).

### *Heavy Industry (HI)*

- Allows for the broadest range of industrial uses, including manufacturing, processing, assembling, research, warehousing, small- and large-scale wholesale and distribution, railroad facilities, and similar and compatible uses.
- Supporting retail and restaurant uses may be allowed subject to size limitations and siting criteria.
- Uses that are characterized by substantial outdoor processing and/or storage, including concrete and asphalt batch plants, automobile dismantling yards, bulk materials and equipment storage, full-line lumber mills/yards, manufacturing of concrete products, and similar uses.

## ***Other Classifications***

### *Airport Service (AS)*

- Includes activities that are typically associated with airports and airport-related uses.



### *Public Review Draft Community Development and Design Element*

- Includes a full range of activities such as aircraft sales, service, and storage; charter services; and ancillary visitor services such as food, lodging, and car rental.
- The uses may either be publicly or privately operated and must conform with any applicable adopted Airport Land Use Plan and Policies.

### *Public Facilities or Institutional (PF-I; PF-I-S)*

- Intended for public and quasi-public facilities, including, but not limited to, government services and facilities, fire stations, wastewater treatment facilities, electrical substations, airports, domestic water treatment and storage, landfills, and similar uses.
- Appropriate for institutional uses, such as schools and accredited secondary educational facilities, hospitals, and cemeteries, and appropriate lands controlled by philanthropic and nonprofit organizations for existing or future public uses.
- Public facilities sites that occupy less than two acres need not be shown on the General Plan Diagram.

### *Parks (improved open space) (PK); Golf Course (public) (PK-G)*

- Provides for both public and private open space.
- Primary land uses include existing and future large neighborhood and regional parks, golf courses, athletic fields, and open-space areas adjacent to improved parks or trails.
- Does not depict existing parks less than two acres in size.
- Public golf courses designated on the General Plan Diagram of “Park/Golf” may be redeveloped to residential uses consistent with the residential density immediately abutting the property.

### *Recreation (REC)*

- This classification typically denotes areas for active water and/or shoreline-oriented recreation that utilizes the Sacramento River as an asset.
- Use of facilities would be water-oriented, generally open in nature, seasonal in use, and without significant investment in buildings.
- Uses in this category should maintain public views of and enjoyment of Kutras Lake and Motel Lake.



*Greenway (GWY)*

- “Greenway” is natural open space and includes slope areas in excess of 20 percent and the 100-year floodplain of the Sacramento River and its tributary streams.
- Natural open space is located predominantly along the Sacramento River, its tributary streams, and the bluffs and streams of West and East Redding.
- These natural land and water areas should not be urbanized or significantly altered because of the inherent dangers to life and property and irrevocable damage to the natural environment.
- Specific limits of the “Greenway” on any property must be determined by a topographic or flooding analysis particular to that property.

These natural areas are an important local resource and serve as places in which flora or fauna can be maintained in their natural state. In addition, these areas provide relief from urbanization, reduce siltation from excessive grading, buffer various land use activities and transportation routes, are an important visual resource, and can be part of the City’s urban trail system.

*Mixed Use Neighborhood Overlay*

- Allows for a greater variety of uses and flexibility in site planning than is generally permitted in other classifications.
- The intent is to allow the creation of a mix of land uses in a compact pattern that will reduce dependency on the automobile, reduce air quality impacts, and promote high-quality, interactive neighborhoods.
- Mixed-use neighborhoods are characterized by interconnected streets, vertical and/or horizontal mix of commercial and residential uses, and facilities that encourage pedestrian activity and transit accessibility.

The General Plan Diagram depicts two areas where mixed-use projects are encouraged. These areas include Downtown (“Mixed-Use Core”) and two areas depicted by the “Mixed-Use Neighborhood Overlay” classification.

The “Mixed-Use Neighborhood Overlay” areas are predominantly undeveloped and have sufficient land area for development of cohesive mixed-use projects. Although not all properties identified within each “Mixed-Use Neighborhood Overlay” area must be part of an integrated development, proposed project boundaries must be logical, and it must be demonstrated that the project can functionally relate to adjacent properties consistent with the intent of this district. Mixed-use development is encouraged to develop in areas outside the designated “Mixed-Use Neighborhood Overlay” classification as well, provided that the concentration of uses is located near a transit opportunity and is designed to accommodate pedestrian activity and circulation.



Development within the identified “Mixed-Use Neighborhood” areas should be considered with the following guidelines:

- These projects result in the development of mixed-use neighborhoods generally between 20 and 160 acres in size that are developed within an average one-quarter mile walking distance of a transit stop.
- The design configuration and mix of uses provide an alternative to traditional suburban development patterns by promoting the development of pedestrian-oriented environments and the use of public transportation. This development type—also known as Transit Oriented Development (TOD)—mixes residential, retail, office, open space, and public areas, making it convenient for residents and employees to travel by transit, bicycle, foot, and automobile.
- To utilize this overlay district in developing areas, development proposals must be found to be consistent with the intent of the “Mixed-Use Neighborhood Overlay” and must be approved under the City’s Planned Development District. Development proposals not consistent with this district are limited to the residential densities called for by the underlying land use classification.
- The “Mixed-Use Neighborhood Overlay” is also appropriate for use in established neighborhoods where a neighborhood plan, area plan, specific plan, or other planning effort has identified locations desirable for establishing a mix of retail, office, and residential uses to serve the neighborhood. In addition to specifying appropriate locations for mixed uses, the planning document should also establish basic design and compatibility standards/guidelines. In these instances, implementation will occur through zoning to an appropriate mixed-use zoning district.

#### *Critical Mineral Resource Overlay*

- Applied as an “overlay” designation in areas identified by the California Division of Mines and Geology (DMG) as containing mineral resources of demonstrated/measured.
- (or) inferred significance in locations that the City generally considers suitable for mineral-extraction activities.
- New development within and immediately adjacent to lands where a “Critical Mineral Resource Overlay” has been applied will be subject to discretionary approval to ensure viability.
- Uses generally viewed as incompatible within a “Critical Mineral Resource Overlay” include, but are not limited to:



- Residences in concentrations greater than one unit per 40 acres (applies to new land divisions, not existing legal parcels).
- Critical, sensitive, and high-occupancy facilities as defined in the Health and Safety Element.
- Industrial or commercial uses which are sensitive to noise, dust, or vibration.

### ***Land Use Intensity Standards***

In addition to characterizing the types of allowable land uses, the General Plan must specify standards for population density and building intensity for the various land use classifications adopted by the City. This information not only provides insight as to how many residents, jobs, and housing units will be accommodated by the Plan, but is also useful in planning for infrastructure, traffic, schools, and civic improvements. These building-intensity and population-density standards can be used to calculate “holding capacity” or “buildout.”

Holding capacity is normally referred to as the number of people who could theoretically be accommodated in the Planning Area if all land were to be developed to the assumed density allowed by the land use designations of the Plan. Achieving the maximum holding capacity of a planning area will rarely occur given such factors as:

- limitations on the capacity of resources
- infrastructure
- public services necessary to support new development
- the choices by individual property owners about the appropriate extent of development on each parcel.

Vacant land use estimates for each residential classification and an assumed development density for other classifications are used to determine the holding capacity of the General Plan.

Table 1-1 estimates the number of new dwelling units and acreage for commercial and industrial development needed to accommodate the projected population growth between 2022 and 2045. The residential dwelling units needed are based on the Shasta SIMM Travel Demand Model’s projections. The commercial and industrial projections assume the same developed land-to-population ratio that exists in 2022 for 2045. The table also provides an estimate of the total lands available by those broad use categories in the City limits and the Primary and Secondary Growth Areas of this General Plan.



**Table 1-1 Future Land Needs/Holding Capacity**

<b>Development type</b>	<b>Year 2045 Land Needs</b>	<b>2022 Vacant Land Supply*</b>
<b>Residential dwelling units</b>	7,350 potential additional dwelling units	26,000 additional dwelling units
<b>Commercial acreage</b>	302 potential additional acres developed	927 acres
<b>Heavy Commercial/Industrial acreage</b>	416 potential additional acres developed	3,939 acres

*\*Source: City of Redding GIS Division*

### ***Specific Plans and Comprehensive Land Use Plans***

In some instances, more refined land use policies are appropriate to reflect the unique nature or development potential of a particular area. The City has adopted and maintains four Specific Plans including the Downtown Redding Specific Plan, the Oasis Road Specific Plan, the River Crossing Marketplace Specific Plan, and the Redding Riverfront Specific Plan which is currently being updated to be adopted in 2024.

### **Goals and Policies**

#### ***Future Urban Area***

It is the policy of the City to encourage new urban development within its Sphere of Influence to occur within the City. This enables:

- New development areas to be provided with a full range of community services.
- Necessary service provision.
- Logical service boundaries.

This plan establishes Primary and Secondary Growth Areas. The Primary Growth Area consists of those lands adjacent to the corporate boundaries at the time this plan was adopted where urban services can be most logically and efficiently extended to serve the area.

The Secondary Growth Area encompasses other lands within the Sphere of Influence that the City has determined may be appropriate for future urbanization and annexation to the City. Depending on Redding's land needs over the coming decades, these lands may not be urbanized during the time frame of this plan.



The following policies will influence how the City will grow in a geographic sense in the coming years. Success will take cooperation from the County of Shasta as well as the Local Agency Formation Commission (LAFCO). The intent of these policies is to direct new development into the existing corporate boundaries while preserving the ability of the City to annex and urbanize additional areas as the demands of growth require.

**Goal CDD1: Encourage urban growth to occur within the city and provide a development pattern that establishes an orderly urban service area.**

**CDD1A** - Use the General Plan Diagram and the Primary Growth Area and Secondary Growth Area boundaries (CDD-1) to determine potential growth areas within the City's Sphere of Influence. The City shall encourage sustainable development through compact, infill, higher-density development. The need for annexation shall be approved based on the cost associated with annexing areas containing existing substandard development, rural-urban interface conflicts, social, cultural, and economic impacts on existing neighborhoods and infrastructure within the City, and the ability of the City to provide urban services upon annexation.

**CDD1B** - Consider annexation of additional lands under any of the following circumstances. The annexation will result in:

- A more logical service area boundary.
- The elimination of an existing County “island.”
- More efficient provision of urban services.

Modifications to the Primary Growth Area boundary will be considered when the land supply for housing development declines to a ten-year supply or less and/or when appropriate land for any of the following uses is identified:

- Industrial development.
- As appropriate, assist in the expansion of community-wide educational services, including, but not limited to, Shasta Community College or other public institution(s).
- Providing additional higher-density residential lands to support the workforce.
- Providing student housing.
- Meeting the goals of the Housing Element.

**CDD1C** - Promote densification of the City’s urban areas through infill development, where appropriate, and before the expansion of the City’s boundaries through the approval of pre-zoning, prior to annexation. Establish specific findings and criteria for consideration of pre-zoning requests within the Primary and Secondary Growth Areas as depicted in Figure CDD-1.



**CDD1D** - Refer all development applications which have the potential to impact land or facilities in the unincorporated area to Shasta County for review and comment.

**CDD1E** - Encourage adjacent jurisdictions to adopt development standards consistent with the City's.

**CDD1F** - Generally oppose the development of community septic systems, wastewater package plants, and/or temporary sewage disposal facilities within the Primary and Secondary Growth areas for developments within the jurisdiction of Shasta County. Exceptions include situations where public health and safety concerns, with existing development, need to be addressed.

**CDD1G** - Pursue requiring unincorporated areas be annexed into the City before providing City services except under extraordinary circumstances and in accordance with City Council policy.

### ***Providing Essential Services***

A key component of rational development is ensuring that basic public facilities and services are provided to all persons in the community on an equitable basis. Equally important is ensuring that levels of service remain acceptable over time and are not eroded by additional development as it occurs in the City. Generally, citizens should not have to accept reductions in service levels that result in longer response times for emergency services, electrical "brown-outs," inadequate domestic water supply, over-crowded schools, or other inadequate public services. This section focuses on basic public facilities and services and expresses the intent to ensure that new development will be adequately served without causing a deterioration of service levels in established areas of the City.

**Goal CDD2: Work to assure the ability of the City, school districts, and other public-service providers to efficiently provide expected and necessary public facilities and services to constituents.**

**CDD2A** - The construction of private development projects should be coordinated with the timing and location of public services. Establish, through a combination of development fees and other appropriate funding mechanisms, that development pays its fair share of the costs of upgrading existing facilities and/or constructing/providing new facilities and services as determined by the direct impacts that such development has on these essential services.

**CDD2B** - To the extent feasible, new developments shall maintain adequate service levels for existing development while providing for the upgrade/expansion of existing public services, as appropriate.

**CDD2C** - Evaluate public-service impacts as part of environmental review for proposed development projects and require applicants to obtain "will-serve" letters from service providers prior to the approval of a discretionary permit or a building permit.

**CDD2D** - Work with school districts and public and quasi-public agencies, as appropriate, in determining the location of needed sites in the planning area for new institutional development



and facilities by reserving sites as a condition of development approval in accordance with the State law. Uses on such sites should be designed to complement the neighborhood's character.

**CDD2E** - Maintain adequate capacity for urban growth and coordinate with service providers to ensure to the extent feasible that all public utility facilities and services required by development are available. The City shall undertake assessments of its facilities and services as necessary and may help facilitate the creation of assessment districts, where appropriate. Where public facilities are to be provided to development by a separate water or community services district, the City shall work to coordinate planning activities with such agencies and obtain a "will-serve" letter, to ensure that the development in accordance with this General Plan can be accommodated.

### ***Landform/Natural Environment***

Natural features have strongly influenced the shape of growth and development in Redding. These features include the Sacramento River, the river bluffs, the floodplains, and the steeper hills and canyons. As early as 1970, the City recognized that its complex topography presented significant issues related to safety, visual quality, and natural resources. With adoption of the 1970 General Plan, the City established a slope development policy denying density or development credits to areas of property containing slopes exceeding 20 percent grade and substantially limited the types of allowable development in such areas. From this policy and subsequent floodplain regulations, a strong open-space network has emerged that many City residents have indicated is among Redding's most notable and desirable amenities.

The General Plan continues to recognize the need to consider topography and other natural features in conjunction with the development of the community. Issues of safety, visual quality, and natural resources have become even more significant since 1970. Therefore, the plan seeks to promote community development that respects the existing natural terrain by prohibiting development in areas with a greater than 20 percent slope and in identified floodplain areas.

### **Goal CDD3: Foster a proper balance between development areas and the natural environment.**

**CDD3A** - Generally prohibit development in natural floodplains and hillsides, and those that exceed a slope of 20 percent. Minor encroachments into these areas for new developments may be authorized without a General Plan amendment, if necessary, to facilitate the installation of public utility infrastructure, provide public street emergency access, provide public trail connections, establish evacuation routes, or otherwise facilitate the construction of the project as approved by the City. In residential areas subject to flooding or slope exceeding 20 percent, the City shall allow a density of 1.0 dwelling unit per 20 acres through a Use Permit subject to appropriate standards.

**CDD3B** - Require buffer areas between development projects and significant watercourses, riparian vegetation, and wetlands in accordance with the Natural Resources Element and the Redding Municipal Code (RMC).



**CDD3C** - Work to preserve natural corridors and linkages between habitat types through project design, including, but not limited to key open-space acquisitions, floodplain and slope dedications, conservation easements, and similar mechanisms.

**CDD3D** - Encourage new development to work with existing site topography to avoid mass grading to the extent feasible while addressing access, drainage, and other development considerations. Where feasible, substantial fill slopes visible from roads, parks, and other public areas should be designed to mimic natural land contours.

**CDD3E** - Consider amendments to the Municipal Code that will provide incentives to save native trees in the development process. Such incentives may include offsetting tree planting requirements for residential and commercial development projects.

### ***Waterways***

Residents and visitors have come to depend on the recreational, scenic, environmental, and economic benefits of the Sacramento River and its tributaries. It is vital that the General Plan ensure that the man-made environment does not compromise the values inherent in the river and that future development complements its natural assets. Figure CDD-2 shows those areas along the river that are appropriate for passive uses as well as more intense recreational, cultural, and commercial uses. The following policies recognize the value of the river and its tributary streams to the vitality of Redding.

**Goal CDD4: Work to protect and enhance the relationship between urban development and the Sacramento River, its tributaries, and hillside open space areas.**

**CDD4A** - Preserve significant native trees and other vegetation along the river and creek corridors, to the extent feasible, while allowing passive recreation and providing opportunities for active uses, where appropriate.

**CDD4B** - Continue to acquire key lands along the Sacramento Riverfront and other waterways to provide for passive, non-motorized public access and to preserve ecological values and sensitive habitats through a combination of public and private purchases, donations, dedications, conservation easements, granting of public easements, life estates or similar strategies as funding and other opportunities become available.

**CDD4C** - Continue to develop along the riverfront:

- Public access areas as additional lands are made available.
- Active and passive public recreational facilities as discussed in the Recreation Element.
- Active engagement with natural areas through trails, wildlife observation, and educational displays while limiting impact on existing wildlife habitat and other developed properties.



- Pedestrian and bicycle trails and connections to schools, recreational facilities, and other major public and nonprofit/institutional-owned open-space areas.
- A robust trail network system requiring developments located along planned trail routes to dedicate trails and trail easements through private donations or by public purchase, as appropriate.

**CDD4D** - Work to ensure the design and construction of new bridges complement the surrounding landscape, as appropriate.

**CDD4E** - Pursue open space accessways that complement existing development and, where applicable, protect the privacy and security of adjoining residences.

**CDD4F** - Continue to conserve River, creek, and riparian corridors by maintaining development buffers generally in accordance with Figure CDD-3. Work with local and regional agencies on mapping and maintaining an inventory of sensitive, rare, and endangered flora and fauna contained in these areas.

**CDD4G** - Consider a review of the River and Creek Corridor Development Ordinance to verify whether the specific setback/buffer requirements are appropriate.

**CDD4H** - Work to minimize the impact of erosion, grading, and filling on sensitive habitat areas by designing and building sites to drain efficiently. Continue to require review and approval of erosion control and grading plans from all development projects on river and creek corridors prior to the issuance of a grading permit.

**CDD4I** - Evaluate as necessary the potential impact of all new uses and work with local and regional agencies on implementation strategies to reduce or mitigate the impact of new development along river, creek, and riparian environments, as appropriate.

**CDD4J** - Require new development projects to consider resource conservation, environmental sensitivity, and cultural impacts, as appropriate and necessary in project design and construction.

**CDD4K** - Continue to identify opportunity areas along the river and creek corridors and strive to incorporate specific uses to create a public realm by promoting safe pedestrian and bicycle access, establishing new trail connections, and providing parks and recreational opportunities, visitor-friendly amenities, visual resources, and ample public access to the river without compromising on the security and privacy of adjacent residences.

**CDD4L** - Encourage new developments along the river to incorporate the natural environment as a part of the design and as a key feature to guide the scale, design, and intensity of the development, thereby optimizing visual and physical access to the river and creek corridors, which would be subject to public safety requirements as required.

**Goal CDD5: Provide functional and attractive stormwater detention and retention basin facilities that will also allow recreational uses.**



**CDD5A** - Consider the development of a stormwater detention masterplan, and development standards that would:

- Identify adequate locations for feasible regional and neighborhood detention and related facilities, which also may consider the use of parks and public right-of-way for stormwater detention.
- Ensure that public facilities and infrastructure are designed pursuant to approved State regulatory requirements.
- Establish design and construction standards, landscape, and maintenance guidelines.
- Identify opportunities for recreation as a combined use with detention facilities.
- Facilitate groundwater recharge.

**CDD5B** - Limit the development of retention basins to those circumstances where detention facilities are not hydrologically feasible or where it can be determined that the proposed retention basin will be an asset to the development and the community.

**CDD5C** - Detention basins should be located out of view from streets and other public areas. Where this is not desirable or feasible, basins must be designed, in the opinion of the City, to be an aesthetic enhancement and, as appropriate, a recreational amenity for the development with minimal depth, natural shapes and varying slopes, and attractive landscaping.

**CDD5D** - Design larger regional or neighborhood-serving detention basins to accommodate active recreational uses that complement the basin's bioswales, rain gardens, and permeable pavement.

### ***Hillsides***

Development, as a result of open-space policies established in 1970, has established a well-defined pattern of open space in and around the City. These areas, generally floodplains and steep hillsides, have remained largely undeveloped and thus provide an important network of interconnected "greenways" throughout the community. Hillside areas also provide further relief from urbanization and lend a natural feel to the community. In order to effectively minimize erosion and the visual impacts which can result from excessive grading in steeper hillside areas, careful consideration should be given to the design and construction of projects on sites containing average slopes of eight percent or more. The following policies are designed to ensure that the visual and ecological integrity of areas containing steeper slopes and important ridges is maintained. Some degree of vegetation modification may be necessary for wildland fire management.

**Goal CDD6: Retain the natural appearance of the steep hillside areas and ridge lines.**



**CDD6A** - Strive to protect the visual integrity of prominent ridge lines (see figure CDD-4) and avoid alterations to the topography that can be viewed from vista points. The City should consider the use of tools such as the following to avoid or minimize development impacts:

- Purchase of land (public or public-private partnerships).
- Creating conservation easements or similar measures.
- Utilizing design measures such as building height limitations, increased ridge-line setbacks, and/or standards for use of appropriate building forms, colors, and materials that blend into the surroundings.

**CDD6B** - Consider establishing hillside development standards to:

- Decrease allowable residential densities with an increase in site slope.
- Limit excessive grading on slopes.
- Encourage the use of multiple levels where appropriate, so buildings are set into and stepped down the hill.
- Minimize deforestation and disturbance of native vegetation outside the approved building footprint and street and utility corridors, while considering the Local Hazard Mitigation Plan (LHMP) for wildland fire protection.

**CDD6C** - Review and amend the City's Grading Ordinance as necessary to ensure that adequate requirements are included for submission of detailed grading and revegetation plans for areas where slope grading is visible from major streets, the Sacramento River, and/or stream corridors.

**CDD6D** - Consider establishing alternative road standards in hillside developments to align with the existing topography of natural ridges and valleys, by reducing or splitting road sections and considering parking bays to avoid excessive grading.

### ***Built Environment***

Care must be taken to ensure that the man-made environment complements the City's natural environment. Further, the various elements that comprise the man-made environment influence how the City looks and the image it presents, as well as how various land uses interact with one another. This section addresses a variety of factors that influence the image of the City from an urban perspective, including streets, connections, building heights and setbacks, signs, utilities, and downtown development. It also addresses the importance of maintaining compatibility of adjacent land uses. A key element is to provide a flexible means of achieving a balance between the natural and manmade environment and the costs associated with ensuring distinctive development.



**Goal CDD7: Promote the development of a cohesive, well-defined city.**

**CDD7A** - Strive to maintain well-defined community edges using open space buffers, greenbelts, agricultural lands, stream corridors, and other natural features. Where this is not feasible, utilize City-wide “gateway” treatments through signage and/or identifiable landscape features or other aesthetic elements.

**CDD7B** - Link special community facilities, parks, and other uses to and through Downtown by establishing clear, accessible, convenient, and attractive pedestrian, bike, and automobile connections where appropriate and feasible.

**CDD7C** - Strive to develop and adopt a citywide Directional Sign Program by identifying and establishing districts and neighborhoods; incorporating landscape, banners, flags, art, and displays to enhance visual attractiveness and historical and cultural significance that would help define destinations and meet current and future needs of the diverse population in the community.

**CDD7D** - Consider graphic standards and artistic directional signage for local streets, plazas, the river, trails, community centers, and other landmarks focused on local identity, aesthetics, and visibility to establish a high-quality, appropriate, and attractive brand identity and design as a key strategy to enhance the quality of life, the community, and promote tourism and economic development.

**CDD7E** - Collaborate with public and private agencies and organizations, as appropriate, to create distinct, fundamental, and enhanced navigational elements that resonate with the community’s identity and vision.

**CDD7F** - Work with property owners to establish Downtown “gateway” treatments at appropriate locations, and enhance the livability and character of Downtown by establishing a distinct theme for community wayfinding through inclusive and identifiable navigational elements, map kiosks, and pedestrian and off-street signs.

***Historic Preservation***

The types of cultural resources that meet the definition of historical resources generally consist of districts, sites, buildings, structures, and objects that are significant for their traditional, cultural, and/or historical associations. The City, in partnership with local organizations, has taken steps in the past to reduce the potential impact, demolition, or alteration of historically recognized architectural resources, through the creation of a “candidate list” of potentially historic structures, the majority of which are located Downtown and in west Redding. This section of the General Plan recognizes the importance of historic preservation, and encourages rehabilitation and preservation through education and the implementation of programs that preserve and promote the inherent character of the local community.

**Goal CDD8: Identify and preserve historic resources and structures that reflect Redding’s history.**



**CDD8A** - The City, in partnership with appropriate community partners and organizations, should work to encourage the preservation and rehabilitation of historically and architecturally significant districts, buildings, and structures. Utilize and advertise, as appropriate, the availability of the state Mills Act Program, which provides incentives to private property owners to preserve and maintain historic properties.

**CDD8B** - Consider strengthening historic preservation planning by amending the Historic/Architectural Preservation Ordinance, which will lead to the identification and preservation of historically significant structures and districts and guide new development.

**CDD8C** - As opportunities allow, collaborate with other public, private, and non-profit agencies to document architecturally and culturally significant buildings and structures, including expanding/refining the City's Candidate List of Historic Structures to better understand the historic nature of these properties.

**CDD8D** - Consult and collaborate with other public, private, and non-profit agencies, as staff and funding resources allow, to educate property owners on the importance of preservation through workshops, events, public art projects, and curated architectural heritage site tours.

**CDD8E** – Consider utilizing designated historical buildings and cultural resources in the City and/or the placement of identifying plaques or other tools, as appropriate, to educate residents and visitors about Redding's historic resources.

**CDD8F** – Work with local organizations to create incentives to encourage the protection and preservation of historic buildings and structures to prevent, to the extent feasible, their demolition.

**CDD8G** – Consider the development and application of a Neighborhood Conservation Overlay District or similar mechanism to protect identified historic districts and ensure that new developments share similar characteristics, to minimize adverse effects that occur through unsuitable development.

**CDD8H** - Strive to ensure that new developments reflect the existing physical characteristics, building design, streetscape, open space requirements, and urban form that preserve and contribute to the overall character and livability of the established neighborhood.

**CDD8I** - Encourage “adaptive reuse” of historic structures in instances where the original or existing use is proposed to be changed. Consider utilizing the provisions of the California Building Code related to historic buildings where appropriate to facilitate the conversion of use.

**Goal CDD9: Preserve existing community character and fabric and promote the development of livable and cohesive neighborhoods and districts.**

**CDD9A** - Encourage new residential, office, and commercial development to reflect enduring, and interesting, and attractive designs, and provide community amenities, as appropriate.

**CDD9B** - Consider adopting development guidelines that address, among other things:



- Ensuring that buildings are designed to be attractive assets to the neighborhood and City and exhibit attributes of quality and permanence, minimize the use of blank, unarticulated walls, and include interesting architectural features and details.
- Pedestrian oriented designs and amenities are provided that include, among other items, appropriate scale lighting, benches, landscape, and shade trees.
- Incorporates Crime prevention through Environmental Design (CPTED) principles, as appropriate.

### ***Residential Neighborhoods - Infill Development***

The density and location of residential land uses are key to effectively implementing the compact urban form and transportation alternatives. Redding is approximately sixty-one square miles in the area and its sprawling development results in a comparatively low urban density of 1,569 people per square mile. The low urban density has an adverse effect on the cost to maintain the City's infrastructure and services, increasing emergency service response times, and leading to an increased dependence on automobiles and therefore higher rates of pollution than would occur with a more compact urban form. Prioritizing urban infill development to vacant and underutilized parcels in the urban area allows the City to take advantage of the readily available infrastructure and provide opportunities for investment in communities that may be underserved in terms of access to healthy food, affordable housing, jobs, or commerce. This section is aimed at promoting sustainable development concepts that prioritize the development of infill sites and reduce sprawl and the challenges that come with it. As an implementation strategy of this section, the City or individual property owners can initiate rezoning of residential properties to apply parcel-specific densities within the density ranges already established in the General Plan Diagram if necessary to accommodate development and redevelopment plans.

### **Goal CDD10: Establish a pattern of infill development that:**

- Links open space areas to each other and to developed areas such as parks, schools, residences, and commercial developments.
- Promotes mixed-use developments.
- Promotes adaptive reuse of vacant buildings.
- Places of employment, shopping, and other activity centers in or near residential neighborhoods.
- Encourages walking, bicycling, and other public transit use by promoting safe and convenient choices for all.

**CDD10A** - Establish standards for infill projects in existing residential neighborhoods that respect existing neighborhood scale and character as funding allows.



**CDD10B** - Consider establishing zoning standards, design guidelines, incentives, and an expedited development and building permit application and review process to encourage infill development on vacant and underutilized parcels in the City.

**CDD10C** - Consider establishing incentives for medium- to high-density, mixed-use developments, where appropriate, with emphasis on Downtown and in the “Mixed- Use Neighborhood Overlay” Districts. Review and amend as necessary the Mixed-Use Neighborhood Overlay zoning district to ensure that it serves to facilitate and incentivize the development of new mixed- use neighborhoods to the extent feasible.

**CDD10D** - Encourage development in the City to include inviting, attractive, accessible, and walkable urban mixed-use neighborhoods combining residential, commercial, recreational, open space, and employment to maximize the use of underused urban lots.

**CDD10E** - Consider a program to identify and define the vision of infill priority areas, urban nodes, the Opportunity Areas depicted in Figure CDD-5, and the Focus Areas identified in this General Plan, and establish specific development goals and guidelines. Strive to ensure that developers of new residential, commercial, and mixed-use developments in these infill priority areas have sufficient guidance to understand the goals of each area.

**CDD10F** - When determining the appropriate mix and form of residential, commercial, and recreational uses in infill priority areas, consider the neighborhood’s historical, cultural, and physical characteristics; the community’s needs; parcel depth and size; market and policy demand; and the need to revitalize space, uses, and other physical characteristics.

**CDD10G** - Facilitate the development of residential uses in conjunction with a mixture of local-serving retail and service uses at appropriate locations by allowing small neighborhood-serving stores to be established in all residential districts where they will not unduly impact existing neighborhoods, either by establishing appropriate standards or by requiring a discretionary permit.

**CDD10H** - Endeavor to enhance the quality of life through the development of Third Places projects (social surrounding separate from home and work), and programs combining open space, recreation, entertainment, and shopping, that residents actively seek outside of home and work.

**CDD10I** - Provide safe and comprehensive transportation facilities with appropriate accessibility standards, consistent with approved transit plans and policies. Pursue incorporation of bicycle and pedestrian routes, public transit stops, and bus shelters into the design of new developments and redevelopment of older projects to help residents access services, commerce, employment, education, and recreation consistent with approved transit plans and policies.

**Goal CDD11: Strive to ensure that new residential development is appropriately located and designed and can accommodate a mixture of housing types and uses.**



**CDD11A** - Encourage developers to create new residential developments in infill priority areas that are available to a broad segment of the community. The developments should be pedestrian and bicycle friendly, to make efficient use of available infrastructure and at densities that will help facilitate the provision and use of public transit where it is available.

**CDD11B** - Maximum residential densities within a given range of the land use classifications of this General Plan are appropriate for projects that demonstrate superior design features and amenities and/or the development is an affordable housing project that is supported by financial aid or other assistance provided by the City of Redding.

**CDD11C** - Consider developing form-based codes specific to infill priority areas and developing small lot zoning standards for existing lots below the City's minimum lot size to facilitate residential development in infill priority areas.

**CDD11D** - Explore options for incentivizing parcel assemblage in infill priority areas to support residential and mixed-use developments.

**CDD11E** – Facilitate, to the extent feasible, the construction of new affordable housing units that are within walking distance of transit, everyday services, schools, and employment centers.

**CDD11F** - Consider establishing residential design standards that address natural features, visibility of structures, variations in building design, garage placement, usable open space, access, and the relationship to surrounding uses. Site constraints may dictate that the maximum number of residential dwelling units allowed by the General Plan classification for a given parcel of land may not be realized.

**CDD11G** - Continue to allow residential developments to include a mix of residential densities and dwelling types, provided that the proposed development is in scale with the neighborhood and that the total dwelling unit count is consistent with the applicable General Plan density range depicted on the General Plan Diagram.

**CDD11H** - Strive to create diverse housing options for all income levels in infill priority areas, by encouraging commercial centers to combine residential uses and increase the site potential.

**CDD11I** - Consider amending the Zoning Ordinance as may be necessary to provide opportunities for such uses as daycare facilities, places of worship, residential care facilities for the elderly, public and private schools, small grocery stores, and other neighborhood-serving uses to be established in appropriate residential neighborhoods, provided that they are located and designed to be compatible with the neighborhood.

**CDD11J** - Encourage the construction of Accessory Dwelling Units and Junior Accessory Dwelling Units in single-family residential districts, consistent with State law, to increase the housing stock and provide more affordable housing options in support of the goals of the Housing Element.



**CDD11K** - Provide opportunities to develop multiple-family housing throughout the community, and especially near arterial streets, Downtown, major commercial areas, and neighborhood commercial areas.

### ***Neighborhood Preservation and Enhancement***

As part of its efforts to foster community pride and strengthen community identity, the City intends to support measures that improve and maintain healthy neighborhoods. Signs of a healthy neighborhood include clean streets, low crime rates, attractive buildings and yards, and active and responsible residents. While a city government cannot create such a neighborhood by itself, it can implement policies that establish the framework necessary for neighborhoods to develop and improve. The policies listed below are intended to aid the efforts of citizens seeking to enhance the quality of life in their neighborhoods.

**Goal CDD11: Develop new neighborhoods that are attractive, healthy, safe, and well-maintained.**

**CDD12A** - Establish design standards for new development that will create more livable and aesthetically-pleasing neighborhoods, as funding allows. Promote compatibility between land uses by minimizing impacts to privacy, views, and noise and protecting against intrusions of non-neighborhood traffic.

**CDD12B** - Where topography, creeks, or other natural features cannot be used, utilize the circulation system and the pedestrian and bicycle pathway systems and/or other appropriate transition features as important structural elements to define neighborhoods and districts.

**CDD12C** - Support efforts to involve neighborhoods to address safety and maintenance issues and foster a sense of identity and pride by encouraging the following types of activities:

- Volunteer services.
- Public parks and facilities renovations.
- Neighborhood clean-up programs.
- Neighborhood activity and safety notification programs.
- Neighborhood watch programs.
- Social interaction.

**CDD12D** - Promote stronger neighborhood/school partnerships, including joint use of City and school facilities wherever feasible.



**CDD12E** - Pursue the establishment of priorities for infrastructure improvements, based in part on neighborhood needs for those areas that can most benefit from such improvements given documented infrastructure issues, as funding becomes available.

**CDD12F** - New developments should consider their contextual setting, ensuring appropriate transition in scale, character, and aesthetics of existing neighborhoods and their surroundings.

**CDD12G** - New development projects should provide gradual transitions between multiple-family and single-family districts and between commercial and residential districts, by considering appropriate techniques such as:

- Density.
- Intensity transitions.
- Landscape buffers.
- Trails.
- Building placement.
- Height transitions.

**CDD12H** - Strive to ensure adequate street and landscape maintenance, law enforcement, code enforcement, litter, and graffiti control to provide safe and attractive neighborhoods for residents.

**CDD12I** - Where appropriate, endeavor to establish effective community engagement and targeted strategies such as in-person and virtual meetings, online forums, and surveys to educate and engage community members to communicate their conditions or concerns and be active participants in the decision-making process. Such meetings could address such topics as:

- Mobility and literacy challenges.
- Language barriers.
- Access to technology.
- Limitations on availability due to family and work responsibilities.

### ***Commercial Land Use Guidelines***

One of the primary goals of the General Plan is to create a balanced economic base that will provide a full range of employment opportunities for Redding's residents. In order to meet this goal, an appropriate amount of commercial and industrial land should be designated in a variety of locations, that are sufficiently close to be well-connected to residential neighborhoods that can



attract and accommodate the widest range of potential businesses. The industrial component is addressed in the Economic Development Element of this General Plan.

Within the City's economic development strategy, a careful balance also needs to be maintained between attracting new businesses and protecting the economic vitality of other parts of Redding, particularly the Downtown area. Significant effort and investment have gone into and will continue to be put into revitalizing the heart of the City. Therefore, it is essential that other land use decisions reinforce that objective.

In addition to providing employment opportunities and tax revenues, commercial and industrial land uses can also have a significant impact on the appearance and image of a community. Careful planning is necessary to ensure that unsightly strip development patterns and visual clutter, such as can occur with inappropriate or excessive signage, are not perpetuated. A contextually-appropriate mix of primary businesses and uses, incorporation of plazas, and gathering places within nonresidential development projects can be used to provide additional opportunities for individuals to interact and foster a greater sense of community. The appearance of nonresidential development projects can also be improved through the implementation of basic design guidelines. All of these actions combined will contribute to the successful integration of commercial and industrial land uses and the overall goal of improving the attractiveness of the City.

**Goal CDD13: Designate retail commercial lands in appropriate locations to meet the present and future diverse needs of Redding's residents and visitors and to maintain the City's economic vitality.**

**CDD13A** - Strive to ensure commercial lands identified for future development meet the existing and projected market demand for local, community, and regional commercial activity. Consider requiring the following information be provided with proposals to amend the General Plan Diagram:

- Proposed amendments to establish additional retail commercial sites, not initiated by the Planning Commission or the City Council, will be considered appropriate when it is demonstrated that there is a need for such site(s) within a 5-year time horizon. All applicants seeking such amendment to the General Plan Diagram generally of two acres or larger in area should provide a detailed analysis that demonstrates that the approval of the amendment will help to implement goals and policies of the General Plan in two or more of the following areas:
  - Provides needed neighborhood services to an otherwise underserved geographic area in a manner that complements adjacent existing or planned development.
  - Accommodates a mix of uses in addition to commercial use at an appropriate location as addressed by the policies of this General Plan.
  - Provides opportunities for regional commercial development at an appropriate location and scale in accordance with the policies of this General Plan.



The parameters of the analysis shall be determined by the Director of Development Services based on the characteristics of each site. Demonstrating only that a particular location would be economically viable for an intended use will not constitute, in and of itself, sufficient grounds for approval of a General Plan amendment.

- Applications to amend the classification of an existing site intended to provide neighborhood services to another use should demonstrate, through an appropriate analysis as determined by the Director of Development Services, that the proposed amendment will further the goals and policies of the General Plan related to future housing and neighborhood or community-level retail and related services.

**CDD13B** - Strive to provide sufficient opportunity to satisfy the retail market demand by allowing a range of site sizes and locations, while ensuring, to the extent feasible, that reclassification of land for commercial uses will not:

- Conflict with policies that encourage multiple-family uses in close proximity to retail and service uses and along transportation corridors.
- Conflict with policies of the Parks, Trails, and Open Space Master Plan.
- Reduce the supply of multiple-family lands as necessary to satisfy the long-term housing needs for very low-, low-, and moderate-income households in the community.

**CDD13C** - Encourage redevelopment of existing commercial properties for regional-scale commercial uses by considering General Plan amendments on sites less than 15 acres, where redevelopment will result in the following, as appropriate:

- Development that conforms to current development standards and criteria by eliminating most, if not all, nonconforming site conditions on an existing site or center.
- The assembly of predominantly developed commercial properties, the redevelopment of which will result in a more efficient land use pattern and contemporary site design, such as the use of common driveways, parking fields, landscape, and public areas within the development.
- Unique site designs, such as multiple stories, a mix of uses, unique architecture, and/or similar elements, are encouraged to achieve the intent of this policy, which includes the potential for the development of regional commercial uses that will result in significant site upgrades.
- The use is compatible with surrounding land uses.
- The use does not eliminate potential neighborhood shopping opportunities that reduce vehicle trips or provide neighborhood services and identity.

**CDD13D** - Consider, among other factors, the following site characteristics when designating lands for retail commercial uses:



- Location on an arterial street, preferably at street intersections.
- Provision of sufficient depth that will allow a cohesive/clustered development style instead of separate uses developed in a linear fashion along the street.
- Location within, or adjacent to, existing or planned concentrations of population.

**CDD13E** - Consider requiring overall development plans for all shopping centers and regional centers be approved before allowing the development of individual uses within a planned center. It is desirable that site and building design reflect excellence and quality and be compatible with surrounding development.

**CDD13F** - Require regional centers (i.e., those regional commercial districts that include multiple main tenants) include a mix of uses such as recreation, specialty retail, restaurants, offices, accommodations for transit services, and public uses, where appropriate.

**Goal CDD14: Encourage project development that is compatible with surrounding properties, and which improves the image of the City.**

**CDD14A** - Consider establishing design and performance standards for commercial development to ensure that building and site design are vibrant, convenient, attractive, and are compatible with the surroundings in terms of scale, mass, building patterns, building details, location, and visibility of parking, signage, and landscape and enhance views from major streets and other public areas.

**CDD14B** - Consider requiring that the design of large commercial projects, shopping centers, and regional scale developments incorporate plazas, courtyards, and other outdoor gathering places, pedestrian connections and appropriate amenities through parking lots, and pedestrian connections to adjacent residential neighborhoods.

**CDD14C** - Strive to facilitate and promote the development of commercial mixed-use centers at strategic locations that are walkable and/or bikeable and well connected by transit to enhance community access.

**CDD14D** - Consider designating commercial-zoned land as mixed-use, provided it would not change or impact the existing primary uses, to facilitate the following:

- Provide community facilities for residents with diverse needs.
- Enhance the existing use.
- Provide pedestrian and bicycle connections.
- Provide housing opportunities.

**CDD14E** - Consider creating mixed-use codes for use in commercial-use-dominated areas that allow for residential units, business support uses, public and private amenities, child-care,



restaurants and retail goods, and services that serve the employees of these businesses and the others nearby.

**CDD14F** - Consider a neighborhood-informed approach in determining the appropriate mix and form of commercial uses in infill priority areas. Encourage existing commercial centers to add residential and other appropriate uses, taking advantage of available land, services, and parking to enhance community needs.

**CDD14G** - As resources permit, review the Municipal Code's nonresidential parking requirements to ensure that an adequate number of spaces are provided for each use without requiring more spaces than projected to be needed. Consider amending the Municipal Code to establish the maximum number of spaces that can be provided for each use so as to avoid construction of unneeded spaces and to improve parking lot shade from trees and/or photovoltaic structures to reduce heat impacts.

### ***Signs***

Signs play a vital role in identifying business locations for the traveling public. However, excess or poorly designed and placed signs can detract significantly from the community. Expensive, well-designed signs can be rendered useless if there is too much visual clutter that drowns out the functionality of individual signs, or if a sign next door blocks its viewability. Typically, the cure to this has been to install larger, more powerful signs to compete for the motorists' eyes. The end results are sign clutter, damage to the building façade, loss of community, wasted advertising effort, and, potentially, greater cost for businesses.

**Goal CDD15: Work to reduce sign clutter along the City's arterial streets while respecting businesses' need to identify their location to the traveling public.**

**CDD15A** - Endeavor to reduce the visual clutter and promote a continuous, distinctive, and well-coordinated master sign program in select commercial corridors.

**CDD15B** - Consider requiring that new developments should include landscape and signage plans along with other project details during the pre-application and/or formal application process for review.

**CDD15C** - The design and size of signs in established neighborhoods should fit within the architectural order of the façade and do not obscure or damage the integrity of the building.

### ***Streets***

The memories or impressions that one has of a city are often based on what is viewed from inside a car. Because streets and their immediate surroundings (streetscapes) are important to visitors and residents, it is important to recognize their value beyond just transportation and vehicle safety. Streets shape the community in profound ways and create vital links among neighborhoods and between commercial and other nonresidential areas. The pattern of streets in a city, their width and



design elements—like sidewalks, curbs, and landscape—are an integral part of creating an attractive and desirable community.

Arterial streets should be constructed with sufficient visual amenities to improve the experience of both vehicle passengers and pedestrians. Generally, this requires the use of landscape to break up and soften the street scene by utilizing landscaped medians and sidewalks surrounded by appropriate landscape and an established tree canopy.

**Goal CDD16: Improve the visual attractiveness of the City’s arterial and collector streets; encourage walking, biking, and public transit use, and make these transportation options safe and convenient choices for all.**

**CDD16A** - Street tree- planting should be a unifying visual element along the streets; consider establishing a program to retrofit existing arterial streets to include median and street-side landscape.

**CDD16B** - Obtain sufficient right-of-way for sidewalks, street-side and median landscape, and necessary utilities along new arterial and collector streets with development approval. Install such improvements with the construction of the streets where appropriate.

**CDD16C** - Support neighborhood and community-initiated landscape processes to facilitate the development of street-side landscape and pedestrian facility improvements.

**CDD16D** - Enhance efforts to screen unattractive or distracting elements with landscape to alter the effect of large retaining walls, large parking lots, bleak surfaces, and unattractive views by considering appropriate amendments to the Zoning Ordinance and the development review process.

**CDD16E** - Consider adopting and implementing a Master Street Plan, identifying the hierarchy of streets and appropriate streetscape elements that also considers the requirements of emergency response personnel. A Master Plan may include such items as:

- Traffic calming features and design treatment (e.g., bike boxes, barriers, distinct pavement features, delineated markers and reflective paint, medians, etc.).
- Lighting layout (e.g., identify any needed changes to current street light spacing standards and equipment to ensure adequate sidewalk/pedestrian area lighting, use of pedestrian scale-lighting techniques, etc.).
- Height, spacing, and scale of street fixtures and furniture.
- Width and paving materials for sidewalks.
- Signage and public art.
- Ground-level businesses to support.



- Street connectivity.
- Landscape and street trees with root barriers, in compliance with a comprehensive Tree Plan.

**CDD16F** - Consider establishing a comprehensive landscape and vegetation management program that incorporates the City's urban landscape and open space lands to enhance the landscape aesthetic of the City and more effectively protects the community from wildfire hazards. The program could be responsible for the following and additional activities as may be appropriate:

- Overseeing the City's street tree program, including recommendations on appropriate trees and long-term maintenance.
- Reviewing and approval of landscape plans developed in conjunction with private development activities such as commercial and office developments, residential planned developments, proposed landscape maintenance districts, stormwater detention basins, and similar developments and facilities.
- Reviewing and considering, in concert with appropriate public safety agencies, vegetation modifications and long-term management plans in Redding's wildland-urban interface areas to protect new and existing developments from wildfire.
- Identifying and seeking local, State, and federal funds as well as grants and other financial resources to accomplish the above activities.

### ***Residential Streets***

Residential streets offer their own unique set of challenges to enhance visual quality. There should be variety in the streets, both in width and design. Short streets with low traffic volumes should be relatively narrow, perhaps with parking restricted to one side only. Higher-level residential streets (also known as "collector streets"), while wider, should not have excessive width; visual interest for both vehicle passengers and pedestrians can be enhanced through the use of detached sidewalks (or "parkways"). Parkways should be of sufficient width to allow for tree planting as well as utility trenches if required.

The width of a street's paving often correlates with how fast a driver will feel safe to drive. Streets that are unnecessarily wide tend to encourage faster travel. Since slower traffic is desirable in residential areas, allowing narrower street widths and/or installing appropriate "traffic-calming" mechanisms can help accomplish that goal.

**Goal CDD17: Provide residential streets that are designed to reduce vehicle speed, that encourage pedestrian and bicycle use, and that are aesthetically pleasing.**

**CDD17A** - Allow a variety of residential street widths and designs to be incorporated into new residential developments based on the function of the various streets. Pavement width should



generally be limited to the minimum necessary to adequately meet circulation demands and emergency vehicle access.

**CDD17B** - Encourage new neighborhoods to incorporate detached sidewalks and to establish landscaped “parkways” between curb and sidewalk. Continuous and consistent tree planting to form canopy closure is encouraged.

**CDD17C** - To minimize speed and cut-through traffic, consider the use of visual design techniques such as:

- Narrowing at intersections by creating bulb-outs and median refuges.
- Diversion of traffic.
- Landscaping and neighborhood greenways.
- Utilizing pedestrian-level streetlights.
- Modifying straight, long, and wide sections.

**CDD17D** - To create safer residential streets for pedestrians and cyclists, consider utilizing safety criteria such as the following measures while also considering the needs of emergency response agencies:

- Pedestrian-scale shade trees.
- Attractive streetscape.
- Distinct paved surfaces.
- Lighting.
- Street furniture.
- Street crossings.
- Traffic calming features.

**CDD17E** - As appropriate, insulate residential areas through intense landscaping, parks or smaller open spaces, sound walls, and other screening devices from the noise, pollution, and physical danger of heavy traffic in concert with measures identified in the Noise Element.

**Goal CDD18: Reduce the visual impact of utilities and communication facilities.**

**CDD18A** - Place new electric distribution lines underground in new development where feasible.



**CDD18B** - Place existing overhead distribution lines underground upon development of the abutting property where feasible.

**CDD18C** - Consider establishing a mechanism to systematically replace underground distribution lines in existing neighborhoods and commercial areas as funding sources are identified.

**CDD18D** - The design and location of pump/lift stations, electric substations, backflow prevention devices, traffic controllers, electric boxes, and similar utility facilities should be designed to minimize noise and visual impacts to the community.

## **Community Building Height and the Relationship Between Buildings and Streets**

### ***Building Heights***

The location of tall buildings plays an important role in establishing the basic urban form of the community. Tall buildings can define important geographical areas, such as its Downtown, and can be a catalyst for redevelopment. Significant job and housing opportunities also can result from the development of more intensive buildings. Properly designed and placed, tall buildings can lead to an increase in vitality in an area. To accomplish this, the massing of taller buildings should be integrated into surrounding development; they should create an elegant rather than a bulky form; and they should make a positive contribution to the public realm, urban form, and skyline.

The General Plan seeks to concentrate the tallest buildings in the Downtown area to accomplish a number of critical community objectives. However, it also recognizes that there are important commercial corridors where buildings taller than the typical four-story limit are desired to provide:

- Visitor services, such as hotels/motels.
- Residential opportunities.
- Mixed-use opportunities.
- A catalyst for redevelopment of aging commercial districts.
- Opportunities for new convention facilities.

The Downtown Focus Area, Hilltop/Dana Drive Focus Area, and the North Market Street Focus Area all have unique values that can be enhanced by “mid-rise” and “high-rise” buildings as these areas redevelop over time. Figure CDD-6, Community Building Heights, in conjunction with the above-noted Focus Area descriptions, policies, and maps, establishes the appropriate locations for these buildings in Redding. For purposes of this General Plan, “mid-rise” refers to buildings with habitable floors up to 75 feet above the ground. This height will typically accommodate six-story buildings, depending on their design.

Considerable flexibility should be provided for the design of roof elements, mechanical penthouses, and other elements to exceed that height and add visual interest to the buildings. No



height limit should be established for downtown high-rise buildings. Additionally, increased heights may be appropriate for projects within the Stillwater Business Park, consistent with the goals and policies of the City's Economic Development Element.

### ***Street Setbacks***

The height of a building and the distance that it is set back from the street play an important role in the overall character of a community. For instance, the presence of tall buildings can draw attention to certain districts in the City as viewed from major thoroughfares. Buildings constructed close to the street can contribute to establishing an urban feel in Downtown or, with greater setbacks, a suburban feel to areas outside of Downtown. For Redding, taller buildings with minimal setbacks should be encouraged Downtown to distinguish it from other commercial districts and to help provide an urban "heart" for the City. Major thoroughfares will generally have larger setbacks; with the buildings shorter in stature. Minimal setbacks may also be appropriate for new mixed-use districts that are contemplated by this Plan.

### **Goal CDD19: Establish building setbacks and heights that reflect the role and character of the various districts of the City.**

**CDD19A** - Consider establishing appropriate standards for buildings, massing, height, and setbacks for residential and commercial developments on arterial and collector streets that will define and reinforce the character of development districts in the city, while respecting cultural and historical landmarks and places of interest.

**CDD19B** - Utilize Figure CDD-6, in conjunction with the appropriate Focus Area maps and policies, to establish the appropriate locations for "mid-rise" and "high-rise" buildings in the community. High-rise buildings are only appropriate in the Downtown core area.

**CDD19C** - Consider establishing appropriate design standards and criteria for mid-rise and high-rise buildings. The standards and criteria should address, among other items, the following:

- Setbacks, step-backs, architectural design, massing, scale, form, site design, and transparency.
- Definition and support of adjacent streets and open spaces.
- Integration with other buildings and open space on the block or in the area.
- Provision of high-quality pedestrian amenities.
- Recognition of the importance and role of the three main parts of tall buildings: the base, middle (shaft), and top.
- Application of Building Code and other appropriate safety requirements.



## **Public Art**

Art expresses the social and cultural history and character of the community and enlivens the community's vision. It creates a stronger public identity and boosts the economy and tourism by attracting and engaging visitors. The City recognizes the importance of public art and, over the years, has commissioned artists locally and from across the world to create masterpieces that have become Redding identity. The Sundial Bridge across the Sacramento River is a major part of Redding's identity today and a great example of how infrastructure can be conceived as public art. This section elaborates on the need to attract the creative community by incorporating art into building and neighborhood design and engaging the community through education and outreach on the importance of public art.

**Goal CDD20: Enliven the public domain by promoting excellence in public art as a means of transforming public spaces, providing context and relevance, and contributing to community interest and pride.**

**CDD20A** - Utilize public art to create identifiable districts, places, and special locations in the public domain by:

- Encouraging the integration of art into the architecture of municipal structures, facilities, parks, open spaces, and other public areas.
- Involving artists and specialized design professionals in the design, implementation, and integration of art in public projects.

**CDD20B** - Continue to identify opportunities for public art in neighborhoods, specifically Downtown, and reinforce place-keeping goals by commissioning artwork that is themed, visually distinctive, and associated with the identity, history, and diversity of the city and specific neighborhoods.

**CDD20C** - Promote public art as an urban beautification effort, engaging and partnering with artists, design professionals, galleries, museums, architects, art professionals, urban planners, universities, community members, businesses, and other stakeholders in prioritizing and working on art projects in the city as funding allows.

**CDD20D** - Strive to attract and encourage the creative community to contribute to the City's cultural and economic enhancement by developing flexible live-work spaces, incentivizing and funding art programs, and commissioning public art that reinforces the City's identity.

**CDD20E** - Consider allocating funding for public art and providing incentives for all businesses and private developments that install public art or incorporate custom artistic elements in their design.

**CDD20F** - Involve the community through outreach activities and education about the importance of public art and specific art project initiatives, as appropriate.



**CDD20G** - Employ public art as a mechanism to create a more walkable and bikeable City. Support art installations and performance-based events in areas of increased pedestrian and bicycle traffic.

**CDD20H** - Consider blank façades, light poles, medians, utility boxes, mosaic fountains, railings, fire hydrants, parking strips, and underpasses along arterials and automobile-dominated areas for large, prominent public art.

**CDD20I** - Public art should not be considered as a substitute for including appropriate design features in new development. For existing developments, consider blank façades, light poles, medians, utility boxes, mosaic fountains, railings, fire hydrants, parking strips, and underpasses along arterials and automobile-dominated areas for large, prominent public art.

### **Administration and Implementation**

The General Plan Diagram identifies the general distribution of various land use classifications throughout the Planning Area. Because of the scale, it may be difficult to determine the precise location of boundaries between map land use classifications and/or the actual extent of hazard areas associated with steep slopes or flooding. In some instances, more than one land use classification may be applied to a parcel of land, requiring that the appropriate mix of uses and allowable density be determined on an individual basis. In order to streamline minor interpretations of the General Plan Diagram and reduce the need for General Plan amendments in such circumstances, the City of Redding has established the following policies for land use administration procedures.

#### **Goal CDD20: Ensure proper and efficient administration of the General Plan Diagram.**

**CDD21A** - Permit the Director, Board of Administrative Review, or Planning Commission to reconcile land use classification boundaries to coincide with legal parcel boundaries and actual flood and slope areas provided that land use compatibility is maintained, that the integrity of each land use district is maintained and that there will be no adverse impacts of such boundary adjustment. Such actions will not constitute a General Plan amendment.

**CDD21B** - Allow the Planning Commission to determine the appropriate mix and density of development on parcels shown on the General Plan Diagram as divided into two or more land use classifications based on policies of the General Plan. Such actions will not constitute a General Plan amendment.

A routine review of the General Plan is critical if the City is to ensure that the Plan continues to be consistent with community values, social and economic trends, and changing technology. Further, a routine review of the Plan can identify how well the City implements the policies of the Plan. The following policy addresses a review of the General Plan.



**Goal CDD22: Provide for ongoing implementation of the General Plan.**

**CDD22A** - Conduct periodic reviews of the General Plan's goals, policies, and Diagram, as appropriate, to meet the General Plan Annual Progress Requirements of the Government Code Section 65400 that requires staff to "investigate and make recommendations to the legislative body regarding reasonable and practical means for implementing the General Plan or an element of the General Plan, to serve as an effective guide for orderly growth and development, preservation and conservation of open-space land and natural resources, and the efficient expenditure of public funds relating to the subjects addressed in the General Plan." The Planning Commission and the City Council shall receive a staff update on the Implementation of the General Plan periodically, principally focusing on the following:

- Actions are undertaken in the previous year to carry out the implementation programs of the Plan.
- Satisfy the requirements of Public Resources Code 21081.6 for a mitigating monitoring program in addition to the General Plan Annual Progress Report requirements of the Government Code Section 65400.
- A briefing on new and continuing funding sources that are available to help implement the General Plan, and the steps the staff is taking to pursue them.

**Focus Areas**

Each of the identified Focus Areas (Figures CDD-7 through CDD-16) is discussed separately in this section. It shows how the existing character of each area has been influenced by previous development and how new development can be channeled to resolve existing problems or capitalize on opportunities. City policies that direct future development and capital improvements in each area are presented where appropriate. Policies discussed within the text of each Focus Area are illustrated by accompanying diagrams.

**Redding Downtown**

The Downtown area includes Redding's original town site, which was platted in 1872. The early vitality of the town was spurred by railroad activity as well as copper and gold mines located north of the town. Downtown still contains a number of early-century buildings, while the oldest neighborhoods in the City are located nearby. Construction of the Downtown Mall in 1973 significantly changed the face and vehicular circulation patterns of the Downtown Core.

Retail activity Downtown began to falter with the construction of Interstate 5, which bypassed the Downtown business district. As new retail businesses located (and existing businesses relocated) near freeway interchanges, Downtown retail activity began to give way to more and more office uses. Over the past several years, a very strong interest has developed in creating a modern and distinctive Downtown that is the social, governmental, office, and cultural center of the community, while maintaining a comfortable atmosphere.



To encourage this evolution to continue, new development Downtown should assume a different character than new development elsewhere in the City. It should present a more urban character, by ensuring that the most intense, tallest, and most interesting buildings in Redding are located in and around the Downtown Core. Such buildings can take many forms, from those that provide a mix of retail, office, and residential uses, which is the preferred Downtown Core development type, to the stand-alone office and residential buildings.

Downtown offers many opportunities for the development of urban-style buildings, represented by “mid-rise” and “high-rise” structures. For purposes of this General Plan, “mid-rise” refers to buildings with habitable floors up to 75 feet above the ground. This height will typically accommodate a six-story building, depending on its design. Considerable flexibility should be provided for the design of roof elements, mechanical penthouses, and other elements to exceed that height and add visual interest to the buildings. No height limit should be established for downtown high-rise buildings.

Mid-rise building development is appropriate in those areas that “ring” the Downtown Core, while high-rise development is appropriate in the Core area itself (Figure CDD-6). Mid-rise buildings will provide a transition from existing two- and three-story structures on the periphery of the Downtown to the future high-rise buildings in the Downtown Core. It also will provide an appropriate height transition from nearby residential uses. The design of these new buildings will be critical if they are to be a positive addition to Downtown and contribute to the desired pedestrian setting of the area. Goal 18 of this Element and its various policies address community building height, and call for the development of design guidelines for mid-rise and high-rise buildings that can be used to ensure that these buildings provide the positive image to the community that Redding seeks.

Despite encouraging the development of a modern and intense downtown area, Downtown Redding should be a place for pedestrians. Instead of setting buildings far back from the street, they should be close to the street. Instead of buildings being far apart, they should be close together and continuous. Ground-floor uses should be active, including retail, restaurants, and entertainment. Buildings should be designed so that people are protected from the weather by using overhangs, shade structures, and canopy trees. The design should encourage mid-block pedestrian circulation by utilizing and improving existing alleyways. Buildings should have several doors for people to enter shops and businesses, instead of a few doors with large expanses of blank walls. The ground floors of buildings should have clear windows so that inside activity is visible to people on the street, rather than mirrored glass or opaque walls. Building designs should allow for display windows and other areas of interest to encourage pedestrians to walk around and shop. Public spaces should be considered an integral element of the design of taller buildings, especially with high-rise structures.

To create the desired pedestrian atmosphere, on-street parking will be retained Downtown. Only limited amounts of parking should be located on individual lots. Most parking will be clustered in common lots or structures. When parking structures are developed, they should include retail frontages on the ground floor. Parking garages without retail frontage have the same impact as large blank walls—neither presents a pedestrian orientation. These and other design components are included in the Downtown Specific Plan.



The Downtown Focus Area includes provisions intended to:

- Encourage redevelopment in the area to establish Downtown as the office, entertainment, government, and cultural center of the City.
- Ensure that ample land is available Downtown for multiple-family development.
- Establish Downtown as an active, pedestrian-oriented district.

### ***Downtown Focus Area Development Guidelines***

#### **D1. Ensure that new development is consistent with, and furthers the goals of, the Downtown Redding Specific Plan.**

- Encourage high-rise office building developers to provide space for retail businesses to locate on the ground floors of buildings located in the commercial areas of the Downtown core.
- Encourage development in the Downtown area to include a mix of mid-rise and high-rise office buildings, consistent with Goal CDD18 and Figure CDD-6. Encourage mid-rise and high-rise buildings in the Core area to include a mix of commercial and residential uses.
- Provide Downtown entry features at strategic locations where appropriate.
- Facilitate redevelopment of the Union Pacific property into a unified, mixed-use, and/or cultural/entertainment complex which features ample public amenities and attractive streetscapes.
- Residential density should not be limited in the Downtown Core.
- Promote development similar to that of garden apartments north and east of the Pine Street School; recognize the potential of the school to be the hub of neighborhood activity.
- Allow outdoor uses such as restaurant seating, flower sales, and similar activities on private property and, where appropriate, on public property.
- Regularly assess the implementation of the Specific Plan and undertake amendments as necessary to ensure its vision is realized.

### **North Market Street**

At one time the principal visitor-serving area in Redding, this portion of Old Highway 99 was known as the “Miracle Mile.” With the construction of Interstate 5 in the 1970s, through traffic was diverted away from this area, and visitor services were provided at more convenient freeway interchange locations. While the Miracle Mile has languished over the years, it is poised once again to be a prime location for visitor services, as well as for housing, to meet the diverse needs



of the community. The impetus for this revival is the completion of the world-class Sundial Bridge, Turtle Bay Exploration Park, and the McConnell Arboretum. The City's riverfront regional park—Lake Redding/Caldwell Park—is also adjacent to the Miracle Mile corridor. From this location near the Sacramento River, visitors, as well as those who will reside along the corridor, will be able to walk a short distance to these major attractions, making it a very convenient location to enjoy these first-class facilities. Turtle Bay School is ideally situated to be the neighborhood school for children from kindergarten through the eighth grade whose families choose to live in a more urban environment rather than the single-family style that typifies Redding's residential areas.

In order to fully realize its potential, allowable land uses, and the physical arrangement of those uses, will be critically important. Equally important will be the design of new development on properties that will redevelop over time. Commercial uses should include lodging, restaurants, and small tourist-serving shops. Medium-density residential uses, configured in a mixed-use fashion, with retail and service uses, should be introduced to the corridor. Mid-rise buildings are encouraged on the east side of North Market Street, which will allow tenants on that side to take advantage of views of the river, the Sundial Bridge, and the McConnell Arboretum without impacting existing residential neighborhoods. New development should be unique, well-designed, include amenities that complement the attributes of this Focus Area, and incorporate a substantial landscape. The street-side landscape provided by the new development should complement the plant palette established with the construction of Market Street medians. Planters should also be appropriately scaled for an urban landscape. Signage should be understated.

The expansion of existing automobile-oriented uses and the introduction of new automobile sales or service use should be limited so that the vision of remaking the corridor can be attained.

### ***North Market Street Development Guidelines***

- Prepare a comprehensive design plan for the corridor that incorporates landscape features, building design, and architectural materials as funding permits.
- Encourage visitor-serving uses such as hotels, motels, restaurants, and small retail shops.
- Work with property owners to provide landscaping along the street frontages where feasible; develop a unified plan for landscape improvements.
- Consider seeking funding to establish a pedestrian trail along Sulphur Creek upstream of Market Street; explore options and funding for a pedestrian crossing of North Market Street.
- In consideration of the many scenic and recreational attributes in the Focus Area, allow the development of mid-rise buildings along the east side of North Market Street. Ideally, these projects will contain a mix of commercial, lodging, and residential uses.
- Allow the development of new automobile-oriented uses and the expansion of existing automobile-oriented uses only on the west side of North Market Street, between Quartz



Hill Road and Arboretum Drive. New automobile sales and service use and limited expansion of such existing uses elsewhere in the Focus Area should be strongly discouraged.

### **Riverfront Focus Area**

The Park Marina riverfront area is one of the most visible waterfront areas within the community. Its proximity to Downtown and Turtle Bay Museums and Arboretum by the River makes the area a perfect location for water-oriented businesses and tourist or recreation-related facilities. Because of the unique nature of this area and the importance its development will have on the community, it is appropriate that the Specific Plan be revisited.

#### ***Riverfront Focus Area Development Guidelines***

- Strive to ensure that development within the Park Marina area is designed to maximize the unique opportunities created by its riverfront location and complement development activities within the Downtown and Turtle Bay Museums and Arboretum by the River.
- Development in the Park Marina area should be designed to retain and integrate natural features associated with the riverfront to the fullest extent possible.
- Development in the Park Marina area should complement the Downtown Specific Plan, the Civic Center, and planned development activities at Turtle Bay Museums and Arboretum by the River.
- Regularly assess the implementation of the entire Redding Riverfront Specific Plan area and undertake amendments as necessary to ensure its vision is realized over time.

### **Magnolia Neighborhood**

The Magnolia Neighborhood is among the oldest neighborhoods in Redding. The neighborhood is replete with examples of turn-of-the-century to post-World War II era architecture, including California Bungalows, Craftsman style, Prairie style, and Mediterranean Revival, among others. In response to declining housing stock and the establishment of high-density land uses that were clearly incompatible with the neighborhood, the City adopted the “Magnolia Neighborhood Plan” in 1976. This plan reduced allowable residential densities to prevent the construction of additional high-density apartment projects while establishing a moderate, multiple-family residential density throughout the neighborhood. This strategy has met with some success but has also generated some concerns. As a positive, the construction of additional three- to four-story apartment complexes was halted. However, several very large and dense multiple-family developments have been constructed at numerous locations in the neighborhood that are out of scale and incompatible with adjacent properties which could have a negative impact on maintaining the original and unique housing stock in the immediate vicinity. This is to say that the emergence of very dense apartments in the neighborhood may have acted as a disincentive for residents to make investments in upgrading existing homes due to the uncertainty of what may be constructed nearby.



It is the policy of this Plan to recognize and preserve the single-family housing stock in the Magnolia Neighborhood. To that end, the General Plan Diagram depicts the entire Neighborhood as single-family, notwithstanding the existing multiple-family uses. The following policies recognize existing multiple-family uses and much of the multiple-family zoning where it currently exists in the neighborhood, but restrict the manner in which those units can be reconstructed in the event of severe damage or destruction. The intent is to ensure that any new multiple-family construction in the neighborhood is compatible with the area to the maximum extent feasible.

### ***Magnolia Neighborhood Focus Area Development Guidelines***

- Conserve and enhance the Magnolia Neighborhood, as depicted on the Focus Area Diagram, as a “Single-Family Residential” area.
- Maintain “Multiple-Family” zoning only for existing apartment complexes. Rezone areas that are predominantly “Single-Family” to a single-family mixed district that accommodates existing and new uses such as multiple single-family dwellings on a lot, guesthouses, and second units.
- Establish standards for alterations or reconstruction of existing multiple-family structures to ensure neighborhood compatibility with respect to character, height, mass, form, setbacks, and materials.

### **California-Trinity Focus Area**

This Focus Area is generally bounded by Center Street to the west, Riverside Drive to the north, an alley to the east, and Trinity Street to the south. This small neighborhood may be among the oldest neighborhoods in Redding with the maps creating the lots recorded in 1900 and 1901, similar to the Magnolia neighborhood to the west. The neighborhood includes a variety of architectural styles including Bungalows, Craftsman-style, and others. The neighborhood is mixed, being predominantly single-family in nature, although several apartment buildings and vacant commercial properties are located here. The neighborhood is also home to a historic church, located at the corner of Trinity and California Streets. Originally home to the Zion African Methodist Episcopal (AME) church, this small Gothic Revival church, erected in 1894, is the oldest house of worship in Redding.

The majority of the neighborhood is zoned for high-density residential uses, (20 units per acre) although the southern boundary is within the Downtown Redding Specific Plan’s “Downtown Mixed-Use District.” These land use classifications could result in significant changes to the neighborhood being made if and when properties redevelop in accordance with current zoning. This could result in a loss of the unique nature of the tree-lined neighborhood. In 2022, approximately one-third of the properties in the Focus Area were owner-occupied.

### ***California-Trinity Development Guidelines***

- Seek opportunities to partner with agencies and organizations to determine the historic significance of the neighborhood and its structures.



- Consider establishing a historic district overlay or other mechanisms if it is determined that such designation is warranted for all or a portion of the neighborhood.
- Consider developing and implementing guidelines to ensure that property redevelopment is done in a manner that is compatible with the neighborhood in terms of scale, architecture, location of parking, etc.
- Work with property owners to place any identified historic structures, particularly the historic church, to secure status on the National and State Registers of Historic Places and/or the City of Redding Register of Qualified Historic Structures. Seeking such designations would be at the sole desire of the property owners.
- Consider revisiting the current land use classifications if it is determined that different classifications would be appropriate and desirable by property owners to protect the neighborhood from incompatible development.
- Strive to maintain the existing mature street tree canopy.

### **Garden Tract Focus Area**

The majority of this downtown-adjacent neighborhood was established by the “Garden Subdivision” map recorded in 1939. The neighborhood is generally bounded by Continental Street to the west, Butte Street to the north, South Street to the south and the ACID canal to the east. Perhaps unique for Redding’s neighborhoods at the time, the map included a reservation for a “Children’s Play Ground” at the southeast corner of Sacramento Street and Verda Avenue. The playground has since been replaced by four single-family homes. This neighborhood is also unique given the numerous service alleys and the tree canopy that shades the majority of streets and sidewalks. Single-family residences are the principal land use, although there are examples of apartments and other multiple-family uses in the neighborhood, as well as a middle school and commercial laundry depot. Many of the homes were constructed with single-car garages, although there are numerous instances where the garage has been converted in the past to provide additional living areas. This neighborhood has maintained its popularity over the years and properties continue to be well maintained. Placer Street, East Street, and South Street are the primary connections to the Downtown area from the neighborhood.

Additions to Sequoia Middle School as well as the Shasta Community Health Center facility have occurred at the periphery of the neighborhood and appear to be well received and not considered to be detrimental to the neighborhood. The Downtown Redding Specific Plan includes the Butte Street corridor within its boundaries which will likely result in additional commercial and/or higher-density residential development in the future. The Specific Plan identifies the area as within the Downtown Mixed-Use District and its regulations call for limiting building height to 45 feet adjacent to the neighborhood



### ***Garden Tract Focus Area Development Guidelines***

- Maintain the predominantly single-family use classification of the neighborhood as depicted on the General Plan Diagram. Discourage amendments that may introduce potentially incompatible residential densities and/or commercial uses unless supported by neighborhood residents.
- Strive to ensure that alleys are adequately maintained and do not become deteriorated by heavy vehicle use such as can occur with sanitation collection equipment.
- Continue to support, as appropriate, the use of Sequoia Middle School and its grounds for use by the public for sporting activities and outdoor public gatherings such as viewing the 4<sup>th</sup> of July Freedom Festival fireworks display.
- To the extent feasible, work with property owners who desire to construct one or more accessory dwelling units on their property to be sensitive to the concerns of adjacent property owners with respect to building location, materials, and height.
- Work with project proponents along the south side of Butte Street to design proposed developments that will result in appropriate setbacks, height transitions, building articulation, placement of windows, and similar design considerations so as to minimize potential visual and privacy impacts to adjacent existing residential development.
- Work with ACID and property owners, as appropriate, to provide trail access along the ACID Canal between SR44 and Cypress Avenue to provide for neighborhood mobility options and routes to schools that reduce the need to traverse City streets.

### **Redding Regional Airport Environs Focus Area**

Properties within the Redding Regional Airport Focus Area provide Redding and the larger urban area with vast opportunities for economic development and employment. They also provide the ability to develop lodging, food, and other services needed in the region. While the Airport Road corridor has accommodated a mix of service and industrial uses for decades, more intense development in the vicinity of the Redding Regional Airport (Airport) occurred with the creation of the Redding Airport Business Park to the west and the Stillwater Business Park to the east of the Airport. Both of these industrial/business projects were spearheaded by the City and were developed on lands that at one time were part of the original Airport property. The Redding Airport Business Park contains a number of successful business and industrial uses as well as vacant properties. The Stillwater Business Park provides a number of larger “shovel-ready” industrial sites that are also served by the City of Redding utilities.

Ongoing efforts to increase airline service to and from Redding have been fruitful and residents and businesses enjoy an expanded choice of destinations to and from Redding. Business and leisure travelers now have many more options for direct flights to locations such as San Francisco, Los Angeles, Seattle, and other larger cities/airports. With the increase in the use of the Airport comes a need to accommodate additional services in the area such as lodging and restaurants to address



the comfort and convenience of those using the Airport for travel, both business and leisure. Additional services would also provide more options for those working and residing in the area to access additional food services, retail options, and other urban amenities.

***Redding Regional Airport Environs Focus Area Development Guidelines:***

- Support and facilitate the development of visitor and business traveler uses such as lodging and restaurants in proximity to the Airport.
- Continue to support and facilitate improvements and upgrades to Redding Regional Airport and the achievement of the goals and policies of the Economic Development Element related to the airport.
- Support efforts to establish needed “workforce housing” in proximity to the Stillwater Business Park as employment expands over time.
- Continue to implement the Airport Road widening plan as traffic needs dictate, including the realignment of the Fig Tree Lane intersection to facilitate a second access to the Stillwater Business Park and other industrial lands in the area.
- Work with the Shasta County Airport Land Use Commission (ALUC) to update the airport’s Comprehensive Land Use Plan (CLUP).
- Refer any proposed amendments to land use classifications to the ALUC for review and comment related to consistency with the CLUP.

**Oasis Road Focus Area**

In response to policies contained in the 2000-2020 General Plan, the City prepared and adopted the Oasis Road Specific Plan (ORSP) to establish land use classifications, zoning, development guidelines, and other tools to guide future development in the area. The ORSP included approximately 760 acres and set the stage to accommodate over 3 million square feet of commercial uses, over 2,000 dwelling units, as well as public parks and the infrastructure needed to support the anticipated level of development. The City also adopted the North Redding Traffic Benefit District (NRTBD) as a mechanism to finance needed roadway improvements as well as a Public Facilities Financing Plan for funding other public improvements. Since the adoption of these documents, current circumstances suggest that the ORSP and supporting documents should be reviewed. These include the following:

- Very little development has occurred in the area since the adoption of the ORSP in 2006, calling into question the underlying land use expectations.
- The traffic analyses for the ORSP and the NRTBD were based on the previous Shasta County Traffic Demand Model which has since been updated. The current model assumes that background traffic and project traffic generation levels will be substantially lower than



projected by the previous version of the traffic model, suggesting that the scale of certain roadway improvements needed may be overstated.

- The nature of retail has changed over the years, with an increasing interest in online shopping and less reliance on brick-and-mortar establishments, suggesting that a revised market or other analysis of the current and projected needs for commercial land in the ORSP area should be revisited.
- Community expectations for development in Redding have evolved over time and development trends such as mixed-use developments are becoming more desirable and possibly should be better addressed in the ORSP.

### ***Oasis Road Focus Area Development Policies***

**OESP1** - Consider undertaking a review of the underlying assumptions of the ORSP and its supporting financial documents to ascertain whether the ORSP should be rescinded or amended to reflect more current market and community conditions and desires for the area, and seek City Council direction in that regard.

### **Parkview Neighborhood Focus Area**

The Parkview Neighborhood is among Redding's older neighborhoods. It lies south of Cypress Avenue between the west bank of the Sacramento River and State Highway 273. Grange Street separates the primarily residential northern portion from a small industrial pocket in the south. Commercial/office uses have developed along the highway frontage and Parkview Avenue. Redding's Civic Center complex and South City Park are located immediately across Parkview Avenue to the north.

Parkview experienced marked deterioration prior to the 1990s, and declined from the status it saw in the 1950s and '60s as an attractive middle-class residential neighborhood.

The decline is, in part, attributable to the establishment of higher-density land uses, along with the transformation of many of the existing single-family homes into rental properties. Coupled with the close proximity of industrial and service commercial uses with little or no buffer zone, the quality of life within portions of the residential neighborhood is poor. Deferred maintenance and neglect are evident with many structures. Because much of the pattern of development occurred prior to establishment of current standards, many developed parcels are substandard in size, have inadequate setback from the street and neighboring properties, and have inadequate access.

The neighborhood has been the focus of Redding's Neighborhood Police Unit (NPU) for several years. While the area is showing positive trends toward alleviation of most gang- and drug-related criminal activity, the NPU is still faced with a level of calls for service that far exceeds other similarly-sized neighborhoods in Redding. The Redding Redevelopment Agency (since terminated by State action) prepared and the City approved the Parkview Neighborhood Strategic Revitalization Plan in January 2001. The Plan provided conditions that stimulated the neighborhood from an economic standpoint through steps such as:



- Improving the existing dwelling units by actively pursuing various code violations and providing financial incentives.
- Increasing the level of home ownership.
- Improving the quality of life of residents by providing parks, sidewalks, and other amenities.
- Providing opportunities for mixed-use development along Parkview Avenue.
- Generally creating an environment that attracts buyers and investors to the neighborhood.

### ***Parkview Neighborhood Area Development Guidelines***

The activities called for in the revitalization plan are still appropriate and should be used to guide future development/redevelopment. These actions include:

- Preserving and enhancing the residential nature of the core area through establishment of effective buffer land uses, especially between the residential portion and the industrial/service commercial uses to the south and west and between single- and multiple-family uses, and by utilizing innovative design features.
- Providing improved access to the Sacramento River, a connection to the Sacramento River Trail, and other needed recreational amenities in the neighborhood.
- Facilitating mixed-use development that allows retail, commercial office, and residential components on Parkview Avenue. Establishing appropriate design review guidelines and development standards that will guide development along the corridor.
- Creating high-quality, affordable residential development that integrates new construction with existing dwellings and which provides a catalyst to encourage private reinvestment in the neighborhood.
- Facilitating the needed neighborhood traffic and circulation improvements in the context of the needs of the entire neighborhood.

### **Opportunity Areas**

In working with a group of community members, the Community Development and Design Element identifies a number of “opportunity areas” in the City. The intent is to identify areas along arterial street corridors with unique opportunities for development that can be accomplished through incentives and development directives to create activity centers by increasing density, mixing uses, and by promoting multi-modal transportation systems. This section identifies three areas and each of the unique opportunities, as illustrated by accompanying maps and photomontages, intended to incentivize private redevelopment within these areas.



### ***Hartnell and Victor Avenue***

The Hartnell and Victor Avenue area, as identified in Figure CDD-5, has an abundance of underutilized or vacant properties that have readily available services and infrastructure to suit the needs of a denser, more diverse development. With the increased bicycle ridership in Redding, the intersections along Hartnell and Victor Avenue corridors will benefit from improved connections and improvements.

- Consider adopting development/design guidelines for use by property owners who seek to redevelop existing structures, and/or establish new uses or a different mix of uses.
- Encourage and incentivize the development of a diverse mix of uses and flexible-use spaces to create nodes that are attractive and well-connected to the nearby residential development.
- Encourage bike-ability and walkability in the area through a planned trail network, active transportation improvements, and improved road intersections.

### ***Bechelli Lane***

Bechelli Lane is currently zoned for a mix of multi-family and commercial uses, but its development pattern is largely underutilized. At various locations, properties along the corridor may benefit from diversification. Zoning changes or flexibility in zoning can act as a catalyst for infill development that can accommodate a variety of uses to serve the community.

- Infill priority sites along the corridor should be identified and zoning flexibility provided to accommodate mixed-use development with active frontages. Consider providing development incentives, as appropriate.
- Encourage a diverse mix of uses and flexible-use spaces to create nodes that are attractive, and well-connected to the nearby residential development.
- Consider rezoning commercial properties to mixed-use to accommodate multiple-family residential development along Bechelli Lane at appropriate locations with the support of property owners.
- Provide attractive streetscape and landscape improvements along South Bechelli Lane to enhance neighborhood vitality and to promote the development of a vibrant community as funding allows.

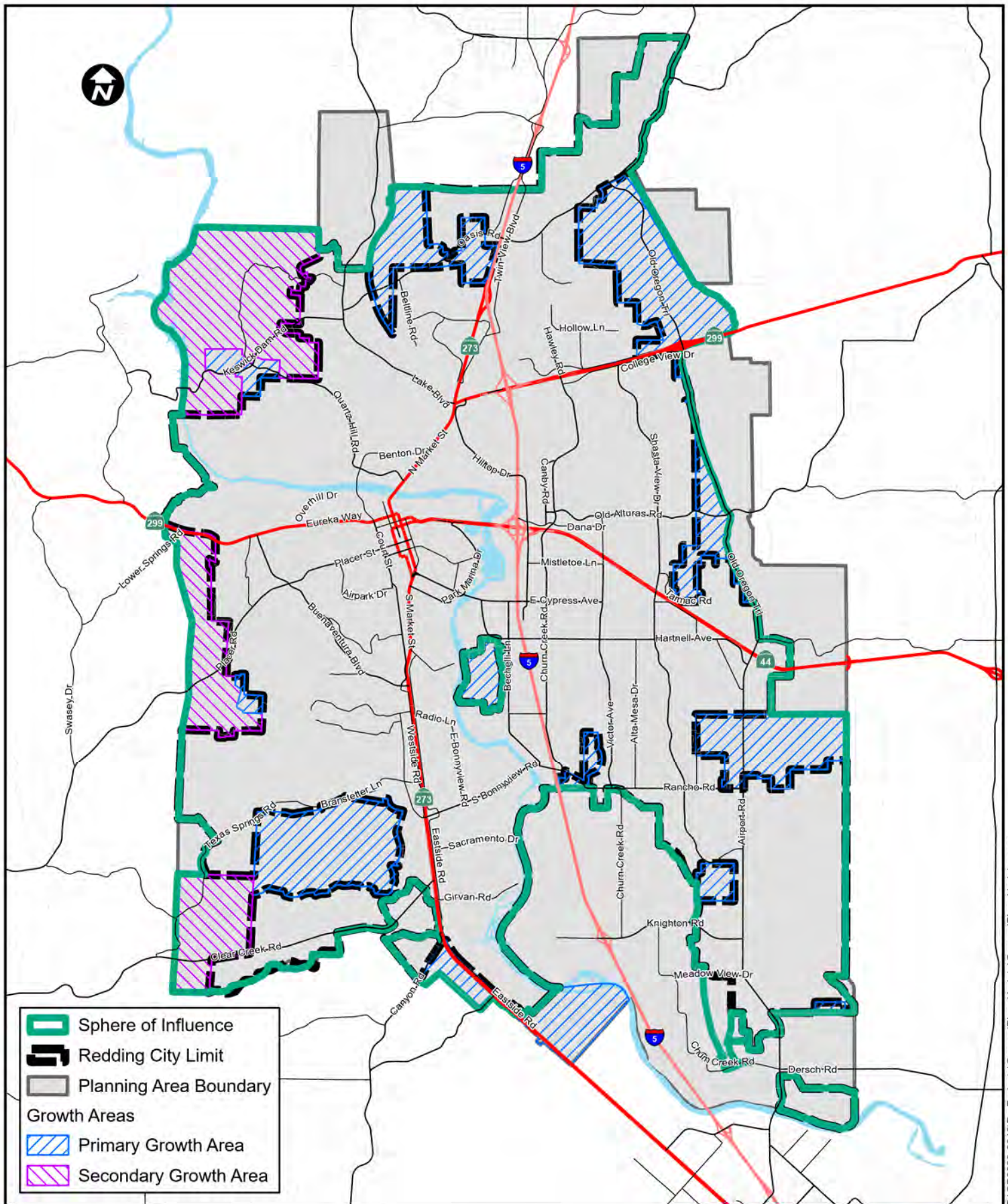
### ***South Market Street***

South Market Street is characterized by the railroad and the industrial development along the corridor. The underutilized and vacant industrial parcels abutting the single-family neighborhood provide an opportunity for redevelopment potential for residential and accompanying services.

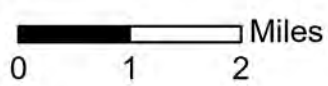


- Consider rezoning appropriate parcels along South Market Street, as identified in Figure CDD-5, to accommodate multiple-family residential development and/or mixed-use. Incorporation of pedestrian and bicycle facilities in new development and a plan for connections to services nearby should be developed.
- Consider providing a protected or buffered bike lane along SR273 for commuting and to serve as a connection to Downtown. Ensure the safety of users by incorporating district paved surfaces, lighting, street crossings, and other traffic calming features.
- Allow for flexibility of heavy commercial-zoned properties to provide amenities for nearby residential neighborhoods.





- Sphere of Influence
- Redding City Limit
- Planning Area Boundary
- Growth Areas
  - Primary Growth Area
  - Secondary Growth Area



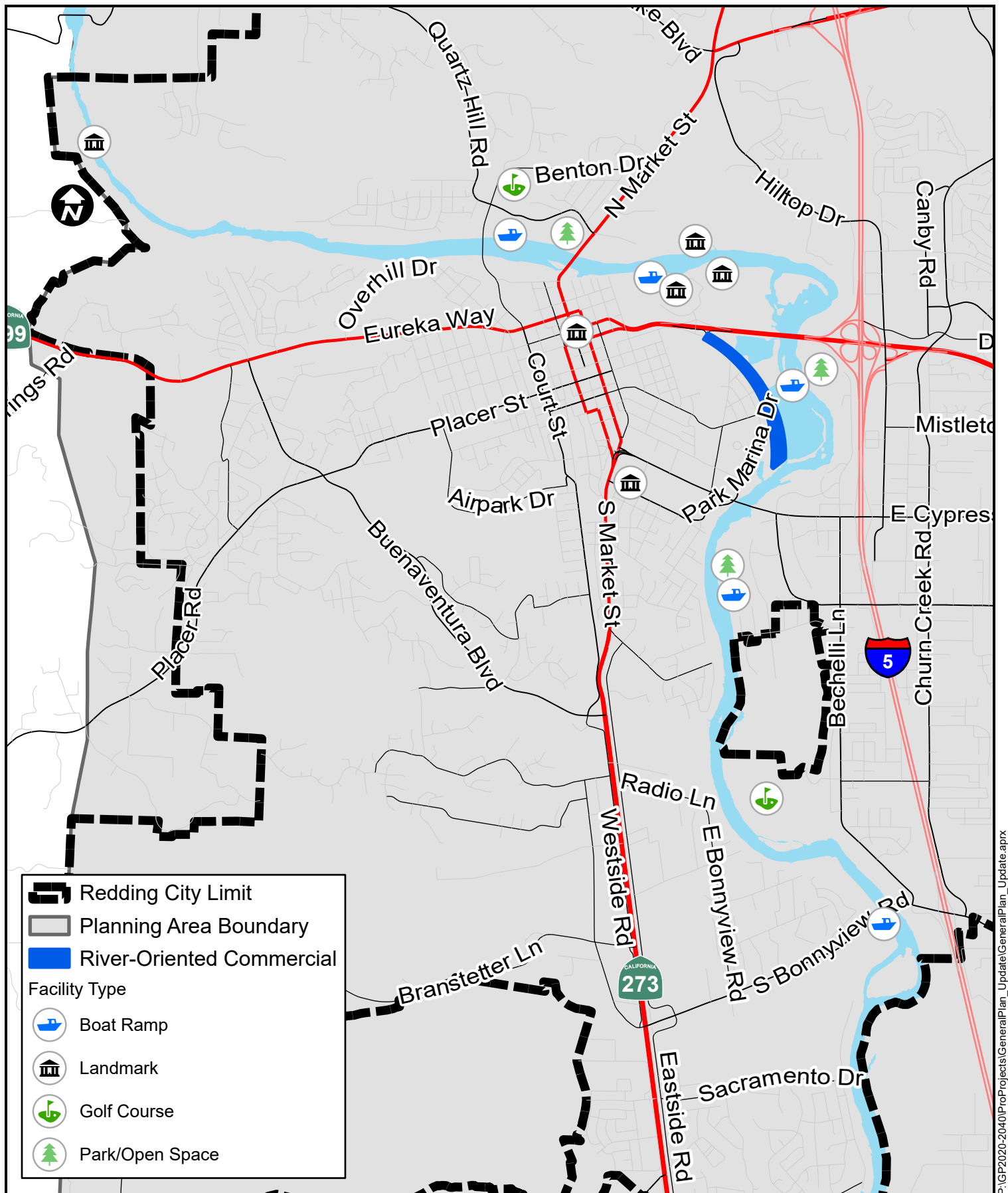
CDD-1  
Updated Planning and Growth Areas



Print Date: April 13, 2023

P:\GP2020-2040\Projects\GeneralPlan\_Update\GeneralPlan\_Update.aprx





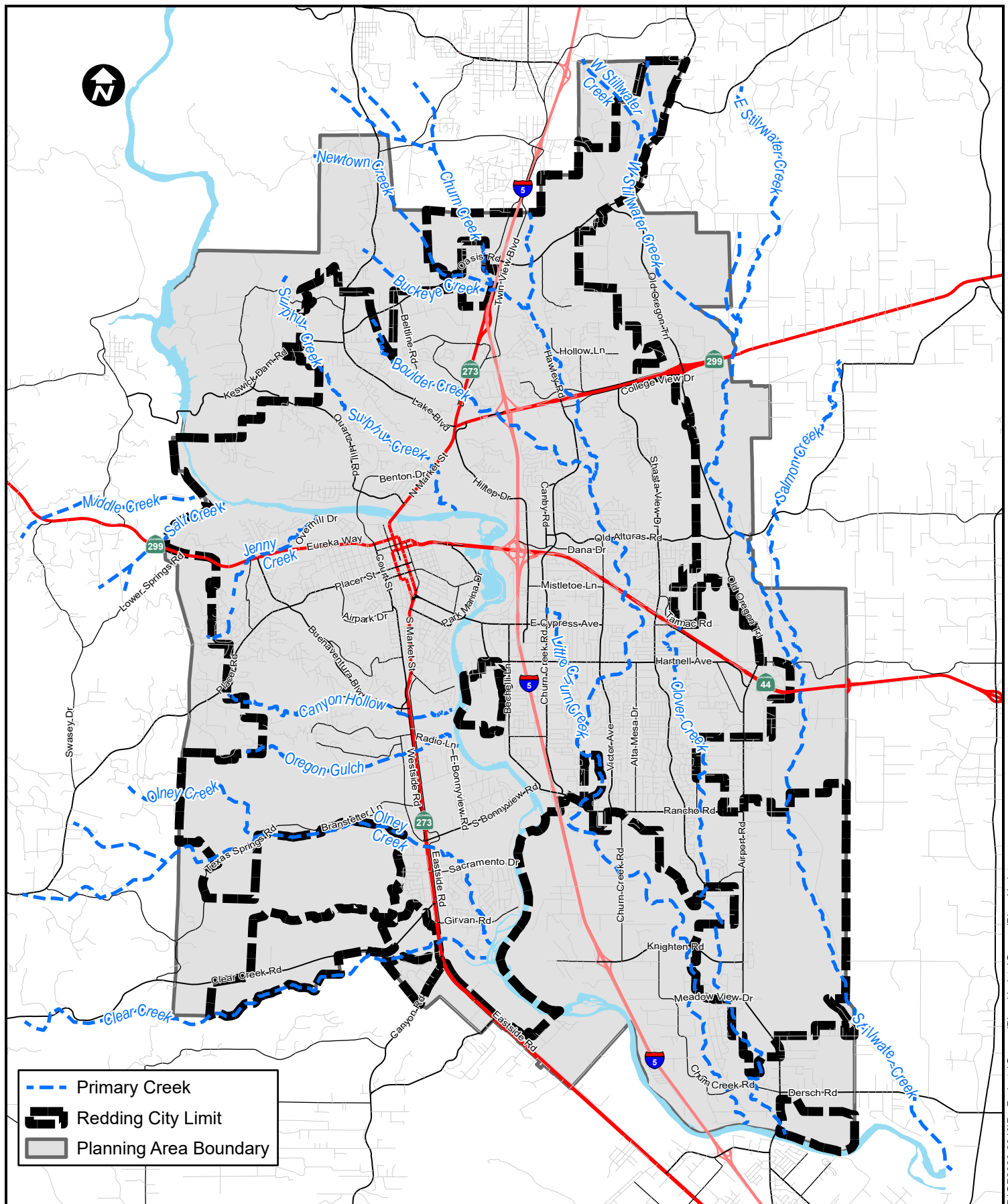
0 0.5 1 Miles

CDD-2  
Sacramento River  
Recreational, Cultural, and Commercial Areas



Print Date: April 13, 2023



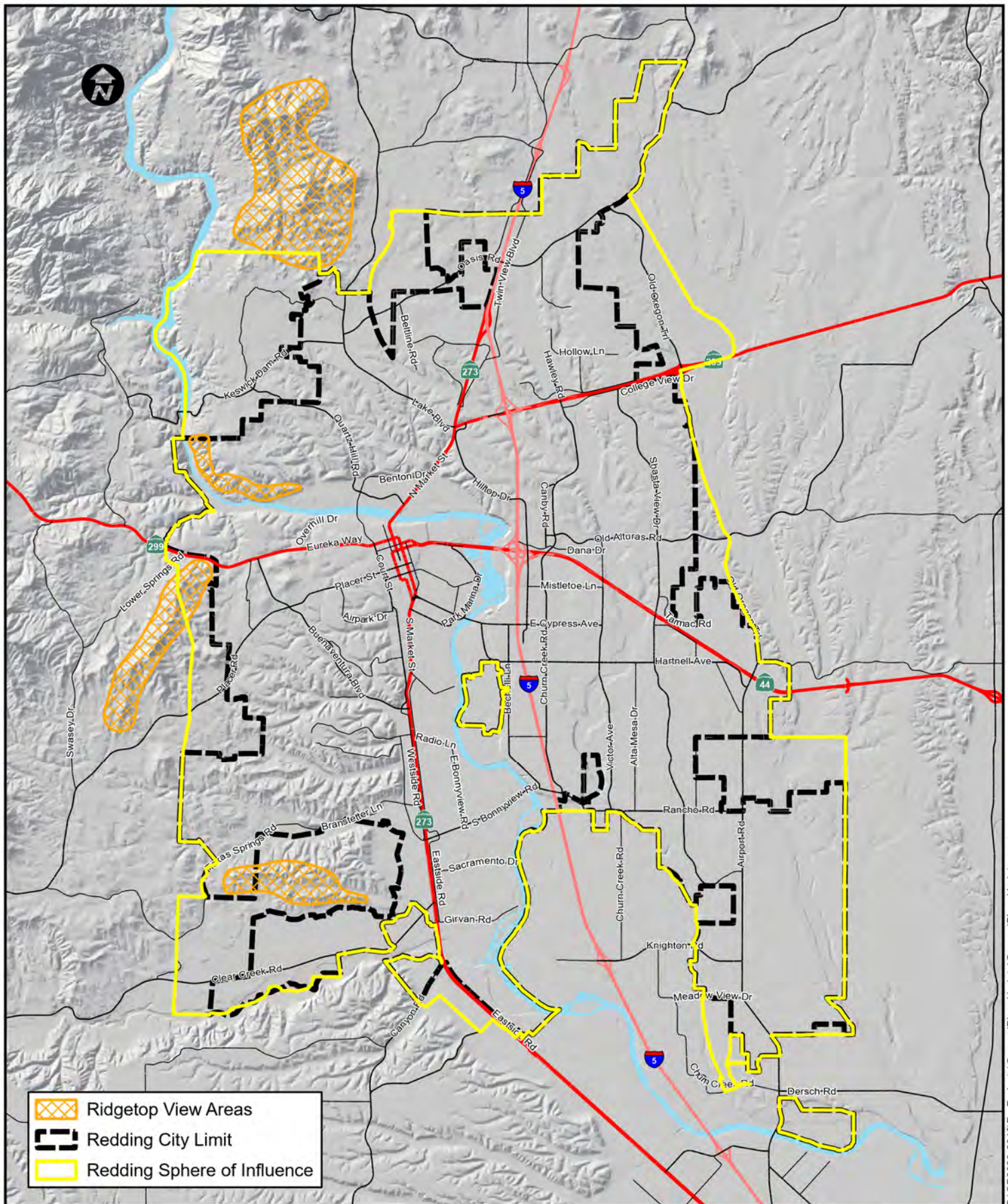





# CDD-3 Primary River and Creek Corridors

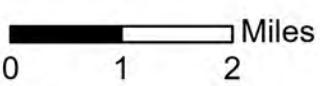


Print Date: April 13, 2023





-  Ridgetop View Areas
-  Redding City Limit
-  Redding Sphere of Influence

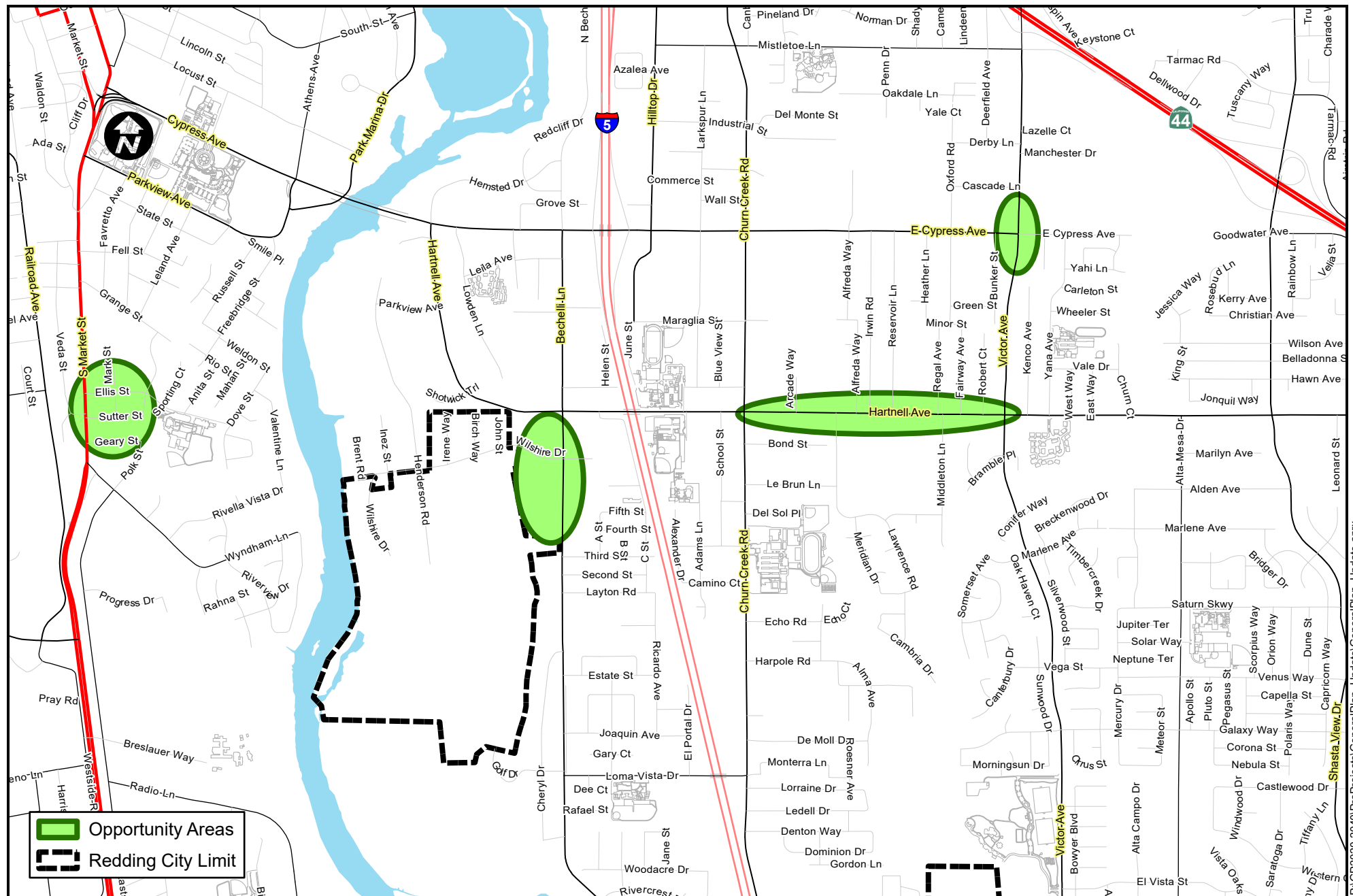


CDD-4  
Prominent Ridgetops



Print Date: April 13, 2023



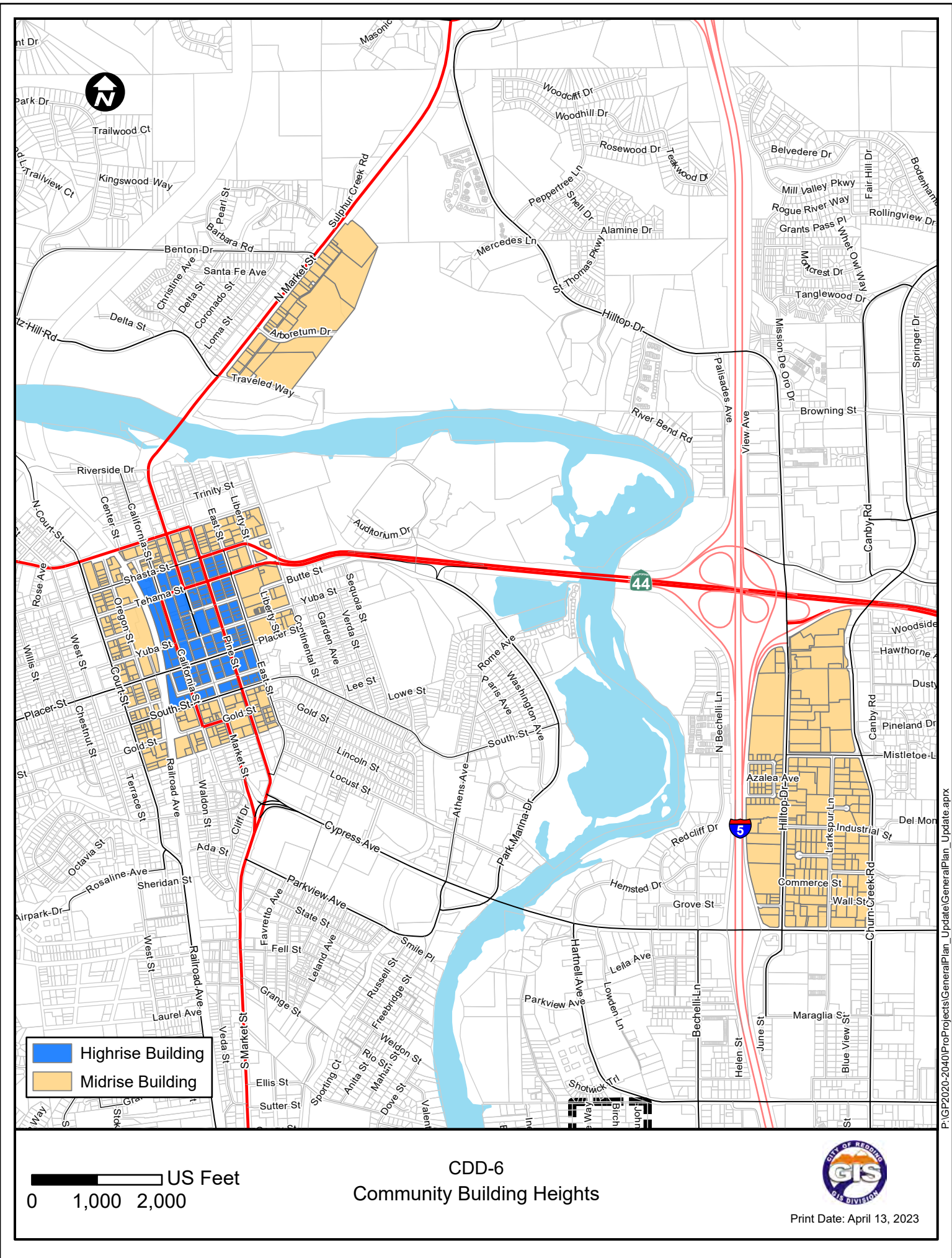


## CDD-5 Opportunity Areas



Print Date: April 13, 2023





- Highrise Building
- Midrise Building

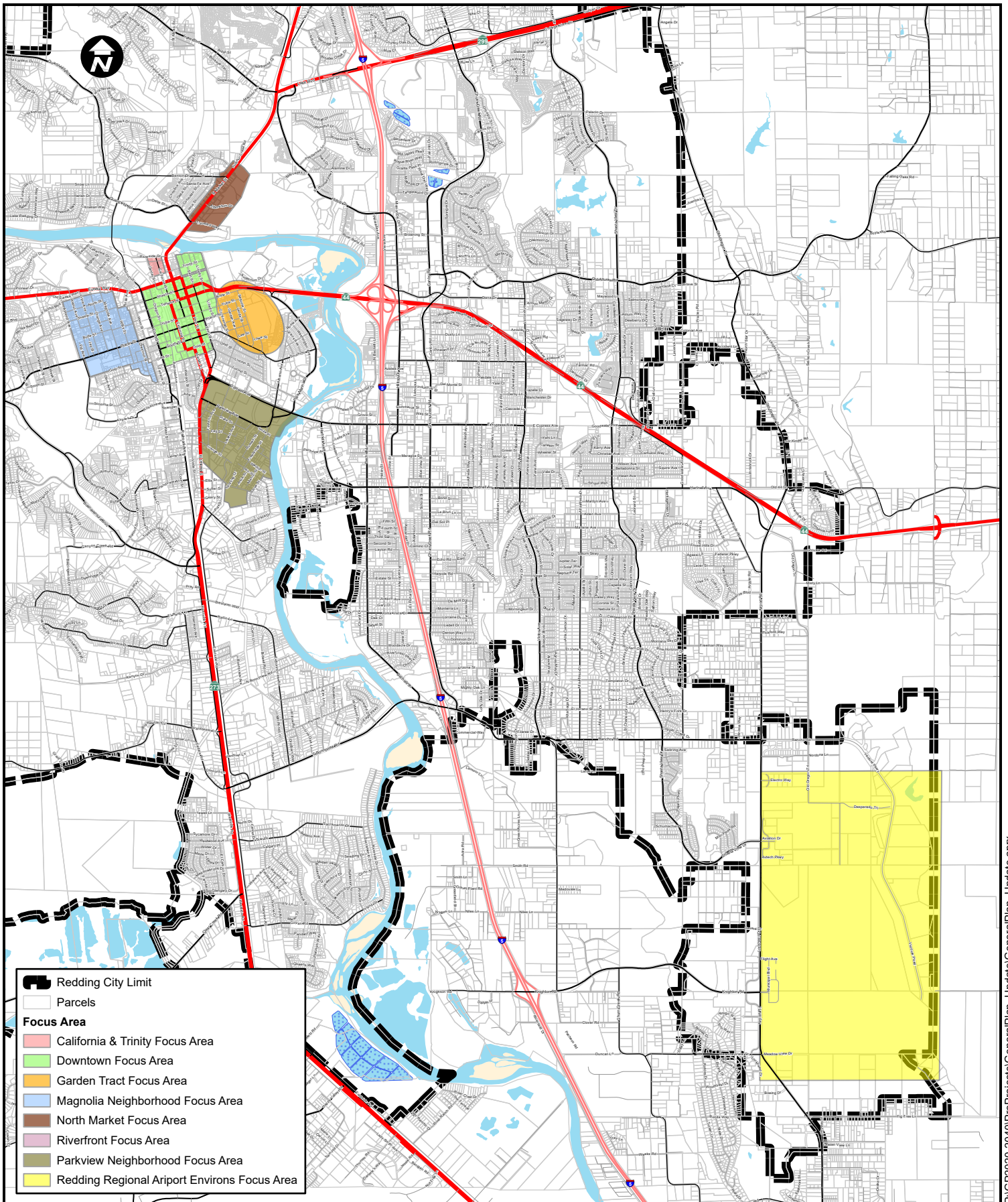
US Feet  
0 1,000 2,000

CDD-6  
Community Building Heights



Print Date: April 13, 2023





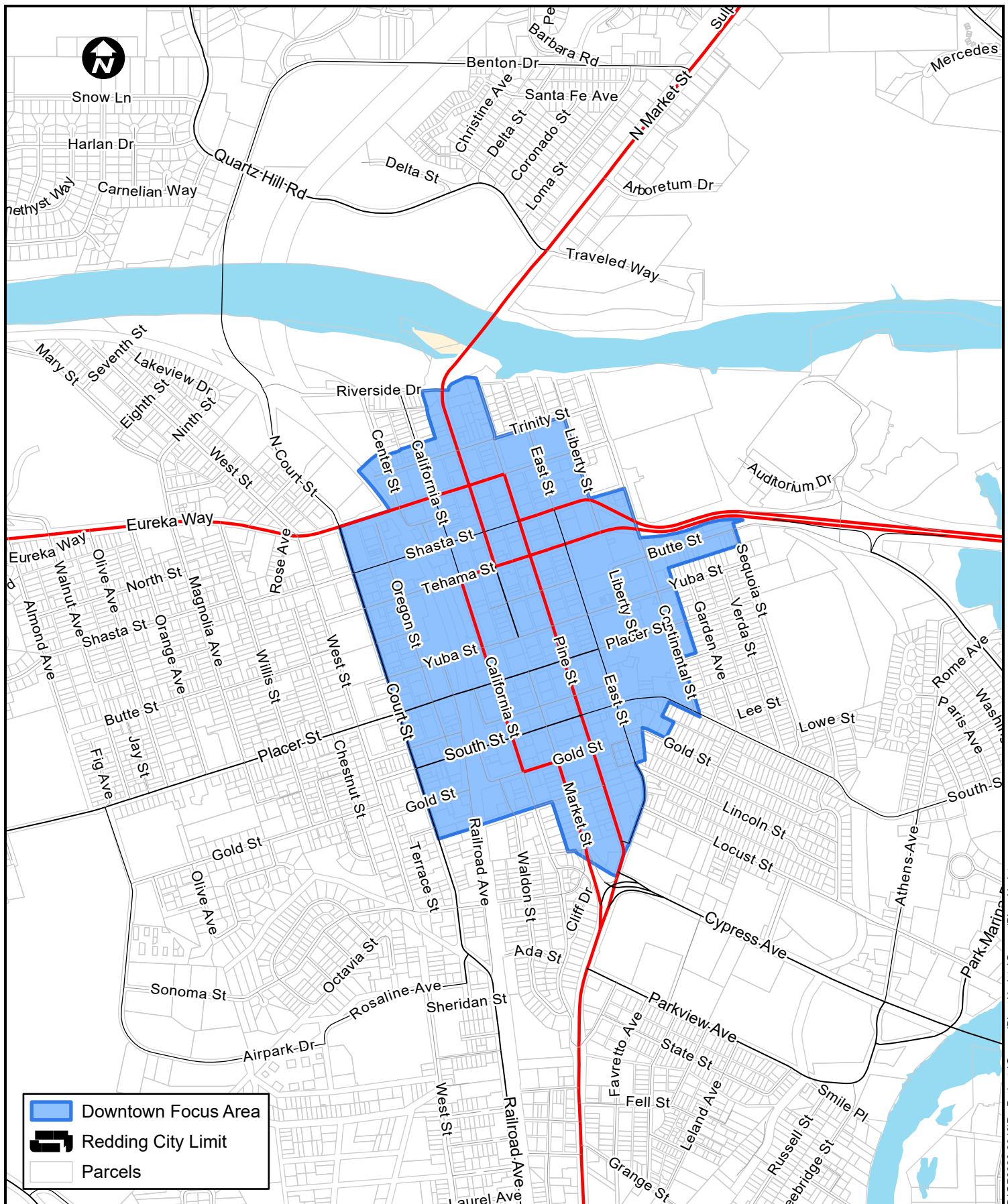
0 4,000 8,000 Feet

CDD-7  
Focus Areas



Print Date: April 13, 2023



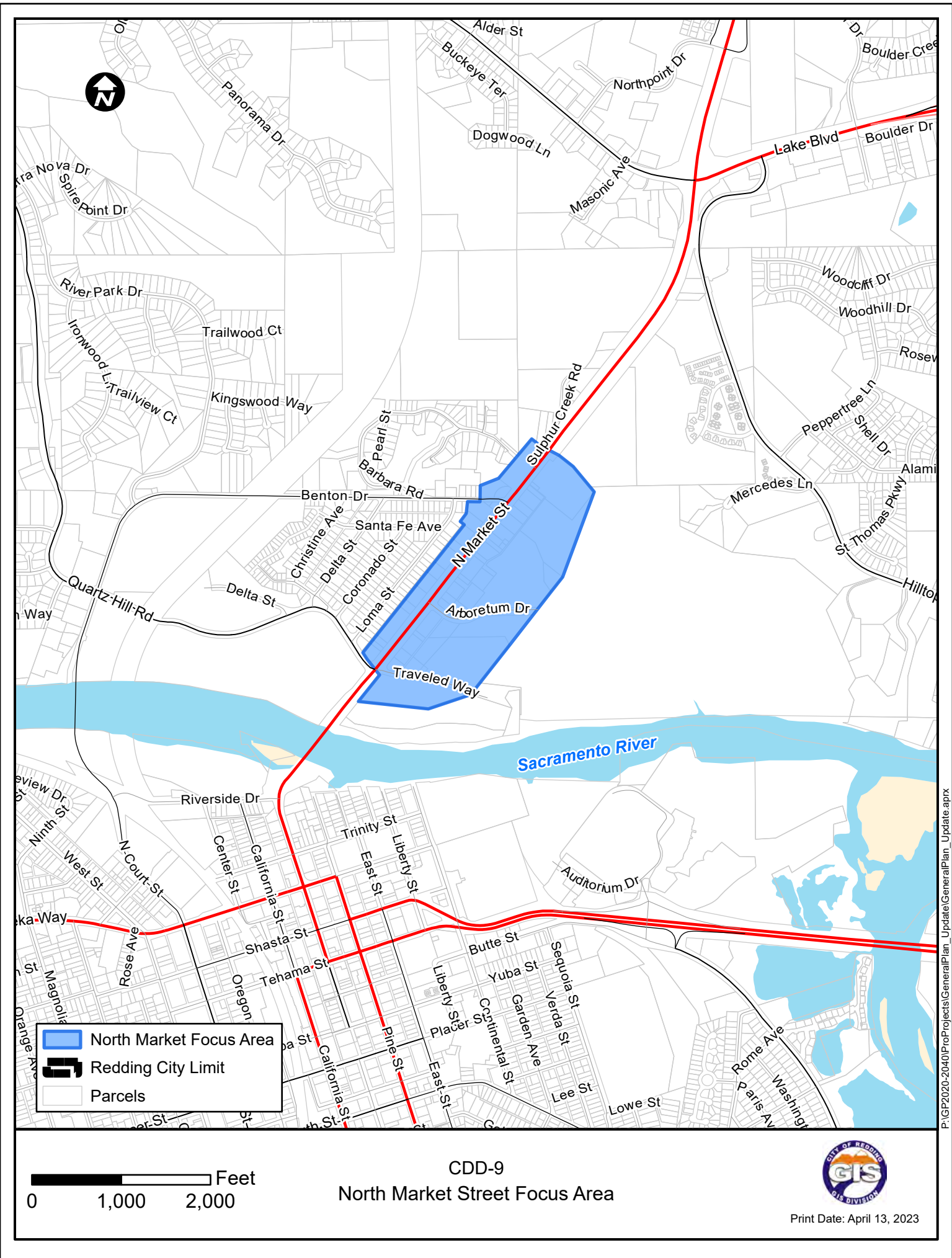


CDD-8  
Downtown Focus Area



Print Date: April 13, 2023





North Market Focus Area

Redding City Limit

Parcels

0 1,000 2,000 Feet

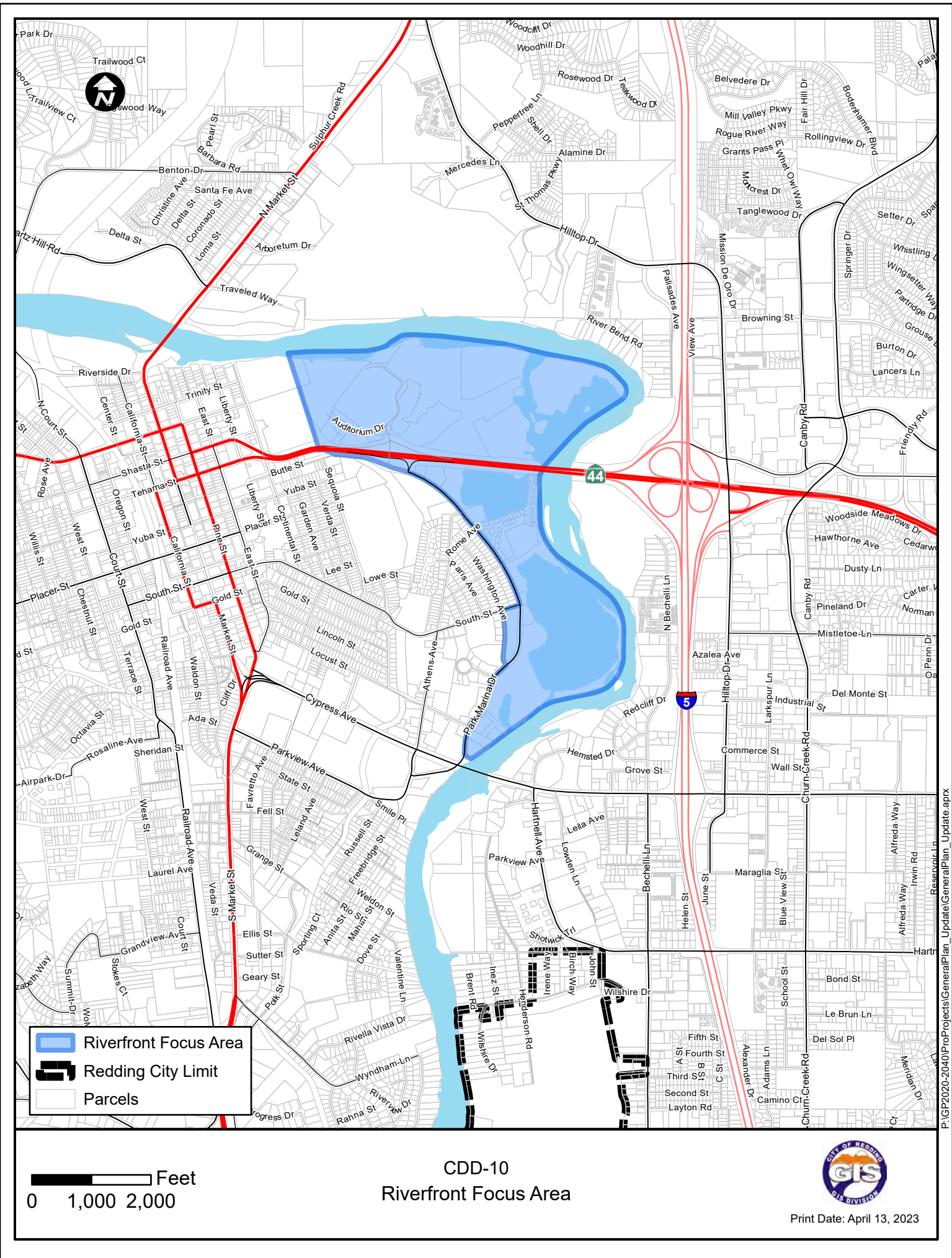
CDD-9  
North Market Street Focus Area



Print Date: April 13, 2023

P:\GP2020-2040\ProProjects\GeneralPlan\_Update.aprx



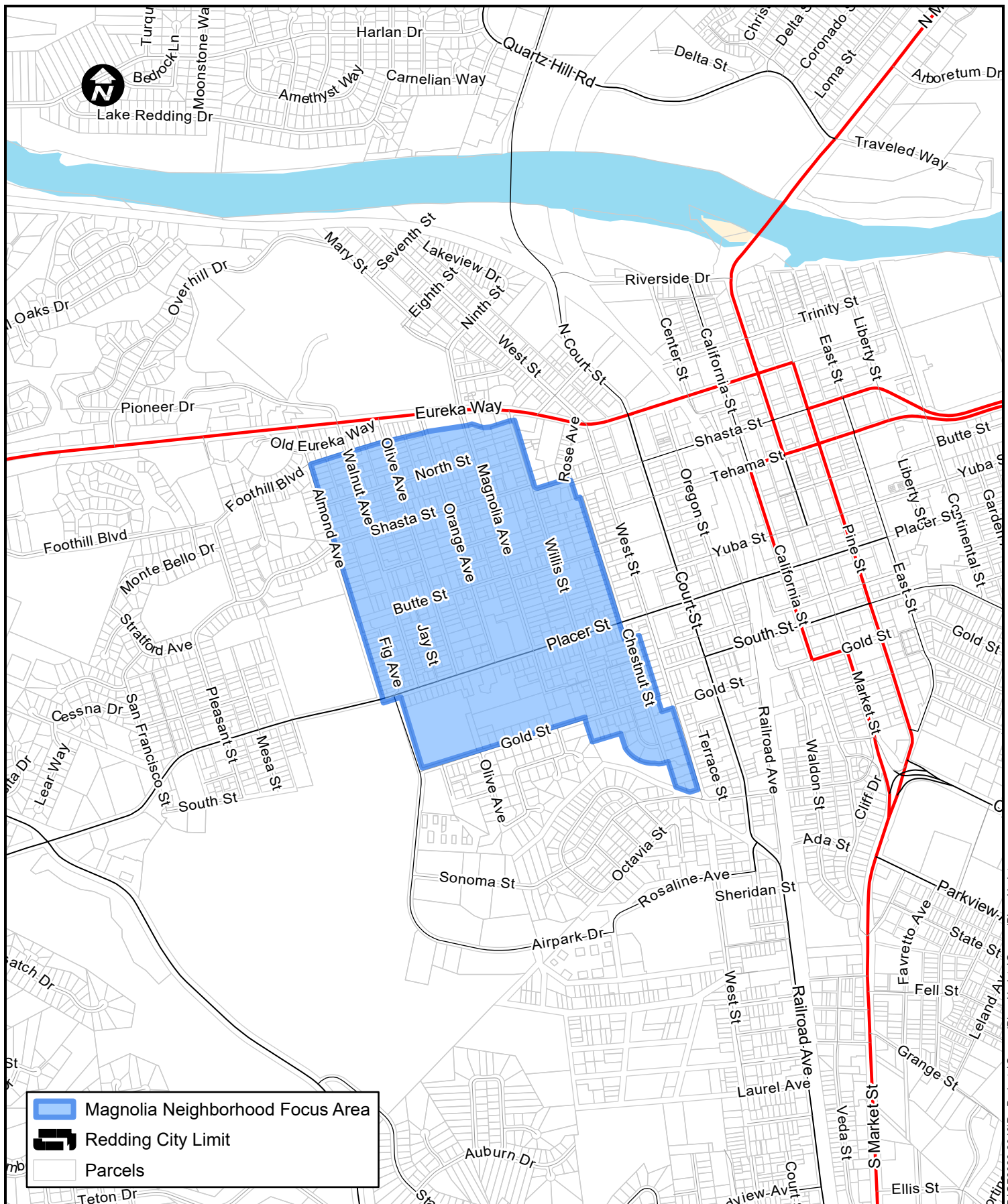


CDD-10  
Riverfront Focus Area



Print Date: April 13, 2023





- Magnolia Neighborhood Focus Area
- Redding City Limit
- Parcels

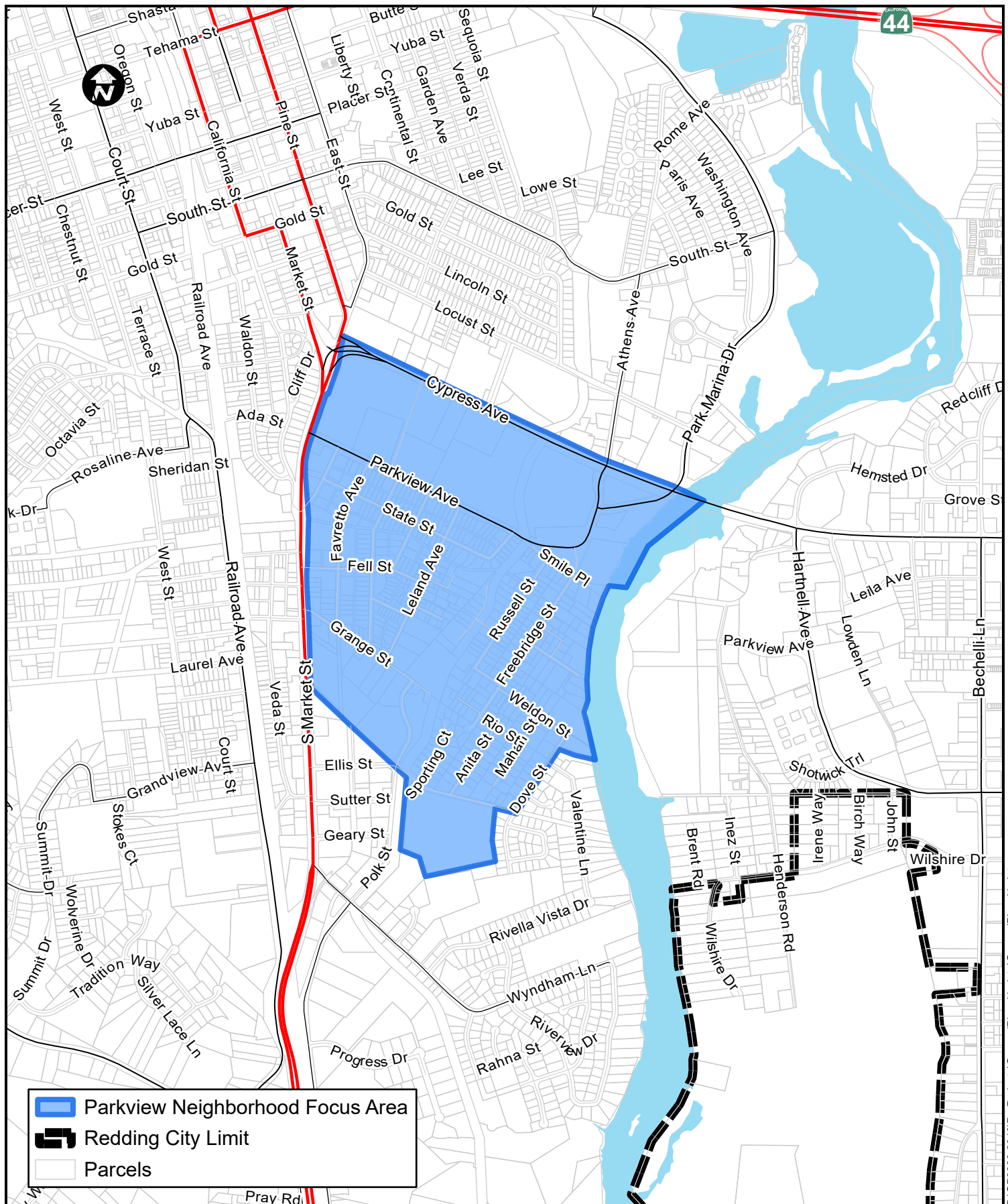
0 1,000 2,000 Feet

CDD-11  
Magnolia Neighborhood Focus Area



Print Date: April 13, 2023



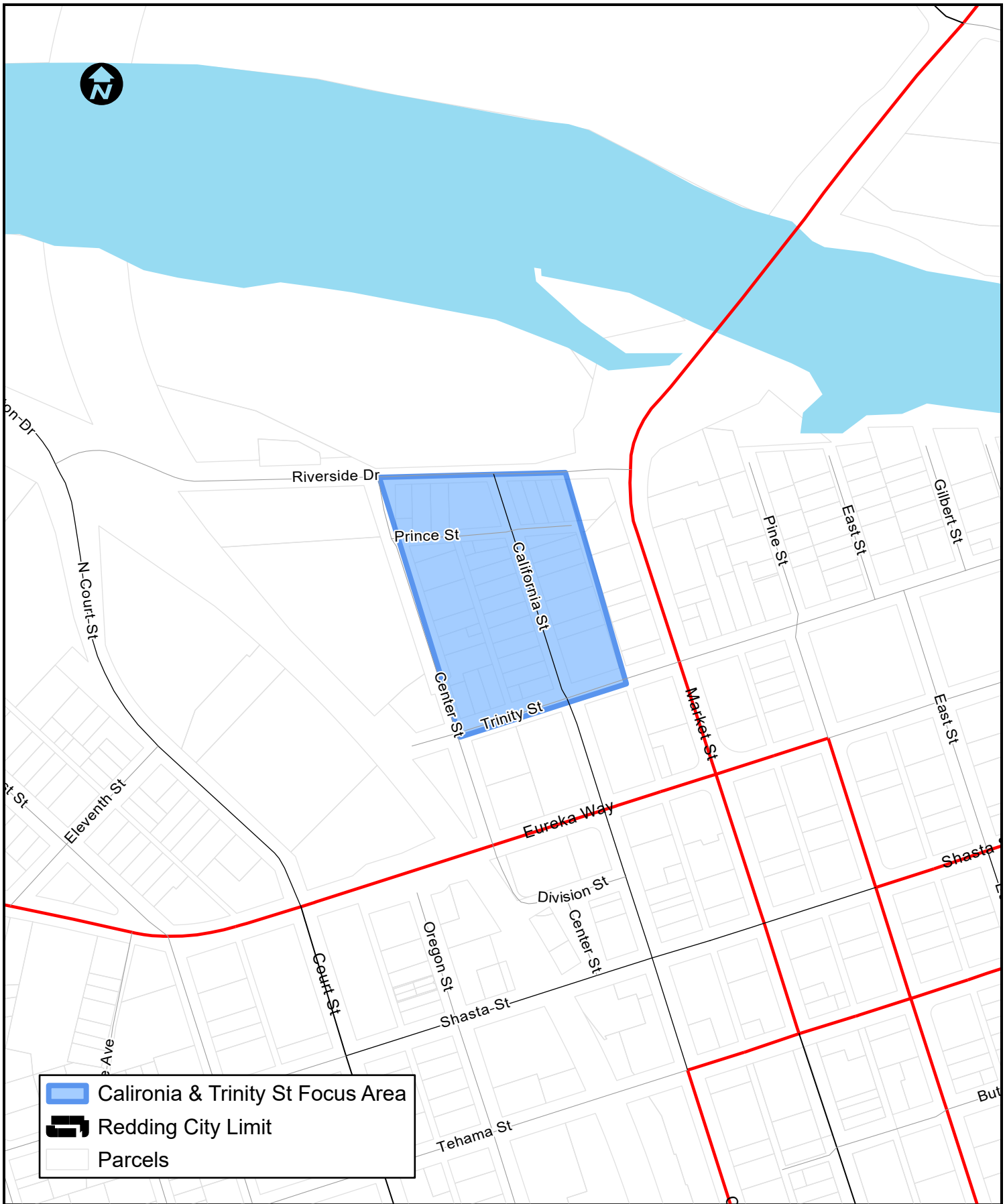



P:\GP2020-2040\ProProjects\GeneralPlan\_Update\GeneralPlan\_Update.aprx





Print Date: April 13, 2023







**Calironia & Trinity St Focus Area**


**Redding City Limit**


**Parcels**

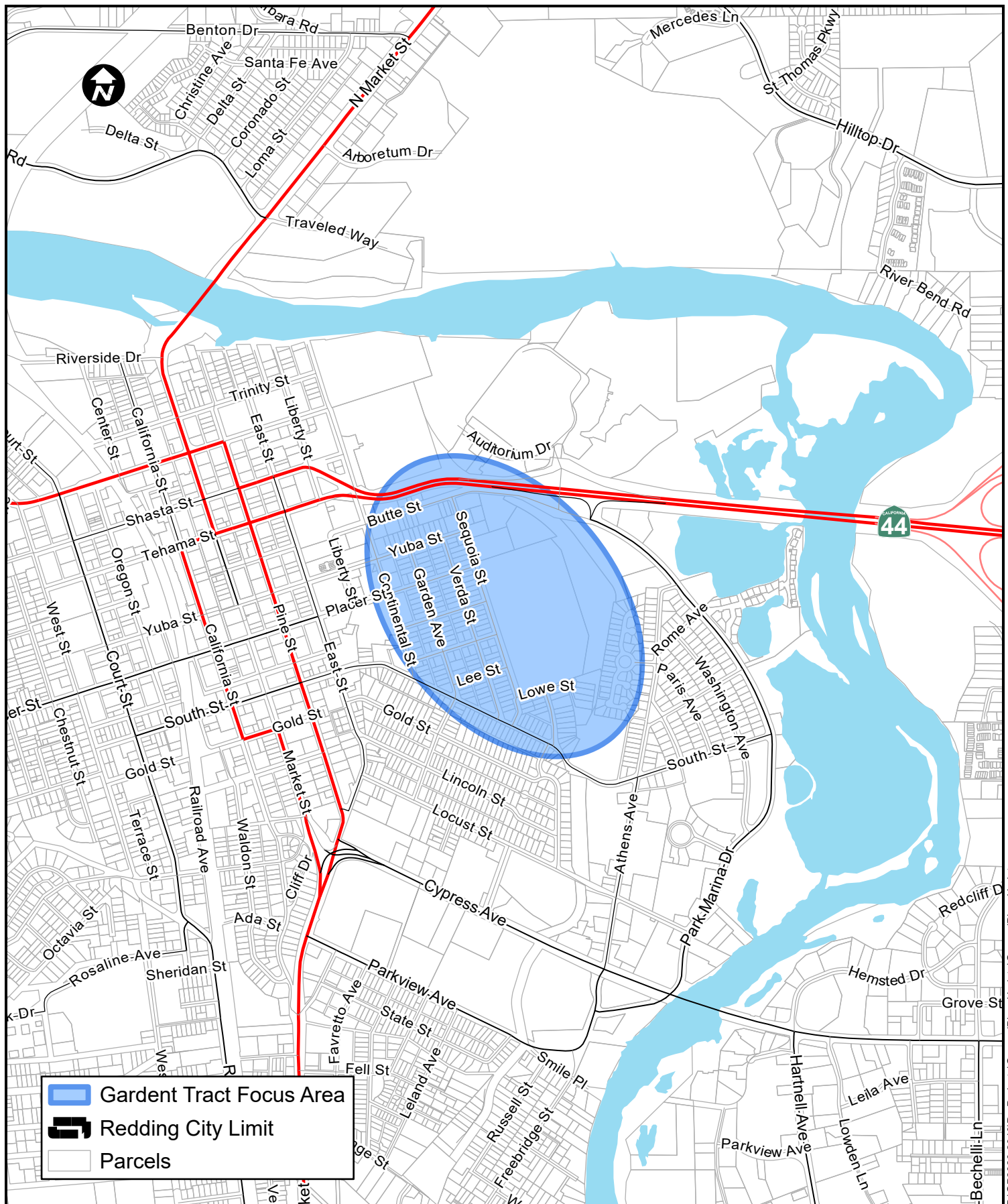

 US Feet  
 0      250      500

CDD-13  
 California/Trinity Focus Area



Print Date: April 13, 2023





P:\GP2020-2040\ProProjects\GeneralPlan\_Update\GeneralPlan\_Update.aprx

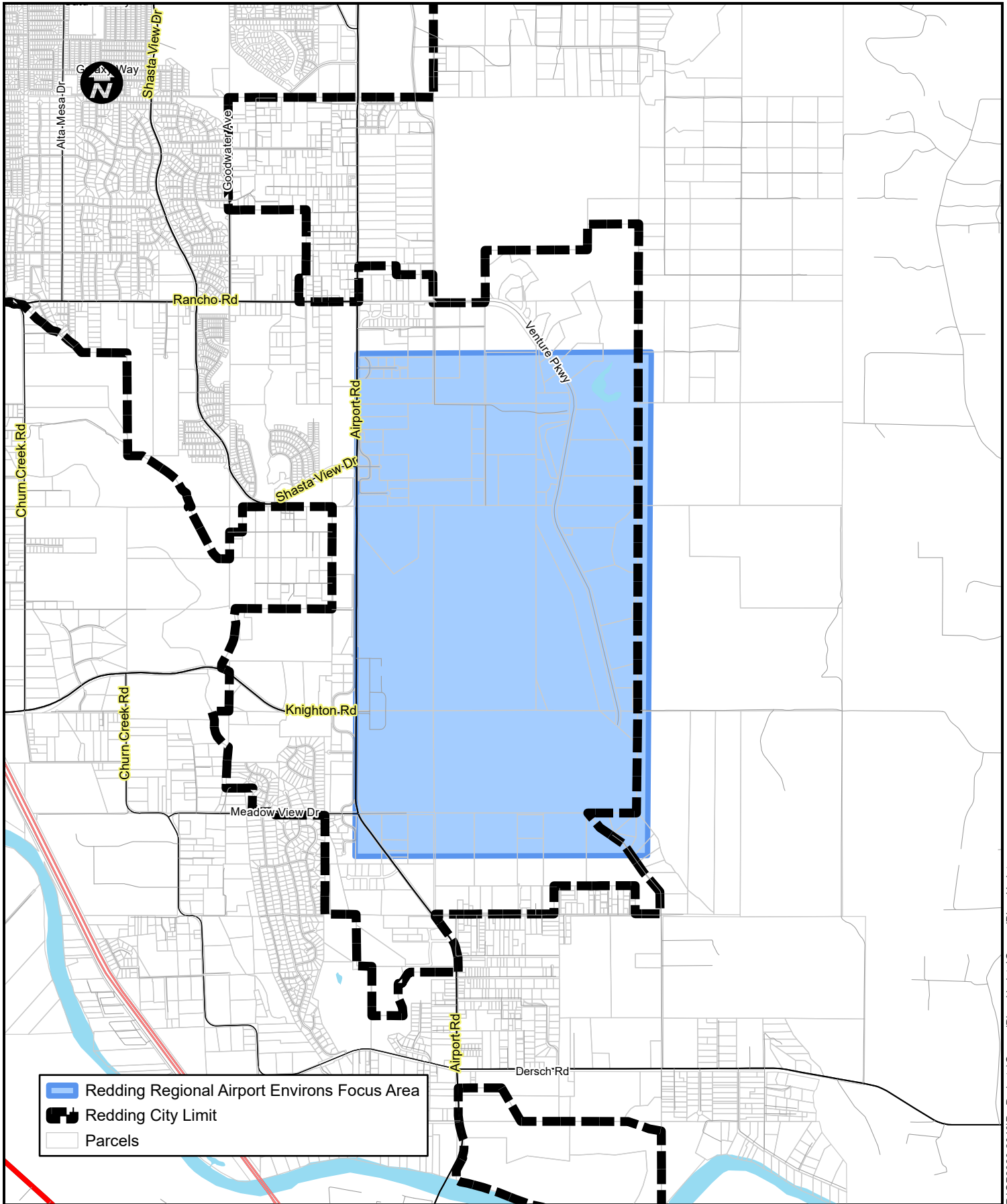
0 0.25 0.5 Miles

CDD-14  
Garden Tract Focus Area



Print Date: April 13, 2023





0 0.5 1 Miles

CDD-15  
Redding Regional Airport  
Environs Focus Area

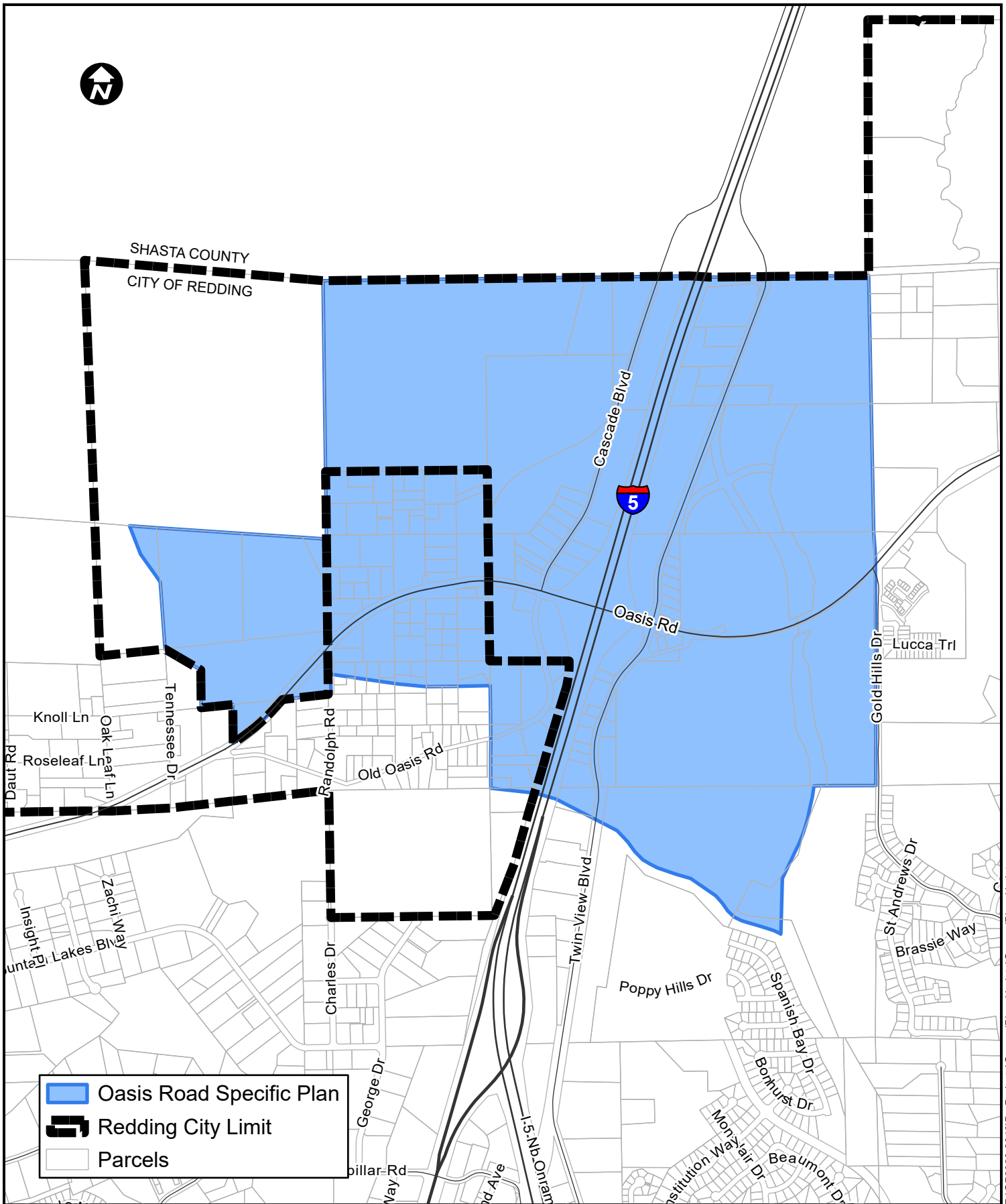


Print Date: April 13, 2023





SHASTA COUNTY  
CITY OF REDDING



0 0.25 0.5 Miles

CDD-16  
Oasis Road Specific Plan



Print Date: April 13, 2023



## **Public Review Draft Transportation Element**

The Transportation Element outlines the existing circulation system within the City of Redding and its designated Sphere of Influence (SOI), and provides goals and policies to direct implementation programs to enhance mobility and efficiently serve existing and future land uses.

The Transportation Element supports regional and statewide efforts to reduce greenhouse gas emissions and vehicle miles traveled (VMT), complement environmental justice efforts, and improve public health.

A key goal of the Transportation Element is the provision of a well-connected network of “Complete Streets” that accommodate multi-modal mobility, provide access to land uses and support the City’s economic and sustainability goals. The Transportation Element ensures that transportation and land use decisions are coordinated and promote the safe and efficient transport of goods, make efficient use of existing facilities, and protect environmental quality.

### **Introduction**

The Transportation Element addresses the street and transportation network and the movement of people and goods within the City of Redding. It establishes a plan for the transportation system to serve all members of the community. The transportation system shapes community life by linking friends to friends, people to jobs, homes to shopping, businesses to supplies, and families to entertainment. As such, the Transportation Element provides goals, policies, and implementation measures to guide the prioritization of future investments and maintenance.

### **Statutory Requirements**

The Transportation Element meets State General Plan law, California Complete Streets Act requirements, and supports statewide goals that aim to reduce vehicle miles traveled (VMT).

The Transportation Element (referred to by the Government Code as the Circulation Element) provides the necessary framework to guide the growth and development of the Planning Area’s transportation-related infrastructure and integrates land use and transportation planning by ensuring that all existing and future developments have adequate multi-modal access and circulation.

### ***Authority***

California law mandates the development of a Circulation Element as part of the General Plan. The Circulation Element must contain the “general location and extent of existing and proposed major thoroughfares, transportation routes, terminals, any military airports and ports, and other local public utilities and facilities,” all correlated with the land use element of the General Plan per Government Code Section 65302(b). In addition, the General Plan must incorporate “Complete Streets” policies, as described below.



Utility-oriented facilities such as energy, water, sewage, storm drainage, solid waste, and communications are addressed within the Public Facilities and Services Element of the City of Redding General Plan.

### ***Complete Streets Act***

The term “Complete Streets” refers to a balanced, multimodal transportation network that meets the needs of all users of streets – including bicyclists, persons with disabilities, motorists and passengers, users of personal mobility devices such as scooters and skateboards, movers of commercial goods, pedestrians, public transit, and seniors. A “Complete Street” provides safe and convenient travel in a manner that is suitable to the local users.

The Transportation Element is consistent with the California Complete Streets Act (AB 1358), adopted in 2008, which requires that cities and other public agencies incorporate “Complete Street” policies when updating the General Plan Circulation Element. Complete Streets make travel safe for all users. Every street does not need to provide dedicated space to all users, but the network must accommodate the needs of all users.

Economically, Complete Streets can help revitalize communities and can give people the option to lower transportation costs by using transit, walking, or bicycling rather than driving to reach their destinations. The City of Redding has a few critical corridors that are managed by the California Department of Transportation (Caltrans). Caltrans is actively engaged in implementing its Complete Streets policy in all planning, programming, design, construction, operations, and maintenance activities for the State Highway System. The provision of safe mobility for all users contributes to the Caltrans vision: “...improving mobility across California.” The successful long-term implementation of this vision is intended to result in diverse options for transporting people from one place to another, less traffic congestion and greenhouse gas emissions, more walkable communities (with healthier, more active people), and fewer barriers for older adults, children, and people with disabilities.

### ***Capital Improvement Programs***

California Government Code Section 65401 specifies public works projects must conform with the General Plan. In practice, this requires that the City, during each adoption of the Five-Year Capital Improvement Program (CIP), make findings that the proposed City of Redding Five-Year CIP is in conformance with the General Plan, including the Transportation Element.

### ***Vehicle Miles Traveled and SB 743***

The Transportation Element is consistent with Senate Bill (SB) 743, which was passed by the California Legislature in 2013 and led to changes to the California Environmental Quality Act (CEQA) regarding the analysis of transportation impacts that took effect in 2020. Transportation impact analysis under CEQA is no longer based on level of service (LOS), which focused on motor vehicle delay. The new CEQA standards require that transportation impacts associated with the development be assessed primarily based on the effects on VMT.



Rates of VMT are typically lowest in compact, walkable, and mixed-use areas. Higher rates of VMT tend to occur in suburban or rural areas with low population densities and longer distances to activity centers. Therefore, efforts to reduce VMT often focus on encouraging infill development. Similarly, SB 743 aims to encourage infill development and a diversity of land uses instead of sprawl, and to promote multi-modal transportation networks that provide efficient access to destinations and improve public health through active transportation.

While LOS is no longer relevant for CEQA purposes, LOS-based performance goals remain relevant for non-CEQA planning purposes and as a tool for the City to ensure its roadway system meets the expectations of the community that are discussed under the heading Motor Vehicle Traffic.

### ***Regional Transportation Planning***

California courts have recognized that general plans must reflect the regional context. The Transportation Element must, therefore, account for both regional transportation plans and, in some cases, congestion management plans. Metropolitan planning organizations and regional transportation planning agencies prepare regional transportation plans in cooperation with the Federal Highway Administration (FHWA), Federal Transit Administration (FTA), Caltrans, the Air Resources Board, the Department of Housing and Community Development, and other stakeholders, including system users.

The purpose of the regional transportation plan (RTP) is to establish regional goals; identify present and future transportation needs, deficiencies, and constraints; analyze potential solutions; estimate available funding; and propose investments. In most regions in California, the RTP includes a sustainable community strategy (SCS) that aligns transportation investments with a land use pattern designed to reduce regional greenhouse gas emissions. To be eligible for federal and state funding, transportation projects must be consistent with the adopted RTP, including an applicable SCS.

### ***RTP/SCS for Shasta County Region***

The Shasta Regional Transportation Agency (SRTA) is the federally-designated metropolitan planning organization (MPO) and state-designated regional transportation planning agency (RTPA) for the Shasta County region. Every four years, SRTA prepares and adopts the Regional Transportation Plan & Sustainable Community Strategy for the Shasta Region (Shasta RTP/SCS), a comprehensive RTP with an SCS covering a minimum 20-year planning horizon.

The SCS addresses emission reduction targets and identifies Strategic Growth Areas (SGAs) where various strategies can be focused to effectively reduce per capita VMT and associated greenhouse gas emissions. The urban core area in the City of Redding was identified as a Strategic Growth Area, as shown in Figure 2.



## Local Mobility Setting

How people move from one place to another is an important indicator of the success of a transportation system. This section summarizes travel characteristics associated with the Redding transportation network by gauging its current performance and tailoring projects and programs that will provide benefits to the community.

Redding has long been the most northerly crossroads in California, a meeting place of east-west and north-south travel. Located where the Central Valley meets the mountains, Redding developed as the most important hub north of Sacramento. Its locational advantages and the historical transportation routes into surrounding counties have made the Redding area the commercial center for north-central and northeastern California, and, today, it serves as regional headquarters for a host of businesses and governmental agencies.

Residents living in the City of Redding generate lower rates of VMT per capita than other areas of Shasta County because there is greater proximity to jobs, commercial areas, and services such as public transit. Nonetheless, the Shasta RTP/SCS notes that the Redding urban area has a relatively low population density (2 persons per acre) relative to comparable cities outside of Shasta County (for example, Chico, which has a population density of 6 persons per acre).

## Travel Modes

The U.S. Census Bureau American Community Survey (ACS) provides data on the mode by which people travel to/from work (or commute). As shown in Table 1, most employed Redding residents commute via automobile to and from work. However, the ACS does not account for non-commute trips, including utilitarian or recreational trips, or multi-modal trips (e.g., walking to a bus stop or walking after driving to a destination). The ACS data also does not represent travel patterns for trips made by youth and trips to and from schools and colleges in the area.

Table 1: Work Commute Travel Modes

Jurisdiction	Drive Alone	Carpool	Transit	Walk	Bicycle	Work at Home	Taxi, Motorcycle or Other
Redding	81.4%	8.2%	1.0%	2.0%	1.1%	5.1%	1.1%

Source: United States Census Bureau, American Community Survey, 2015

## Motor Vehicle Traffic

Daily traffic volumes on key motor vehicle routes within Redding are summarized in Table 2. The primary regional motor vehicle facility is the Interstate 5 (I-5) freeway that carries roughly 69,000 daily vehicles near Cypress Street in Redding. Cypress Street carries over 30,000 daily vehicles across the Sacramento River east of downtown, while many of Redding's key streets carry between 10,000 to 18,000 daily vehicles. To put the daily volumes in perspective: streets with one lane per direction can typically accommodate roughly 20,000 daily vehicles, while streets with two lanes



per direction can accommodate over 30,000 daily vehicles, provided that left-turn pockets are provided where appropriate.

A driver's perception of traffic flow is directly related to expectations. Motorists may expect and accept occasionally heavy traffic, but will not accept continuous delays throughout their course of travel. In Redding, most drivers have come to expect virtually free-flow traffic, unlike what they may have encountered in larger cities in which they have either resided or visited. But it is important to realize that, while all streets are designed to carry traffic, they are not all the same. Some serve major commercial corridors and are directly linked to Interstate 5 and the State highway system, including State Routes 44, 273, and 299. Other streets function as links between places of work and residential areas. Still others provide basic organization to areas, like Downtown with its "grid" system, and have their flavor and provide different driving experiences. It is not reasonable to expect that every street should have free-flow traffic 24 hours a day.

The speed of vehicles traveling in residential neighborhoods is a very real concern. Although residential streets are typically designed for a speed of 25 MPH, the average speed along the City's residential streets is more than 30 MPH. On certain streets, the average speed is considerably higher. Excessive speed not only poses serious pedestrian safety concerns, but it also affects the residents' perception of the general quality of life within neighborhoods. Speed humps, street closures, and diversions are important tools but must be used appropriately given each neighborhood's unique environment. These devices, if not properly designed, may cause longer response times for emergency vehicles and reduce access options. Speed can be controlled through several means, including increased enforcement; traffic-calming devices such as traffic circles and neck-downs; speed tables; and narrowing the "pavement width" either physically or by using visual cues such as striping to narrow the traffic lanes of the street. Reducing the width of motor vehicle lanes is an effective strategy to reduce travel speeds in many cities, with 10- to 11-foot lane widths recommended for City streets, consistent with National Association of City Transportation Officials (NACTO) guidelines. Such provisions are an integral component of new neighborhoods as addressed in the Community Development and Design Element.

*Table 2: Daily Traffic Volumes*

No	Street / route	Location	Avg Daily Traffic	
			Baseline	2045
1	Interstate 5 (I-5)	N of Twin View Blvd	39,500	51,100
2	Interstate 5 (I-5)	N of SR-299 / S of Twin View Blvd	46,500	58,100
3	Interstate 5 (I-5)	N of SR-44 / S of SR-299	60,000	75,000
4	Interstate 5 (I-5)	S of SR-44 / N of Cypress Ave	69,000	88,600
5	Interstate 5 (I-5)	S of Cypress Ave / N of Churn Cr Rd	61,000	80,000
6	Interstate 5 (I-5)	S of Churn Creek Rd	58,000	78,200
7	SR-44	E of Butte St / W of I-5	56,000	66,200
8	SR-44	E of I-5 / W of Hilltop Dr	48,000	55,700
9	SR-44	E of Hilltop Dr / W of Victor Ave	37,000	45,900
10	SR-44	E of Victor Ave	35,000	39,100
11	SR-44	Shasta View Dr	23,500	29,500
12	SR-44	Airport Rd	16,600	20,600



13	SR-273	N of Lake Blvd	12,700	14,000
14	SR-273	N of Benton Dr/S of Lake Blvd	20,800	23,500
15	SR-273	S of Market/Pine	16,800	19,100
16	SR-273	S of Buenaventura Ave	19,200	22,500
17	SR-273	S of S. Bonnyview Rd	21,800	25,000
18	SR-299	W of I-5 / E of SR-273	20,300	25,400
19	SR-299	E of I-5 / W of Hawley Rd	21,000	25,500
20	SR-299	E of Hawley Rd/W of Old Oregon Tr.	11,600	14,100
21	SR-299	E of Old Oregon Tr.	9,700	11,000
22	Airport Rd	N of Rancho Rd	12,100	16,400
23	Airport Rd	S of Rancho Rd	9,900	13,800
24	S. Bonnyview Rd	west of I-5 ramps	21,600	26,000
25	S. Bonnyview Rd	east of I-5 ramps	23,700	29,300
26	S. Bonnyview Rd	west of Churn Creek Rd	21,100	25,700
27	Buenaventura Blvd	N of Placer St	9,300	10,500
28	Buenaventura Blvd	S of Placer St	9,400	11,500
29	California St	btw Shasta & Tehama St	6,100	6,700
30	Churn Creek Rd	S of SR-299 ramps	13,100	15,800
31	Churn Creek Rd	N of S Bonnyview	13,000	14,900
32	Churn Creek Rd	E of S Bonnyview	13,400	17,800
33	Cypress Ave	W of Hartnell Ave	27,900	35,900
34	Cypress Ave	E of Hartnell Ave	19,000	22,200
35	Cypress Ave	E of I-5 / W of Hilltop Dr	31,200	36,800
36	Cypress Ave	E of Hilltop Dr / W of Larkspur Ln	21,000	25,100
37	Hartnell Ave	W of Bechelli Ln	12,000	12,700
38	Hartnell Ave	E of Bechelli Ln	13,600	13,800
39	Hartnell Ave	E of Churn Creek Rd	18,400	19,500
40	Hartnell Ave	W of Shasta View Dr	10,000	11,400
41	Hartnell Ave	E of Shasta View Dr	5,900	7,100
42	Hawley Rd.	N of SR-299 ramps	6,400	7,800
43	Hilltop Ave	N of Cypress Ave	12,100	13,300
44	Old Oregon Trail	S of SR-299 ramps	7,400	10,100
45	Placer St	E of Buenaventura Blvd	12,500	15,300
46	Placer St	W of Buenaventura Blvd	13,900	14,100
47	Rancho Rd	W of Airport Rd	6,200	9,100
48	Victor Ave	N of Rancho Rd	3,600	5,100

### ***Bicycling & Walking***

Walking and bicycling, jointly referred to as “active transportation,” are key components of the City of Redding transportation system. Active transportation not only supports the health, vitality, and prosperity of the community but directly supports the quality of life for residents.

Biking as a form of transportation has been popular in the City of Redding for many years. The earliest bicycle route planning document was a regional bikeway plan adopted in 1984, and the



City adopted bicycle master plans in 1998 and 2010, and further updated in 2018 with the adoption of the Redding Active Transportation Plan (developed in conjunction with SRTA's GoShasta Regional Active Transportation Plan). The purpose of the Active Transportation Plan is to lay the foundation for the establishment of a safe, efficient, comfortable, and connected active transportation network (i.e., pedestrian and bicycle networks/facilities) that is not only used but intrinsic to the lifestyle of Redding residents and visitors. The Active Transportation Plan is a living document that is intended to be updated every 4 to 7 years.

The Active Transportation Plan includes the following four goals:

- Goal 1: Strive to develop a highly connected and comfortable active transportation network.
- Goal 2: Work to increase the number of walking and bicycling trips.
- Goal 3: Work to increase safety and mobility for pedestrians and bicyclists.
- Goal 4: Promote an active transportation culture that benefits the community.

### ***Existing Bicycle & Pedestrian Networks***

Redding is well known for its Sacramento River Trail. This nationally-recognized, multi-use facility is a major recreational opportunity that has become the backbone of the active transportation network. Over the last 30 years, the trail was extended to over 20 miles in length and now creates a viable commuter corridor that connects neighborhoods, schools, parks, bikeways, open spaces, and major commercial areas. The community is outspoken in its desire to see this trail, or similar facilities, extended into additional neighborhoods, the Downtown Core, and various commercial areas. Any improvements that result from this plan should follow the lead of the Sacramento River Trail Project in contributing to the aesthetic and cultural value of the community.

The existing bicycle network, shown in Figure 3, is comprised of shared-use paths, bike lanes, and bike routes. Bicycle support facilities and amenities include bicycle parking, bicycle shops, and repair stations (e.g., a place to put air in low tires or fix a flat tire). Bicycle racks are concentrated in Downtown Redding and near shopping or commercial centers. Additionally, there are five bicycle shops and one repair station. Planned bicycle improvements identified in the Active Transportation Plan are incorporated into the Circulation Plan described in this element.

The pedestrian network, shown in Figure 4, shows sidewalks and paths that make up Redding's pedestrian facilities. Pedestrian facilities include trails, curb ramps, crosswalks, crossing aids (e.g., pedestrian crosswalk indicators), traffic control devices aimed at facilitating pedestrian crossings (e.g., pedestrian crossing signs/beacons), grade-separated crossings, and other infrastructure to encourage and improve conditions for walking and accessibility for all, including disabled persons, the elderly, and even parents with strollers.



The sidewalk network is generally well connected in Downtown Redding and in areas adjacent to and within many of the retail centers and within most of the residential neighborhoods. However, gaps in the sidewalk network are evident in locations between neighborhoods. Planned pedestrian improvements identified in the Active Transportation Plan are incorporated into the Circulation Plan described in this element.

### ***Public Transit Service***

Public transportation in the Redding area is provided by the Redding Area Bus Authority (RABA) which provides both fixed-route and demand-response transit services. RABA was formed in 1976 by a joint powers agreement (JPA) between the City of Redding and the County of Shasta to provide public transit services within the Greater Redding Area. RABA began service in 1981 and has expanded over the years to meet the increased needs of the community. The JPA was amended in 1998 to include the City of Anderson and the City of Shasta Lake. RABA's primary source of revenue is Transportation Development Act (TDA) funds. Most RABA riders are commuters who are highly transit dependent.

The RABA Downtown Transit Center is located in Downtown Redding and is the main transit hub in Shasta County, serving as a point of connection between RABA and other interregional bus services (e.g., Amtrak Thruway, Greyhound, Modoc Sage Stage, and Trinity Transit).

Currently, RABA fixed-route service consists of ten local routes and three express routes. The local routes operate 12 or 13 service hours per day, Monday through Friday, starting at either 6:00, 6:30, or 7:00 a.m. Saturday service commences three hours later than the Monday through Friday start time but ends at the same time. RABA does not currently provide Sunday service. RABA's demand-response transportation service provides origin and destination transportation for individuals who, because of a disability, are not able to utilize a regularly scheduled fixed-route bus service. RABA's demand-response service provides Americans with Disability Act (ADA) Paratransit service.

Figure 5 illustrates the fixed-route RABA bus routes that service the Redding community. All local routes depart from one of three RABA transit centers – six routes depart from the Downtown Transit Center, three from the Masonic Transfer Center, and five local routes from the Canby Transfer Center (TC). These routes all complete a loop in the span of one hour and return to the starting point at the respective transit center with a couple of exceptions.

### ***Safety & Collisions***

A Local Road Safety Plan (LRSP) was developed for the City of Redding in February 2022 and provides a citywide analysis of the roadway system and details the current collision patterns and high-risk roadway characteristics (system analysis). In addition, the plan identifies safety countermeasures to help mitigate the City's primary crash type trends and reduce the overall collision severity.

Five years of collision data (2015-2019) from the Statewide Integrated Traffic Records System (SWITRS) and Transportation Injury Mapping System (TIMS) was evaluated for the City



roadways. Within the five-year period, a total of 3,468 collisions were reported within the City of Redding, specifically 2,364 collisions on City streets and 1,104 collisions on Caltrans roadways. Of the 2,364 collisions on City streets, twenty-four (24) resulted in fatalities and ninety-three (93) resulted in severe injuries. Figure 6 shows the density of collisions on City roadways. Unsafe speed was the most common violation category in the noted collisions. The City intersections and segments were ranked based on a safety assessment to weigh collisions and capture the relative severity in equivalent property damage, as summarized below. In addition, the collision density of Caltrans facilities in Redding is shown in Figure 8.

*Intersections with highest rates of collisions:*

1. Churn Creek Rd / Hartnell Ave
2. South St / California St
3. Hartnell Ave / Bechelli Ln
4. Airport Rd / Preserve Blvd
5. Butte St / Continental St
6. Market St / Riverside Dr
7. Hartnell Ave / Northwoods Way
8. Churn Creek Rd / E Cypress Ave
9. Victor Ave / Hartnell Ave
10. Hilltop Dr / E Cypress Ave
11. E Cypress Ave / Bechelli Ln

*City street segments with the highest rates of collisions:*

1. Churn Creek Rd (Presidio St to S Bonnyview Rd)
2. E Cypress Ave (Park Marina Dr to Churn Creek Rd)
3. Hilltop Dr (n/o Browning St to Maraglia St)
4. Bechelli Ln (E Cypress Ave to n/o 3rd St)
5. W Cypress Ave (Market St to Park Marina Dr)
6. Railroad Ave (South St to Buenaventura Blvd)
7. Hartnell Ave (Goodwater Ave to Airport Rd)
8. Hilltop Dr (n/o Redding Hilltop Apartments to St. Thomas Pkwy)
9. Hartnell Ave (Northwoods Way to Kenco Ave)
10. S Bonnyview Rd (S Market St to Churn Creek Rd)

## **Circulation Plan**

This section of the Transportation Element describes the Complete Streets and bikeway network plan, including street and bikeway classifications, and street design guidelines. The plans and guidelines support planned improvements to the City's street network by 2045; these improvements are deemed necessary based on traffic computer modeling that was conducted in 2022. The City of Redding desires to improve the transportation network of Complete Streets that provide safe multimodal transportation choices for independent mobility, encourage healthy active living, and support greater social interaction. The Complete Streets network provides safe and convenient travel that serves all users.



### ***Street Classification System***

City streets are classified as either arterials, collectors, or local streets as defined below. In addition, Caltrans facilities within Redding include two additional classifications: freeways and expressways.

- ***Arterial Streets.*** Arterials provide the principal network for citywide travel by all modes of travel, including walking, bicycling, motor vehicle, and transit. They also provide regional connections. Most commercial land uses in Redding are accessed directly via arterial streets. Arterial streets in Redding generally have one or two motor vehicle travel lanes per direction and sidewalks on both sides. Bicycle facilities on arterial streets should consist of buffered bicycle lanes or separated bikeway facilities wherever feasible while recognizing that this will be difficult to achieve on currently developed roadways without substantial modifications in lane configurations, striping, sidewalk modifications, right-of-way limitations, and/or other improvements. Arterial streets are further subdivided into types of arterials to reflect the land use and neighborhood context specific to each type. The ultimate, ideal design of these roadways includes the following attributes:
  - ***Principal Arterials*** in Redding will typically provide two to three automobile lanes per direction by 2045, with wide sidewalks and bulb-outs at crossings to provide for low-stress pedestrian travel. Protected bikeways should be provided where feasible on principal arterials. Measures to enhance transit service are also encouraged, including queue jump lanes and bus stop amenities. Right-of-ways necessary to accommodate pedestrian, bicycle, and transit services, projected traffic, and emergency access/evacuation needs will generally range from 84 feet to 135 feet.
  - ***Minor Arterials*** generally will provide one to two automobile lanes per direction by 2045, plus a center left-turn lane or median, wide sidewalks on both sides and bulb-outs at crossings to allow for low-stress pedestrian travel. Protected bikeways should be provided where feasible on minor arterials. Right-of-ways will generally range from 84 feet to 96 feet.

Because of Redding's potential for growth over the decades beyond the horizon of this General Plan, sufficient rights of way for the City's identified principal and minor arterial streets and intersections should be obtained in advance of need, where appropriate, to accommodate the diverse need of these facilities beyond the needs of 2045. Certain streets should also be planned and constructed to address current needs for ingress/egress during emergencies such as wildfire and flooding events.

- ***Collector Streets.*** Collectors provide connections for all modes of travel within and between residential areas and activity centers, as well as providing direct access to land uses. Collectors also provide connections between arterial and local streets. Collector streets in Redding have one motor vehicle travel lane per direction, with sidewalks on both sides at buildout. Protected bikeways or buffered bicycle lanes should be provided



wherever feasible on collector street segments. Right-of-ways will generally range from 60 feet to 96 feet.

- **Local Streets.** Local streets provide direct access to abutting properties by all modes of travel. City streets that are not designated as arterials or collectors are local. Bicycle facilities on local streets generally consist of shared travel lanes between motorists and bicyclists. Local streets typically provide sidewalks on both sides and allow on-street parking. Local streets should be designed to encourage low travel speeds and provide “low-stress” travel routes for bicyclists and pedestrians. Right-of-ways will generally range from 28 feet to 60 feet.
- **Freeways.** Travelers use freeways for longer trips by motor vehicle, including regional travel as well as crosstown trips within the Redding urban area. Freeways in Redding typically provide 2 to 3 lanes per direction, with grade-separated interchanges. Motor vehicle travel speeds on freeways typically range from 55 to 70 mph.
- **Expressways.** Travelers use expressways for regional trips and longer trips within Redding, primarily via motor vehicle, typically with 2 to 3 motor vehicle lanes per direction. Direct access to adjacent properties from an expressway is typically restricted or not allowed. State Route (SR) 273 is classified as an expressway on segments north and south of downtown Redding. Protected bikeways or multi-use paths should be provided where feasible adjacent to expressway segments. Right-of-ways will generally range from 110 feet to 150 feet.

Figure 9 illustrates the 2045 buildout circulation plan and street classification for each segment. Table 3 provides guidelines and prioritization by mode of travel for each City street classification.

Table 3: City Street Classifications & Guidelines

Classification	Mode Priority	Description and Guidelines	Motor Vehicle Lanes	Bicycle Provisions
Principal Arterial	Bicycle: ① Pedestrian: ① Transit: ① Vehicle: ①	<i>Major thoroughfare with transit service and mixed commercial and retail frontages.</i> Provides regional access to adjacent land uses and safe crossings for all travel modes along a regional transportation corridor. Provides enhancements for walking, bicycling, and transit, including bulb-outs, where feasible, to reduce pedestrian crossing distances. On-street motor vehicle parking may be permitted where feasible to enhance access to adjacent uses.	2-3 motor vehicle lanes per direction (recommended lane width of 10-11 feet)	Separated bikeway (Class IV) where feasible otherwise buffered bike lanes.
Minor Arterial	Bicycle: ① Pedestrian: ① Transit: ① Vehicle: ①	<i>Arterial streets with commercial and residential frontages that also serve through trips connecting arterials for multiple modes.</i> Distributes trips to	1-2 motor vehicle lanes per direction plus a center	Separated bikeway (Class IV) where



		①	residential areas. Balances the needs of motor vehicles, transit, bicycles, and pedestrians. On-street motor vehicle parking is typically permitted, but intrusion of commercial parking demand on to Neighborhood Arterial segments is discouraged.	median / left-turn pocket (recommended lane width of 10-11 feet)*	feasible otherwise buffered bike lanes.
Collector Street	Bicycle: Pedestrian: Transit: Vehicle:	① ① ③ ①	<i>Collector streets connect arterial and local streets while also providing direct access to adjacent land uses.</i> Balances the needs of bicyclists, motorists and pedestrians.	1 motor vehicle lane per direction (recommended lane width of 10-11 feet)	Separated bikeway (Class IV) or buffered bike lanes (Class II) where feasible
Local Street	Bicycle: Pedestrian: Transit: Vehicle:	② ① ③ ②	<i>Neighborhood streets with residential, commercial retail or mixed-use frontages that provide direct local access to properties.</i> Pedestrian circulation and access to properties is prioritized. On-street parking is typically permitted. Intrusion of commercial parking demand on to residential local street segments is discouraged.	1 lane per direction (recommended lane width of 10 feet).	Shared travel lanes with motor vehicles
① = High Priority ② = Medium Priority ③ = Low Priority					

\* Certain streets may require additional lanes or width to accommodate emergency access and/or property access.

## Traffic Planning

Land use planning can have a significant impact on managing local traffic problems and, to some extent, regional problems. For instance, this General Plan includes land use policies aimed at giving more residents the choice of living closer to their jobs. It also contains policies supporting mixed-use developments, higher-density development in the Downtown and other areas, and locating neighborhood shopping facilities closer to residential neighborhoods. These policies can be found in the Community Development and Design Element. But these strategies alone will not solve existing congestion problems, nor will they prevent additional circulation problems that may impact the community's concerns regarding the safety and convenience of the City's streets.

Traffic engineers use quantitative measures known as Level of Service (LOS) to describe traffic conditions. Factors taken into consideration include the volume of traffic, street and intersection design, signal timing, and other variables. LOS is normally used to describe peak-hour conditions, specifically the morning or afternoon hour when traffic is the heaviest.

This General Plan uses a multilevel approach to assigning LOS expectations. It recognizes that the same level of service for all streets is not appropriate or necessary. For example, moving traffic through Downtown without delay detracts from efforts to establish an active pedestrian-friendly area.

The following LOS thresholds are provided to guide the future development of the major components of the vehicle transportation network. The City Council may approve requests for deviations from the LOS thresholds, in unusual or exceptional circumstances, as it determines



necessary and appropriate. Note that these thresholds reflect community expectations for its roadways and are not appropriate for evaluation of impacts under CEQA which are based on Vehicle Miles Traveled (VMT).

- LOS “C”– “acceptable delays”–Most arterial streets and their intersections.
- LOS “D”– “tolerable delays”–The Downtown area where vitality, activity, and pedestrian, bicycle, and transit use are primary goals. Streets within the state highway system and interchanges and river-crossing street corridors whose capacity is affected by adjacent intersections.

It is important to note that there may be roadways where LOS thresholds cannot be maintained given various constraints to increasing their capacity. Cypress Avenue in proximity to the Interstate 5 interchange is an example. Without acknowledging such conditions and making allowances for LOS to be exceeded, virtually every project that adds traffic to such roadways would require the proposed City Council “exemption” of this Element to be pursued which is not only time consuming but, given the lack of options available to mitigate the LOS on these roadways, would lack purpose.

### ***Bikeway Network Plan***

Increasing the convenience and use of bicycling as a daily form of transportation is a key goal of the Transportation Element. Increasing rates of bicycling will produce a number of community benefits including improved health, reduced traffic, less need for costly roadway improvement projects, and improved air quality. Facilities for biking and walking provide recreational opportunities as well. Grant funding sources are often available to implement bikeway improvements.

### ***Types of Bikeway Facilities***

There are four classifications of bikeway facilities in California, as defined by the California Department of Transportation (Caltrans):

- ***Multi-Use Paths or Shared Use Paths (Class I Bikeways)***. A path physically separated from motor vehicle traffic by an open space or barrier, and either: within a road right-of-way or within an independent right-of-way used by bicyclists, pedestrians, joggers, skater, and other non-motorized travelers. Because the availability of uninterrupted rights-of-way is limited, this type of facility may be difficult to locate and more expensive to build relative to other types of bicycle and pedestrian facilities, but less expensive compared to building new roadways.
- ***Bicycle Lanes (Class II Bikeways)***. A portion of a roadway that has been set aside by striping and pavement markings for the preferential or exclusive use of bicyclists. Bicycle lanes are intended to promote an orderly flow of bicycle and vehicle traffic. This type of facility is established by using the appropriate striping, legends, and signs. Buffered bike



lanes provide additional separation from vehicles with a striped buffer section, that does not include any vertical separation.

- ***Bicycle Boulevard (Class III Enhanced Bikeway)***. In addition, many cities have installed an enhanced type of Class III Bicycle Route, referred to as a “Bicycle Boulevard.” Bicycle Boulevards are generally installed on relatively low-volume and low-vehicle speed streets and often include elements to facilitate bicycle travel, such as reorienting stop signs to reduce delays to cyclists, and/or discouraging use by motorists making cut-through trips, such as through the inclusion of traffic calming measures.
- ***Separated Bikeway (Class IV Bikeways)***. A Class IV Bikeway is for the exclusive use of bicycles and includes a separation between the bikeway and adjacent vehicle traffic. The physical separation may include flexible posts, grade separation, inflexible physical barriers, or on-street parking. Separated bikeways generally operate in the same direction as vehicle traffic on the same side of the roadway. However, two-way separation bikeways can also be used, usually in lower-speed environments (35 miles per hour or less).

### ***Planned Bikeways***

Figure 10 shows the locations of planned bikeways, and Figure 11 illustrates the planned 2045 buildout bikeway network. Planned facilities include separated bikeways or buffered bicycle lanes on most arterial street segments.

Once completed, the bikeway network will connect every neighborhood to the central core of the community, as well as to employment, shopping, cultural, educational, transit, and recreational facilities throughout Redding. Bicycle facilities should be located in public and private development projects, and dedicated bicycle lanes should be included within street rights-of-way. Note that Redding’s geographical size, (approximately 60 square miles in 2022), terrain, and considerable variations in temperature and precipitation may impact the use of bikes under certain climatic conditions for some users.

### ***Planned Pedestrian Improvements***

Not only does walking provide a good form of exercise, but it can also be an effective commuting mode if complementary land uses are located nearby. In order to be effective, sidewalks and other pedestrian areas need to be reasonably attractive, impart a feeling of safety and separation from vehicles, and be designed for use by all individuals, including those with mobility impairments. These objectives can largely be achieved through facility design. Factors such as sidewalk width and the creation of an attractive separation between the sidewalk and the curb (usually by a maintained landscape strip) can contribute to the quality and perceived safety of the pedestrian’s experience. This is particularly important on streets that carry heavy traffic volumes and/or have relatively high vehicle speeds.

The installation of curb ramps in accordance with Americans with Disabilities Act requirements is also important at intersections so that those with mobility impairments can feel comfortable crossing the street and safely return to a sidewalk system. In order to encourage the highest level



of use, pedestrian facilities need to be linked or connected to areas or destination points to which people want to get. These include but are not limited to a neighborhood store, place of employment, neighboring development, educational/recreational facilities, the river, or other creek-side trails. Policies addressing this issue are included in the Community Development and Design Element. The development of the type of pedestrian system described in this section is essential to increasing the number of individuals able to walk throughout the Redding community.

The Circulation Plan includes Pedestrian Improvements identified in the Redding Active Transportation Plan as illustrated in Figure 12.

## **Goals and Policies**

The goals and policies in this section reinforce various policies of the General Plan's Community Development and Design Element, Transportation Element, and Parks, Trails and Recreation Element intended to encourage the development of infill parcels and mixed-use developments that help to lessen reliance on automobiles and to provide pedestrian and bicycle connections between neighborhoods, transit, recreational amenities, schools, employment centers, and services. Together these actions will help to establish a land use and transportation network that is efficient, accessible, and builds on the existing strengths of the Redding community.

### ***Complete Streets***

The intent of the following goals and policies is to make travel safe for all users, including bicyclists, pedestrians, motorists, transit vehicles and riders, and people of all ages and abilities. Complete Streets principles are incorporated into the General Plan, consistent with the California Complete Streets Act (AB 1358).

**Goal T1: A transportation system that meets the diverse needs of users of all ages and abilities, including safe, efficient, sustainable, and comfortable routes for walking, bicycling, and public transportation to increase the use of these modes of transportation, and enable convenient and active travel as part of daily activities.**

**T1A** – Strive to ensure that where Complete Street infrastructure is constructed, it improves transportation choices for pedestrians, bicyclists, motorists, and public transportation riders and that users of all ages and abilities are considered in the planning, design, approval, construction, and operation of new streets, and the alteration and maintenance phases of existing streets by:

- Including infrastructure that promotes a safe means of travel for all users along the right of way, such as sidewalks, shared-use paths, bicycle lanes (including protected bicycle lanes or buffered bicycle lanes where feasible) or paved shoulders.
- Providing pedestrian and bike connections from developments to adjacent main streets, open space areas, parks, transit stops, schools, commercial and employment centers, and other activity centers as opportunities arise.
- Designing new development to incorporate street connectivity for all users.



- Including new or alteration of existing infrastructure that facilitates safe crossing of the right-of-way for all users, such as accessible curb ramps, high-visibility crosswalks, pedestrian refuge islands, smaller curb radii, corner bulb-outs, pedestrian signals, and bicycle detection at traffic signals where warranted.
- Incorporating features that improve the comfort, convenience, and safety of users, such as pedestrian-oriented/wayfinding signs, pedestrian-scale lighting, benches and other street furniture, bicycle parking facilities, comfortable and attractive public transportation stops and facilities, street trees, landscape, and planting strips.

**T1B** – Seek funding to establish a systematic Complete Street retrofit program that will effectively alter existing appropriately-identified streets into Complete Streets.

**T1C** – Update the Redding Active Transportation Plan every four to seven years to ensure successful implementation of the City’s planned bicycle and pedestrian networks by undertaking the following:

- Working to identify and prioritize physical improvements that would make bicycle and pedestrian travel safer along current key bicycling and walking routes.
- Pursuing an implementation strategy to construct needed improvements.
- Undertaking improvements as part of street projects where reasonable and feasible.

**T1D** – Consider requiring that development projects dedicate street rights-of-way and construct both on- and off-site improvements as appropriate to provide access and street connectivity for users of all ages and abilities, mitigate the effects of vehicle miles traveled (VMT) attributable to the project, and not degrade peak-hour LOS below the following adopted thresholds nor conflict with multi-modal performance standards. The City Council may, at its sole discretion, determine that the degradation of LOS is appropriate given the extraordinary circumstances of the project being proposed. The traffic analysis used to establish mitigation or improvement measures shall be based on the regional travel demand model or other City-approved methods. At the option of the City and as may be provided by City ordinance, improvements may be deferred by the City upon approval of a Deferred Improvement Plan which identifies improvements needed, costs, funding sources, and other pertinent data required by the City.

**T1E** – Strive to complete the planned build-out street network as illustrated on the Circulation Plan map, and ensure that the accompanying design standards, programs, and procedures include Complete Streets implementation as a main focus by undertaking the following measures.

- Review as necessary the City’s design guidelines and standard cross-sections for streets, intersections (including roundabouts and traffic circles), pedestrian facilities, bicycle facilities, and transit facilities and revise as necessary to be consistent with National Association of City Transportation Officials (NACTO) and its guidelines regarding Complete Streets.



- Consider establishing performance measures to evaluate multimodal travel conditions for pedestrians and bicyclists, such as Level of Traffic Stress (LTS) criteria, to guide development of the street network.
- Collaborate with the Redding Area Bus Authority (RABA) and other service providers to incorporate infrastructure to assist users in employing multiple modes of transportation in a single trip in order to increase transportation access and flexibility. Examples include but are not limited to, provisions for bicycle and wheelchair access on public transportation, secure bicycle racks at transit stops, and public transportation access to trails and recreational locations.
- Consider the development of a Complete Streets Design Manual that can serve as a guide for public and private development projects that propose new streets or modifications of existing streets.

**T1F** – Strive to complete the Planned Pedestrian Improvements identified in the Redding Active Transportation Plan, and support the provision of an attractive, safe, and continuous system of sidewalks and other pedestrian facilities by undertaking the following measures where appropriate:

- Seek funding for the design and/or construction of the sidewalk, path, and crossing improvements identified in the Active Transportation Plan. Focus on securing funds to match federal and State grant program opportunities.
- Where feasible and appropriate, seek to provide pedestrian-oriented features such as benches, enhanced landscape, and trash receptacles in commercial areas, including the Downtown and Redding Riverfront Specific Plan areas.
- Require new developments to provide sidewalks or other pedestrian-dedicated facilities on both sides of new public streets contained within the development. Exceptions may be appropriate where the topography is difficult, proposed lots are of a rural or semi-rural nature, or where the development plan illustrates that pedestrians will be accommodated by alternative means.
- Work with local organizations and neighborhood groups to develop a plan to determine where curbs, gutters, and sidewalks are needed on unimproved local streets and how to pay for the improvements; establishing sidewalk continuity wherever feasible is a priority.
- Pursue funding for the continued replacement and repair of sidewalks that have deteriorated due to age and tree-root invasion.
- Work to develop and seek funding to implement a program to identify, prioritize, and construct the retrofitting of existing intersections that do not currently have accessibility ramps and accommodations at the street corners.



- Strive to ensure that all new or renovated pedestrian facilities be of a sufficient width to ensure pedestrian comfort and safety and to accommodate the special needs of persons with physical disabilities wherever feasible.

**T1G** – Strive to complete the Build-Out Bikeway Network identified in the Redding Active Transportation Plan, and support related measures to make bicycling a safe, accessible, comfortable, and sustainable transportation mode by:

- Working to secure funding to construct the Bikeway Network improvements identified in the Active Transportation Plan.
- Pursuing the installation of protected bicycle lanes (Class IV separated bikeway treatments) where feasible on arterial streets.
- Seeking to incorporate appropriate bicycle facilities in the design of interchanges, intersections, and other street-improvement/maintenance projects.
- As funding allows, making improvements to streets, signs, and traffic signals as needed to improve bicycle travel, and keep bikeways free of overhanging shrubbery, debris, and other obstacles.
- Supporting, to the extent possible, the efforts of public transit providers including the Redding Area Bus Authority (RABA) to provide bicycle racks on all buses within the system.
- As appropriate, supporting the requirement that new development provide bicycle facilities or pay in-lieu fees based on the fair share of that development's impacts on the bikeway system and needs identified on the Comprehensive Bikeway Plan.

**T1H** – Strive to achieve the level of service described in this Element for motor vehicle traffic on roadway segments and at intersections during weekday peak-hours, except where achieving the LOS standard would conflict with Complete Streets goals and standards or the City Council determines that extraordinary circumstances exist to require deviation from the LOS standard by requiring new development to provide improvements, pay in-lieu fees and/or pay development impact fees as approved by the City Council and based on the fair share of that development's contribution of improvements needed to achieve the following peak-hour LOS standard/thresholds:

- Level of Service "C" on all City roadways and intersections, except at those specific locations/roadway segments identified within this Element where a LOS "D" is appropriate, including the Downtown Specific Plan area, streets within the state highway system and interchanges, and river-crossing street corridors whose capacity is affected by adjacent intersections.

**T1I** – Work with the public, stakeholders, and other jurisdictions and agencies to promote, design, and construct an effective transportation system that serves users of all ages and abilities by:



- Pursuing appropriate targeted outreach and public participation in community decisions concerning street design and use.
- Collaborating with Shasta County, the City of Anderson, the City of Shasta Lake, Caltrans, and the Shasta Regional Transportation Agency to integrate bicycle, pedestrian, and public transportation facility planning into regional and local transportation planning programs to encourage connectivity between jurisdictions. Encourage coordination among these agencies to develop appropriate joint prioritization, capital planning and programming, and implementation of street improvement projects and programs.
- Consulting with local public safety agencies to determine critical evacuation routes and recommended street design on designated routes to allow for adequate evacuations during emergency situations.
- Designing a roadway network that should have adequate circulation to allow for secondary and tertiary access points and should avoid developments with single points of access. Existing areas with single points of access should be prioritized to create secondary road access points. Road connections required for secondary access should be designed to meet a minimum road standard allowed by the City Engineer and the Fire Marshall.

**T1J** – Pursue financing for components of the transportation system, and strive to ensure that the transportation capital improvement program and other budgetary tools include funding for Complete Streets infrastructure-by:

- Updating the transportation capital improvement program (CIP) as necessary and pursuing grant funds and other funding sources to augment City resources.
- Striving to provide appropriate improvements to improve multimodal accessibility with routine street maintenance and improvements such as pavement overlays, sidewalk repair, and ADA curb ramp installation.

**T1K** – Strive to assess fees on new development sufficient to cover the fair share portion of that development's impacts on the local and regional transportation system by updating the City's Transportation Impact Fee (TIF) as necessary to ensure the fees collected cover the costs of identified improvements. Exceptions may be considered including but not limited to the cases when new development generates significant public benefits (e.g., low-income housing, primary-wage-earner employment), and alternative sources of funding for the improvements can be obtained to offset foregone revenues.

### ***Low-Stress Walk & Bikeways***

**Goal T2: A connected network of low-stress walk and bikeways within one-half mile of all residents that would connect key travel nodes and activity centers such as those that provide neighborhood retail and services, as well as Downtown Redding.**



**T2A** – Support the provision of a connected network of low-stress walk and bikeways to connect major activity centers, including Downtown Redding and the Redding Transit Center, by considering implementation of the measures identified below. Low-stress bikeways should generally consist of separated bikeways (Class IV bikeways), sometimes referred to as “protected bicycle lanes,” on arterial or collector streets; bicycle boulevard treatments on local streets; or multi-use paths.

- Work to identify and prioritize routes for a connected network of low-stress walk and bikeways, identifying barriers to low-stress travel with plans to address them. Incorporate maps and plans into future updates of the Redding Active Transportation Plan. Pursue funding to construct the network.
- Work to identify networks for walking and biking to connect with key travel nodes and activity centers, including transit nodes and strategic growth areas. Consider accessibility to all neighborhoods and housing, striving to ensure access to a connected network of low-stress walk and bikeways within one-half-mile radius of all residents. Key travel nodes and activity nodes include Downtown Redding, Redding Transit Center, transit nodes (where multiple transit lines intersect), schools, City Hall, County Government Center, Shasta College, Simpson University, major parks and recreation centers, employment centers/business parks, neighborhood commercial nodes, and regional commercial centers.
- As funding permits, develop design standards for the low-stress walk and bikeway network that establishes a “kit of parts” set of standards for the three low-stress facility types: 1) separated bike lanes on arterial and collector streets, 2) neighborhood greenways, and 3) off-street paths and trails. An implementation strategy to construct needed improvements to the network should be established.
- Work with the Cities of Anderson and Shasta Lake, and Shasta County to identify low-stress walk and bike routes that connect to the Downtown Core strategic-growth areas of the cities and towns of Shasta County.
- Support, to the extent feasible and as funding allows, operation of amenities and programming to enable daily transportation by people biking and walking, including bikeshare services, the Shasta Bike Depot at the Redding Transit Center, secure bike parking, short-term bike parking racks, and similar secure bike parking and e-bike charging stations, to meet existing and future needs for the encouragement and education of those who travel via walking or biking.
- Work with the local school districts to develop specific transportation plans associated with schools and the surrounding neighborhoods to address conflicts with traffic, pedestrian movements, safety during school hours, and bicycle facilities to and from schools. This may include a plan to implement slower speed school zones while children are present and flashing beacons to identify when these school zones are in effect.



**T2B** – Support provision of continuous greenbelt trails within and between parks, and along the Sacramento River connecting Redding to the City of Shasta Lake, the City of Anderson, and Cottonwood. Efforts may include:

- Striving to provide trail access, within a one-half mile radius, to all residents, and to connect trails to all parks; parks should be equipped with safe and secure bike parking and electric charging stations for bikes and vehicles.
- Striving to connect trails to all schools, parks, and other large recreation destinations such as the Sacramento River Parkway, Downtown, the Civic Auditorium, Waterworks Park, and the YMCA, as well as civic buildings such as the Courthouse, Library, Shasta County government buildings on Court Street, and City Hall.

### ***Public Transportation***

**Goal T3: Public transit service that is safe, efficient, cost-effective, and responsive to the needs of residents, workers, and visitors, including micro-transit, para-transit, and seasonal flexibility (e.g., increased service during the hot summer months).**

**T3A** – Support the provision of enhanced transit service that is timely, cost-effective, responsive to growth patterns, and meets the diverse needs of existing and future transit demand by:

- Working with the Shasta Regional Transportation Agency (SRTA) and public transit providers including the Redding Area Bus Authority (RABA) on an ongoing basis to plan and implement additional public transit services.
- Supporting, to the extent feasible and as funding allows, the continuation and expansion of private commercial or nonprofit bus operations to provide additional regional transit opportunities for residents.
- Promoting coordination of public transit, intercity rail, bicycle share program, intercity bus, and air transportation services to enhance the transportation options available for residents and visitors to the Redding community.
- Supporting, to the extent feasible and as funding allows, provision of intercity bus service.
- Developing policies and procedures to implement shared mobility devices to help enhance public transit options. These micro-transit shared mobility type devices could include scooters and e-bikes, but may be expanded as technology develops.

**T3B** – Provide physical measures to enhance transit service by considering to undertake the following:

- Require new development to install and maintain passenger amenities at designated bus stops when relevant to accommodating project trips or mitigating VMT as appropriate.



- Provide bus facilities along arterial streets as indicated in an applicable transit development plan. Determine the precise locations during the development plan review or at the time of major street improvement or reconstruction.
- Work with RABA to provide safe, attractive, well-lit, comfortable, and protected waiting areas for bus passengers.

### ***Vehicle Miles Traveled***

#### **Goal T4: A mix of land uses and transportation amenities that reduces vehicle miles traveled (VMT).**

**T4A** – Support measures that help reduce VMT below regional averages on a “residential per capita” and “per employee” basis by:

- Encouraging employers, colleges, and schools to provide incentives and facilities (e.g., showers) for employees and students utilizing alternatives to the single-occupant automobile, such as carpools, vanpools, buses, bicycling, and walking.
- Encouraging employers, including government agencies, to allow telecommuting and flex time and to promote staggered shifts or base work hours that do not coincide with peak-period traffic to reduce peak-hour trips.

**T4B** – Prioritize infill and mixed-use development, and encourage new development in close proximity to existing employment, housing, schools, commercial centers, and other services and amenities as addressed in the Community Development and Design Element.

### ***Safety***

#### **Goal T5: A safe transportation system that minimizes traffic-related fatalities and reduces non-fatal injury collisions.**

**T5A** – Support efforts to eliminate traffic fatalities and serious injuries attributable to collisions on City streets by considering the following measures:

- Develop a “Vision Zero” strategy to reduce traffic fatalities and serious injuries to zero. The aim of “Vision Zero” is to eliminate all traffic fatalities and severe injuries, while increasing safe, healthy, and equitable mobility for all.
- Implement safety improvements consistent with those recommended by the Redding Local Roadway Safety Plan (LRSP) as funding allows.
- Monitor collision data and develop countermeasures to address identified collision patterns as feasible.



- Identify and prioritize intersections and other locations where collisions have occurred or that present safety challenges for pedestrians, bicyclists, or other users, including, but not limited to, intersections within one mile of schools; consider gathering additional data through methods such as walkability/bikeability audits.
- Restrict speed limits where feasible within the confines of State law, particularly in residential neighborhoods, Downtown, and other areas of the City where pedestrian and bicycle travel are strongly encouraged, to reduce the potential for pedestrian injuries and fatalities.
- As funding is identified, implement measures to reduce motor vehicle speeds where applicable. Such measures may include, but are not limited to, installation of traffic circles and/or narrower lane widths (10 to 11 feet).
- Consider installing automated speed enforcement of motorized vehicles on high-risk road segments and at high-risk intersections/traffic circles, and installing automated traffic cameras on high-risk road segments and at high-risk intersections/traffic circles.

**T5B** – Promote safety in neighborhoods by developing the local transportation network in a manner that does not create conflicts between vehicles and residents. Efforts may include:

- Developing and implementing, as feasible, neighborhood protection plans when traffic studies or monitoring confirm excessive traffic volumes, substantial through traffic, speeding, or vehicle collisions in specific residential areas.
- Emphasizing the use of landscape and other visual cues to slow through traffic; the installation of physical measures such as delineators, traffic circles, and speed tables should be designed to enhance the visual aspects of the subdivision.
- Establishing street design standards and review criteria that will result in neighborhood streets that discourage cut through traffic and keep travel speeds low. The design standards may consider such things as excessive length and width and lack of connecting streets to adjacent neighborhoods and arterial streets. Encouraging new subdivisions to utilize a grid street layout where feasible and to have multiple points of access to enhance access and reduce funneling traffic into one intersection.
- Strongly encouraging new neighborhoods to incorporate detached sidewalks and to establish landscape “parkways” between the curb and sidewalk. Continuous and consistent tree planting to form canopy closure is encouraged.
- Routing through traffic around the perimeters of neighborhoods where possible.

### ***Downtown***

**Goal T6: Reinforce the urban land use pattern of Downtown Redding.**



**T6A** – Strive to retain alleys in the Downtown area to create shared spaces for bicycling and walking, and convenient service access, to local businesses.

**T6B** – Work to identify and seek funding for motorized and low-stress non-motorized transportation linkages to connect Downtown Redding. Destinations outside of Downtown that would require additional connections include Park Marina, Turtle Bay, and Redding Civic Auditorium areas.

**T6C** – Any new uses Downtown that would typically require a Traffic Study may be exempted unless it is determined that the proposed development would substantially increase traffic at intersections and roadways within this area of the City. If a traffic study is determined to be required, the study should identify measures to maintain high-quality access and mobility in the area with a priority toward active transportation modes. New discretionary land use permit requests within the Downtown area which generate net new PM peak-hour vehicle trips should participate in enhancing access and mobility for transit, bicycle, and pedestrian modes. These enhancements may include, but are not limited to:

- Enhancing sidewalks to create a high-quality pedestrian environment, including wider sidewalks and improved crosswalks, native and drought-resistant landscaping, buffers between sidewalks and vehicle travel lanes, enhanced pedestrian lighting, wayfinding signage, shade trees, and canopies, increased availability of benches, provisions for café-style seating, and usage of monument elements and other forms of public art.
- Improving bicycle facilities to include attractive and secure bicycle parking, installation of bike lockers in appropriate locations, and provision of bicycle lanes, bike paths, and wayfinding signage along appropriate roadways.
- Supporting the development of a Downtown Business Improvement District or similar mechanism to help fund ongoing maintenance of the streetscape enhancements.

**T6D** – Work with Caltrans to designate Caltrans facilities that act as arterials through Downtown Redding to be developed as “Main Streets” as an integral part of Downtown, rather than primarily throughway conveyances past Downtown. These main street designations should include the Complete Streets standards within the General Plan and include the safety elements, such as Vision Zero, and accommodate all modes of transportation such as transit and shared mobility devices.

## ***Parking***

**Goal T7: Convenient on-street and off-street parking facilities for motorized and electric vehicles (including charging stations) and bicycles that supports economic development, livable neighborhoods, sustainability, and public safety.**

**T7A** – Strive to maintain adequate on-street and public off-street parking areas, including electric vehicle charging stations, to meet ongoing parking demands by considering the following measures:



- Pursue funding options and strategies for the construction and maintenance of shared parking facilities/structures Downtown.
- Seek funding to provide electric charging stations at parking lots and rest areas for cars, trucks, and bicycles throughout the City.
- Encourage and facilitate the provision of electric-vehicle charging facilities in new parking lots and multi-family residential developments.
- Strive to install secure bicycle parking with electric charging stations and large enough for cargo bikes in the Downtown area and at City parks, civic buildings, and other community centers.

**T7B** – Endeavor to ensure that required parking provisions for private development support efforts to encourage multimodal travel and reduce VMT by:

- Pursuing maximum and minimum standards for automobile parking spaces in transit corridors and Downtown to promote use of alternate modes of travel as may be appropriate.
- Pursuing minimum standards for bicycle parking, including both long-term and short-term bicycle parking spaces.

**T7C** – Generally, prohibit on-street automobile parking on arterial streets if there is not adequate space for bike lanes and parking lanes outside the Downtown area to reduce congestion and conflicts.

**T7D** – Work to ensure the provision of adequate curbside or off-street space where applicable to accommodate passenger pick-up/drop-off activity by transportation network companies (TNC) and delivery services.

### ***Regional Transportation Planning***

Regional planning is a key element in dealing with traffic congestion and air pollution that results from vehicle commuting. To address regional transportation issues, Redding works closely with the Shasta Regional Transportation Agency (SRTA). This agency administers over \$24 million in State and federal funds for the planning construction, operation and maintenance of transportation projects throughout Shasta County. SRTA is made up of elected officials from Shasta County, the Cities of Redding, Shasta Lake, and Anderson, and RABA.

**Goal T8: Ensure interagency and regional coordination with regard to transportation planning and improvements and to improve the regional mobility network.**

**T8A** – Work closely with Caltrans and the Shasta Regional Transportation Agency (SRTA) to ensure that State facilities located within the City—including SR 299, SR 44, SR 273, Interstate 5, and intersections/interchanges that involve those facilities—are constructed in a manner consistent with the goals and policies of this element to the extent feasible.



**T8B** – Encourage Caltrans and SRTA to incorporate desired City design features (including Intelligent Transportation System programs, landscaped medians, Class II bike lanes, Class IV separated bikeways, and detached sidewalks) within State facilities that function as arterials and gateways through the City. Work with Caltrans to develop a “Main Street” arterial standard for Caltrans right of way through Downtown Redding.

**T8C** – Work closely with Shasta County to ensure that adequate street rights-of-way and improvements are provided in areas within the “Primary Growth Area” and “Secondary Growth Area” of this General Plan. Such improvements should be consistent with City of Redding standards as appropriate.

### ***Aviation***

#### **Goal T9: Enhanced air travel opportunities at the Redding Municipal Airport and Benton Airpark.**

**T9A** – Continue to plan and develop the Redding Municipal Airport as addressed in the Economic Development and Public Facilities and Services Elements to maximize its contributions to business efficiency, economic development, and recreational opportunities within the region.

**T9A-1** – Encourage the establishment of additional commercial airline providers at the Redding Municipal Airport to provide the widest range of aviation travel choices to residents and businesses within the region.

**T9B** – Support Benton Airpark as a public-use, general aviation airport and commercial-reliever facility for the Redding Municipal Airport.

### ***Rail Service & Facilities***

#### **Goal T10: Maximum availability and use of both freight and passenger rail service.**

**T10A** – Encourage the Union Pacific Railroad (UPRR) Amtrak, the State of California, the San Joaquin Joint Powers Authority, and the Capital Corridor Joint Powers Authority to increase passenger service by expanding rail schedules to include a greater number of stops and range of connection times and by providing safe, comfortable and seamless station facilities that connect to the adjacent RABA Downtown Transit Center and the bike share program.

**T10B** – Work with UPRR, the State of California, and other stakeholders to identify any surplus right-of-way that may be suitable for parking or other facilities associated with a future light-rail system.

**T10C** – Seek the cooperation of UPRR in establishing a rail-side facility for freight-container unloading to augment goods-transportation opportunities.

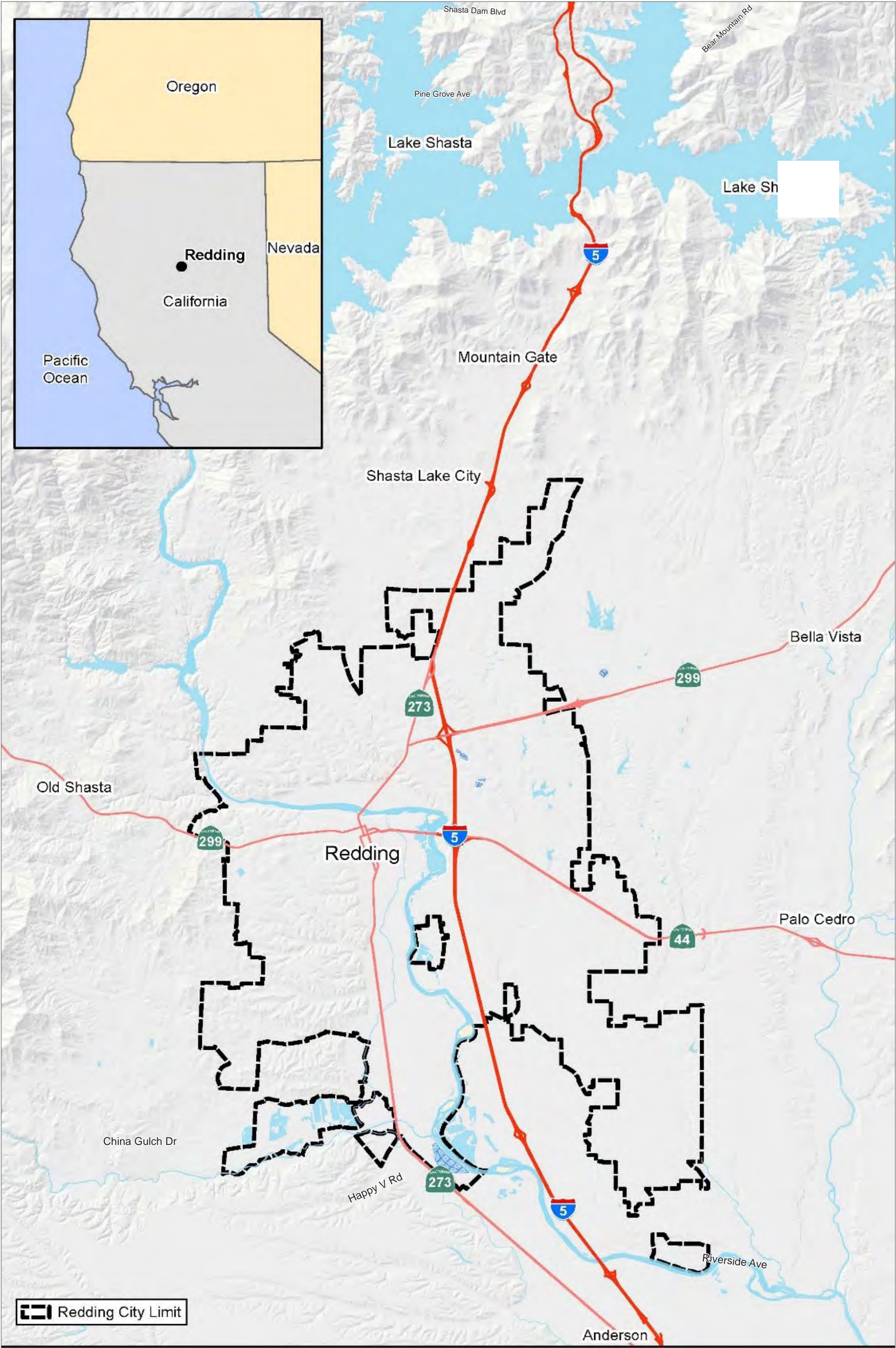


**T10D** – Strive to protect existing rail alignments and facilities through zoning from encroachment by new potentially incompatible land uses to the extent feasible.

**T10E** – Support efforts, as funding allows, to improve safety at locations where rail and other transportation facilities interface.

**T10F** – Strive to provide for additional grade-separated railroad crossings at South Bonnyview Road and in the Downtown area.





Source: City of Redding, 2022.



Figure 1  
Regional Location



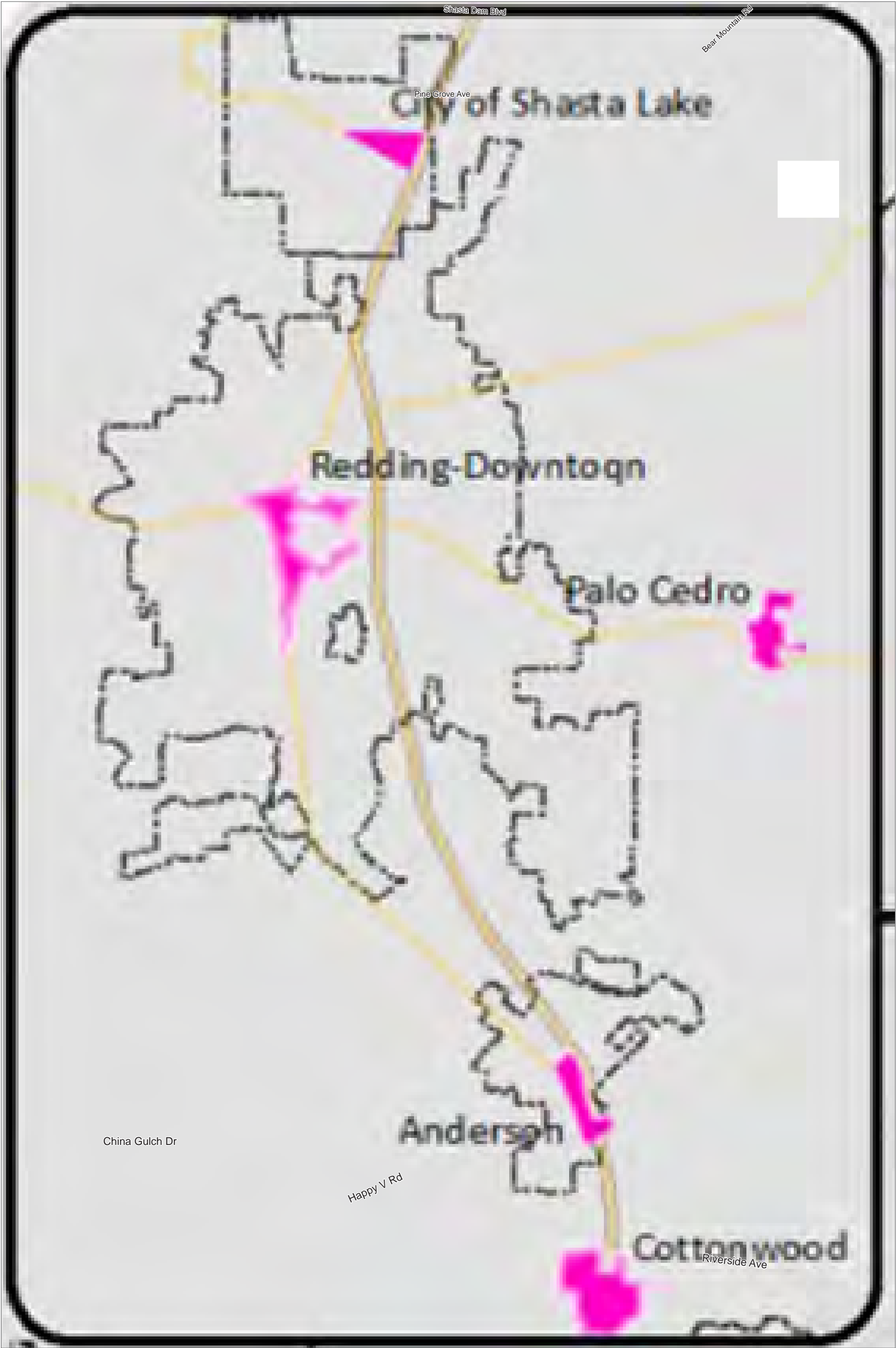
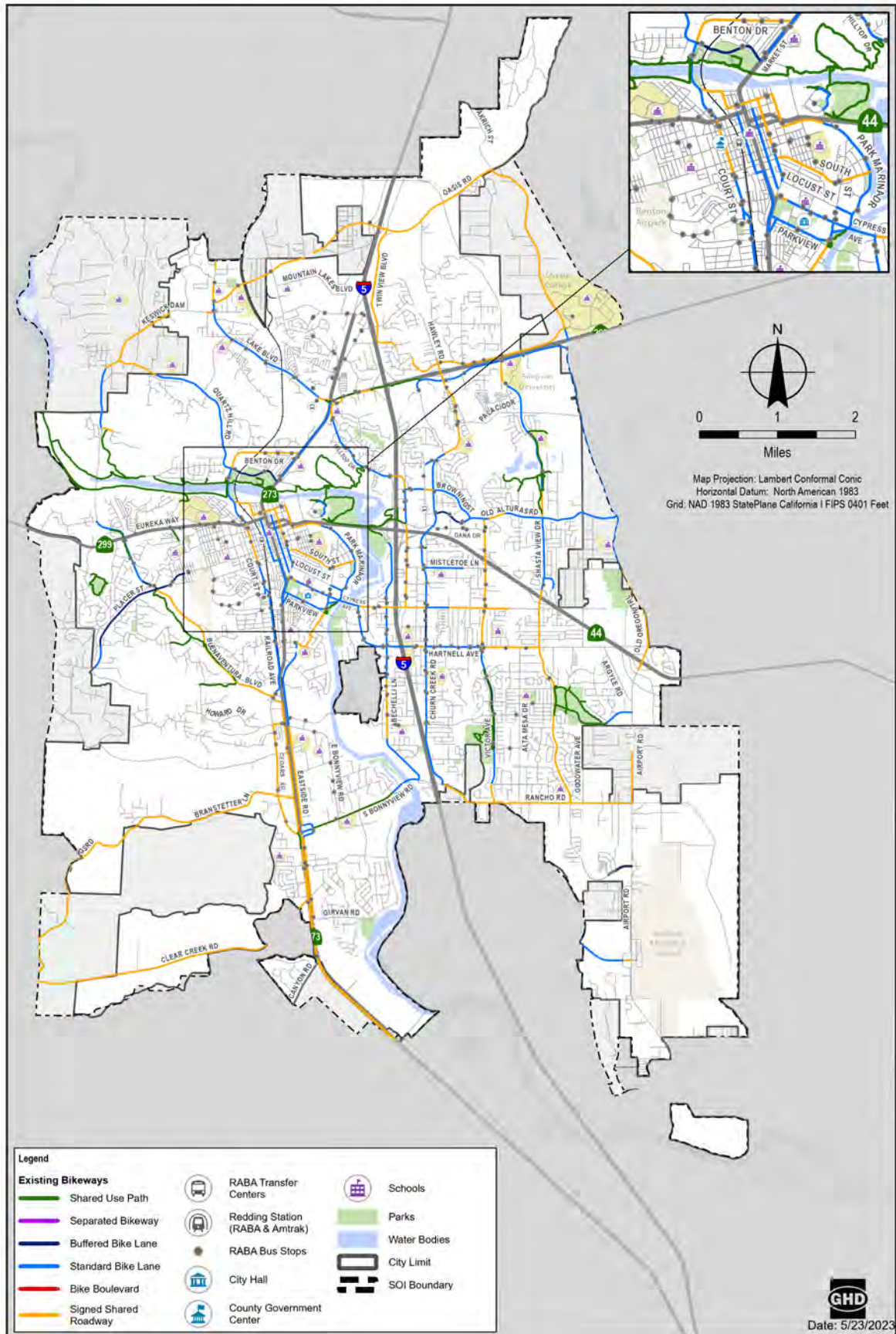


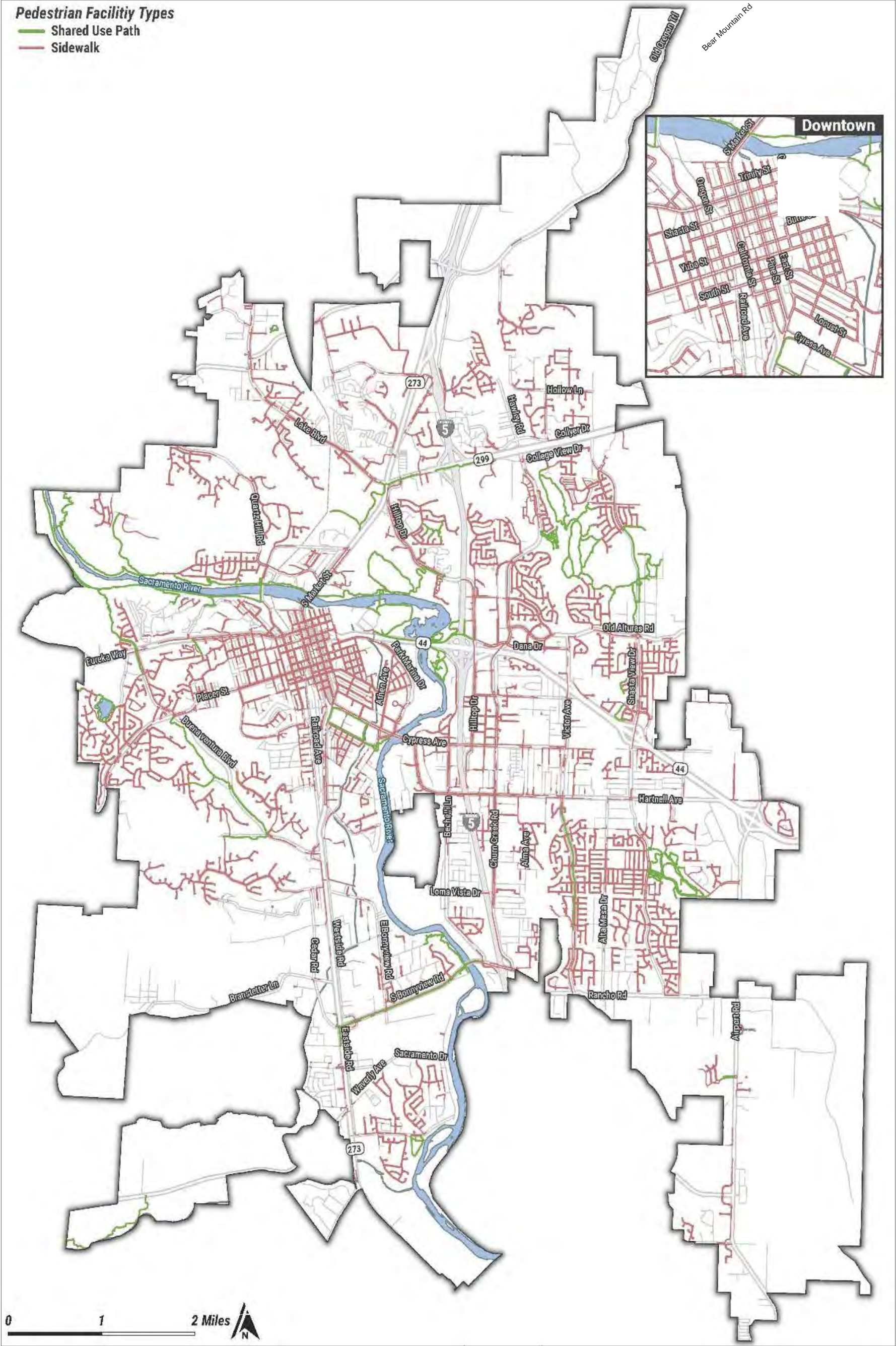
Figure 2  
RTP/SCS Strategic Growth Areas



Figure 3: Existing Bikeways (Year 2022)





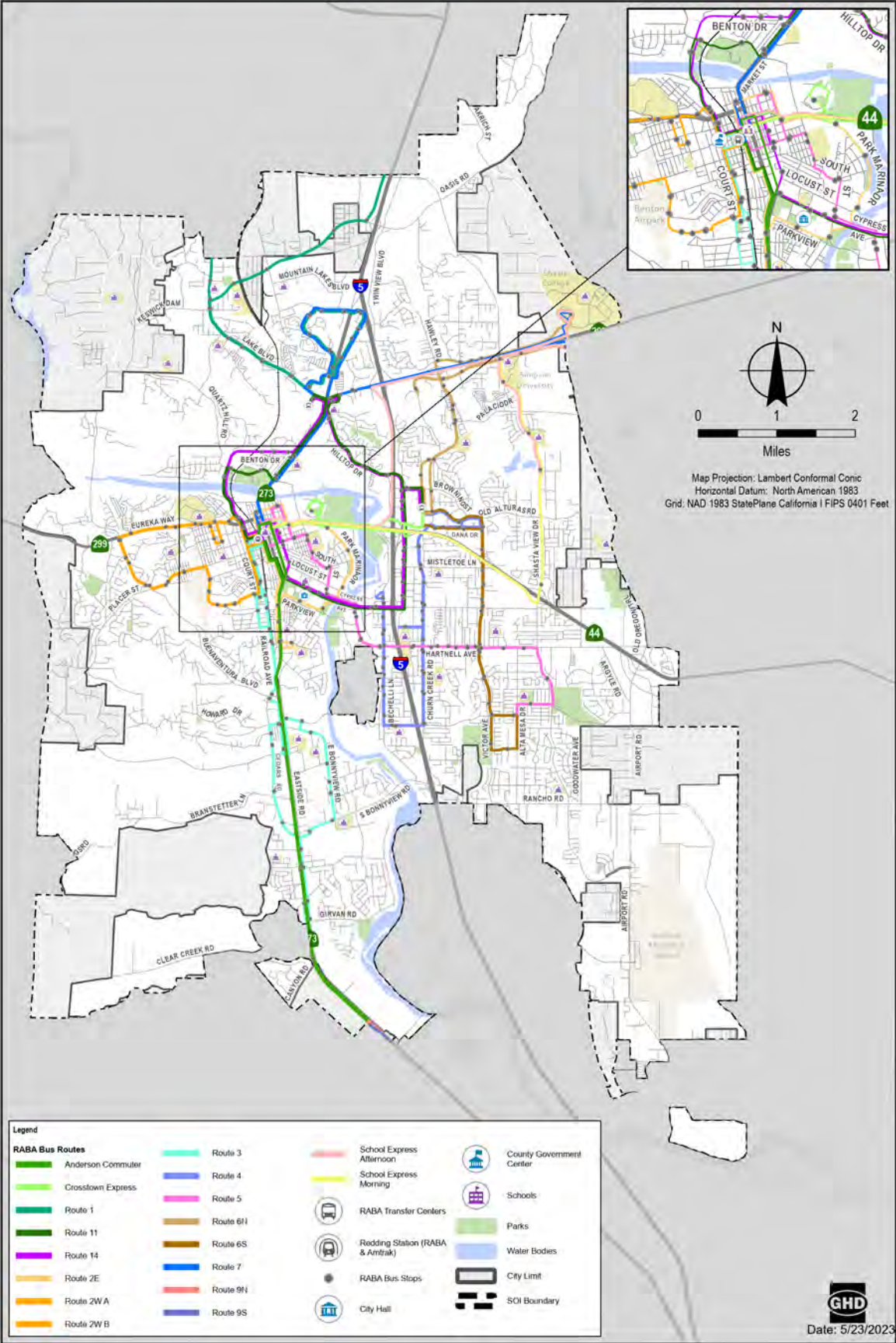


Source: Redding Active Transportation Plan

Figure 4  
Existing Sidewalks & Paths



Figure 5: Public Transit Routes & Stops





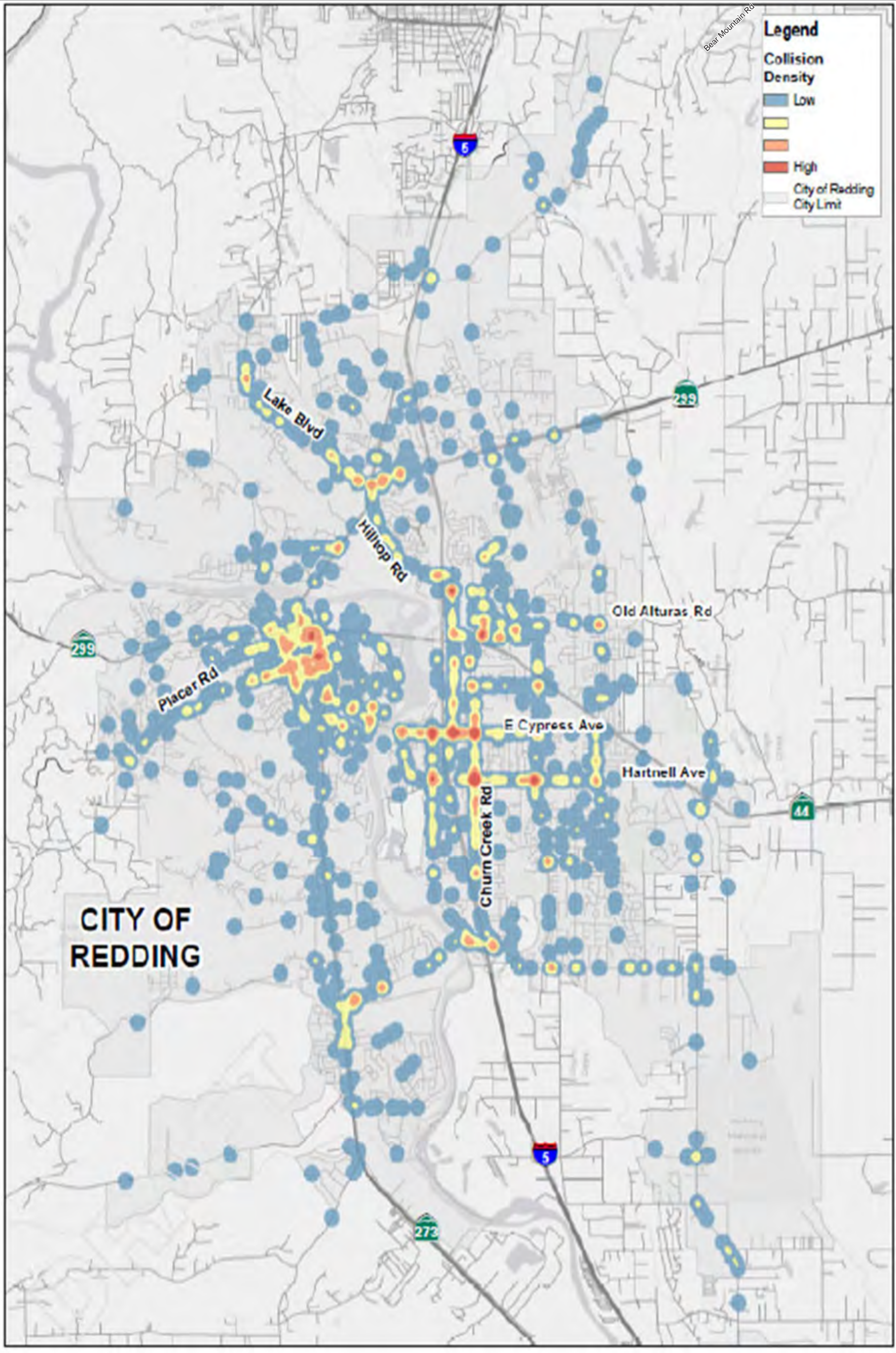


Figure 6  
Collision Density on City Roadways (2015-19)



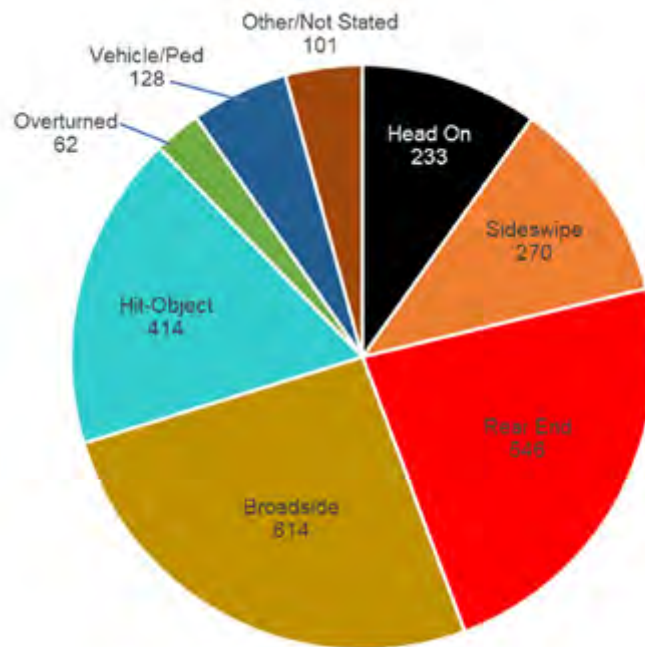


Figure 7  
Collision Types on City Streets





Figure 8  
Collision Density on Caltrans Facilities



**Legend**

**Planned**

- Minor Arterial
- Collector

**Existing**

- Freeway
- Expressway
- Principal Arterial
- Minor Arterial
- Collector
- Local

RABA Transfer Centers

Redding Station (RABA & Amtrak)

RABA Bus Stops

City Hall

County Government Center

Schools

Parks

Water Bodies

City Limit

SOI Boundary

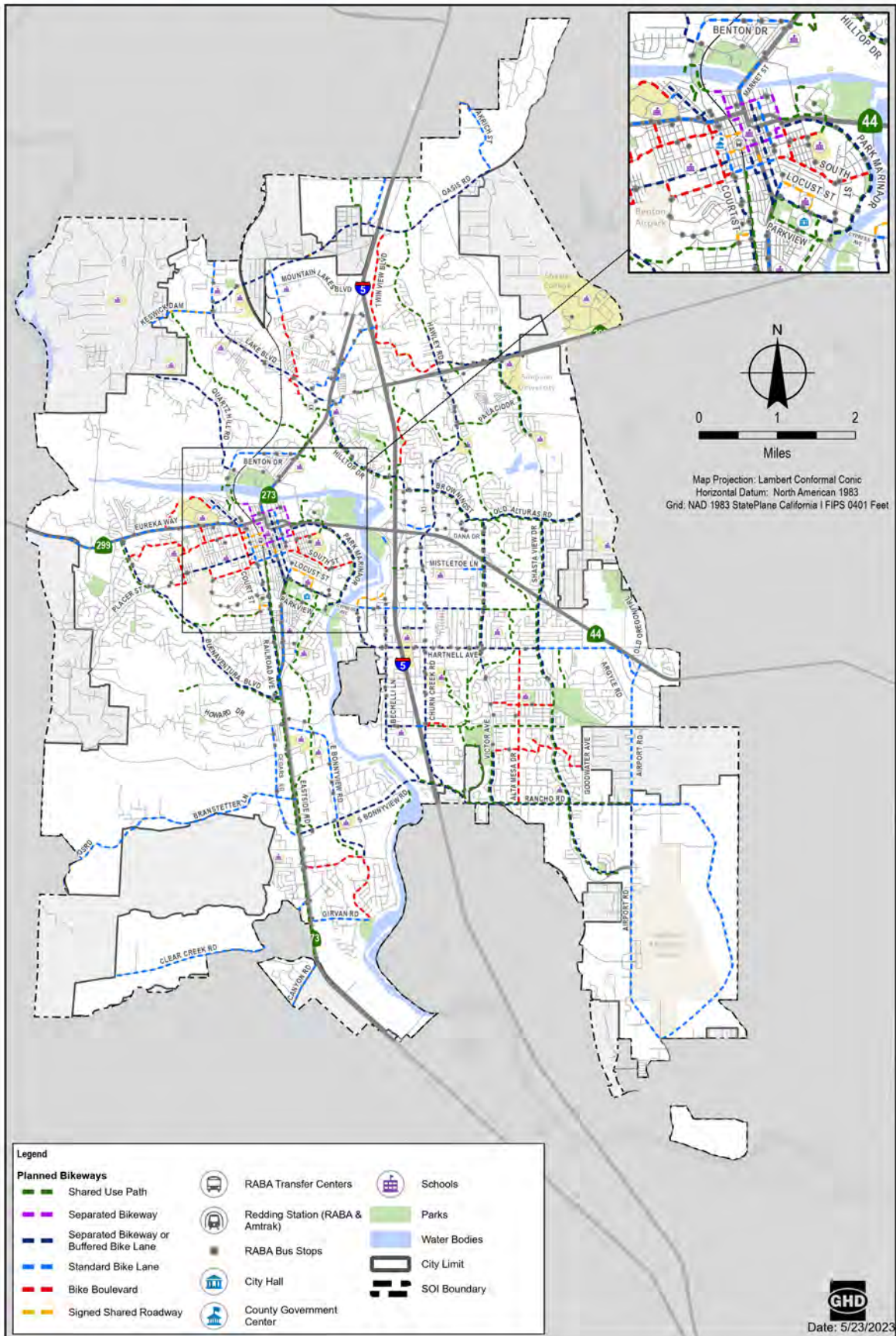
Map Projection: Lambert Conformal Conic  
Horizontal Datum: North American 1983  
Grid: NAD 1983 StatePlane California 1 FIPS 0401 Feet

0 1 2  
Miles

Map of Redding, California, showing the proposed Redding Area Bus Rapid Transit (RABA) system. The map displays the city's street network, including major freeways (I-5, SR-299, SR-44) and local roads. The RABA system is shown with planned routes (dashed lines) and existing infrastructure (solid lines). Key features include RABA Transfer Centers, Redding Station (RABA & Amtrak), RABA Bus Stops, City Hall, County Government Center, and Schools. The map also shows parks, water bodies, and the city limit. An inset map in the top right corner provides a detailed view of the downtown area, showing the intersection of major streets and the proposed RABA routes. A north arrow and a scale bar (0 to 2 miles) are located in the top right corner. The map projection is Lambert Conformal Conic, with a horizontal datum of North American 1983 and a grid of NAD 1983 StatePlane California 1 FIPS 0401 Feet.



Figure 10: Planned Bikeways





**Legend**

Existing Bikeways	Planned Bikeways	Other Features
Shared Use Path	Shared Use Path	RABA Transfer Centers
Separated Bikeway	Separated Bikeway	Redding Station (RABA & Amtrak)
Buffered Bike Lane	Separated Bikeway or Buffered Bike Lane	RABA Bus Stops
Standard Bike Lane	Standard Bike Lane	City Hall
Bike Boulevard	Bike Boulevard	County Government Center
Signed Shared Roadway	Signed Shared Roadway	Schools
		Parks
		Water Bodies
		City Limit
		SOI Boundary

Map Projection: Lambert Conformal Conic  
Horizontal Datum: North American 1983  
Grid: NAD 1983 StatePlane California I FIPS 0401 Feet

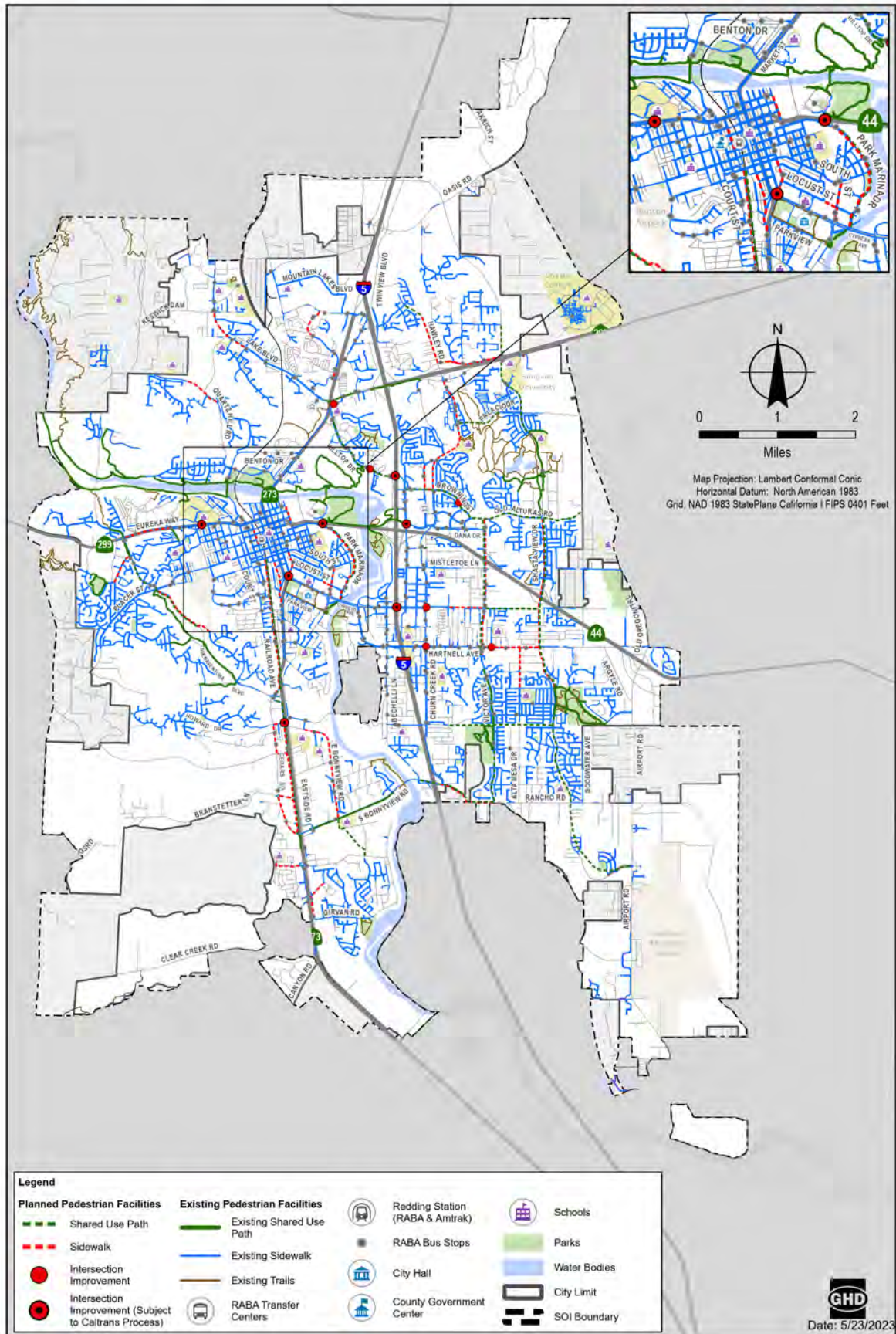
Scale: 0 to 2 Miles

Inset Map: Shows the location of Redding within the larger region.

Date: 5/23/2023



Figure 12: Planned Pedestrian Improvements





## **Public Review Draft Natural Resources Element**

### **Introduction**

#### ***Purpose and Context***

The City of Redding (City) has a wide range of natural resources within its Planning Area. These include the Sacramento River, creeks, ponds, wetlands, vernal pools, and groundwater resources; a variety of vegetation types and communities; wildlife; archaeological, historical, cultural, and aesthetic resources; mineral resources; and agricultural lands.

These resources contribute to the City's economy and are important elements of Redding's quality of life. The City values its resources and is committed to protecting and preserving its natural resources for the benefit of its current residents and the welfare of its future generations. This element thus seeks to balance the need to accommodate growth with the need for conservation, protection, and enhancement of the area's natural resources.

Specific topics addressed within the Policy Document include:

- Surface Water
- Groundwater
- Biological Resources
- Open Space
- Archaeological, Historical, Cultural, and Aesthetic Resources
- Mineral Resources
- Energy Resources and Conservation
- Agricultural Lands
- Air Quality

*Parks and recreational facilities and programs are addressed in the Parks, Trails, and Recreation Element.*

#### ***Authority***

In accordance with Government Code Sections 65302(d) and 65302(e), a general plan is required to include both a Conservation and an Open Space Element.



## **Conservation Element**

The Conservation Element is required to address the conservation, development, and utilization of natural resources, including water and its hydraulic force, forests, soils, rivers and other waters, harbors, fisheries, wildlife, minerals, and other natural resources. The Conservation Element may also cover:

- The reclamation of land and waters.
- Prevention and control of the pollution of streams and other waters.
- Regulation of the use of land in stream channels and other areas required for the accomplishment of the conservation plan.
- Prevention, control, and correction of the erosion of soils, beaches, and shores.
- Protection of watersheds.
- The location, quantity, and quality of rock, sand, and gravel resources.
- Flood control.

Assembly Bill 162 (adopted in 2007) amended certain sections of the Government Code pertaining to land use planning. As it relates to the Conservation Element, Section 65302.d.(3) requires that the Natural Resources Element identify rivers, creeks, streams, flood corridors, riparian habitats, and land that may accommodate floodwater for purposes of groundwater recharge and stormwater management.

## **Open Space Element**

It is the intent of the Legislature that cities preparing general plans recognize open space as a limited and valuable resource to be conserved whenever possible.

The Open Space Element is specifically required to consider:

- Open space for the preservation of natural resources (fish and wildlife habitat).
- Open space used for the managed production of resources (food and fiber).
- Open space for outdoor recreation, including areas of scenic, historical, and cultural value.
- Open space necessary to maintain public health and safety.
- Open space in support of military installations, military training routes, and underlying restricted airspace.



- Open space for tribal resources, including public land containing any Native American, historic, cultural, or sacred sites listed or eligible for listing in the California Register of Historic Resources.

The Conservation and Open Space Elements are commonly combined because of the overlapping topics each is required to address. The City of Redding has chosen to prepare a Natural Resources Element which effectively meets the statutory requirements of both documents.

## **Goals and Policies**

### ***Surface and Groundwater Resources***

The availability, quantity, and quality of water resources are vital to natural processes and human activities within any urban area. Water is essential to the development of housing, commerce and industry, agricultural operations, recreation, and the maintenance of high-quality fish and wildlife habitats. Surface water within the Planning Area consists of the Sacramento River and numerous tributary creeks. There are also a number of ponds, most of which are in private ownership.

### ***Municipal Water Sources***

The City of Redding has two major sources of drinking water: surface water and groundwater. The Sacramento River and Whiskeytown Lake provide approximately 70 percent of the City's total water supply. The remaining supply is provided by groundwater, which comes from wells drilled into the Redding Groundwater Basin.

In addition to the City of Redding, a number of water districts provide domestic and agricultural water within the Planning Area. These districts also obtain their supplies from a variety of sources, including the Sacramento River, Spring Creek Conduit, Muletown Conduit (which is also connected to Whiskeytown Lake), and wells.

The quantity and quality of water resources can be affected by a variety of activities, including, but not limited to:

- Sedimentation and siltation due to erosion.
- Biological invasion of non-native species.
- Increased stormwater runoff and reduced groundwater recharge.
- Excessive pumping of groundwater and/or excessive water consumption.
- Contamination from improper or excessive use of pesticides, herbicides, fertilizers, and runoff from animal feedlots or pastures.
- Discharge of various chemicals and compounds due to improper handling and disposal.



- Contamination resulting from high concentrations of on- and off-site sewage-disposal systems.
- Leaching of hazardous materials or substances.

### ***Stormwater Management/Groundwater Recharge***

The Sacramento River, its tributary streams, and its collective floodplains provide many benefits to the community beyond their scenic, recreational, and habitat values. The City's development regulations largely protect these areas from development, and represent significant opportunities for stormwater management and groundwater recharge. In addition to basic floodplain protection, the City also requires new development to establish river- and creek-corridor buffer areas, which are to remain in their natural state to protect riparian vegetation, ensure streambank stabilization, and to provide public access to these waters.

The following figures of the Natural Resources Element and the Public Safety Element depict the areas available for stormwater management and groundwater recharge as required by Government Code Section 65302.d.(3):

- Natural Resources Element, Figure 1, "River and Creek Corridor Buffer Widths."
- Public Safety Element, Figure 3, "100-Year Floodplain."

### ***Issues***

Erosion and sedimentation control are the primary issues in the Redding area from a water-quality perspective. While the City recognizes the economic importance of allowing grading and other site-development activities to occur during what is considered the "rainy season" (typically October 15 through April 15), of equal or greater importance is the protection of our surface-water resources. Siltation of our waterways has dramatic negative effects on aquatic wildlife, including federally protected species of anadromous fish. The following policies strike a balance between these objectives.

**Goal NR1: Minimize soil erosion and sedimentation problems resulting from development activities; improve the quality of stormwater runoff.**

**NR1A** – Consider updating the process and requirements for the development, review, and approval of erosion- and sedimentation-control plans for development projects to include the use of best available practices.

**NR1B** – Continue to improve compliance with the California Regional Water Quality Control Board's regulations and standards and work with local, state, and federal agencies and private watershed organizations to maintain, protect, and improve water quality and quantity.



**NR1C** – Utilize the stormwater protection measures of the City’s National Pollution Discharge Elimination Systems (NPDES) permit and the provisions of the City’s grading ordinance to control sources of pollutants and improve and maintain urban runoff water quality.

**NR1D** – Strive to ensure that erosion control devices are installed and maintained in accordance with the requirements of the grading ordinance, NPDES, conditions of granting permit approval, and any other applicable requirements; and that project monitoring and erosion-control enforcement activities are undertaken to ensure that the facilities function effectively.

**NR1E** – Pursue immediate remediation to the extent feasible when erosion damage is discovered and/or initial control measures fail.

**NR1F** – Continue to enforce the provisions of the Redding Municipal Code (RMC) for failure to comply with the requirements of the Grading Ordinance and/or an approved erosion- and sedimentation-control plan.

**NR1G** – Continue supporting and/or jointly sponsor erosion- and sedimentation-control training and education activities in conjunction with local/regional jurisdictions and the development community. Encourage neighboring jurisdictions to adopt and enforce consistent erosion- and sedimentation-control measures.

**NR1H** – Provide opportunities for staff responsible for monitoring and enforcing the City’s Grading Ordinance to receive adequate training regarding erosion- and sedimentation-control practices.

**NR1I** – Work with Shasta County and other regional, state, and federal agencies to reduce the amount of toxic chemicals and other agents or pollutants entering the surface water system from agriculture, entertainment facilities such as golf courses, and urban runoff.

**Goal NR2: Develop and maintain adequate water supplies for domestic and fire-suppression purposes.**

**NR2A** – In accordance with the Water Utility Master Plan, continue to evaluate options for increasing the City’s water supply, including, but not limited to, acquiring additional allocations from the Sacramento River, development of additional wells, and enhancement of water-storage and treatment facilities.

**NR2B** – Encourage water-conservation practices such as:

- Planting water-efficient landscape, prioritizing native and drought-tolerant plants as appropriate.
- Adherence to the City’s Water Efficient Landscape Ordinance and the Urban Water Management Plan.



- Striving to protect local water rights and resources and preventing exportation of surface water by supporting efforts to retain local control over these resources.
- Use of “Gray water” for landscape irrigation purposes, where feasible, as approved by Shasta County Department of Environmental Health.
- Encourage/support the use of technological and innovative water conservation devices or practices that may be developed.

**NR2C** – Utilize water-reclamation projects in landscape and agricultural uses, where appropriate and as approved by the California Regional Water Quality Control Board and State Department of Health Services.

**Goal NR3: Preserve and protect the quantity and quality of surface and groundwater resources within the planning area. Prevent and remediate surface and groundwater and soil contamination as appropriate.**

**NR3A** – Prioritize and strive to avoid impacts to groundwater recharge areas through open space preservation, runoff management, stream setbacks, clustering of development, and Low Impact Development (LID) treatment where appropriate.

**NR3B** – Consider working with local, state, regional, and tribal agencies to:

- Identify and map groundwater recharge areas within the Sphere of Influence and protect, improve, and enhance groundwater quality of the region, and
- Encourage and support those responsible for soil, surface water, and/or groundwater contamination to initiate, monitor, and complete full remediation activities.

**NR3C** – Continue to support efforts to periodically review and maintain Redding Basin Water Resources Management Plan that addresses long-term sustainability of this resource.

### ***Biological Resources***

Unlike many urban areas, the Redding Planning Area contains a variety of biological and wildlife resources. Generalized habitat mapping of the Planning Area is available on the CalVeg Vegetation Classification and Mapping. The data and mapping available on CalVeg are not site-specific, but provide a reasonably accurate composition of basic habitat types and their general distribution throughout the Planning Area.

It should be noted that the majority of the Planning Area’s land cover is classified as Urban, Blue Oak Woodland, or Blue Oak-Foothill Pine. Mixed Chaparral and Annual Grassland land cover types are dominant in the remaining portions of the Planning Area.

The goals and policies of this and previous General Plans have resulted in the protection of thousands of acres of various habitat types, generally along the Sacramento River and its tributary



streams as well as associated slope areas. The General Plan and its implementation of development ordinances (e.g., Zoning Ordinance and Subdivision Ordinance-as of December 2022) identified the following as open space and/or greenway that largely precludes development:

- “Greenway” acres in the City Limits: 8,062.
- “Greenway” acres in the “Primary Growth Area”: 2,084 acres.
- “Greenway” acres in the “Secondary Growth Area”: 1,150 acres.

Additionally, to ensure perpetual protection of these resources, approximately 3,711 acres were zoned “Open Space” in 2022, with 908 acres protected via open space easements on private parcels that were recorded as development occurred. Lands either zoned “OS, Open Space” or which have been placed in private open space easements are depicted in Figure 2.

For purposes of this General Plan, riverine (e.g. stream beds, riparian areas, and associated floodplain areas) and aquatic (e.g. vernal pools, swales) habitat types are considered sensitive and require special consideration when developing within or in their proximity. Additionally, Blue Oak, Blue Oak-Foothill Pine Woodlands, grasslands, and other land cover types may also contain special status species such as those protected under the Migratory Bird Treaty Act (MBTA).

A number of habitat types in the Planning Area support a variety of both plant and animal species, some of which are classified as special status species. Special-status species include:

- Species that are listed or proposed for listing as Threatened or Endangered under the State or Federal Endangered Species Acts.
- Species that are identified as a candidate, sensitive, or special-status species by the California Department of Fish and Wildlife (CDFW) or the United States Department of Fish and Wildlife (USFW).

Potential impacts to sensitive habitats and/or special-status species must be mitigated in accordance with the requirements of the California Environmental Quality Act (CEQA) and federal regulations.

The Planning Area supports eighty-four special status species and/or their habitat, including thirty-five plants, six invertebrates, fourteen fish, three amphibians, one reptile, fifteen birds, and ten mammals. Of those eighty-four species, seventeen are federal or state-listed species (including those proposed as candidates for listing). This includes three plants, five invertebrates, four fish, one amphibian, and four birds. While not considered special-status, many commonly occurring birds that are protected under the MBTA could potentially nest onsite.

Critical Habitat for seven federal or state-listed species can be found within the Planning Area, as well as three sensitive natural communities. Critical habitat consists of vernal pools, seasonal wetlands, swales, and the Sacramento River and its tributary streams. Riparian habitats along the Sacramento River are of special concern due to the presence of three sensitive natural



communities, the habitat they provide for special-status species, and the ecosystem services they provide (e.g., flood protection and improvement of water quality). These areas may support greater than thirty of the special-status species that occur in the Planning Area. In addition, aquatic and riparian habitats associated with the river and creeks serve as important wildlife corridors between larger blocks of habitat.

Foothill grasslands and woodlands also may support several rare plant species, in addition to providing nesting habitat for many bird species and providing roosting locations for bats. Vernal pools and seasonal wetlands, which may support special-status invertebrate species, are also often associated with foothill grassland. The thousands of acres within the undeveloped open space of the Planning Area provide terrestrial connectivity. Figure 3 depicts the general locations of Sensitive Natural Communities in the Planning Area.

**Goal NR4: Preserve and protect significant habitats, plants, and wildlife that exist in the Planning Area.**

**NR4A** – Prioritize avoidance/minimization of development-related disturbances of sensitive habitats and “special status species” by encouraging innovative site design and planning. Ensure implementation of statutory protection for these species and require appropriate mitigation if disturbed.

**NR4B** – Work to preserve and enhance the fisheries of the Sacramento River and those tributary streams and stream segments depicted in Figure 1 and/or other streams or water bodies identified by appropriate regulatory agencies.

**NR4C** – Maintain and update data and information as necessary regarding areas of significant biological value within the Planning Area to:

- Provide critical information to the community.
- Facilitate resource conservation.
- Facilitate appropriate management of development activities.

**NR4D** – Provide adequate buffering of sensitive habitats based on the type of habitat, its size, value and requirements of regulatory agencies. Work with other agencies and organizations as appropriate to establish habitat mitigation banks, habitat conservation plans, conservation easements, and other mechanisms that serve to protect sensitive habitats and species.

**NR4E** – Encourage education, community volunteerism and stewardship in the protection and enhancement of local biological resources.

**NR4F** – Prioritize retaining City-owned properties that contain environmentally sensitive areas.

**NR4G** – Encourage landowners to work with local agencies to establish conservation easements to protect and preserve sensitive resources.



**NR4H** – Encourage landowners to undertake invasive species management as appropriate; prioritize continuation of the City’s invasive species management efforts particularly along the City’s river and stream corridors.

**NR4I** – Periodically review the City’s landscaping requirements and recommendations to remove plant species that are known or suspected to be invasive within the Planning Area’s varied habitat types.

**Goal NR5: Protect and preserve creek corridors, riparian areas, vernal pools, and wetlands.**

**NR5A** – Continue to require new development to provide at least the minimum river and creek-corridor development setbacks (buffer areas) in accordance with Figure 1 and the Redding Municipal Code (RMC). These setbacks may be modified based on project/resource-specific circumstances and appropriate mitigation. Consider requiring dedication of these areas to the City for open space and public uses and/or establish a permanent conservation easement granted to the City or other appropriate organizations as a condition of development approval.

**NR5B** – In addition to the protection of the stream corridors depicted in Figure 1, work with project developers to also protect those secondary stream tributaries depicted in Figure 4, vernal pools, riparian habitats, and wetlands in their natural state, to the extent feasible. Where appropriate, undertake restoration and provide development buffers from these resources. The mitigation of all adverse impacts on wetland resources is required in compliance with State and Federal regulations protecting such resources, and if applicable, threatened or endangered species.

**NR5C** – Encourage the acquisition, preservation, restoration, and enhancement of native vegetation with a focus on wetlands and riparian habitat that will improve the biological value and integrity of the City’s natural resources. Encourage native landscape in unvegetated, manmade areas, such as along streets and in abandoned lots.

**NR5D** – Uses allowed within riparian corridors should:

- Minimize the creation of erosion, sedimentation, and increased runoff.
- Emphasize retention and enhancement of natural riparian vegetation.
- Provide for unimpaired passage of fish and wildlife.
- Avoid activities or the development of new features that result in disturbance or dispersal of wildlife.
- Avoid channelization to the extent feasible, except as may be necessary to preserve public safety.
- Avoid substantial interference with surface and subsurface flows.



- Incorporate natural vegetation buffers.

**Goal NR6: Protect the aesthetic and biological value of Oak Woodlands and other natural vegetation and establish a healthy and robust urban forest.**

**NR6A** – Strive to preserve and protect existing native oaks, especially valley oaks that are often associated with riparian habitats, in the design and review of development projects. The preservation of stands of trees within developments is generally preferred over the preservation of individual trees, with the exception of special-status species, heritage trees, and other trees as may be identified in the City’s Municipal Code.

**NR6B** – Consider identifying appropriate “areas” to be used for the planting of native trees when desirable to offset development impacts to woodland resources. This General Plan explicitly recognizes that there are tradeoffs between the goals and policies that promote infill development over outward expansion and resultant impacts to woodland resources within the future urban footprint.

**NR6C** – Periodically review and consider amendments to the City’s Tree Management Ordinance to assess tree replacement requirements, tree planting requirements, potential fees or other mechanisms to facilitate the planting of trees in the City and funding of an urban forestry program.

**NR6D** – Strive to protect and manage the urban forest to reduce energy demand, increase carbon sequestration, and reduce urban heat gain.

**NR6E** – Consider undertaking measures to maintain and expand the urban forest by:

- Maintaining existing City trees through regular, scheduled service.
- Planting new trees to replace those that require removal and enhance the street tree canopy, where needed.
- Requiring street and parking lot tree planting in new development.
- Working with commercial parking lot owners to improve the shade canopy.
- Implementing the Zoning Code’s tree protection regulations.
- Using volunteer groups and property owners to plant new trees, care for newly-planted trees, maintain young trees, and provide information and instructions regarding such care and maintenance.
- Exploring available funding opportunities for the urban forest program.
- Incorporate existing trees into development projects where appropriate while utilizing effective construction practices to minimize to avoid impacts to those trees.



- Periodically reviewing the landscape requirements of the RMC, including, but not limited to, the off-street parking and landscape standards ordinances as well as the species and other information contained in the City’s “Street Tree List.”
- Consider undertaking the review, update, and implementation of the Heritage Tree provisions of RMC Section 13.40.020, particularly as part of an urban forestry program should be established.

**Goal NR7: Protect habitat linkages and migratory corridors.**

**NR7A** – Strive to maintain, preserve, and enhance the habitat linkages/wildlife corridors and sensitive habitats that are created by the open-space (“Greenway”) network established by this General Plan. Require that development in areas defined as “Greenway” consider corridor impacts and, where necessary, provide alternate usable links between habitat types or areas and/or provide alternate development plans that avoid the open-space network and sensitive habitats.

**NR7B** – Maintain and preserve other natural habitat linkages and wildlife corridors in the City where feasible. Discourage development impacts to these linkages and corridors and fully mitigate adverse impacts.

**NR7C** – Explore options to prevent unlawful uses and damage to public and private open space areas and ensure habitat values are maintained and/or enhanced.

***Open Space***

In addition to protecting life and property, open-space areas are essential to the health and livability of a community. Open space may consist of developed and undeveloped parklands (see Parks, Trails, and Recreation Element), and natural areas, either public or private, that have been set aside in perpetuity for their ecological, visual, or safety-related aspects.

Redding has an extensive open-space network. The heart of this network is the Sacramento River. Numerous tributary streams flow into the river that, for the most part, originate in steep terrain to the west and north of the city. Policies of this and past General Plans have set aside these slope- and stream-side areas from development. Together, they represent approximately 17 square miles of open space within the City’s planned “growth areas”, including over 8,000 acres within the City limits as of 2022. As noted above, over 4,600 acres were protected through open space zoning and/or private open space easements. These lands are depicted on the General Plan Diagram as “Greenway” and are subject to the development constraints outlined in this General Plan and implementing ordinances.

While open space is valuable in and of itself, connectivity and public accessibility enhance its value appreciably. Policies contained in the Community Development and Design Element address the need to provide public access to these open-space corridors. The Parks, Trails, and Recreation Element addresses the development of a comprehensive trail system largely utilizing creek corridors.



As discussed in detail within the General Plan, the Redding Planning Area contains several natural features which are considered hazardous for development. These include natural areas containing excessive slopes (greater than 20 percent) and areas within the 100-year floodplain of the Sacramento River or its tributaries. In the interest of public safety and to reduce the potential for loss of life or property damage from wildland fires or floods, it is essential that development restrictions be applied within these hazard areas.

**Goal NR8: Preserve areas containing excessive slopes and 100-year floodplains as open space to prevent loss of life and/or property damage and to provide valuable habitat and recreational opportunities.**

**NR8A** – Where appropriate, require as a condition of development approval, the public dedication of flood-prone lands adjacent to the Sacramento River and those tributary streams identified on Figure 1. Exceptions to this policy may be made based on:

- The provisions of any adopted specific plan, or
- Approval by the City in consideration of special circumstances unique to a flood-prone area,
- Where the extent of flooding is largely dictated by inadequate drainage improvements, or
- When an entire parcel is constrained by the floodplain, and/or where the flooding occurs within a developed area.

**NR8B** – Strive to preserve land publicly dedicated as open space. Development in these areas, except as required to provide public facilities, such as roads, utilities, and trails, should be restricted to passive, low-impact uses that minimize the removal of existing vegetation and maintain or increase the existing habitat value, while providing adequate protection from wildland fires. Coordinate with other entities as appropriate to establish conservation easements that will ensure long-term protection and necessary maintenance.

**NR8C** – In those instances where it is determined that public open space dedication is not appropriate, require, as a condition of development approval, that private open-space easements be established for significant areas of undeveloped lands that are flood-prone or exceed a slope of 20 percent. Use public dedications and/or trail easements when necessary to connect these areas to existing or proposed public open spaces, streets, parks, and similar features.

**NR8D** – Periodically update the Parks, Trails, and Open Space Master Plan and use it to implement various policies of this General Plan that address the:

- Framework for open-space lands.
- Role of public and private open-space lands.
- Preservation of important ecological areas.



- Acquisition and management of public open space land.

### ***Archaeological, Historic, and Cultural Resources***

Due to the presence of the Sacramento River and its numerous tributary creeks, the Redding Planning Area has a relatively high potential for cultural resources. The river, creeks, and old river terraces are prime locations for cultural resource sites, both prehistoric and historic. The records kept at the Northeast Information Center of the California Historical Resources Information System at California State University, Chico, indicate that over 170 prehistoric (pre-European) sites have been located and documented within the Planning Area. Two archaeological sites have been listed on the National Register of Historic Places. Many more sites are likely to exist and could be susceptible to inadvertent destruction during construction and development activities if precautions are not undertaken.

Redding has numerous historic structures dating back to the late Victorian period in addition to architectural examples from the 1920s to the 1940s, including Art Deco and Works Progress Administration (WPA)-period buildings. Five of the City's historic structures (Old City Hall—1313 Market Street; Pine Street School—1135 Pine Street; the Frisbee House—1246 East Street; the Lorenz Hotel—1590 California Street, and the Cascade Theatre — 1725 Market Street) have been listed on the National Register of Historic Places. However, many more of the City's historic structures would likely qualify for nomination to the National Register, or other state and local registers, either as individual structures or as historic districts.

### **Goal NR9: Protect and enhance historically and culturally significant resources within the Planning Area.**

**NR9A** – Strive to ensure the protection of prehistoric, cultural, and archaeological resources during the development process. Consult with local Wintu tribes as appropriate to help identify and preserve cultural resources during the development review process.

**NR9B** – Require that any human remains discovered during implementation of public and private projects within the City be treated with respect and dignity and fully comply with the California Native American Graves Protection and Repatriation Act and other appropriate laws.

**NR9C** – Continue to consult and require record searches for discretionary projects with the Northeast Center of the California Historical Resources Information System (CHRIS) located at the CSU Chico. Consult with and distribute environmental review documents to the Native American Heritage Commission through the State Clearinghouse.

**NR9D** – Encourage partnerships to identify, preserve, protect, and/or restore historic buildings, structures, landmarks, and important cultural resources.

**NR9E** – Maintain and update as necessary the City's Historic Preservation Ordinance and the historic resources inventory; consider seeking grants and assistance from community organizations to assist and facilitate this effort.



**NR9F** – Consider seeking the City’s recognition by the State Historic Preservation Office as a Certified Local Government as a means to obtain grant funding sources available to Certified Local Governments to develop, establish and maintain a more robust historical resources inventory and program.

**NR9G** – Seek opportunities to work with the local Wintu tribes to facilitate the use of “traditional ecological knowledge” for land management and restoration as appropriate.

**NR9H** – Explore appropriate opportunities to support tribe access to and co-management of open space lands under City ownership or control, including acquisition of designated surplus open space lands for natural resource protection purposes.

**NR9I** – Explore opportunities, as appropriate and reasonably practical, for the consultation, review, and opportunity to provide comments for development applications and potential policy changes that may impact cultural resources.

### ***Mineral Resources***

Mineral deposits within the Planning Area consist of copper, gold, tungsten, and gravel. In addition, the area around the Redding Municipal Airport contains gas-bearing strata. The westerly portion of the Planning Area has been mined in the past for placer and lode gold, tungsten, and copper. Most previous mining efforts did not prove to be economically viable. However, this is likely to change in the future as the value of precious metals continues to increase. Gravel-bearing deposits exist along the Sacramento River, Clear Creek, Olney Creek, Churn Creek, and Stillwater Creek.

The presence of existing incompatible development will preclude mineral-extraction activities in those locations. Conversely, areas classified as MRZ-2a and 2b, where mineral-extraction activities are considered feasible, have been designated with a “Critical Mineral Resources Overlay” on the General Plan Diagram.

In 1997, the California Department of Conservation, Division of Mines and Geology (DMG) published a DMG Open File Report 97-03 entitled, *Mineral Land Classification of Alluvial Sand and Gravel, Crushed Stone, Volcanic Cinders, Limestone, and Diatomite Within Shasta County, California*. The primary purpose of the report is to identify the known or inferred mineral potential of lands within the county to ensure that the mineral potential of land is recognized by local government decision makers and considered before land use decisions are made that could preclude future mining. The report also contains 50-year projections for population and per capita consumption of aggregate, and a comparison between the estimated 50-year aggregate demand and current reserves.

The findings of the report indicate that current known concrete-grade alluvial aggregate reserves within Shasta County are calculated to be approximately 30.3 million tons. Based on a historic aggregate consumption rate of 8.0 tons per person per year, the report estimates that current known reserves are likely to be depleted within 17 years. This information highlights the importance of



protecting both known and inferred deposits from encroachment by potentially incompatible land uses.

Land classifications utilized in the referenced DMG report are presented in the form of Mineral Resource Zones (MRZs). Each zone type relates to the degree of knowledge about a mineral resource occurrence and the economic characteristics of the deposits. Areas of identified mineral resource significance, either demonstrated/measured or inferred, are classified as MRZ-2a or MRZ-2b.

Although most areas along the Sacramento River are classified as MRZ-2a or 2b in the 1997 DMG Report, the presence of existing incompatible development will preclude mineral extraction activities in those areas. Conversely, areas classified as MRZ-2a and 2b, where mineral extraction activities are considered feasible, have been designated with a “Critical Mineral Resources Overlay” on the General Plan Diagram.

**Goal NR10: Maintain an adequate supply of mineral resources to meet the long-term regional needs. Protect the critical mineral resource areas from encroachment by incompatible uses.**

**NR10A** – Focus mineral resource protection efforts in areas identified with a “Critical Mineral Resource Overlay” on the General Plan Diagram. Remove the “Critical Mineral Resource Overlay” within a reasonable time after the mineral resource is exhausted and reclamation is complete.

**NR10B** – Maintain current information regarding the status and location of mineral deposits within the Planning Area as information becomes available.

**NR10C** – Strictly limit incompatible development in or near areas designated in the “Critical Mineral Resource Overlay.” Residential uses within overlay areas should be limited to one (1) dwelling unit per 40 acres.

**NR10D** – Require a use permit or other appropriate review to establish new mining operations. The use permit should contain conditions necessary to protect the public health, safety, and welfare; to minimize impacts on adjacent land uses; and to mitigate other potential adverse environmental impacts.

**NR10E** – Outside Critical Mineral Resource Overlay areas (but within areas classified as Mineral Resource Zones MRZ2a and/or MRZ2b by the State Division of Mines and Geology), mining may be permitted in the in-stream, floodplain, or gravel-bar areas of a river or creek provided removal of sand and gravel is:

- Conducted during a declared civil or hazardous material emergency or natural disaster to relieve or correct potential hazards to the public health, safety, or welfare caused by such emergency or disaster.
- For removal of dredger tailings for reclamation purposes only.



- To protect a public structure, such as a bridge, when it is determined to be necessary by the public entity responsible for said structure.
- To remove a buildup of sand and gravel to maintain the channel capacity to prevent flooding.
- For Items 2, 3, and 4 above, the use permit and reclamation plan for mining of said areas shall be based on a stream-management program, prepared by qualified professionals in appropriate disciplines, which includes data and analysis to show that:
  - There will be no significant adverse impact on in-stream habitat, riparian habitat, wetlands, or rare, threatened, or endangered species of fish, wildlife, or plants, or cultural resources.
  - There will be no significant adverse impact on existing structures, including bridges or levees.
  - There will be no significant increase in bank erosion, deposition, or flooding.
  - There will be no significant adverse impacts to surrounding properties, including, but not limited to, noise, visual impacts, dust, and similar impacts.

### ***Energy Resources and Electrification***

Electricity within the City limits is provided primarily by the City of Redding's Electric Utility, through its transmission and distribution system. Natural gas and electric service within the remainder of the Planning Area are provided by Pacific Gas and Electric Company (PG&E). The City is committed to providing affordable, reliable, and clean energy to its residents; while making sure the energy resources are sustainable, environmentally responsible, and meet the needs of the community now and in the future. The City also encourages electrification and the use of alternative forms of energy, such as solar, with an emphasis on the conservation of all non-renewable energy sources. System planning and needed facilities to achieve these goals are addressed in the Public Facilities and Services Element.

#### **Goal NR11: Support the State's clean energy initiatives through policies and procedures that align with the electrification, conservation, and renewable energy goals of the City.**

**NR11A** – Strive to offer technical assistance and recommendations to customers who seek such analysis as appropriate to help identify opportunities to reduce energy consumption and increase the adoption of electrification measures. Strive to provide information to customers about modifying energy consumption to mitigate the City's peak electric demand.

**NR11B** - Continue to utilize the California Green Building Standards Code in commercial and residential construction to address energy and other resource efficiencies.



**NR11C** – Continue to evaluate and implement as appropriate, electrification and other new energy resource technologies that reduce environmental impacts from fossil fuel consumption and energy usage.

**NR11D** - Continue to invest in and promote public electric vehicle charging infrastructure through the application of manageable planning and development policies to encourage a robust charging network at various locations and facilities throughout the community. Support third-party investments in the development of charging infrastructure in multiple-family housing developments and in those areas that increase traffic to the City for purposes of shopping, entertainment, work, and/or similar purposes.

**NR11E** – Continue to support the increased adoption of building and transportation electrification technologies by implementing standard policies and procedures that encourage investments in public and private infrastructure.

**NR11F** – Consider the use of integrated resource planning processes to establish a long-term Energy Resource Plan that meets or exceeds the state’s clean energy mandates while balancing reliability and affordability, and continually assessing the effectiveness and efficiency of the Utility’s resource plan.

### ***Agricultural Lands***

The source of information on soils within the Planning Area used for this General Plan is limited to the soil maps prepared by the Natural Resource Conservation Service (NRCS) and the California Department of Conservation (CDC) Prime Farmland Series.

The NRCS classification system organizes soils into eight major capability classes designated by Roman numerals I through VIII. Class I and II soils are considered “prime” and have the fewest limitations in terms of the range of use and are depicted on Figure 5. The other soil classifications have progressively greater natural limitations.

The CDC Important Farmland Series Mapping and Monitoring Program designates important farmlands in California based on NRCS soil surveys and the available land use data. This system is also classified into eight categories, including Prime Farmland, Farmland of Statewide Importance, Unique Farmland, Farmland of Local Importance, Grazing Land, Urban Land, Other Land, and Land Committed to Incompatible Uses. The Planning Area does not contain lands designated as being of statewide or local importance. Limited areas of Unique Farmland are identified in the Churn Creek Bottom area. Soil classifications notwithstanding, there are commercial farms in the planning area, although these are limited in scope and scale.

**Goal NR12: Promote the economic viability of agriculture in areas suited for agricultural use.**

**NR12A** – Consider requiring buffers for new development to minimize impacts of adjacent active agricultural operations to reduce conflicts between urban and agricultural uses.



**NR12B** – New development proposed on “prime” soils and/or Farmland of Local Importance should be encouraged to provide opportunities for community gardens, edible landscape gardens, community food forests (landscapes with trees, shrubs, and herbs, consisting of primarily edible plants), or similar projects to enable residents and community members to grow local food produce.

**NR12C** – Strive to avoid fragmentation and conversion of agriculturally-managed land in high-fire severity zones where fragmentation, conversion, or change in management could increase the risk of fire to the community.

**NR12D** – Explore the appropriateness of expanding the types of zoning districts that allow hobby or small-scale (non-cannabis) commercial agricultural uses in recognition that active farming operations, when appropriately located and managed, are not inherently detrimental to surrounding properties and can be a benefit to the community.

### ***Air Quality***

Air quality in the Redding Metropolitan Area of Shasta County reflects the population growth of the local region and the counties to the south. Redding is a central place for urban demands including medical, retail, government, education, employment, housing, and transportation in the North State. It should be noted that the northern part of the valley is subject to significant ozone transport from areas south of Shasta County, including the Sacramento urban area and beyond. These factors, coupled with the region’s climate and topography have caused the air quality of the metropolitan area to become “moderately” polluted with ozone (smog) and particulates (dust and smoke) from time to time.

### ***Greenhouse Gases (GHG)***

While the sources and effects of most air pollutants are local or regional, the sources and effects of greenhouse gas emissions concentrations are global; the economic, environmental, and social effects of climate change are extensive. However, strategies intended to reduce greenhouse gas emissions can also reduce household and business transportation costs, decrease harmful air pollution, enhance mobility, reduce commuting time, and provide other benefits. Compact development, which reduces greenhouse gas emissions, can also be more cost-effective to provide public infrastructure and services. Measures that promote energy efficiency not only reduce greenhouse gas emissions but also save on household and business utility costs. Encouraging reinvestment in existing developed areas can reduce vehicular travel and associated greenhouse gas emissions, and promote the City’s economic development and fiscal sustainability objectives.

For many years Redding and Shasta County have exceeded air quality standards for particulate matter and ozone. Particulate matter can aggravate existing heart and lung diseases, change the body’s defenses against inhaled materials, and damage lung tissue. The primary sources of PM10 and PM2.5 are road dust and construction/demolition activities. Ozone is a public health concern because it is a respiratory irritant that increases human susceptibility to respiratory infections. Ozone, the main component of photochemical smog, is primarily a summer and fall pollution



problem. Ozone is formed through a complex series of chemical reactions known as ozone precursors. The primary ozone precursors of concern are reactive organic gases (ROG) and nitrogen oxides (NO<sub>x</sub>). Vehicle exhaust is the primary source of NO<sub>x</sub> and ROG in the region. The period required for ozone formation allows the reacting compounds to be spread over a large area, producing a regional pollution problem. Ozone problems are the cumulative result of regional development patterns rather than the result of a few significant emission sources.

The City's and the region's population is expected to increase through 2045, which will lead to more vehicles on the road. However, it is believed that improved automobile emission standards and increased alternatives to fuel such as electric vehicles will lead to a reduction in the amount of pollutants in vehicle exhaust.

For the last several decades, the cities of Redding, Shasta Lake (once it became an incorporated city), Anderson, and unincorporated Shasta County have utilized a similar process to analyze potential air quality impacts from new development and to incorporate an effective "mitigation" process to reduce emissions. The process follows guidance provided by the Shasta County Air Quality Management District (SCAQMD) for use in discretionary development projects. Following a computer modeling/analysis of potential impacts (using a California Air Resources Board approved computer model), project impacts are evaluated against adopted thresholds. Where necessary, projects are required to use a set of established Standard Mitigation Measures (SMM) and Best Available Mitigation Measures (BAMM) each of which have an Emission Reduction Efficiency percentage applied to it based on SCAQMD guidance, to reduce emissions.

The process of applying SMM and BAMM is:

- Apply appropriate SMM to all projects based on potential air quality impacts. This effort will help contribute to reducing cumulative impacts.
- Apply SMM and appropriate BAMM when a project exceeds Level "A" thresholds. The BAMM will be applied to any project which exceeds Level "A" thresholds. The appropriate type and number of BAMM applied to a project will be based on the unique characteristics of the project. BAMM will be selected from a list of measures provided and updated by the AQMD.
- Apply SMM, BAMM, and appropriate special BAMM (when a project exceeds Level "B" thresholds) based on their emission reduction potential to lower project emissions below Level "B" thresholds. The City will seek the recommendations of the AQMD regarding the efficiency of proposed emission measures beyond standard BAMM as part of the effort to reduce project emissions below Level "B" thresholds.
- If an application of the above procedures results in reducing project emissions below Level "B" thresholds, the project can proceed with an environmental determination of a Mitigated Negative Declaration assuming other project impacts do not require more extensive environmental review.
- If project emissions cannot be reduced to below Level "B" thresholds, emission offsets



will be required. The City may seek the assistance of the AQMD regarding other efforts and measures that could be used to reduce unmitigated emissions exceeding the 137 lbs. per day. If, after applying the emissions offsets, the project emissions still exceed the Level “B” threshold, an EIR will be required before the project can be considered for action by the reviewing authority.

**Goal NR13: Coordinate with surrounding jurisdictions, the Shasta County Air Quality Management District (SCAQMD), the California Air Resources Board (ARB), and other partners where feasible toward the development of a consistent and effective approach to the regional air pollution problem.**

**NR13A** – Utilize the following thresholds that have been adopted by regional agencies when determining air quality impacts of discretionary projects. Update the thresholds as may be recommended by the SCAQMD from time to time.

Level “A”: up to:

- 25 pounds per day of oxides of nitrogen.
- 25 pounds per day of reactive organic gases.
- 80 pounds per day of fine particulate matter (PM<sub>2.5</sub>).
- 80 pounds per day of inhalable particulate matter (PM<sub>10</sub>).

Level “B”: up to:

- 137 pounds per day of oxides of nitrogen.
- 137 pounds per day of reactive organic gases.
- 137 pounds per day of inhalable particulate matter (PM<sub>10</sub>).

**NR13B** – Utilize the process discussed in this Element to apply SMM and BAMM to discretionary projects and as one of the determinants of when an EIR is required to address air quality impacts. Update Emission Reduction Efficiency percentages as recommended by SCAQMD.

**NR13C** – Coordinate with the SCAQMD to use consistent and accurate procedures in the review of projects which may have air quality impacts. Refer development applications that exceed Level “A” thresholds to the SCAQMD for review and comment. Incorporate the recommendations as appropriate.

**NR13D** – Encourage efforts to reduce the amount of vehicle miles traveled (VMT) by encouraging mixed-use development, promoting a jobs/housing balance, and encouraging alternative transportation such as walking, cycling, and use of public transit.



**NR13E** – Work with the SCAQMD and other partners as appropriate to meet the state and federal ambient air quality standards in order to protect all residents from the health effects of air pollution.

**NR13F** – Coordinate with SCAQMD in evaluating the exposure of sensitive receptors to toxic air contaminants and odors, and impose appropriate conditions on projects to protect public health and safety so as to reduce the exposure of sensitive receptors to toxic air contaminants and/or noxious odors.

**NR13G** – Consider referring all project applications that involve sensitive receptor uses that would be constructed in proximity to freeways, industrial uses, truck routes, petroleum fuel stations and similar uses to the SCAQMD for comment and recommendations.

**Goal NR14: Improve the sustainability of the community through continued local efforts to reduce GHG emissions and to meet the climate action goals of the State of California.**

**NR14A** – Consider developing and adopting a “Climate Action and Resiliency Plan” for Redding. Such plan, if adopted, should establish GHG emissions reduction goals for 2035 and 2050, include an effective progress reporting timeline, and update the GHG inventory and forecasts at appropriate intervals.

**NR14B** – Strive to reduce greenhouse gas emissions from new development by encouraging development that lowers vehicle miles traveled (VMT), and discouraging auto-dependent sprawl and dependence on the private automobile; promoting development that is compact, mixed-use, pedestrian-friendly, and transit-oriented; promoting energy-efficient building design and site planning; improving the jobs/housing ratio; and other methods of reducing emissions while maintaining the balance of housing types and stock.

**NR14C** – Coordinate with SCAQMD to ensure projects incorporate feasible mitigation measures to reduce GHG emissions and air pollution from both construction and operations, if not already provided for through project design.

**NR14D** – Consider the appropriate use of CEQA streamlining mechanisms for projects that are consistent with this General Plan and its EIR.

**NR14E** – Work toward establishing a formal internal process for use in the project review stage to determine and document the following criteria established are in evidence for projects where streamlining is proposed.

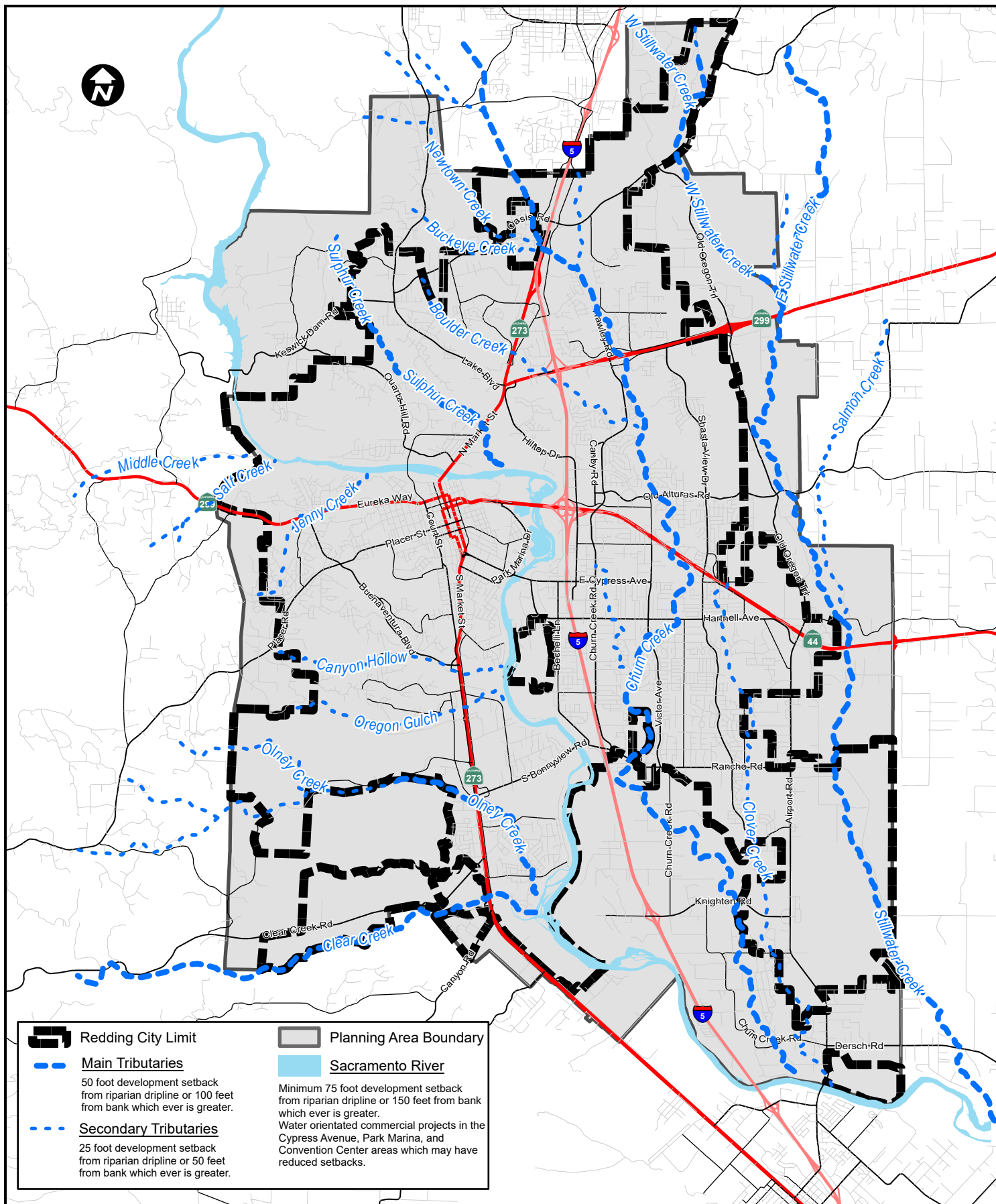
Projects subject to environmental review under CEQA may be eligible for tiering and streamlining the analysis of GHG emissions, provided they are consistent with the GHG reduction measures included in this General Plan and its EIR. To ascertain if streamlining the CEQA process is appropriate, the City may review development projects to determine whether the following criteria are met:






- The proposed project is consistent with the General Plan land use designation for the project site.

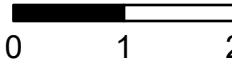


- The proposed project incorporates all applicable GHG reduction measures (as may be documented in the General Plan EIR) as enforceable mitigation measures in the CEQA document prepared for the project.
- The proposed project clearly demonstrates the method, timing and process for which the project will comply with applicable GHG reduction measures and/or conditions of approval, (e.g., using GHG reduction measures consistency checklist, mitigation monitoring and reporting plan, or other mechanisms for monitoring and enforcement as appropriate).





- |  |  |
|--|--|
|  <b>Redding City Limit</b>  |  <b>Planning Area Boundary</b>  |
|  <b>Main Tributaries</b><br>50 foot development setback from riparian dripline or 100 feet from bank which ever is greater.     |  <b>Sacramento River</b><br>Minimum 75 foot development setback from riparian dripline or 150 feet from bank which ever is greater. Water orientated commercial projects in the Cypress Avenue, Park Marina, and Convention Center areas which may have reduced setbacks. |
|  <b>Secondary Tributaries</b><br>25 foot development setback from riparian dripline or 50 feet from bank which ever is greater. |  |

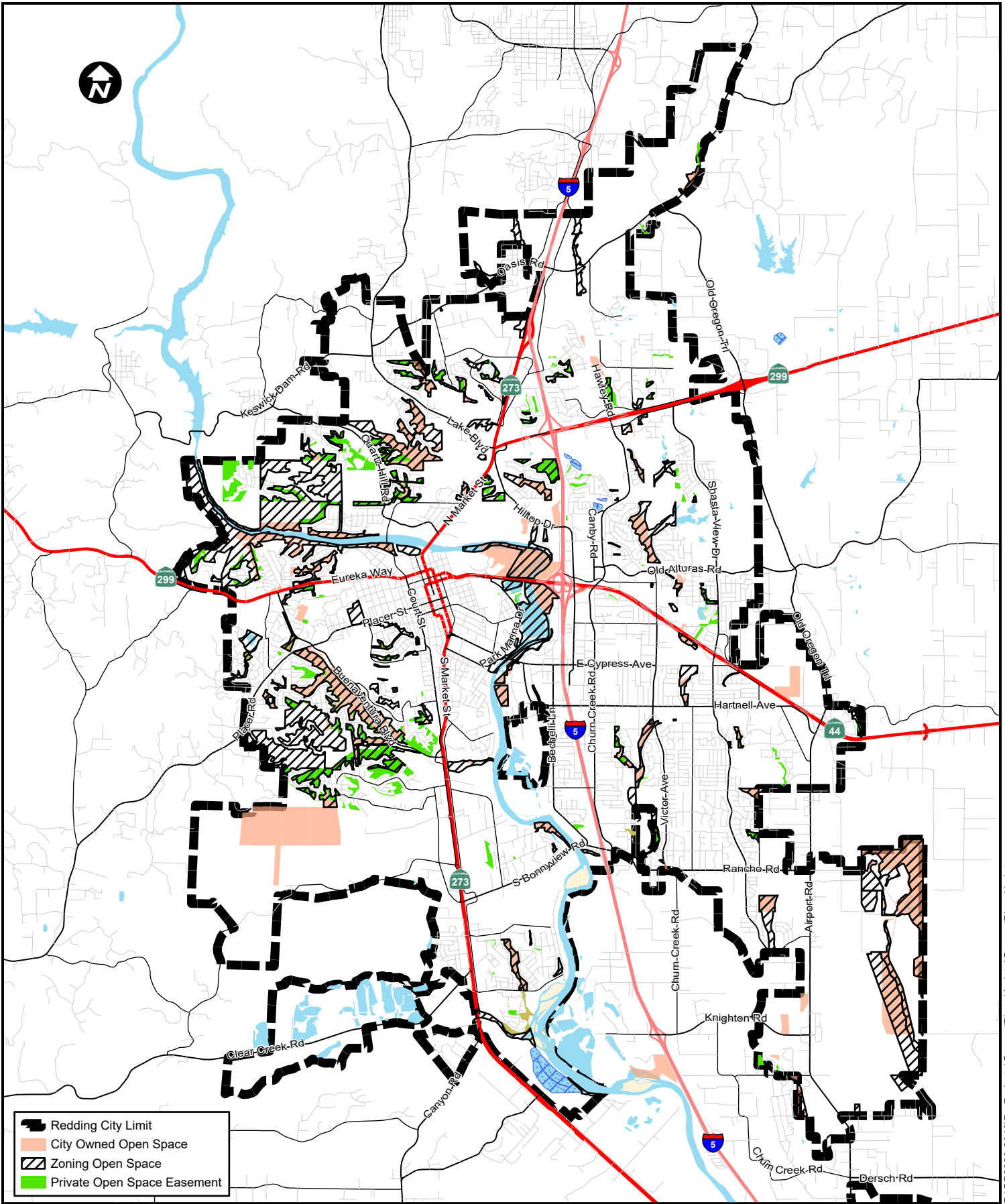
 Miles

NR-1  
River and Creek Corridor Buffer Widths



Print Date: April 13, 2023





- Redding City Limit
- City Owned Open Space
- Zoning Open Space
- Private Open Space Easement

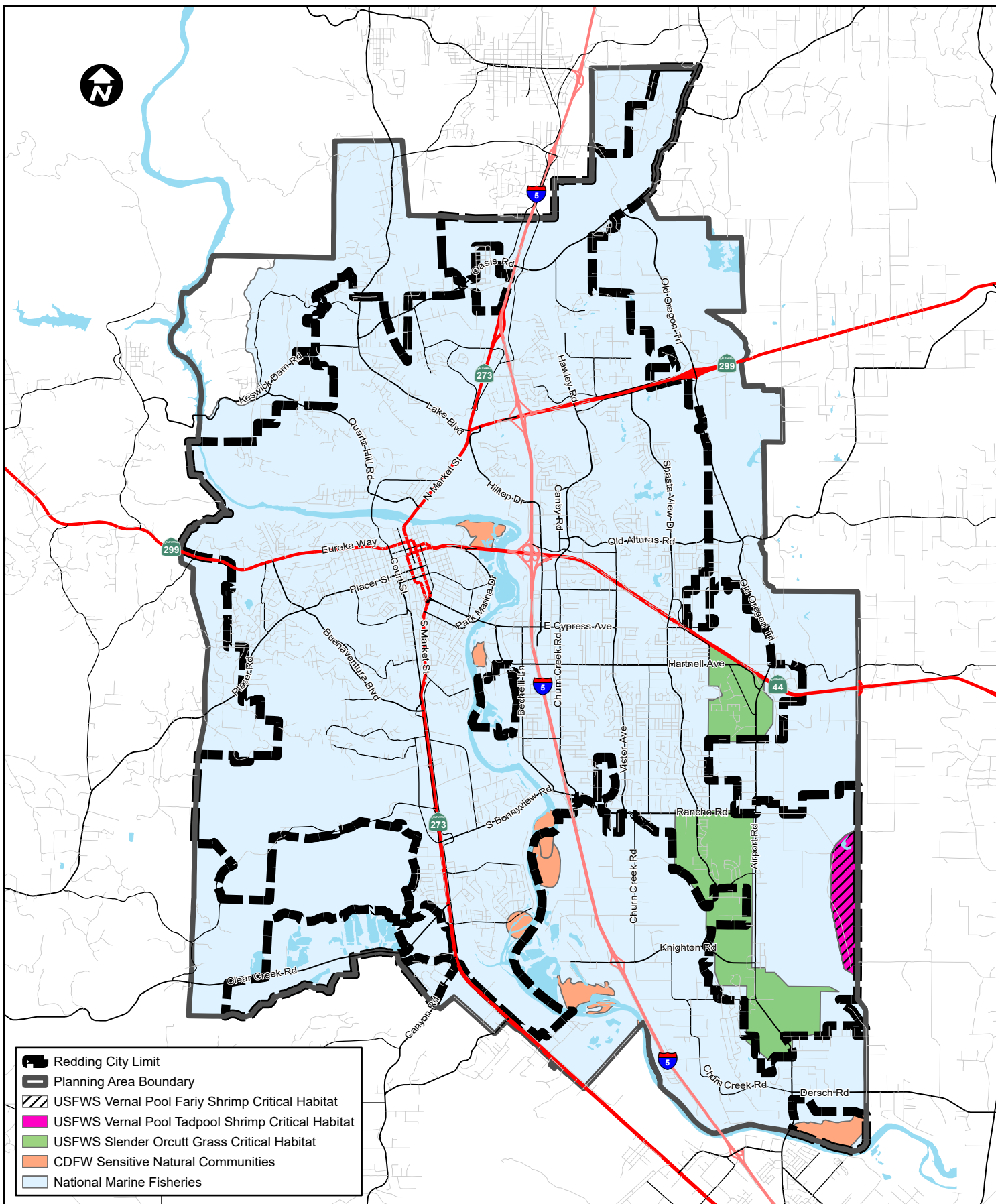
0 1 2 Miles

## NR-2 Open Space



Print Date: April 13, 2023





- Redding City Limit
- Planning Area Boundary
- USFWS Vernal Pool Fairy Shrimp Critical Habitat
- USFWS Vernal Pool Tadpole Shrimp Critical Habitat
- USFWS Slender Orcutt Grass Critical Habitat
- CDFW Sensitive Natural Communities
- National Marine Fisheries

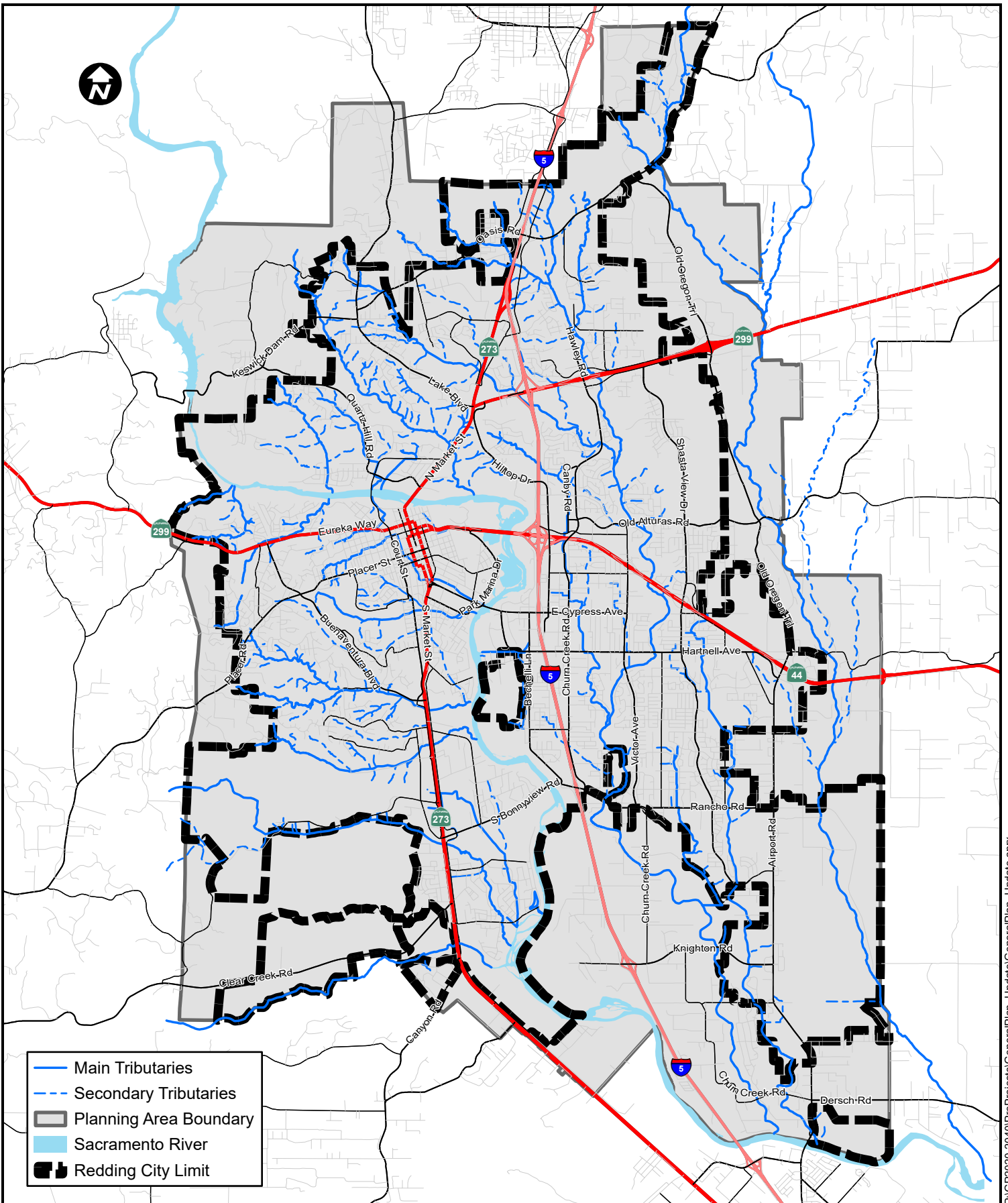
0 1 2 Miles

### NR-3 Sensitive Natural Communities in the Planning Area



Print Date: April 13, 2023





- Main Tributaries
- - - Secondary Tributaries
- Planning Area Boundary
- Sacramento River
- Redding City Limit

0 0.75 1.5 Miles

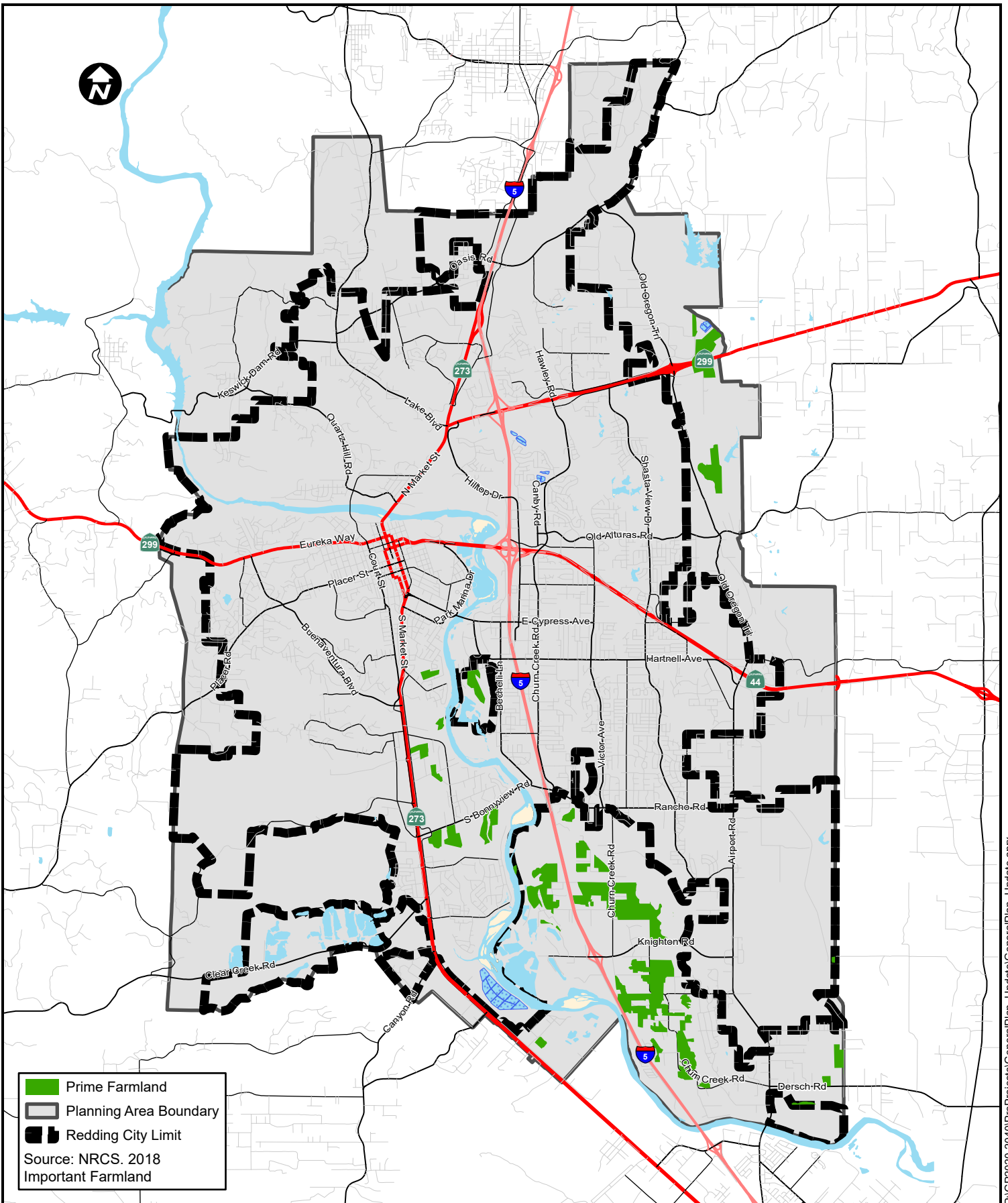
NR-4

Sacramento River Corridor, Streams, and Stream Segments



Print Date: March 8, 2023





0 1 2 Miles

# NR-5 Prime Farmland



Print Date: April 13, 2023



# **Public Review Draft Public Safety Element**

## **Introduction**

### ***Purpose and Context***

Public safety has evolved over the years to cover a wide range of issues including potential short- and long-term risk of injuries, property damage, economic and social dislocation, and even death, resulting from natural causes or negligence of society. The intent of the Public Safety Element is to document potential hazards that must be considered when planning the location, type, and density of development throughout the Planning Area and, to the extent feasible, provide guidance to mitigate the various identified risks.

Specific topics addressed within the Policy Document include:

- Seismic and Geologic Hazards
- Flood Hazards
- Dam Failure Inundation
- Urban and Wildland Fire Hazards
- Crime Prevention
- Airport-Related Hazards
- Emergency Response
- Hazardous Materials
- Critical, Sensitive, and High-Occupancy Facilities
- Evacuation Routes
- Extreme Weather

The City has two important plans that help to implement the goals and policies of the Public Safety Element:

### ***Emergency Operations Plan***

The Emergency Operations Plan is an all-hazard plan that describes how the City of Redding will organize and respond to emergencies and disasters within the community. It is based on, and is compatible with, federal, State of California, and other applicable laws, regulations, plans, and policies, including Presidential Policy Directive 8, the National Response Framework, the State of



California Emergency Plan, and the Shasta County Emergency Operations Plan. California Government Code Section 8607(a) requires the use of the Standardized Emergency Management System (SEMS) for managing emergencies involving multiple jurisdictions and agencies. The Emergency Operations Plan is based on the functions and principles of SEMS and identifies how the City of Redding fits into the overall SEMS structure.

Consisting of a Basic Plan, Functional Annexes, and Incident Annexes, the Emergency Operations Plan provides a framework for coordinated response and recovery activities during a large-scale emergency. The plan describes how various agencies and organizations in the City of Redding will coordinate resources and activities with other federal, State, local, tribal, community- and faith-based organizations, and private-sector partners.

### ***Local Hazard Mitigation Plan (LHMP)***

The LHMP describes the type, location, and extent of natural hazards that can affect the City. This includes wildland fire, flooding (including the overflow of Shasta Dam), severe weather events, hazardous materials release, volcanic and seismic activity, and other potential community risks. The document describes the City's vulnerability to these hazards, including hazards that are related to a changing climate, and includes a mitigation strategy that provides the City's blueprint for reducing potential losses. The LHMP is subject to Federal Emergency Management Agency (FEMA) review and certification every five years. The LHMP, together with additional policies contained in various Elements of this General Plan, also addresses and responds to the requirements of California Government Code Section 653012(g) pertaining to climate change adaptation using available analysis tools such as the Cal-Adapt tool, information from federal, state, and local agencies, historical data on the natural event and hazards, and other information sources in developing hazard mitigation and climate adaptation measures. The LHMP, as amended by the Redding City Council from time to time, is hereby incorporated into the Safety Element by reference as though it were fully set forth herein. In the event of any conflict between the provisions of the Hazard Mitigation Plan and the provisions of the Safety Element, the provisions of the Hazard Mitigation Plan shall control.

In addition to the LHMP and the goals and policies of the Safety Element, other General Plan provisions address the requirements of CGC Section 65302(g). In summary, these include:

### ***Natural Resources Element***

- Protecting life and property by restricting development in floodplains.
- Establishing river and creek corridor development buffers which can provide additional flood protection and also provide areas for stormwater infiltration, maintaining significant riparian tree cover, and helping filter pollutants and conserve ecosystem values.
- Protecting slopes exceeding 20 percent from development thereby reducing the potential for erosion while also maintaining ecosystem values.



## *Public Review Draft Public Safety Element*

- Developing and maintaining adequate water supplies for domestic and fire-suppression purposes.
- Addressing air quality impacts from development projects by requiring the use of Standard Mitigation Measures (SMMs) and Best Available Mitigation Measures (BAMs) to reduce project-related emissions; and promoting the potential adoption of a climate action plan to address greenhouse gas emissions in the future.

## ***Community Development and Design Element***

- Facilitating and incentivizing a development pattern that can lead to reduced vehicle miles traveled with the benefit of reducing greenhouse gases (e.g., establishing community “growth areas” and promoting infill development).
- Reinforcing the Natural Resources Element’s development limitations in natural floodplains and steep hillsides, which will preserve ecological values and protect life and property from flooding.

## ***Community Health, Wellness, and Environmental Justice***

- Reducing exposure to air pollution, extreme weather events, and consideration of adopting a climate action and resiliency plan.
- Seeking funding to evaluate and implement measures to expand the City’s tree planting program, including consideration of establishing an “urban forest management program.”

## ***Authority***

Pursuant to Government Code Section 65302(g), a General Plan is required to include:

*“A Safety Element for the protection of the community from any unreasonable risks associated with the effects of seismically induced surface rupture, ground shaking, ground failure, tsunami, seiche, and dam failure; slope instability leading to mudslides and landslides; subsidence and other geologic hazards known to the legislative body; flooding; and wildland and urban fires. It shall also address evacuation routes, peakload water supply requirements, and minimum road widths and clearances around structures, as those items relate to identified fire and geologic hazards.”*

Assembly Bill 162 (adopted in 2007) amended certain sections of the Government Code pertaining to land use planning. As it relates to the Health and Safety Element, Section 65302(I) requires the Element to identify information regarding flood hazards that is available from a variety of sources.



## **Goals and Policies**

### ***Seismic and Geologic Hazards***

Most of the background information concerning seismic safety within the Planning Area has been derived from a detailed report entitled *Seismic Hazards Assessment for the City of Redding (City)*, California, prepared by Woodward-Clyde Federal Services in 1995. That report notes that there are several faults located in the Redding region and determined that there are no “active” faults within 30 miles of the City. However, since its publication, the Redding area has experienced a number of earthquake events, with the strongest reported at a magnitude 3.5. Little is known about the fault responsible for these events, except that the events appear to originate approximately five miles northwest of Redding at a depth of 15.7 miles.

To date, the largest historical earthquake observed in the far Northern California was the 1940 magnitude 5.7 Chico event and the most recent earthquake was observed was the 2022 magnitude 6.4 Ferndale event that resulted in a level IV intensity shaking. However, geologic and geophysical evidence cannot preclude the possibility of a larger earthquake. The Woodward-Clyde study reports that the largest potential earthquake which may affect Redding is a magnitude 7 event.

Of the various seismic hazards that could impact the Planning Area, ground shaking and liquefaction (transformation of water-saturated granular soils to a liquid state during ground shaking) are the most significant. Areas with the highest potential for liquefaction are located along the Sacramento River and its tributaries. Sites with low liquefaction potential are generally located in the gently sloping areas between the river and the foothills. Sites within the foothills are considered to have no liquefaction potential. Figures 1 and 2 identify areas prone to ground shaking and liquefaction, respectively.

Seismically triggered landslides are possible within the westernmost parts of the Planning Area. Other types of ground failure, including expansive soils (those that swell when wet and shrink as they dry) and subsidence (gradual settling or sinking of an area with little or no horizontal motion), are not considered to pose a significant hazard within the Planning Area.

Seiches (earthquake-generated waves within a lake, reservoir, or bay) could potentially be generated in both Shasta Lake and Whiskeytown Lake due to very strong ground shaking. The effects of such seiches would depend on the local conditions at the time. If either reservoir were filled to capacity, there could be some amount of overspill, most likely by way of the dam spillways rather than by overtopping the dams themselves. It would require a seiche of over 65 feet in height to overtop Shasta Dam, even if the reservoir were filled to capacity. In the case of Lake Shasta, it is anticipated that Keswick Dam would regulate the excess flow into the Sacramento River, thereby minimizing any inundation hazard.

Redding is distant enough from the three active Cascade volcanoes in the region (Lassen Peak, Mount Shasta, and Medicine Lake Volcano) that it is unlikely that the Planning Area would be significantly affected by a volcanic eruption. In the case of an eruption of Mount Shasta, volcanic



ash may fall into the northern part of the Planning Area, and minor seiches could be generated in Lake Shasta by debris flows into the arms of the lake where its tributaries enter.

**Goal PS1: Minimize the loss of life, injury, and property damage due to seismic and geologic hazards.**

**PS1A** - Continue to require that new structures and alterations to existing structures comply with the seismic safety requirements of the California Building Code (CBC); adopt updated provisions of the CBC related to seismic safety as they become available.

**PS1B** - Geotechnical investigations for proposed developments on sites with potential hazards, including necessary infrastructure in areas determined to have a “high” liquefaction potential shall be prepared as may be required by the Building Official.

**PS1C** - As may be required by the Building Official and/or City Engineer, project proponents shall determine the landslide, slope instability, and erosion potential of proposed development sites located in potential hazard areas. Consider utilizing building setbacks, grading techniques, or appropriate measures when constructing in or near unstable areas.

***Flood Hazards***

The Redding Planning Area is traversed by the Sacramento River and a number of streams that are tributary to the river system, each of which has the potential to damage property and/or result in loss of life from flooding. Mapping of areas prone to flooding is critical for a community to protect its citizens and property from disastrous flood events. The Federal Emergency Management Agency (FEMA) is responsible for mapping flood-prone areas under the National Flood Insurance Program (NFIP). FEMA uses a 100-year storm as the basis for its flood determinations and calculates probable inundation profiles for major drainages based on existing land uses in each drainage. These profiles are projected onto existing topography in each basin.

In 1993, the City undertook a comprehensive study of all major drainage basins in the City. This study, known as the Citywide Master Storm Drain Study (prepared by Montgomery-Watson), was done to ascertain the effects that post-1985 development has had on flood levels and was independent of the studies prepared by FEMA. In most instances, it was determined that flood elevations would be higher than those provided by FEMA, due in large measure to increased urbanization in the area’s watersheds and what the City considered to be more accurate information on storm duration and intensity used in the Montgomery-Watson study. The actual limits of flooding cannot be determined without additional elevation data provided for specific properties. Refer to Figure 2 for additional information.

As discussed in detail below, the City uses a combination of the Montgomery-Watson study and the maps provided by FEMA to establish the “regulatory floodplain” for purposes of complying with NFIP requirements. However, the State of California also provides floodplain mapping. The most recent efforts are intended to implement Senate Bill 5, which requires additional efforts to assist communities and individuals in assessing flooding risks. This additional mapping includes the following products:



- Department of Water Resources (DWR) “Best Available Maps” depict the 100-, 200- and 500-year composite floodplains located within the Sacramento-San Joaquin Valley watershed. This mapping includes the Redding area and is based on the best available information available to DWR as required by Senate Bill 5.
- Designated floodway maps for Clear Creek and the Sacramento River, which are available from the Central Valley Flood Protection Board.

The state is also undertaking additional mapping efforts in response to Senate Bill 5 and Assembly Bill 162. This includes floodplain areas protected by Central Valley State-Federal Project Levees (Levee Flood Protection Zone (LFPZ) maps), as well as DWR Central Valley Floodplain Evaluation and Delineation (CVFED) maps. The former does not pertain to Redding, since there are no “project” levees located in Redding. The CVED maps are estimated to be complete by 2023.

The City has adopted regulations in Chapter 18.51 (Floodplain Overlay District) governing development within, and adjacent to, the numerous floodplains in the City. They have been approved by FEMA and are incorporated herein by reference. These regulations define the 100-year floodplain as the most restrictive of either the aforementioned Montgomery-Watson Study or the Flood Insurance Rate Map (FIRM). The regulations apply to all new development, both public and private. As a result, not only are residential and commercial/industrial developments protected, but essential public facilities, such as fire stations, emergency shelters, hospitals, emergency command centers, and communication facilities are similarly protected.

Various levels of protection within and along waterways are established by the Floodplain Overlay District. These include:

- Generally prohibiting development within the floodway.
- Allowing only limited use and development within the flood fringe.
- Requiring proposed development projects to provide an appropriate hydrologic analysis demonstrating that the project will not result in impacts to upstream and downstream properties and that structures will either be elevated above the base flood elevation or be flood-proofed in accordance with federal regulations.
- Regulating uses and development on properties contiguous to the flood fringe and outside the floodplain which do not meet minimum protection standards.
- Reviewing proposed development located in designated scenic corridors.
- Reviewing all development permits to determine that the requirements of the Overlay District are satisfied.
- Reviewing all development permits to determine if the site is reasonably safe from flooding.



The level of the City's commitment to flood protection is evidenced by its participation in both the NFIP and the Community Rating System (CRS). In acknowledgment of Redding's regulatory efforts to protect citizens and property from flooding, Redding enjoys a "Class 7" rating, which provides a 15 percent reduction in flood insurance rates for Redding residents. This program allows the City to work closely with public agencies with responsibility for flood protection, such as the DWR and FEMA. A local "flood protection district," or similar entity, has not been formed within the Redding urban area.

In summary, City Council policies and the regulations of the City's Floodplain Overlay District (which are incorporated herein by reference) require that:

- Stormwater detention/retention facilities be incorporated into projects where necessary to ensure that flood elevations do not increase as a result of development.
- Uses in floodway and flood-fringe areas that will result in an increase in the floodplain elevation sufficient to impact other properties be restricted.
- Residential construction (including substantial improvements to existing structures) be elevated at least one foot above the base flood elevation.
- Nonresidential construction (including substantial improvements to existing structures) be elevated a minimum of one foot above the base flood elevation or be floodproofed in accordance with federal regulations and guidelines.
- New and replacement water supply and sanitary sewage systems be designed to minimize or eliminate infiltration of floodwaters.

Given the above policies and regulations, new development will be restricted within the 100-year floodplain. New development adjacent to the floodplain will be elevated/floodproofed as appropriate. While limited encroachments into the floodplain may be approved, this will only be done where there is no risk to the developing or abutting properties.

**Goal PS2: Protect the lives and property of residents and visitors from flood hazards.**

**PS2A** - Continue to participate in the National Flood Insurance Program to ensure the availability of federally sponsored floodplain insurance for City residents.

**PS2B** - Continue efforts to reduce flood insurance premiums for City residents by restricting floodplain development and participating in the federal Community Rating Service Program.

**PS2C** - Consider the update of the Community Development and Design Element and the General Plan Diagram to reflect the current floodplain mapping data provided by FEMA and local studies such as the City's Montgomery-Watson study. As funding is available, update these local studies to ensure that they reflect the best available information. Make maps available and accessible



showing updated flood projections from a 100-year storm event; update the maps as new information is available.

**PS2D** - Work with local, regional, State and Federal agencies to maintain an adequate information base, prepare risk assessments, identify strategies, and seek appropriate funding for mitigation and flood protection.

**PS2E** - Strive to preserve the river and creek corridors, and strictly limit development in areas subject to flooding from a 100-year storm event. Allow minor encroachments into floodplains if it can be demonstrated that such encroachments will not impact other properties or significantly contribute to a cumulative effect of other encroachments.

**PS2F** - Continue to utilize the Storm Drain Utility or similar measures, as funding mechanisms for necessary drainage improvements throughout the City.

**PS2G** - Continue to require that individual development projects mitigate their stormwater impacts in accordance with City Council Policy 1806 (Floodplain Development and Stormwater Detention) and/or other policy or regulations that the City may establish for this purpose.

**PS2H** - Continue to require that new development and redevelopment projects minimize hazards of flooding and demonstrate that existing and/or planned (on- or off-site) drainage facilities are sized to accommodate project storm runoff and to prevent or mitigate off-site increase in peak runoff rates and flood elevations.

**PS2I** - Require that critical public facilities, such as hospitals, emergency shelters, emergency command centers, fire and police stations, and similar facilities be designed to mitigate potential flood risk to ensure operation during a flood event, to the extent feasible.

**PS2J** - Adhere to the requirements of the City's National Pollutant Discharge Elimination System (NPDES) MS4 Permit, including, but not limited to the periodic inspection of stormwater channels for vegetation build-up or encroachment, trash and debris, silt and gravel build-up, erosion or any other obstruction to reduce the risk of localized flooding. Work to alleviate pre-existing flooding conditions that are a result of past practices and regulations.

### ***Dam Inundation***

The Federal Bureau of Reclamation and the California Office of Emergency Services (OES) does not make maps depicting potential inundation of floodwaters from an overflow or failure of Shasta or Whiskeytown Dams. The LHMP does address the risk of Shasta Dam overflow.

**Goal PS3: Minimize the potential for catastrophic impacts as a result of regional dam failures.**

**PS3A** - Utilize the Emergency Operations Center (EOC) for coordination of information and emergency response in the event of potential flooding created by uncontrolled releases from Shasta and Whiskeytown Dams.



### ***Urban and Wildland Fire Hazards***

The Redding area is subject to both urban and wildland fire hazards. Many residential, commercial, and industrial structures within the City are subject to fire hazards related to electrical short circuits, industrial accidents, arson, or simple carelessness. Urban fire risks are generally greatest in older structures constructed before strong building, zoning, and fire codes were enacted.

Wildland fire is a regular occurrence in much of California, owing to the regional weather and drought conditions that typically occur during the months of July through October. Redding is prone to wildland fire due to the regional weather phenomenon of extreme dryness, low relative humidity, high temperatures of 100 degrees or more, and high winds. In addition to direct fire impacts on people and property, wildfires remove stabilizing vegetation from hillsides, increasing the likelihood of future landslides. When wildfires burn at very high temperatures, soils can become hydrophobic, preventing the ground from absorbing stormwater and causing flooding downslope.

As of 2022, the largest historical wildland fire event observed in the Redding region is the Carr Fire in Shasta County (County) that burned 229,651 acres, destroyed over 1604 structures, killed 8 people and caused an estimated \$1.659 billion in damages. Wildland fire hazards exist within the numerous open space areas and heavily wooded slopes found in the Planning Area. Areas of particular concern are those where wildland features and urban development interface. This area is often referred to as the Wildland-Urban Interface (WUI) region. The presence of urban uses adjacent to wildlands increases the potential for wildland fires and property damage or injury. These interfaces also allow fires to spread more rapidly to other urban and rural areas. Portions of the Planning Area designated as Very High Fire Severity Zone under the Local Hazard Mitigation Plan are shown on Figure 4. Approximately 39% of the City is identified as Very High Fire Severity Zone due to its topography, abundance of vegetative fuels and the variation in weather.

Within Very High Fire Hazard Severity Zone, there are existing homes, businesses, and public land uses, as well as associated infrastructure like major roadways, electrical transmission infrastructure, water and wastewater distribution systems, and communication facilities. Much of this development occurred prior to recent wildfire hazard mapping; the policies in this section provide guidance for future development in the Very High Fire Hazard Severity Zone and other areas within the WUI. The presence of urban uses adjacent to wildlands increases the potential for wildland fires and property damage or injury. These interfaces also allow fires to spread more rapidly to other urban and rural areas.

The City implements the most recent version of the Local Hazard Mitigation Plan (LHMP), which assesses risks from natural and human-caused hazards, including risks to people and facilities, and identifies mitigation actions to reduce or eliminate hazard risks in the County. The current LHMP, certified by FEMA, is specifically incorporated into this Element.



**Goal PS4: Minimize the potential for loss of life, injury, and property damage resulting from urban and wildland fires.**

**PS4A** - Strive to maintain an Insurance Service Office (ISO) rating of 3 or better.

**PS4B** - All new development and redevelopment projects should be designed to meet state and local standards for fire protection; encourage the upgrade of existing structures to current standards. Encourage the installation of smoke detectors in residential and commercial facilities constructed prior to the requirement of their installation, as appropriate.

**PS4C** - As resources allow, enforce existing codes and standards, to ensure all new and existing developments provide:

- Defensible space.
- Non-combustible design with appropriate building exterior and roofing materials.
- Spark-arresting systems, fire alarms, and fire sprinkler systems are installed.

**PS4D** - Continue to include the Fire Department in the project development review process to ensure projects adequately address safety, on-site fire protection, and compliance with applicable fire and building codes.

**PS4E** - Consider developing and funding a comprehensive vegetation management and weed-abatement program, beyond the wildfire mitigation through the Electric Utility, for City-owned properties and open-space areas, including those that are located in existing subdivisions and in new developments, to prevent and reduce the risk of fire.

**PS4F** - Facilitate post-fire recovery of open space areas by supporting efforts to stabilize slopes, control erosion, and replant areas with native species, as appropriate.

**PS4G** - Consider establishing a program to construct and maintain fire-access roads in ravine areas considered to have a very high fire danger to enhance the ability to suppress wildland fires. These roads need not be surfaced and may also function as part of the City's trail system. Erosion and impacts to native vegetation and natural features should be minimized.

**PS4H** - Work with local community services districts (i.e., water districts) to ensure that district systems are developed, maintained, and monitored to provide minimum fire-flow, rates, and peak-load capacity for fire suppression.

**PS4I** - Require that remote hillside developments maintain sufficient water supplies on-site, when appropriate, to provide wildland fire protection. Water supplies may be stored in the form of ponds, storage tanks, or other features acceptable to the Fire Marshal.

**PS4J** - Utilize techniques, as determined appropriate by the Fire Marshal, to reduce fire damage in those areas with a high wildland fire potential.



**PS4K** - Enforce subdivision regulations that generally limit cul-de-sac lengths to no greater than 600 feet and strive to ensure that sufficient emergency-vehicle turnaround areas are provided.

**PS4L** – Apply, as appropriate, subdivision regulations requiring each residential development having 50 or more dwelling units and each commercial development employing 150 or more people to have at least two connected points of public access as may be determined necessary by the Fire Marshal.

**PS4M** - Seek to construct emergency-vehicle access routes to open-space areas at optimal locations within projects during the development process, as funding or law allows. As funding and physical conditions allow, construct such access routes in existing developments where warranted.

**PS4N** - Strive to ensure new subdivisions have adequate fire protection measures such as multi-access for firefighting apparatus, noncombustible building construction, appropriate defensible space, and street widths and grade to accommodate emergency vehicles and evacuees simultaneously.

**PS4O** - Strive to maintain and augment mutual and automatic aid agreements with the California Department of Forestry & Fire Protection (CAL FIRE) and Shasta County. Support local fire protection agencies with efforts to seek funding for development and implementation of a continuous vegetation management program in fire hazard severity zones and WUI regions.

**PS4P** - Continue to promote fire prevention through education and public-awareness programs in partnership with local, State and Federal agencies, as resources permit. Update the fire hazard severity zone mapping as new data becomes available and strive to ensure availability and accessibility of these maps to the community.

**PS4Q** - Work toward educating the residents on the importance of fire safety, prevention, and emergency preparedness, including vegetation management, decreasing fuel loads, hardening homes and structures, maintaining defensible space, and public safety notifications, to the extent feasible.

**PS4R** – Work with CAL FIRE and other appropriate public safety agencies to identify evacuation routes and their capacity, safety, and viability as required by AB747, and residential development in any identified fire hazard zone that does not have at least two emergency evacuation routes as required by SB99 within 24 months of adoption of this General Plan.

### ***Crime Prevention***

Police officers are among the most visible representatives of City government and largely influence the public's attitude toward the quality of City services. They are responsible for maintaining the quality of life by protecting people and property, promoting community order through crime prevention and broad-based outreach and educational programs geared to both



children and adults, apprehending and participating in the prosecution of criminals, and regulating noncriminal activities such as traffic control.

As the needs and dynamics within Redding change over time, the Police Department explores innovative ways to involve all sectors of the community in its crime-prevention efforts. Community-oriented policing, which emphasizes strong citizen involvement, is the preferred approach for providing law enforcement services. Ongoing development and maintenance of partnerships between the Redding Police Department and individual neighborhoods; Neighborhood Watch groups; businesses; school districts; churches; other City Departments; and various local, state, and federal agencies will be utilized to implement that approach. Opportunities to improve efficiencies and the quality of service through the use of improved technology and automation should also be pursued.

This section focuses on the prevention of crime through the use of proven programs, improved technology, proper site planning, project design, and education to serve and protect the long-term health, safety, and well-being of the community. Redding Police Department in partnership with the Shasta County Mental Health Department has implemented the Crisis Intervention Response Team (CIRT) initiative. The team, consisting of a sworn law enforcement personnel and mental health professionals, is responsible for augmenting and supplementing patrol response to a report of a person in crisis in addition to monitoring calls for service. The objective of the program is to help vulnerable residents in need with appropriate housing and mental health resources.

**Goal HS5: Provide a safe and secure environment for people and property in the community.**

**PS5A** - Strive to maintain public confidence in the ability of the Police Department to provide quality police services to the community.

**PS5B** - As funding allows, continue a department-wide expansion of community-oriented policing services and activities including the Crisis Intervention Response Team (CIRT) or similar program, park rangers, bike patrols, Neighborhood Police Unit, School Resource Officers, Community Work Program, traffic enforcement, and other appropriate efforts. Strive to ensure that these services will:

- Be proactive and responsive to citizens' needs.
- Address quality of life issues identified by the community.
- Provide crisis assistance for those suffering from mental health illness, addiction and/or lacking shelter.
- Promote positive community relationships.
- Incorporate technological advancements to increase public and personal safety.

**PS5C** - Continue to facilitate broad community involvement to reduce crime-producing factors within the City through the following actions as appropriate:



- Actively working with other City Departments to cooperatively address code enforcement and quality of life issues.
- Working with the County of Shasta and other non-government entities to assist those in need.
- Assisting neighborhoods in the civil abatement process.
- Developing new Neighborhood Watch/Business Watch groups and encouraging those groups to participate in community revitalization efforts.
- Expanding educational programs designed to reinforce positive juvenile behavior.
- Establishing a Department Citizen Academy to educate citizens on the Department/law enforcement.

**PS5D** - Coordinate law enforcement planning with local, regional, state, and federal plans through the Shield Regional Training Center or other appropriate facility.

**PS5E** - Continue to maintain an efficient, well-trained, and adequately-equipped Police Department, including the needs of special-response teams for extraordinary emergency incidents.

**PS5F** - Consider expanding Police services to the Redding Airport, if and when necessary, to support the growth/needs for security and public safety.

**PS5G** - Strive to achieve and maintain optimal response times for all call priority levels to provide adequate police services for the safety of all City residents and visitors.

**Goal PS6: Reduce the potential for criminal activity and vandalism through proper site design and land use planning.**

**PS6A** - Encourage innovative site planning and design to deter criminal activity in new development.

**PS6B** - Collaborate with appropriate agencies to incorporate technological advancements in public safety, including the ability to maintain optimal radio and other communications between agencies. Balance the need to provide safety features with privacy rights and other community goals to promote a safe environment for all residents.

**PS6C** - Encourage the use of proven best practices such as Crime Prevention Through Environmental Design (CPTED) principles in urban and social planning for crime reduction, especially in residential, commercial, and public areas.



### ***Airport-Related Hazards***

There are two airports located within the Planning Area. The Redding Regional Airport (formerly Redding Municipal Airport), located in the southeast portion of the City, is classified as a Class I Regional airport under the Federal Aviation Administration's (FAA) airport classification system. for commercial airline operations. Benton Airpark, located close to Downtown Redding at Placer Street and Airpark Drive, is a general aviation airport which provides commercial reliever support to the Redding Regional Airport. 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).
- Electronic (uses that interfere with aircraft instruments or communication systems).

Airport operations tend to increase with urban growth. These circumstances elevate the potential for aircraft accidents because a greater number of operations begin to occur in the presence of increased development within the Airport environs. However, the increased risks and flight hazards listed above can be reduced through a variety of planning methods, including height restrictions, density restrictions, and the avoidance of incompatible land uses.

### **Goal PS7: Minimize the potential for, and damage resulting from, aircraft accidents.**

**PS7A** - Discourage 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 Plans, Airport Approach Zone provisions of the Municipal Code, guidance provided by the California Airport Land Use Planning Handbook, and applicable Shasta County Airport Land Use Commission (ALUC) resolutions.

**PS7B** - Continue to update the Airport Emergency Plan and ensure it complies with State and Federal regulations.

**PS7C** - Consider establishing aviation easements for new development in vicinity of the Redding Regional Airport and Benton Airpark as appropriate to address overflight noise and other potential aviation-related impacts.

### ***Emergency Response***

The City's Local Hazard Mitigation Plan (LHMP) was originally adopted in 2005 in response to the federal requirement for States to comply with the Federal Disaster Mitigation Act (DMA) of 2000 in order to receive any mitigation monies and post disaster-relief funding. In order to remain eligible for funding, the DMA requires that mitigation plans be periodically reviewed and updated.



The last update to the LHMP was adopted in 2023. The plan provides a list of actions that may assist the City of Redding in reducing risk and preventing loss from future hazard events. The actions address hazard issues, as well as specific activities for wildland fire, flood, hazardous material, severe weather, earthquakes, utility disruption, aviation disaster, chemical, biological, radiological, nuclear, explosives (CBRNE), pandemic/ epidemic, dam overflow or failure, and volcanic events.

While the LHMP lists measures to reduce risks and prevent loss, it is the City's Emergency Operations Plan, adopted in September 2014, that addresses the City's planned response to extraordinary emergency situations associated with natural disasters, technological incidents, and nuclear defense operations. It provides operational checks relating to various emergency situations and identifies the overall responsibilities of the organization and individual departments for protecting life and property and ensuring the well-being of the population.

Matrices within the plan identify the local agencies and private organizations responsible for accomplishing the activities assigned to each functional branch and state and federal agencies that have capabilities to support local operations. The document also identifies circumstances that necessitate activation of the City's Emergency Operations Center (EOC). The Incident Command System is utilized for on-scene management of field operations. This system provides a standardized organizational structure and terminology/procedures which can be applied in a variety of emergency situations.

Event-Specific Plans are included to address:

- Imminent/Actual Flooding in the City of Redding.
- Hazardous Materials Response.
- Major Fire Emergency Response.
- Earthquake Emergency Response.
- Emergency Medical Services–Mass Causality and Mass Fatality Operations.

The Shasta County Office of Emergency Services (OES) developed a similar document, the Standard Emergency System Multi-Hazard Function Plan (SEMS MHFP) in December 2021. Local agencies, such as the Cities of Redding, Anderson, and Shasta Lake and various special districts, are identified as participants within the system. The County's Plan addresses necessary coordination among the agencies and establishes standard operating procedures.

**Goal PS8: Maintain and enhance the City's Emergency Response capabilities and preparedness.**

**PS8A - Maintain and update the City's Emergency Response Plan and Local Hazard Mitigation Plan, as necessary.**



**PS8B** - Encourage the involvement of local hospitals, schools, major businesses, utilities, the Red Cross, places of worship, and other service providers in emergency preparedness planning and training. Work toward educating the residents on emergency response, disaster preparedness protocols and procedures, and disaster risk reduction.

**PS8C** - Collaborate with local and regional jurisdictions to periodically review, exercise and test emergency-service equipment, plans, and shelters so that they are better prepared for immediate operation in the event of an emergency.

**PS8D** - Consider requiring that residences and businesses maintain visible and clearly legible street address numbers, as may be required by state and local regulations, to shorten the response time of emergency personnel.

**PS8E** - Strive to ensure the continued functioning of critical facilities and the establishment of cooling, warming and clean air centers, as a part of an extreme weather preparedness program. Endeavor to partner with community groups and jurisdictions to develop and implement refuge centers in case of extreme weather, disease, or evacuation due to declared emergency. Consider adaptive reuse of public and community facilities to serve as shelters during crisis events.

**PS8F** - Maintain, update, and make publicly available all comprehensive emergency and evacuation plans and maps which address emergency preparedness, evacuation and rescue, information on hazardous materials, location and information on the protection of critical facilities, and development guidelines to reduce the risk of panic during a disaster and to enhance preparedness, as appropriate.

### ***Hazardous Materials***

Hazardous materials management includes the identification of and proper transport, use, storage, and disposal of hazardous materials. 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.

The Shasta County Environmental Health Division is the primary agency responsible for overseeing the commercial use and storage of hazardous materials within the Planning Area. In addition to use and storage, hazardous materials are also transported through the Planning Area by both rail and truck. County roads and City streets are used to transport locally generated wastes from the source to the regional highway system.

The City's 2014 Emergency Operations Plan contains a Hazardous Materials Emergency Response Plan replaced the Hazardous Materials Incident Plan that was adopted by the City in 1993. The purpose of the plan is to minimize damage to human health, natural systems, and property caused by the release of hazardous materials. Local responsibilities are principally focused on discovery, notification, evaluation, initiation of immediate protective actions, and monitoring of recovery operations. The Fire Department is designated as the Incident Command (IC) authority for all hazardous materials spills and emergencies occurring within the jurisdictional limits of the City, excluding state and federal lands or property.



**Goal PS9: Reduce the risk of personal injury, property damage, and environmental degradation resulting from the use, transport, disposal, and release/discharge of hazardous materials.**

**PS9A** - New developments that produce, store, utilize, or dispose of significant amounts of hazardous materials or waste should incorporate appropriate state-of-the-art project designs and building materials to protect employees and adjacent land uses, as required by state and local regulations.

**PS9B** - Continue operation of the City's Household Hazardous Waste Collection Program to encourage proper disposal of products containing hazardous materials or wastes.

**PS9C** - Where soils containing toxic or hazardous substances are identified, remediation to the satisfaction of the agency having jurisdiction should occur prior to ground disturbance allowed by any permits for new development, or as otherwise required by the responsible agency.

**PS9D** - Strive to route vehicles carrying potentially hazardous materials along transportation corridors that reduce the risk of exposure to the public and sensitive environmental areas.

**PS9E** - Take appropriate actions to implement the Hazardous Materials Emergency Response component of the City's Emergency Operations Plan in the event of a hazardous material spill, accident, or release within Redding's corporate limits.

**PS9F** - Encourage the state to regularly monitor and report on the types and amounts of hazardous materials being transported through the Planning Area on state highways and Interstate 5.

**PS9G** - Encourage the State Department of Health Services and the California Highway Patrol to review permits for radioactive materials on a regular basis and enforce public-safety standards for the use of these materials, including the placarding of transport vehicles.

**PS9H** - Endeavor to educate residents and businesses on the need to reduce or eliminate the use of, and/or proper disposal of, hazardous materials and products. Encourage the use of safe, non-toxic, environment-friendly equivalents for community well-being.

**PS9I** - Strive to attract and maintain clean industries and businesses in the City and discourage the expansion of industries, with exception of healthcare and related medical facilities, that require on-site treatment of hazardous industrial waste.

**PS9J** - Consider enhancing Hazardous Material Emergency Response through a partnership with the Office of Emergency Services (OES) to attract additional resources including funding, to the region.



### ***Critical, Sensitive, and High-Occupancy Facilities***

“Critical facilities” are those whose continued functioning is necessary to maintain public health and safety following a disaster and those whose damage or failure could pose hazards to life and property well beyond their immediate vicinity. Examples include police/fire command and equipment centers, hospitals, emergency shelters, and utilities, including electricity, natural gas, water, and sewage treatment.

“Sensitive facilities” include those used for the manufacture, storage, or sale of hazardous materials, as well as socially significant facilities, such as schools; nursing homes; and housing for the elderly, disabled, or mentally ill.

“High-occupancy facilities” are public or private structures used for housing or the assembly of large groups. Local examples would be the Redding Civic Auditorium, Cascade Theater, convention facilities associated with hotel development, schools, sport stadiums, rodeo grounds and similar facilities.

#### **Goal PS10: Ensure the continued functioning of essential, critical, sensitive, and high-occupancy facilities following a disaster.**

**PS10A** - To the extent feasible, locate new critical, sensitive, or high-occupancy facilities outside the high hazard areas, and ensure adequate street access to these facilities.

**PS10B** - Encourage owners of existing critical, sensitive, and high-occupancy facilities with significant seismic vulnerabilities to upgrade, relocate, or phase out the facilities as appropriate.

**PS10C** - Strive to ensure operational readiness of the Emergency Operations Center (EOC) in conjunction with other local, State, and Federal agencies. Work toward conducting training for staff on, and maintaining, testing, and updating plans and equipment to meet current standards, as necessary.

**PS10D** - Partner with local, regional, and federal agencies, as appropriate, to seek grants and other opportunities towards development and expansion of clean air centers, building ventilation upgrades, and other available and accessible technological advancements to provide better air quality to vulnerable residents to reduce negative health impacts of wildfires.

### ***Evacuation Routes***

As described within the preceding sections of this element, the Planning Area is subject to a variety of potential hazards. Evacuations may be necessary from time to time, and the routes utilized will often be dependent upon the type, location, and extent of the emergency. Although it is impossible to identify a set of evacuation routes which will apply to all situations, Figures 5 and 6 identify those routes in, through, and out of the City considered most suitable for mass evacuations. This information should be used only as a guide. Specific routes will be determined and publicized on a case-by-case basis during actual emergencies.



The City's Emergency Operations Plan contains several proposed evacuation routes correlated to specific events, including regional dam failures, slow rise flooding, earthquakes, and wildland fire. This document and its referenced evacuation routes should be used for both disaster-preparedness training and public-awareness programs.

**Goal PS11: Plan for the orderly evacuation of people and their possessions during emergency and/or disaster situations.**

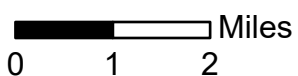
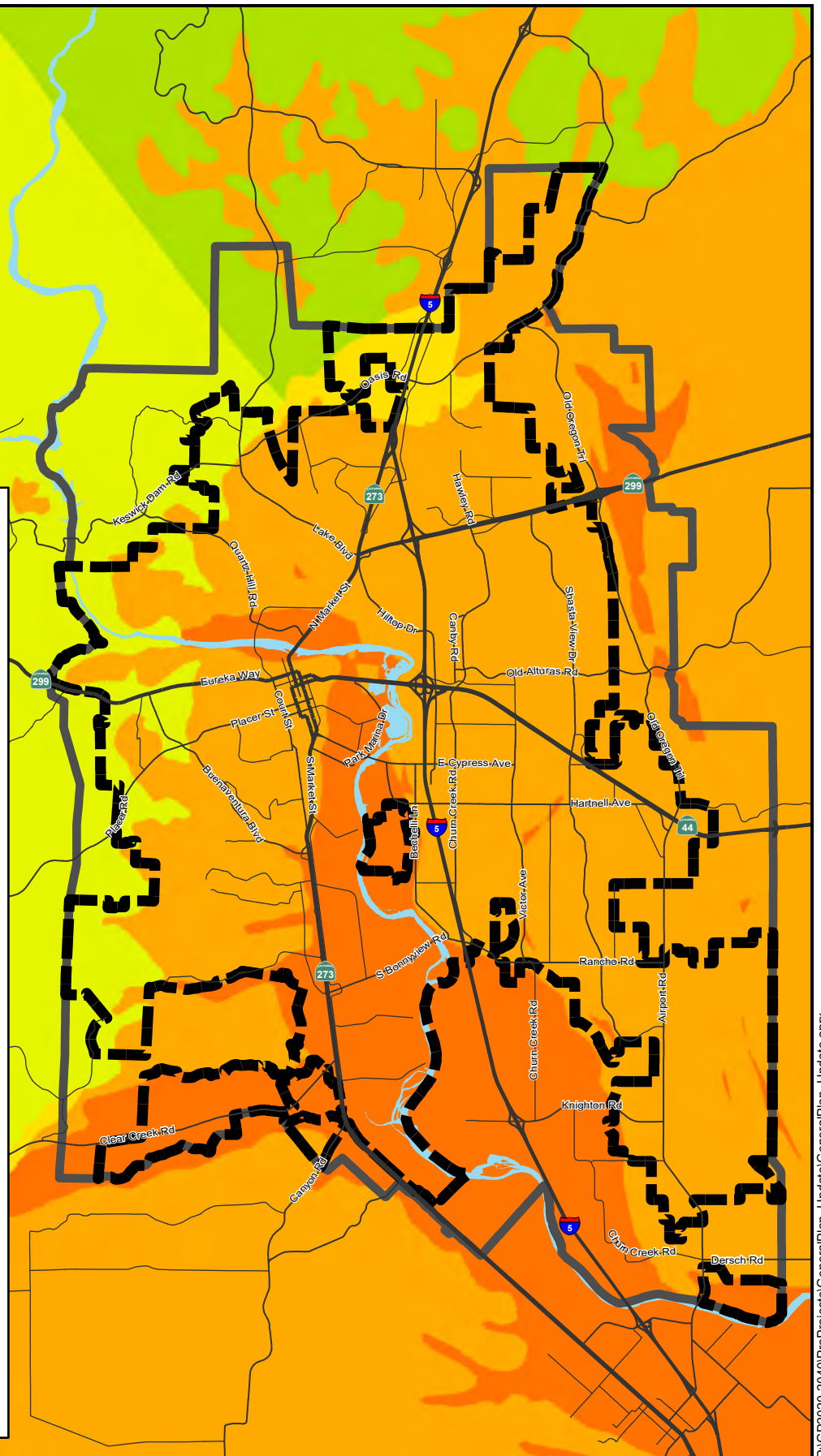
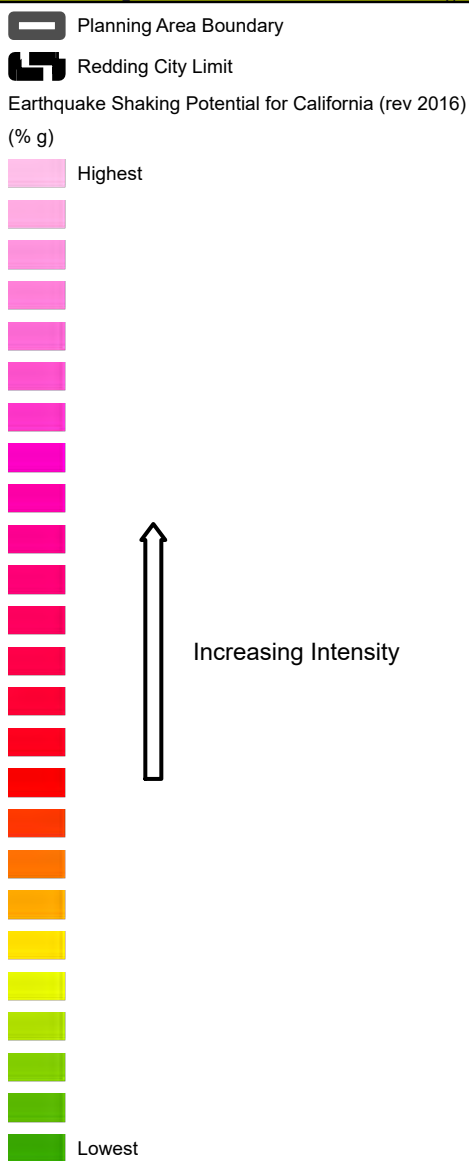
**PS11A** - Strive to ensure that emergency personnel receive adequate training in traffic-control and evacuation procedures as required by the City's Emergency Operations Plan.

**PS11B** - Evacuation routes contained within the City's Emergency Operations Plan should be published and reinforced in public materials as a general guide for improving the awareness and preparedness of residents located in high-hazard areas, as appropriate.

**PS11C** - Consider implementing an emergency evacuation plan and consistently educate residents on:

- Access: evacuation routes laid out for residents to use in case of emergency.
- Signage: signage, wayfinding, and designated evacuation routes.
- Communication: timely notices that may arrive through multiple communication avenues.
- Assistance: available assistance programs to aid resident evacuation during emergency.



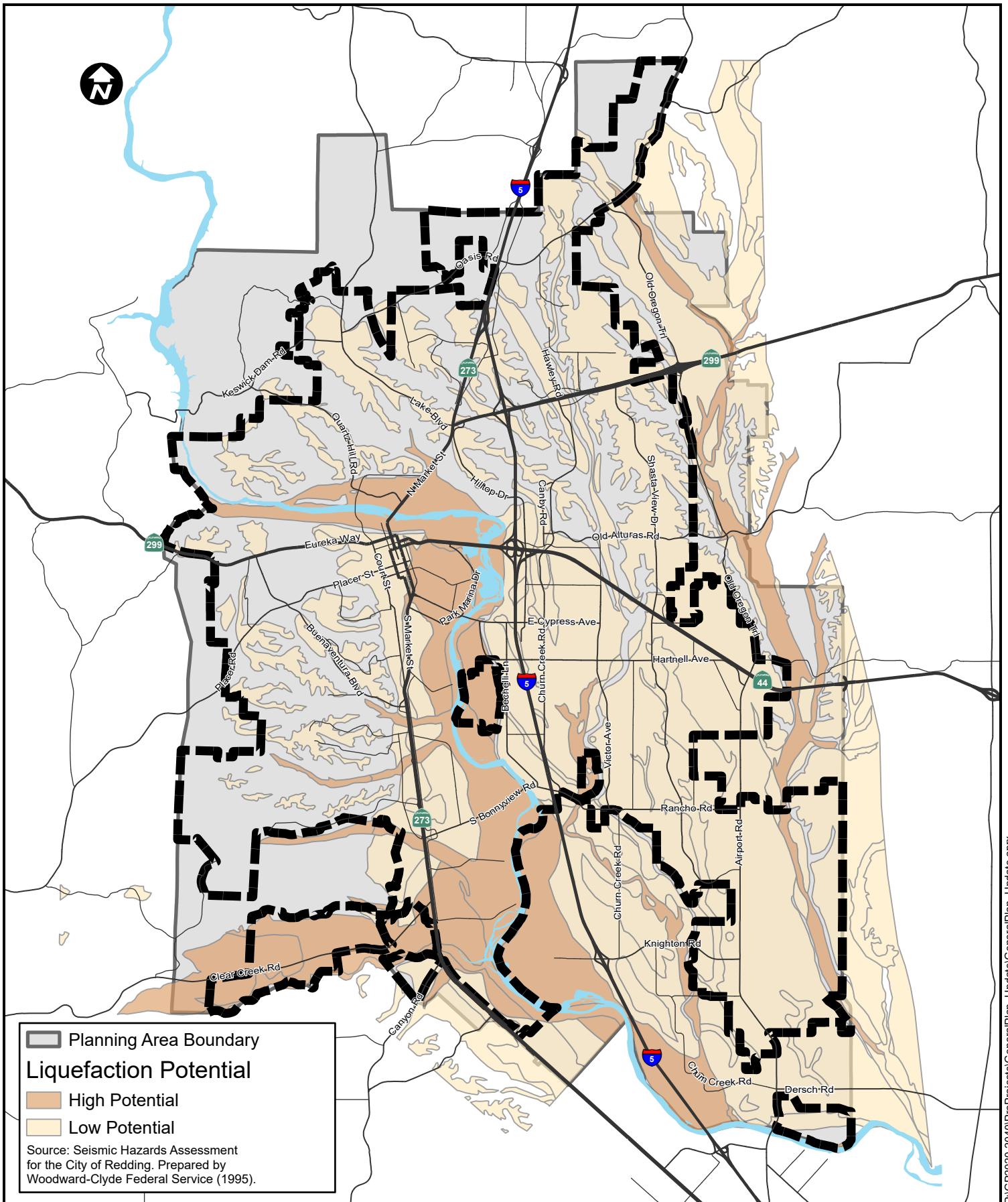


PS-1  
Ground Shaking Potential



Print Date: April 13, 2023





- Planning Area Boundary
- Liquefaction Potential
- High Potential
- Low Potential

Source: Seismic Hazards Assessment  
for the City of Redding. Prepared by  
Woodward-Clyde Federal Service (1995).

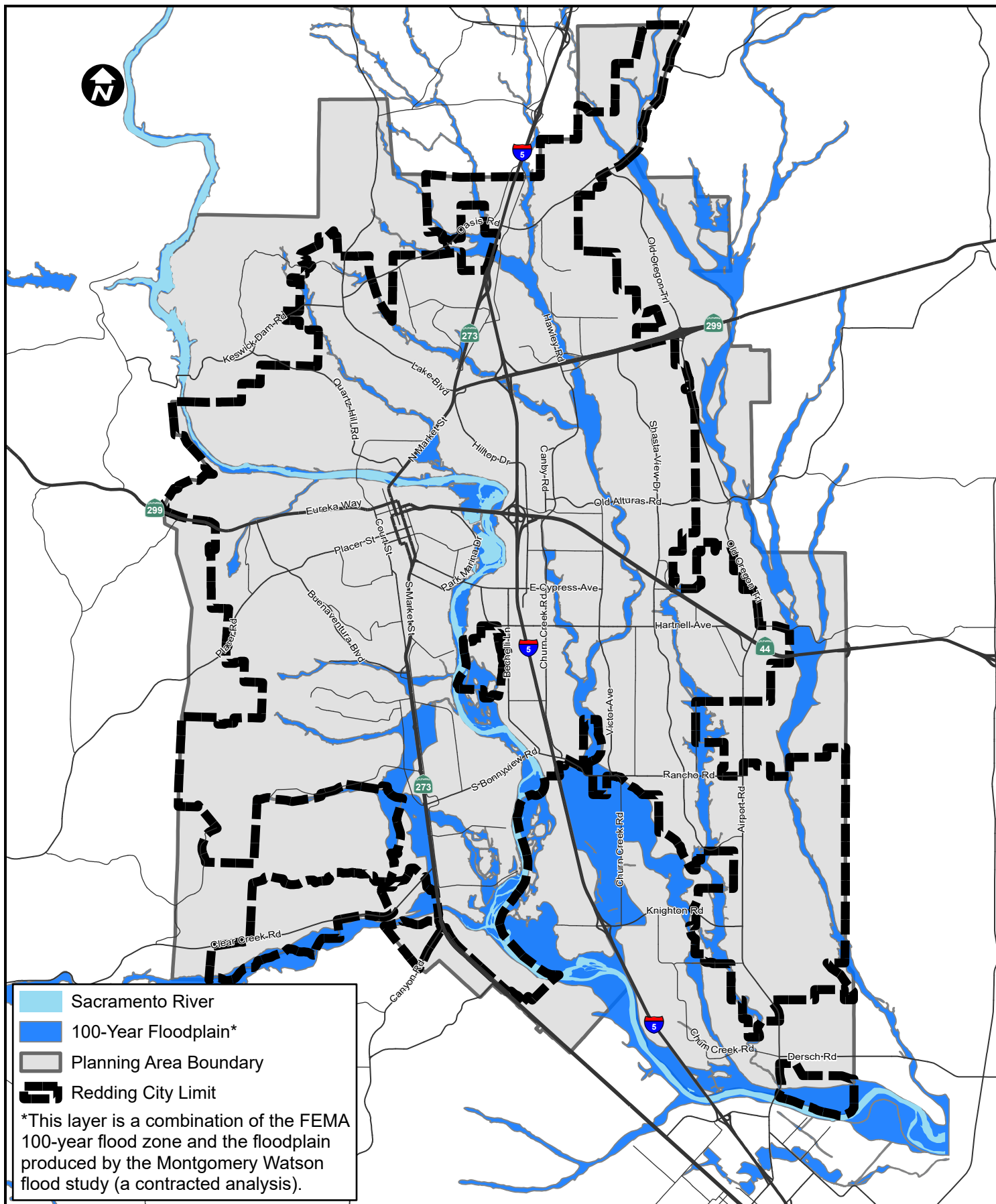
0 1 2 Miles





## PS-2 Liquefaction Potential



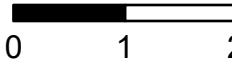
Print Date: April 13, 2023





-  Sacramento River
-  100-Year Floodplain\*
-  Planning Area Boundary
-  Redding City Limit

\*This layer is a combination of the FEMA 100-year flood zone and the floodplain produced by the Montgomery Watson flood study (a contracted analysis).

 Miles




PS-3  
100-Year Floodplain



Print Date: April 13, 2023





-  Planning Area Boundary
  -  Very High Fire Severity Zone
  -  Redding City Limit
- Source: CAL FIRE

0 1 2 Miles




PS-4  
Very High Fire Severity Zone



Print Date: April 13, 2023





-  Planning Area Boundary
-  Evacuation Route
-  Redding City Limit

0 1 2 Miles




# PS-5 Flood Evacuation Routes



Print Date: April 13, 2023





-  Planning Area Boundary
-  Redding City Limit
-  Evacuation Route

0 1 2 Miles

PS-6  
Wildfire Evacuation Routes



Print Date: April 13, 2023



# **Public Review Draft Noise Element**

## **Purpose and Intent**

The simplest definition of noise is “unwanted sound.” This definition is necessarily subjective as people react differently to sound, and even react differently to the same sound. However it is perceived, noise is a quality-of-life issue for residents, as noise at the wrong time can have adverse effects on people by interfering with sleep and communication, can cause physiological and psychological stress, and, in extreme circumstances, health impacts. Too much noise decreases the enjoyment of the home and can interrupt recreational activities.

Noise can also be a good indicator of a vibrant community or activity area such as a park or a school playground. Commercial activity can also generate pleasant noise such as outdoor dining, concert venues, and markets. One focus of the Noise Element is to identify areas where outside noise is both acceptable and expected.

The Noise Element helps with planning the location of planned noise-sensitive land uses and considers noise exposure when placing facilities that generate significant volumes of noise. For purposes of this Noise Element, “noise-sensitive areas and uses” include residential areas, parks, schools, churches, hospitals, and long-term care facilities. It is also important that noise-generating uses, such as industry and the airport, be protected from incursion by noise-sensitive uses to avoid noise complaints that may result in impacts to the operation of these fixed noise sources.

Specific topics addressed in the Noise Element include:

- Noise Environment and Measurements.
- Transportation Noise Sources.
- Fixed Noise Sources.
- Vibration

## ***Authority***

Government Code Section 65302(f), requires that the General Plan include a Noise Element which identifies and appraises noise in the community. The Noise Element is required to recognize noise levels for sources such as highways, major roads, rail, aviation, commercial activity, and industry.

## **Terminology**

As in many technical fields, terms are used to explain different aspects of analysis. For noise, understanding the following terms will help when reading this element.



- **Decibel (dB)** - This is a unit for measuring the amplitude of a sound that is based on a logarithmic scale that compresses the wide range in sound pressure levels to a more usable range of numbers.
- **A-weighted decibels (dBA)** - This refers to the sound pressure level in decibels as measured on a sound level meter using the A-weighting network. This method de-emphasizes the very low and very high frequency components of the sound, placing greater emphasis on those frequencies within the sensitivity range of the human ear.
- **Day-Night Average Sound Level (Ldn)** - This is a type of noise measurement that describes the average noise level over a 24-hour period after the addition of 10 decibels to sound levels in the night after 10 p.m. and before 7 a.m. The 10 dBA adjustment accounts for our greater sensitivity to nighttime noise and the fact that lower ambient levels at night tend to make noise events, such as aircraft flyovers, more intrusive.
- **Community Noise Equivalent Level (CNEL)** - Similar to Ldn, the CNEL is the 24-hour average noise level after the addition of 5 dB to sound levels occurring in the evening from 7:00 p.m. to 10:00 p.m. and after the addition of 10 dBA to sound levels occurring in the night between 10:00 p.m. and 7:00 a.m.
- **Equivalent Continuous Noise Level (Leq)** - Leq is a noise descriptor that can be thought of as the average noise level during a period of time. The average noise level is based on the energy content (acoustic energy) of the sound. It is typically computed over one-, eight-, and 24-hour sample periods.
- **Noise Contours** - Noise contours are a graphical representation of projected noise exposure levels associated with noise sources such as roadways, aircraft, and railroad operations. They are expressed as the physical distance at which different noise levels can be heard from the noise source.

### **Noise Environments & Measurements**

All sound levels referred to in this element are A-weighted which de-emphasizes the very low and very high frequencies of sound in a manner like the human ear. A-weighting is a better measurement of human annoyance and health effects.

Ambient noise, which is the total noise in an environment, is usually measured with an A-weighted decibel scale (dBA). However, ambient noise varies over time; therefore, other metrics that give an average noise level for a period of time are used. Such metrics include the energy-equivalent noise level (Leq), the day-night average noise level (Ldn), and the community noise equivalent level (CNEL). Leq is an hourly average, while Ldn and CNEL are 24-hour weighted averages.

Ambient noise monitoring was conducted in October 2022 to determine a baseline noise level at different environments. The results of the noise measurements can be found in Appendix N-1 of the General Plan Environmental Impact Report.



### ***Acceptable Noise Levels***

Guidelines for noise-compatible land use are based upon the California Office of Planning and Research's (OPR) Noise Element Guidelines. The noise compatibility guidelines provide an objective means of determining whether the existing or predicted noise is generally acceptable. The noise levels should not be considered absolute as many factors can affect both the generation and the perception of noise. Used as guidelines, the noise level table can determine when noise should be considered during the project design process.

Table N-1 establishes the acceptable noise levels by land use type and sensitivity for noise from transportation sources such as roads, rail, and aircraft. Outdoor activity areas refer to places where people might gather, such as a back yard or community space, and not briefly transited areas such as a parking lot or street-facing landscape area.

Table N-2 provides acceptable exterior noise levels for non-transportation sources such as industrial parks, and loading docks. Because a vibrant city can sometimes have noisy elements, Table N-2 also allows for periodic noise events such as outdoor concerts, and live music at dining venues. Some land uses, such as mixed commercial and residential uses, have a higher acceptable exterior noise threshold because they are near centers of activity or along major roadways. The City implements the California Building Code (CBC) that establishes a 45-dBA maximum for interior noise. Provided the interior noise level can be met, the exterior noise levels for various types of mixed-use developments can be higher than would be expected in a purely residential neighborhood.

*Table N-1, Maximum Acceptable Exterior Noise Levels for Transportation Noise Sources*

<b>Land Use</b>	<b>Daytime (CNEL)<sup>1</sup></b>	<b>Nighttime (10 PM to 7 AM)<sup>1</sup></b>
Residential -- Low Density Single-family, Duplex, Mobile Homes	60 dBA	50 dBA
Residential -- Multi-Family	65 dBA	50 dBA
Mixed-Use <sup>2</sup>	70 dBA	60 dBA
Lodging -- Hotels, Motels	65 dBA	--
Schools, Libraries, Churches, Hospitals, Nursing Homes	65 dBA	--
Theaters, Auditoriums, Event Centers, Amphitheaters	70 dBA	--
Sports Area, Spectator Sports	70 dBA	--
Playgrounds, Neighborhood Parks	70 dBA	--
Golf Courses, Riding Stables, Water Recreation	75 dBA	--
Retail Commercial	70 dBA	--
Office Buildings -- Business, Commercial and Professional	70 dBA	--
Industrial, Manufacturing, Agriculture, Utilities	75 dBA	--

<sup>1</sup> Noise standards are to be applied at outdoor activity areas with the greatest exposure to the noise source. When it is not practical to mitigate exterior noise levels at the patios or balconies of multi-family dwellings, a common area or onsite park may be designated as the outdoor activity area.

<sup>2</sup> "Mixed-Use" refers to a mix of residential and supporting commercial uses generally located within the same building or block.



Table N-2, Maximum Acceptable Exterior Noise Levels for Non-Transportation Noise Sources

Land Use	Daytime (CNEL) <sup>1</sup>	Nighttime (10 PM to 7 AM) <sup>1</sup>
Residential	60 dBA	50 dBA
Mixed Use <sup>2</sup>	70 dBA	60 dBA
Non-Residential	70 dBA	60 dBA

<sup>1</sup> Noise standards are to be applied at outdoor activity areas with the greatest exposure to the noise source. When it is not practical to mitigate exterior noise levels at the patios or balconies of multi-family dwellings, a common area or onsite park may be designated as the outdoor activity area.

<sup>2</sup> "Mixed-Use" refers to a mix of residential and supporting commercial uses generally located within the same building or block.

### Outdoor Activities

Festivals and performances can occur in nearly any space subject to appropriate discretionary permits that regulate conduct, including noise. In the Downtown and other commercial spaces however, outdoor dining or performance venues could include music or other entertainment that could generate noise on a more regular basis. With mixed-use development there is potential for noise associated with restaurants to affect the residential uses located within or near the establishment. Of specific concern is noise generated this type of activity during the nighttime hours (10 p.m. to 7 a.m.). This Element supports appropriate outdoor activity in mixed-use, commercial, and identified General Plan Opportunity and Focus Areas that provide for a mix of residential and non-residential uses. Provided interior noise levels for residential units in mixed-use developments remain below 45 dBA and do not exceed the exterior noise standards in Table N-2, noise from adjacent uses is allowed.

### Noise Contours

Noise contours are a graphical representation of projected noise exposure levels associated with noise sources such as roadways, aircraft, and railroad operations. The contour lines show the distance at which different noise levels can be heard from the noise source. Noise contours are used as a guide for determining if a new land use is appropriate and/or whether noise mitigation measures should be required.

Noise contours for transportation-related noise sources are stated in terms of community noise equivalent level (CNEL) or day-night average level (Ldn). Noise contours for non-transportation-related noise are stated in terms of the hourly energy-equivalent noise level (Leq) because the duration of the noise can vary, as can the timing. The existing noise contours for roadway and rail noise are shown in Figure N-1. These are based on a baseline year of 2020. Figure N-2 shows the projected noise contours for roadway and rail noise for the anticipated level of development within the Planning Area projected by this General Plan by 2045.

It is important to know that buildings, topography, and the type of noise can affect the amount of noise heard by a person. For this reason, the contours should be used as a general guideline in determining whether additional analysis for noise exposure is warranted rather than a specific noise measurement at a given location.



## Transportation Noise

### Roadways

The Federal Highway Administration (FHWA) Highway Traffic Noise Prediction Model (FHWA-ROAD-77-108) was used to develop Ldn contours for all highways and major roadways in the Redding Planning Area. The FHWA Model is the analytical method presently favored for traffic noise prediction by most state and local agencies, including the California Department of Transportation (Caltrans). The FHWA Model predicts distances to the 70, 65, and 60 CNEL contours. It also predicts hourly Leq values for free-flowing traffic conditions, and it is generally considered to be accurate within 1.5 dB.

To establish the baseline noise conditions, traffic data representing annual average traffic volumes for existing conditions on major roadways was obtained from the regional traffic model to allow calculations for existing and projected traffic volumes. Distances from the centerlines of selected roadways to the 60, 65 and 70 dB CNEL contours are summarized in Table N-3. These distances should be treated as estimates, since actual distances may vary due to factors such as road curvature, roadway grade, shielding by local topography or structures, and elevated roadways.

Table N-3, Noise Contours from Centerline for Roadways

ROADWAY	SEGMENT	EXISTING			FUTURE		
		70 DBA	65 DBA	60 DBA	70 DBA	65 DBA	60 DBA
I-5	N of Twin View Blvd	309	667	1,436	261	561	1,209
I-5	N of SR-299 / S of Twin View Blvd	325	700	1,509	280	604	1,301
I-5	N of SR-44 / S of SR-299	371	799	1,722	320	689	1,484
I-5	S of SR-44 / N of Cypress Ave	430	927	1,996	364	784	1,690
I-5	S of Cypress Ave / N of Churn Creek	402	866	1,865	335	722	1,556
I-5	S of Churn Creek Rd	396	853	1,837	324	699	1,505
SR-44	E of Butte St / W of I-5	176	379	816	157	339	730
SR-44	E of I-5 / W of Hilltop Dr	157	338	727	142	306	659
SR-44	E of Hilltop Dr / W of Victor Ave	138	297	639	119	257	554
SR-44	E of Victor Ave	166	358	771	154	332	716
SR-44	E of Shasta View Dr	138	296	639	118	255	549
SR-44	E of Airport Rd	108	233	503	94	202	435
SR-273	N of Lake Blvd	53	114	246	50	107	230
SR-273	N of Benton Dr/S of Lake Blvd	63	135	291	58	124	268
SR-273	S of Market/Pine	46	98	212	42	90	194
SR-273	S of Buenaventura Ave	86	184	397	77	166	358
SR-273	S of S. Bonnyview Rd	92	198	426	84	181	389
SR-299	W of I-5 / E of SR-273	91	197	424	79	169	365
SR-299	E of I-5 / W of Hawley Rd	105	227	489	93	199	430
SR-299	E of Hawley Rd/W of Old Oregon Tr.	71	153	329	62	134	289
SR-299	E of Old Oregon Tr.	59	127	274	54	117	252
Airport Rd	N of Rancho Rd	87	188	405	71	154	331
Airport Rd	S of Rancho Rd	81	175	377	65	140	302
S. Bonnyview Rd	west of I-5 Southbound ramps	80	172	371	71	152	328
S. Bonnyview Rd	east of I-5 Southbound ramps	60	129	277	52	112	241
S. Bonnyview Rd	west of Churn Creek Rd	55	118	254	48	103	223
Buenaventura Blvd	N of Placer St	36	77	167	33	72	155



Buenaventura Blvd	S of Placer St	38	82	177	33	72	155
California St	btw Shasta & Tehama St	13	29	62	13	27	59
Churn Creek Rd	S of SR-299 ramps	47	101	219	42	90	193
Churn Creek Rd	N of S Bonnyview	45	98	210	42	91	196
Churn Creek Rd	E of S Bonnyview	42	91	197	35	75	163
Cypress Ave	W of Hartnell Ave	71	153	329	60	129	278
Cypress Ave	E of Hartnell Ave	33	71	153	30	64	138
Cypress Ave	E of I-5 / W of Hilltop Dr	46	99	214	41	89	191
Cypress Ave	E of Hilltop Dr / W of Larkspur Ln	35	75	162	31	67	144
Hartnell Ave	W of Bechelli Ln	16	35	76	16	35	75
Hartnell Ave	E of Bechelli Ln	29	62	133	29	62	134
Hartnell Ave	E of Churn Creek Rd	36	78	167	35	76	164
Hartnell Ave	W of Shasta View Dr	31	67	145	29	62	133
Hartnell Ave	E of Shasta View Dr	23	49	106	20	43	93
Hawley Rd.	N of SR-299 ramps	29	63	137	26	57	122
Hilltop Ave	N of Cypress Ave	28	60	130	27	58	124
Old Oregon Trail	S of SR-299 ramps	49	106	228	40	86	186
Placer St	E of Buenaventura Blvd	46	99	214	41	88	189
Placer St	W of Buenaventura Blvd	44	94	203	44	94	202
Rancho Rd	W of Airport Rd	33	70	151	25	54	117
Rancho Rd	E of Airport Rd	9	20	43	5	11	25
Shasta View Dr	N of Rancho Rd	15	33	70	13	28	59
Tehama St	Btwn Oregon St & California St	10	21	45	9	19	41
Victor Ave	N of Rancho Rd	20	42	91	15	33	72

Source: GHD 2022

<sup>1</sup> Noise Contours for SR-299 used CALTRANS 2019 Data.

Distances are measured in feet from centerline.

## Rail

Railroad activity in the Planning Area is limited primarily to the Union Pacific (UP) north/south mainline track which runs generally parallel to State Route 273 until just south of Lake Redding. One spur line south of North Bonnyview Road serves a lumber yard and production facility.

Approximately 16 trains per day travel through the City of Redding. According to the Federal Rail Administration (FRA) crossing data and the latest Amtrak schedule, there are 12 UP freight trains and one Amtrak train (Coast Starlight). There are eight at-grade crossings along the main line and one at-grade crossing along the spur line. According to federal regulations, trains are required to blow their horns as they approach at-grade crossings as a safety measure to alert motorists and pedestrians. This can result in a significant noise impact for nearby residents and commercial/industrial land uses. A cluster of five at-grade crossings is in proximity in the downtown area which could result in significant noise.

Existing railroad noise levels were estimated, based on the current train traffic along the rail lines and spur within the City limits, using the Federal Transit Administration's (FTA's) CREATE rail noise model and the Federal Rail Administration's (FRA's) Grade Crossing Horn Model. The number of locomotives and rail cars was determined from the Amtrak website, UP rail line videos, and FRA accident data. The Ldn values were calculated based on these models, and the distances to 65 dBA CNEL contours on the UP mainline and the spur line are shown in Table N-4.



Future rail contours are expected to increase based on a projected 1.7 percent annual growth rate in freight traffic as per the 2018 California State Rail Plan on the UP mainline. There are no plans to increase the number of Amtrak Coast Starlight passenger trains.

*Table N-4, Approximate Distances to Union Pacific Railroad Noise Contours*

	Distance to 65 dBA CNEL Contour (feet)	
	Existing	Future
<b>Union Pacific Main Line</b>		
Wheel-Track Noise <sup>1</sup>	175	250
Horn Blowing at the At-Grade Crossings	387	444
<b>Spur Line</b>		
Wheel-Track Noise <sup>1</sup>	7	7
Horn Blowing at the At-Grade Crossings (Spur Line) <sup>2</sup>	71	71

<sup>1</sup> These noise contours only apply to wheel track noise for trains traveling at distances greater than 0.25 mile from an at-grade crossing.

<sup>2</sup> Freight traffic along the spur line is not increased by the year 2045 since there is only one customer along this line.

## ***Airports***

There are two airports within the Planning Area. The Redding Regional Airport (previously named the Redding Municipal Airport) is a commercial service primary airport. Existing noise impacts for the Airport were identified in the Redding Municipal Airport Master Plan Update, November 2015. Currently, the 65 dB CNEL noise contour does not encroach on existing residential areas. Figure N-3 shows existing noise contour for the Redding Regional Airport and Figure N-4 shows the projected noise contours, as shown in the Redding Municipal Airport Master Plan.

Benton Airpark is a basic utility airport used primarily by single-engine and small twin-engine airplanes. The Benton Airpark Master Plan, last updated in March 2005, indicates that there are no noise-sensitive land uses within the existing or forecast 65 CNEL contours. A short-term noise measurement conducted at the north end of the Airpark on Placer Street produced an Leq of approximately 67.4 dBA. Figure N-5 shows the existing contours and Figure N-6 shows the projected contours, as shown in the Benton Airpark Master Plan.

## **Construction Noise**

The construction process can be noisy and affect people who live and work nearby. Construction is part of any city and while it can be considered temporary, it can also last for several years. Regardless of duration, construction noise impacts are real and must be considered along with the project. Simple things like setting reasonable construction times and ensuring that mufflers and noise suppression features of equipment are working can help limit the noise intrusion into the surrounding area. In general, construction that would result in 75 dBA or greater at the property line should consider methods of reducing noise impacts to the land uses near the construction.

## ***Vibration***

Sources of vibration include natural phenomena (e.g., earthquakes, volcanic eruptions, sea waves, landslides) and those introduced by human activity (e.g., explosions, machinery, traffic, trains,



construction equipment). Vibration sources may be continuous, (e.g., operating factory machinery) or transient in nature (e.g., construction).

Typical outdoor sources of perceptible ground vibration are construction equipment, steel-wheeled trains, heavy trucks, and traffic on rough roads. If a roadway is smooth, the ground vibration is usually rarely perceptible. However, large volumes of heavy vehicle traffic at fast speeds can also produce vibration. Vibration amplitudes are commonly expressed in peak particle velocity (PPV) or root-mean-square (RMS) vibration velocity. PPV and RMS vibration velocity are normally described in inches per second (in/sec) or in millimeters per second. PPV is defined as the maximum instantaneous positive or negative peak of a vibration signal. PPV is typically used in the monitoring of transient and impact vibration and has been found to correlate well to the stresses experienced by buildings.

The range of interest is from approximately 50 VdB, which is the typical background vibration velocity level, to 100 VdB, which is the general threshold where minor damage can occur in fragile buildings. Construction activities can generate enough ground vibrations to pose a risk to nearby structures. Constant or transient vibrations can weaken structures, crack facades, and disturb occupants.

Although PPV is appropriate for evaluating the potential for building damage, it is not always suitable for evaluating human response. It takes some time for the human body to respond to vibration signals. In a sense, the human body responds to average vibration amplitude. As with airborne sound, the RMS velocity is often expressed in decibel notation as vibration decibels (VdB). The typical background vibration velocity level in residential areas is approximately 50 VdB. Ground vibration is normally perceptible to humans at approximately 65 VdB. For most people, a vibration velocity level of 75 VdB is the approximate dividing line between barely perceptible and distinctly perceptible levels. Table N-5 describes the general human response to different ground vibration velocity levels.

*Table N-5, Human Response to Different Levels of Ground Noise and Vibration*

<b>Vibration Velocity Level</b>	<b>Human Reaction</b>
65 VdB	Approximate threshold of perception.
75 VdB	Approximate dividing line between barely perceptible and distinctly perceptible. Many people find that transportation-related vibration at this level is unacceptable.
85 VdB	Vibration acceptable only if there is an infrequent number of events per day.

*Notes: VdB = vibration decibels referenced to 1 micro inch per second and based on the root-mean-square (RMS) velocity amplitude.*

*Source: FTA 2018*



## **Goals and Policies**

### **Goal N-1: A city with appropriate noise and vibration levels that support a range of places from quiet neighborhoods to active and exciting entertainment districts.**

**N-1A** - Encourage the use of site planning and building materials/design as primary methods of noise-attenuation.

**N-1B** - Discourage use of noise barriers and walls constructed exclusively for noise-attenuation purposes, where possible. In instances where noise barriers cannot be avoided, consider the use of site planning and building material/design features in conjunction with barriers to mitigate visual impacts and reduce the size of barriers.

**N-1C** - Allow development located in infill areas, near transit hubs, or along major roadways an exemption from exterior noise standards for outdoor activity areas, where appropriate.

**N-1D** - Consider establishing different standards for exterior noise consistent with place type to support businesses and concert venues.

**N-1E** - Require new development to generate operational and/or construction vibration levels no greater than 75 VdB at the property line of a sensitive receptor where feasible.

### **Goal N-2: Protect residents from exposure to excessive transportation-related noise.**

**N-2A** - Generally, prevent development of new projects which contain noise-sensitive land uses in areas exposed to existing or projected levels of noise from transportation sources which exceed the levels specified in Table N-1, unless the project design includes effective mitigation measures to reduce exterior noise and noise levels in interior spaces to the levels specified in that table.

**N-2B** - New development should be required to mitigate noise created by transportation noise sources consistent with the levels specified in Table N-1 in outdoor activity areas.

**N-2C** - Consider the significance of noise level increases associated with roadway-improvement projects needed to accommodate buildout of the General Plan. Since it may be impractical to reduce increased traffic noise to levels in Table N-1, the following criteria may be used as a test of significance for roadway-improvement projects:

- Where existing daytime transportation noise levels are less than 60 dB Ldn in the outdoor activity areas of noise-sensitive uses, roadway improvement projects which do not increase the overall Ldn value to greater than 60 or result in an incremental increase of 5 dBA will not be considered significant.
- Where existing traffic noise levels range between 60 and <65 dB Ldn in the outdoor activity areas of noise-sensitive uses, a +3 dB Ldn increase in noise levels due to a roadway-improvement project will be considered significant.



- Where existing traffic noise levels are 65 dB Ldn or greater in the outdoor activity areas of noise-sensitive uses, a +1.5 dB Ldn increase in noise levels due to a roadway-improvement project will be considered significant.

**N-2D** - Require acoustical analysis for noise-sensitive land uses proposed in areas exposed to existing or projected exterior noise levels exceeding the levels specified in Table N-1 or the performance standards of Table N-2 to determine mitigation for inclusion in the project design. Single-family dwellings on existing lots are excluded from this review.

**N-2E** - Strive to minimize motor vehicle noise impacts from streets and highways through proper route location and sensitive roadway design by employing the following strategies:

- Consider the impacts of truck routes, the effects of a variety of truck traffic, and future motor vehicle volumes on noise levels adjacent to master planned roadways when improvements to the circulation system are planned.
- Mitigate traffic volumes and reduce vehicle speed through residential neighborhoods where appropriate.
- Strive to engage and work with Caltrans in the early stages of highway improvements and design modifications to ensure that proper consideration is given to potential noise impacts on the City.

**N-2F** - New development in the vicinity of Redding Regional Airport and Benton Airpark should comply with the noise standards of the Comprehensive Land Use Plan for each facility as appropriate.

**N-2G** - Consider working with railroad officials to install mitigation features or quiet zones and ask railroad engineers to limit their use of air horns to reduce rail-related noise impacts on the community as resources allow.

**N-2H** - Establish standards for vibration during construction and operation that require vibration levels to be reduced below 85 VdB within 200 feet of an existing structure.

**N-2I** - Revise the Noise Ordinance to establish noise standards for construction noise that establish a maximum level of acceptable exterior noise for receptors within 500 feet of the construction activity.

**Goal N-3: Protect the economic base of the City of Redding by preventing incompatible land uses from encroaching upon existing or planned noise-producing uses. Strive to prevent the introduction of new fixed noise sources in noise-sensitive areas.**

**N-3A** - Development of noise-sensitive uses where the noise level due to non-transportation sources will exceed the noise-level standards of Table N-2 as measured immediately at the property



line of the new development should be prohibited unless adequate mitigation measures are utilized, noise easements are established, or other appropriate measures are taken.

**N-3B** - Strive to mitigate noise created by new proposed non-transportation sources consistent with the noise-level standards of Table N-2 as measured immediately at the property line of lands designated for noise-sensitive land uses.

**N-3C** - Require acoustical analysis of new non-residential land uses and the expansion of existing non-residential land uses if likely to produce noise levels exceeding the performance standards of Table N-2.

**N-3D** - Require that parking and loading areas for commercial and industrial land uses adjacent to noise-sensitive uses be buffered and shielded by walls, fences, and berms, unless an acoustical study demonstrates that operation of the parking and loading area(s) will comply with the City's noise standards.

**N-3E** - Parking structures serving commercial or industrial land uses should be designed to minimize the potential noise impacts both on site and on adjacent properties. Design measures may include the use of materials that mitigate sound transmission and the configuration of interior spaces to minimize sound amplification and transmission.

**N-3F** - Encourage existing major fixed noise sources throughout the City of Redding to voluntarily install additional noise-buffering or reduction mechanisms within their facilities to reduce noise impacts to the lowest level practicable.

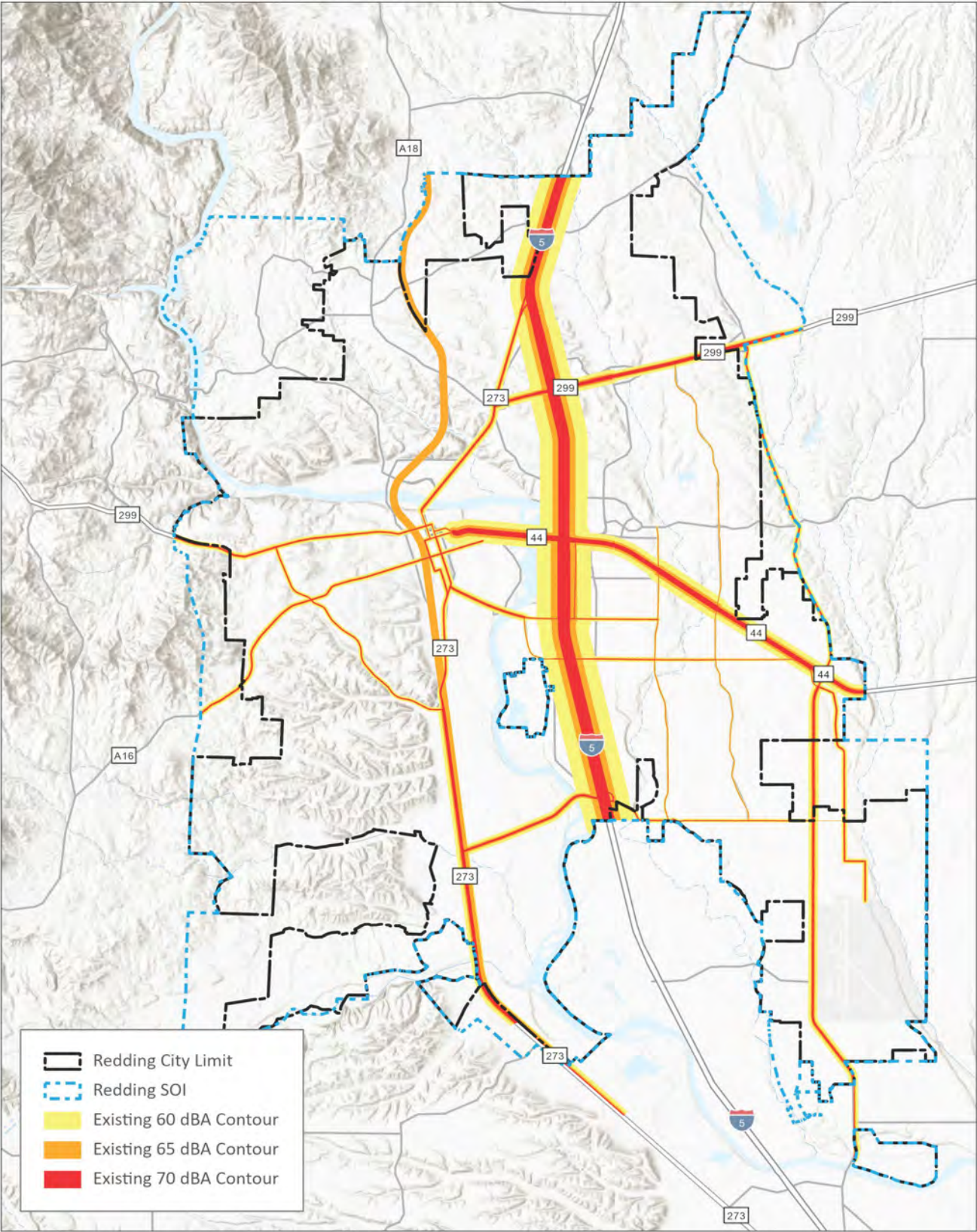
**N-3G** - As appropriate, new noise-sensitive projects should be responsible for noise mitigations to lessen the impacts from adjacent and nearby industrial uses and urban activities when the following conditions exist:

- If, at the time of request for new residential or noise-sensitive land use development, the industrial uses complied with all the noise thresholds and/or noise mitigation measures based on anticipated noise sources and noise levels.
- If, at the time of request for a General Plan Amendment to establish new residential or noise-sensitive land use development, adjacent vacant land is designated for commercial or industrial development.
- The noise level measured at the noise-sensitive use property line exceeds the residential noise standards due to the cumulative effect of nearby non-residential noise sources and increased noise levels of urban activities (i.e., traffic, trains, etc.).
- The industrial use emitting the noise conforms with the land use classification of the General Plan, zoning district, and all conditions of City permits.
- The industrial use has not added additional noise-producing equipment or substantially changed its hours of operation from what has been approved by the City.



**N-3H** - Revise the Noise Ordinance to allow for increased noise levels in specific areas of the City that are hubs for outdoor activity, including the Downtown Core and Civic Auditorium/Rodeo Grounds/Turtle Bay Exploration Park area, by implementing different acceptable exterior noise standards for these areas. Consider modifying the nighttime noise standard period to start at 11 p.m. instead of 10 p.m. for activities in these areas.



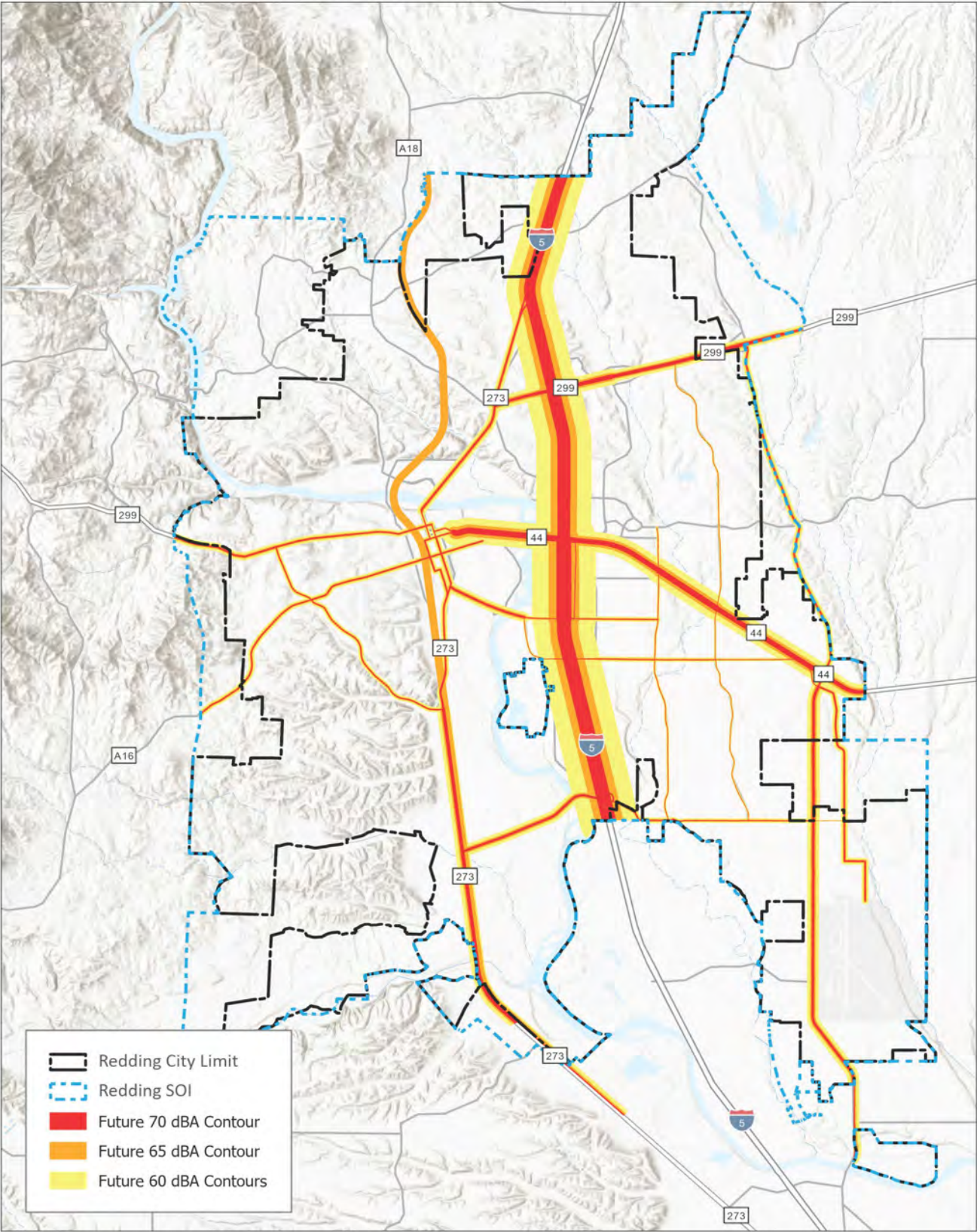


Source: GHD 2022; City of Redding 2022



Figure N-1  
Existing Traffic and Rail Noise Contours





Source: GHD 2022; City of Redding 2022

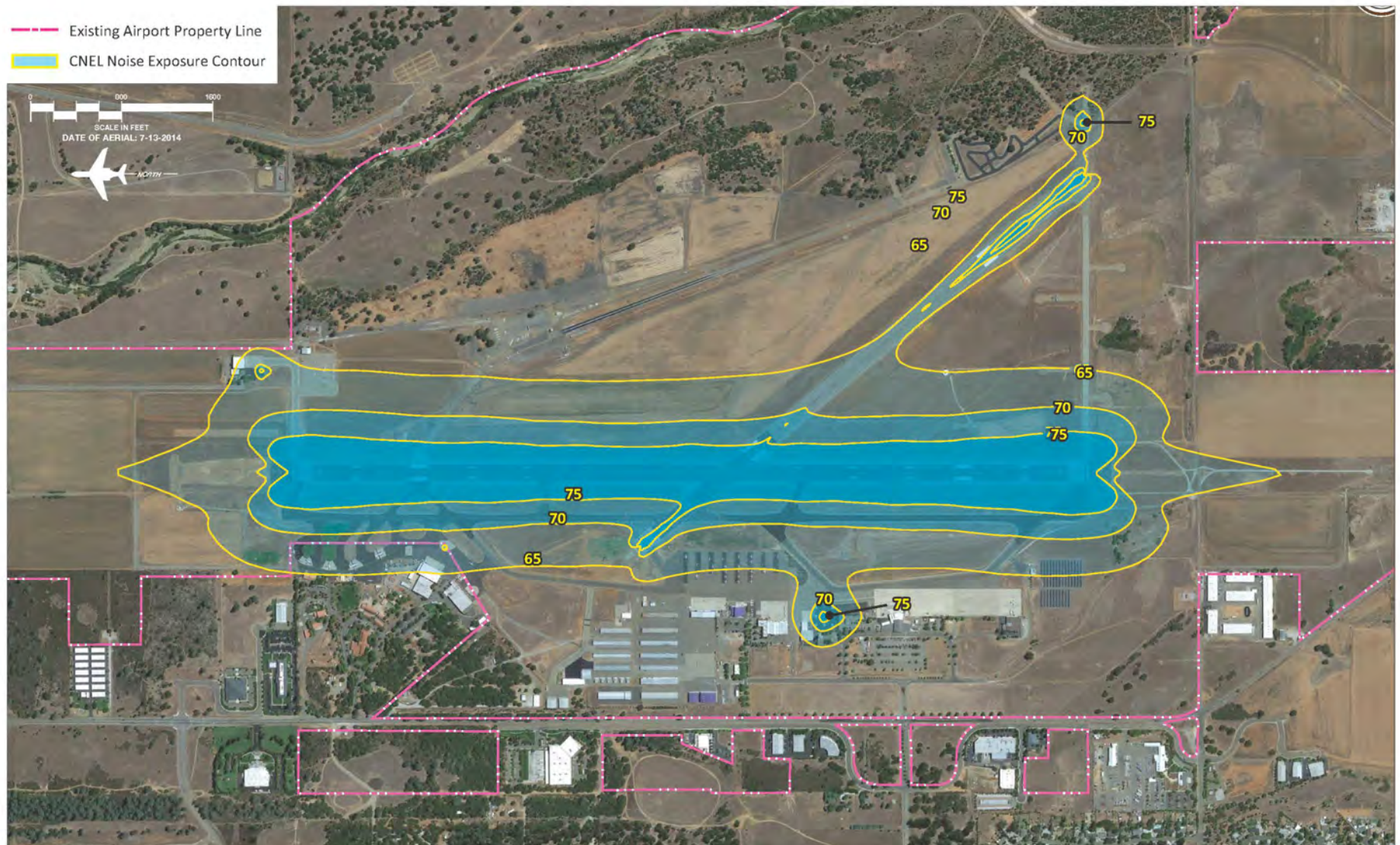
0 1.5  
Scale (Miles)



Figure N-2  
Future Traffic and Rail Noise Contours



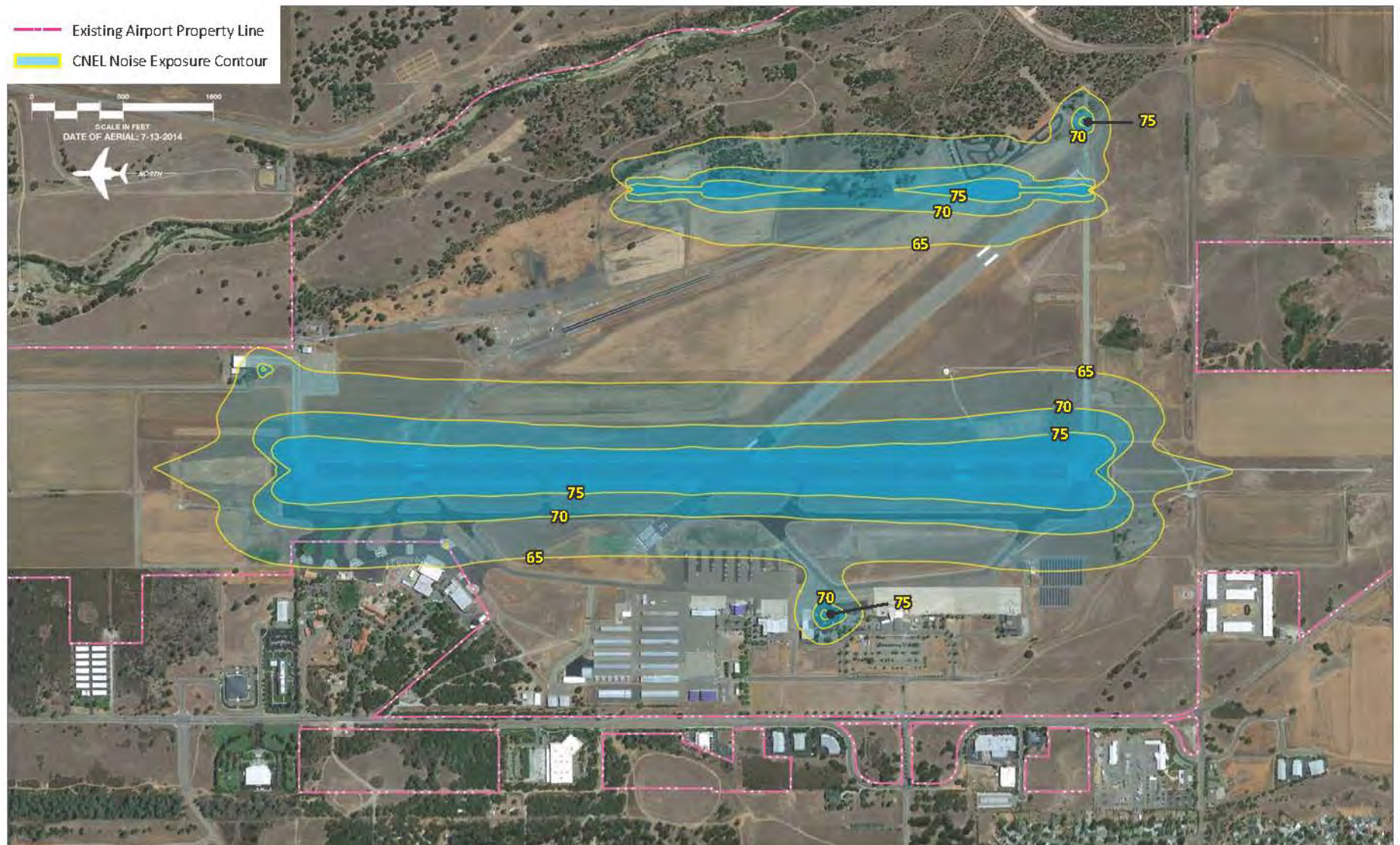
# NOISE



Source: Redding City Council Meeting, December 2015.

Figure N-3  
Existing Redding Regional Airport Noise Contours

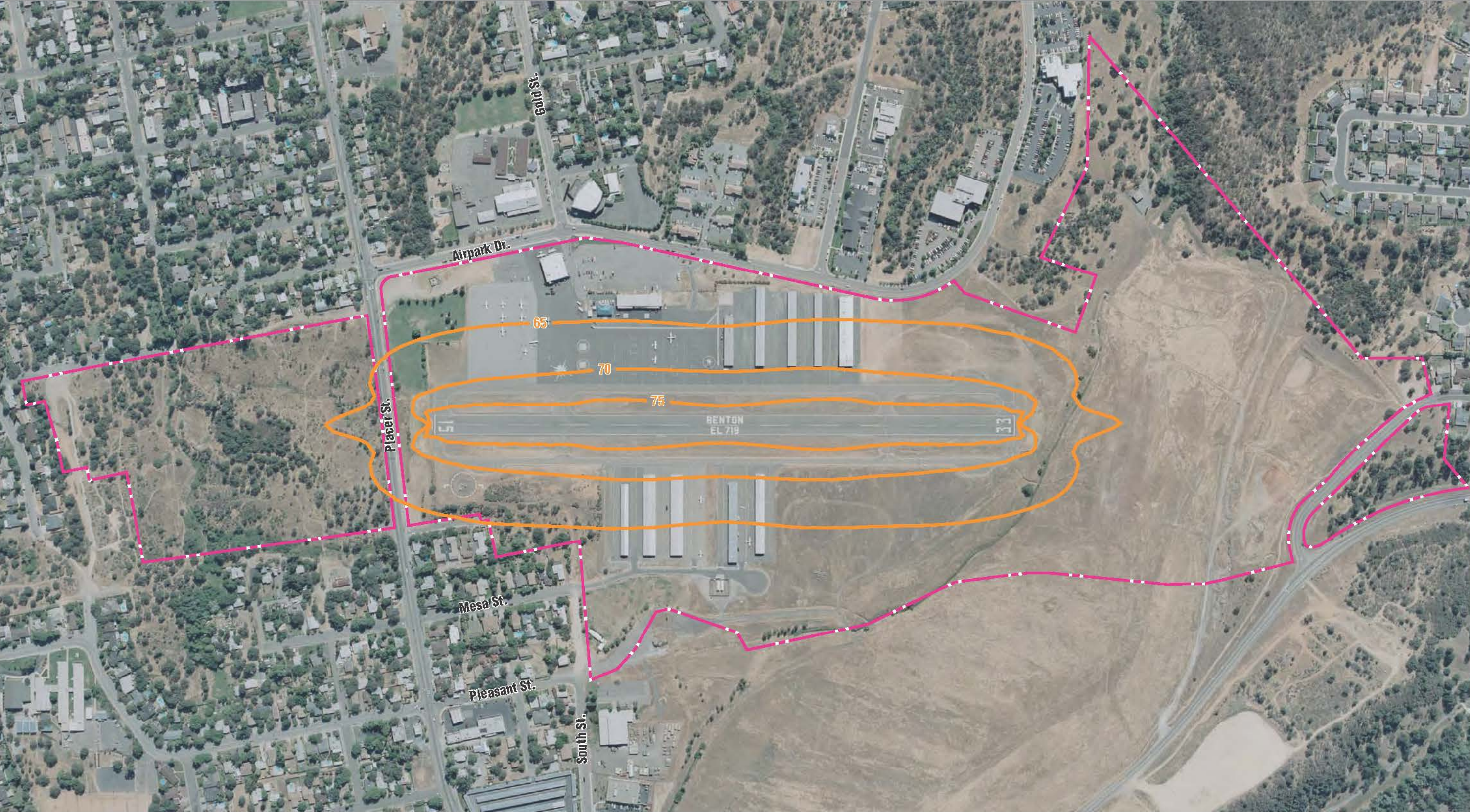




Source: Redding City Council Meeting, December 2015.

Figure N-4  
Future Redding Regional Airport Noise Contours





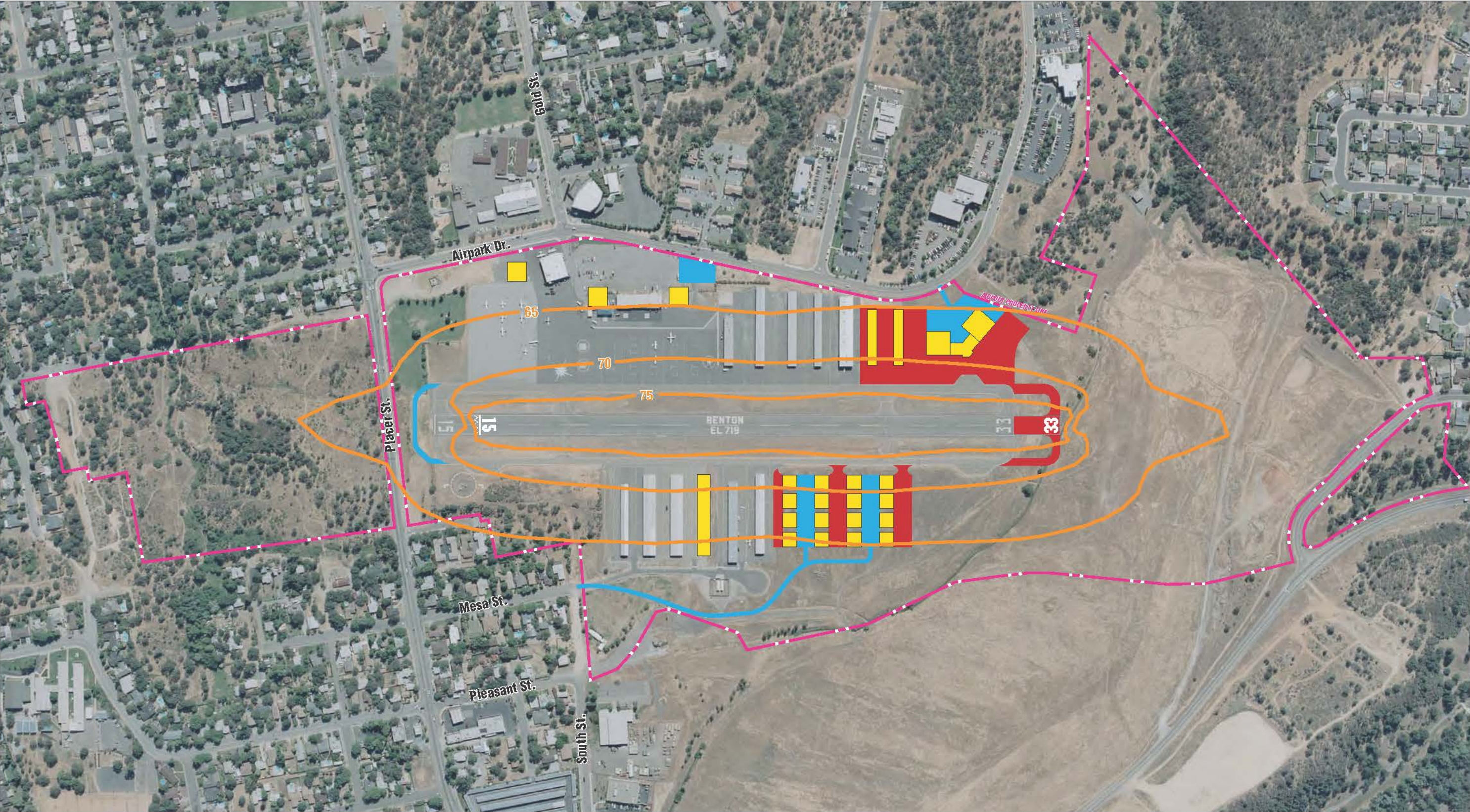
Source: Coffman Associates, Inc., 2005.



- Airport Property Line
- CNEL Noise Contour

Figure N-5  
Existing Benton Airpark Noise Contours





Source: Coffman Associates, Inc., 2005.



- Airport Property Line
- CNEL Noise Contour

Figure N-6  
Future Benton Airport Noise Contours



# **Public Review Draft Public Facilities and Services Element**

## **Introduction**

### ***Purpose and Context***

Capital improvements are perhaps the most expensive and important investments the City of Redding (City) can make in itself. Therefore, it is essential that decision-makers and the public have access to information regarding anticipated facility needs and desired service level standards to ensure that necessary improvements are constructed at the appropriate times.

This element contains facility descriptions, service level standards, and goals and policies designed to support infill and smart growth strategies and to assist the City Council, advisory bodies and the City management team with decisions related to staffing and the construction/improvement of public facilities. The location, size, and timing of needed improvements are directly related to the land use patterns identified in the Community Development and Design Element and service level standards identified within the Public Facilities and Services Element.

Significant changes in land use types, locations, or intensities from those identified within the Community Development and Design Element can have a direct impact on public facility and services planning. When changes to the Community Development and Design Element and/or General Plan Diagram are considered, the impacts on planned public facilities should also be assessed and considered as part of the land use change decision-making process. The biggest challenge Redding faces in providing public facilities and services is developing a long-term funding strategy to pay for those items without creating an undue burden on itself, developers, City residents and businesses. The second half of this Element includes a discussion of funding options for identified facilities and services, and policy guidelines for long-term funding strategies.

Specific topics addressed in the Policy Document include:

- Law Enforcement
- Fire Protection
- Municipal Water Systems
- Sanitary Sewer Collection and Treatment
- Municipal Electric Service
- Solid Waste Collection and Disposal
- Storm Drain Facilities
- Corporation Yard



- Transportation Facilities
- Airport Facilities
- Recreational and Cultural Facilities
- Funding

Discussion of these topics and the issues related to providing public facilities and services as a whole has been grouped within the following sections:

- Establishing and Maintaining Service Levels
- Public Safety (Law Enforcement and Fire Protection)
- Utility Infrastructure and Services (Water, Sewer, Electric, Solid Waste, Stormwater, and Corporation Yard)
- Transportation Facilities (Streets, Bridges, Transit Facilities, and Airports)
- Recreational and Cultural Facilities (Parks, Large and Small Community Centers, Downtown Improvements, Convention Center, and Libraries)
- Funding

### ***Authority***

Pursuant to Section 65303 of the Government Code, a General Plan may include optional elements such as a Public Facilities Element, as long as the element relates to the physical development of the City. These elements have the same legal status and consistency requirements as mandatory elements.

### **Goals and Policies**

#### **Establishing and Maintaining Service Levels**

The types and levels of public facilities and services that are provided in a community often affect not only an individual's thoughts about the quality of life that the community offers, but can have a direct impact on economic development efforts. Cities which maintain higher levels of services and facilities typically foster a good deal of civic pride among their residents, and leave a positive impression with those who visit. As Redding continues to evolve into a regional urban center, it is essential that existing service and facility standards be maintained and/or improved. Strategies should also be implemented which ensure that desired facilities and services are provided in the most efficient and cost-effective manner possible. The facility and service thresholds that follow are intended to guide planning and funding decisions, but not to be proscriptive in nature.



**Goal PF1: Ensure that adequate public services and facilities are available to support development in an efficient and orderly manner.**

**PF1A** - Require all new development, including major modifications to existing development, construct necessary on-site infrastructure to serve the project in accordance with the City standards.

**PF1B** - Consider requiring all new development, including major modifications to existing development, construct or provide a fair share contribution toward the construction of any off-site improvements as appropriate to offset project impacts and/or support the project, ensuring that established service levels are maintained.

**PF1C** - When reviewing applications for land use designation changes (i.e. zone change, General Plan Amendment, Specific Plan), the City may require that a thorough analysis of the impacts of the proposed changes on the City's infrastructure system be provided and that mitigation be required as appropriate.

**PF1D** - Require that the provision of streets, sewer, electric, water, drainage, and other needed infrastructure be coordinated in a logical manner between adjacent developments so as to reduce design, construction and maintenance costs.

**PF1E** - Work toward requiring that infrastructure be designed and constructed to meet ultimate capacity needs, pursuant to a master plan, so as to avoid the need for expensive retrofitting to the extent feasible.

**PF1F** - Utilize reimbursement agreements, as reasonably available and where appropriate, when upgraded or oversized facilities are installed by an individual developer and the cost of the facilities exceeds the development's proportional share of responsibility.

**PF1G** - Consider prioritizing development through incentives in infill priority areas with readily available infrastructure capacity and services.

**PF1H** - Encourage clustering of development to maximize the use and efficiency of available infrastructure and facilities.

**PF1I** - Update and adopt as necessary the City's Capital Improvement Plan (CIP) to prioritize funding for public works projects in accordance with the General Plan.

**PF1J** - Strive to ensure that the considerable public investment made in existing and new utility and street infrastructure is reliable and meets the existing and projected service demands.

***Public Safety***

Providing public safety services is an important function of any municipality. Safety services are typically divided into two broad categories: law enforcement and fire protection.



## ***Law Enforcement***

Law enforcement in the Planning Area is primarily provided by two agencies, the Redding Police Department and the Shasta County Sheriff's Department. The Redding Police Department provides law enforcement services within the City limits. The Shasta County Sheriff's Department is responsible for services within the unincorporated areas. However, the agencies have "Reciprocal Agreements of Empowerment," as required under California Penal Code Section 830.1, which provides enforcement rights for agencies to respond outside of their jurisdiction upon request.

The Redding Police Department operates primarily from the Redding City Hall campus and is organized into three major divisions: Administration, Field Operations and Investigations. In 2022 the City had 122 sworn officers, giving it a ratio of 1.29 officers per 1,000 residents. This figure is considered average and the minimum amount necessary to sustain current levels of service.

Other issues for consideration include the need for additional Field Operations stations as development within the Planning Area continues toward buildout. Co-location of additional police Field Operations facilities with existing locations of our community partners (Shasta County Sheriff) may provide opportunities to maximize facility investment and efficiencies. Other options for increasing the presence and accessibility of law enforcement personnel may include developing community-oriented substations in certain areas.

### **Goal PF2: Ensure a high level of police protection for the City's residents, businesses, and visitors.**

**PF2A** - Strive to achieve and maintain adequate police services based on the following metrics:

- Response times to both priority (emergency) and non-priority calls for service.
- Demand for police services (based on workload) for emergency, non-emergency, and follow-up investigations.
- Overall call data and coverage needs based on geographic area.

**PF2B** - Work to provide police facilities (including patrol and other vehicles, necessary equipment, and support personnel) sufficient for law enforcement services as funding allows.

**PF2C** - Consider strategic locations for distribution of police beats to ensure optimum response times to all residents.

**PF2D** - Collaborate with local, state, and federal criminal justice agencies as appropriate to promote regional cooperation and to reduce crime.

**PF2E** - Collaborate with appropriate agencies as funding allows to incorporate technology and crime prevention techniques to ensure public and personal safety.



**PF2F** - Consider appropriate programs to expand opportunities for positive police and youth interaction.

**PF2G** - Collaborate with appropriate local, regional and federal agencies and mental health professionals to expand the scope, staffing for, and training of the Crisis Intervention Response Team (CIRT), to support residents in need. Pursue funding as appropriate.

### ***Fire Protection and Emergency Medical Service***

Fire protection and emergency medical service within the Planning Area is provided by five primary agencies: Redding Fire Department (RFD), California Department of Forestry and Fire Protection (CAL FIRE), the Shasta County Fire Department (SCFD), American Medical Response (AMR), and Dignity Health. The Redding Fire Department has the primary responsibility for providing fire protection and emergency services response within the City limits. A Mutual Threat Zone (MTZ) is in effect with CAL FIRE for vehicle accidents and structure fires within a one-mile fringe area surrounding the City. An automatic aid agreement with the Shasta County Fire Department is also in effect for structure fires. Under this agreement, the Redding Fire Department responds within a one-mile fringe area surrounding the City and to county islands, while the Shasta County Fire Department responds to a small geographic area on the east side of the City.

The Redding Fire Department has three main divisions: Administration, Operations, and Community Risk Reduction. It operates from eight stations and a Fire Department Headquarters at City Hall.

### ***Response Time/ ISO Rating***

The National Fire Protection Association (NFPA) and the Insurance Services Organization (ISO) have established the following criteria for response time related to fire protection and emergency medical services.

- *Time Temperature Standard*: a typical point source of ignition in a residential development that flashes over at some time between five and ten minutes after ignition, turning a typical “room and contents” fire into a structural fire of some magnitude.
- *Cardiac Arrest Survival Rate*: emergency medical service that provides basic life support to the victim of cardiac arrest within four minutes of the event, and advanced life support (paramedic service) within eight minutes or less.
- *The Golden Hour Standard*: historic benchmark during trauma events, applied to victims with significant critical traumatic injuries, requiring a patient to be transferred to an operating room within one hour of receiving a critical traumatic injury to increase survivability.

The 90<sup>th</sup> percentile of response for Redding Fire Department in 2022 was 9:56 minutes. Response time is measured from the point at which the agency receives notification from the Shasta Area Communications Agency (SHASCOM), which provides a consolidated dispatch service. The



Department notes annexation activity and population growth have resulted in the goal not being met in all eight districts. Average response times in 2022 ranged from a low of 6:07 minutes for the response area served by Station E1 to a high of 7:50 minutes for the response area served by Station E7.

The City currently maintains an Insurance Services Organization (ISO) rating of 2. To offset the potential for a reduction in ISO rating, additional fire stations and built-in fire protection systems will be necessary as the boundaries of the City expand.

**Goal PF3: Ensure adequate fire protection and emergency medical response for residents and businesses in the community.**

**PF3A** - Strive to maintain an ISO rating of 2 or better.

**PF3B** - Endeavor to establish and maintain the minimum desired response time for fire calls through adequate staffing, proper distribution of fire stations, equipment, and use of automatic aid agreements.

**PF3C** - As funding allows, construct new and/or relocate existing fire stations as needed to maintain service thresholds. In determining the location and type of firefighting equipment, the following factors should be considered:

- Density and intensity of land use areas;
- Water supply;
- Availability of automatic aid;
- Expanse of area to be protected;
- Prevalent fire risks; and
- Desired response times.

**PF3D** - Endeavor to implement the California Building Code and any local ordinances to protect life, control fire losses and fire protection costs through the use of automatic suppression systems. Adequate water supplies to construct fire suppression infrastructure as necessary should be available.

**PF3E** - Collaborate with appropriate agencies, as funding allows, to promote regional cooperative delivery of fire protection and incorporate technological advancements that enhance the City's ability to deliver efficient and effective fire rescue, fire protection, and emergency medical response.

**PF3F** - Strive to ensure, through development review, that projects adequately address on-site fire safety and protection and comply with applicable fire and building codes.



## **Utility Infrastructure and Services**

Urban development requires a wide range of utility services including water, sewer, solid waste, electric, and stormwater drainage. The City has historically provided all of these services within its incorporated area except for independent water districts operated in various areas. Special districts and private utility companies provide these services within the unincorporated portions of the Redding Planning Area.

### ***Municipal Water Systems***

As of 2023, water service within the Planning Area is provided by five different entities: The City of Redding, Bella Vista Water District, Centerville Community Services District, Shasta Community Services District and the Clear Creek Community Services District. Coordination between the City and the various districts is generally provided by “annexation agreements” or inter-tie agreements which ensure that water systems and fire flows are constructed and maintained in accordance with City of Redding standards.

The City has three primary sources of water to supply its municipal water system:

- Surface water drawn from the Sacramento River. This source constitutes approximately 50 percent of the City’s total supply.
- Surface water drawn from Whiskeytown Lake via the Spring Creek Conduit. This source constitutes approximately 20 percent of the City’s total supply.
- Wells located in the Enterprise area provide approximately 28 percent of the City’s total supply. Wells located in the Cascade system located in south central Redding provide approximately 2 percent of the City’s total supply.

Options for meeting anticipated water demand associated with buildout of the General Plan include but are not limited to:

- Drilling additional wells.
- Conservation measures.
- Transfer agreements with other agencies.
- Treatment and utilization of reclaimed water.
- Implementation of Model Water Efficient Landscape Ordinance (MWELo) policies, which require new developments to install landscape with low water requirements.



**Goal PF4: Maintain an adequate level of service in the City’s water system to meet existing and future needs.**

**PF4A** - Adhere to the following thresholds for water services and facilities to the extent feasible:

- Program planned expansion activities, when demand at an existing treatment plant reaches within 10 percent of plant capacity.
- Reservoir capacity should be maintained at 20 percent of maximum day demand
- Develop additional water supplies from wells at least two years prior to a projected water deficit.

**PF4B** - Work to develop and maintain a regular program for systematically replacing deteriorated or deficient water pipes. Seek funding as appropriate.

**PF4C** - Consider requiring water distribution systems to be interconnected (“looped”) wherever feasible to facilitate the reliable delivery of water anywhere in the City.

**PF4D** - Consider being actively involved in surface water adjudication which could have a negative impact on the City’s water rights and/or allocation.

**PF4E** - As reasonably necessary update the City’s Water Master Plan to reflect changes to the General Plan, General Plan Diagram, water use pattern changes, supply, regulatory changes, or other circumstances.

**PF4F** - Strive to maintain, to the extent feasible, adequate water supply during emergencies.

**PF4G** - Consider implementation of water conservation strategies and programs and provide incentives to developments that adopt efficiency measures for water use. Continue to require the use of water-efficient landscaping including drought-tolerant and native plants in all new development.

**PF4H** - Collaborate with appropriate agencies to provide education and outreach campaigns on the importance of water conservation where feasible.

***Sanitary Sewer Collection and Treatment***

The City of Redding is the sole provider of sanitary sewer service within the Planning Area. However, current policy dictates that except under extraordinary circumstances, sewer service will not be extended unless properties are first annexed to the City. The Planning Area is divided into two separate service areas known as the Clear Creek Sewer Service Area and the Stillwater Sewer Service Area.

As of 2023, there were 45,178 Household Equivalents (HEs) within the system. This is 45 percent of the 99,951 HEs estimated for ultimate development of the service area. With proposed future



expansions, and correction of current inflow and infiltration difficulties, the two treatment facilities will be able to accommodate the forecasted growth.

**Goal PF5: Maintain an adequate level of service in the City’s sewage collection and treatment system to meet existing and future needs.**

**PF5A** - Adhere to the following thresholds for sewer facilities to the extent feasible.

- Program planned expansion activities when a trunk line, interceptor line, or lift station reaches 75 percent of capacity.
- Program planned expansion activities when an existing wastewater treatment plant reaches 75 percent of capacity based on dry weather flows on an ongoing basis.
- Periodically review and update the Wastewater Utility Masterplan to guide long-range planning, design, and development of the wastewater system infrastructure.

**PF5B** - Monitor the operation of the sewage collection and treatment system to determine when upgrading or expansion of the system is necessary to serve development demands.

**PF5C** - Work to develop and implement a regular program for replacing and upgrading deteriorated and undersized sewer lines to reduce inflow and infiltration into the system.

**PF5D** - Dispose of wastewater biosolids through appropriate techniques consistent with standard industry practices, as permitted by the California Regional Water Quality Control Board and other approving/regulatory bodies.

**PF5E** - Consider investigating the feasibility of utilizing reclaimed water through environmentally sustainable practices. Work to develop a market and the ability to deliver reclaimed water for identified uses as appropriate.

***Electric Services***

As a California municipal corporation, the City of Redding’s Electric Utility (REU) is a vertically-integrated utility that owns, operates, and maintains power generation facilities and transmission and distribution systems within the City limits. As a community-owned utility provider, Redding aims to ensure the needs of its customers are at the forefront when making critical policy decisions affecting the direction of the electric utility.

The City of Redding filed its first comprehensive Integrated Resource Plan (IRP) with the California Energy Commission (CEC) in 2019 as required by state regulation, and will update the plan at least every five years as required. The IRP is a guidance document outlining the utility’s plan for meeting clean energy mandates and customer resource needs over the next 20 years, system upgrades needed to support load growth, and managing load impacts from increased electrification adoption, and which provides a framework for future resource procurements needed to support customer demands. The utility is required to engage stakeholders and ensure interested



parties are adequately represented in the outcomes of the IRP, allowing transparency into the utility's future resource plans.

As the state increases the focus on carbon reduction through building and transportation electrification, the City has begun implementing policies and procedures to aid in the adoption of infrastructure supporting electrification. The City will evaluate the need to expand its electric transmission and distribution systems based on transmission system assessments and distribution planning studies to reliably deliver energy to its customers.

REU completed registration and certification as a Transmission Operator in December 2022, and registration as a Transmission Owner in August 2021. These two new registered functions added to REU's existing registrations of Distribution Provider, Generator, Operator, Generator Owner, Transmission Planner, and Resource Planner on the North American Electric Reliability Corporation (NERC) Compliance Registry. Registration as a Transmission Operator led to an increase in REU's impact rating from low to medium, increased the number of NERC Reliability Standards applicable to REU, and increased REU's audit cycle from a six-year interval to every three years. REU is currently subject to compliance with 56 NERC Reliability Standards and 264 Requirements within those Standards for all of its registered functions.

**Goal PF6: Meet the clean energy mandates while balancing reliability, safety, and affordability for existing and future electric utility customers.**

**PF6A** - Periodically review and update, as necessary, the City's Electric Utility Strategic Plan to reflect industry restructuring developments and other changing conditions.

**PF6B** - Continue to budget capital expenditures for the repair and expansion of the electric system. Periodically update the Capital Improvement Plan to reflect changes in electric usage patterns, regulatory changes, changes in General Plan land use, and other circumstances, including emerging technologies.

**PF6C** - Consider requiring that main 12kV distribution lines be interconnected (looped) wherever feasible to reduce outage times while repairs are made, and provide reliable delivery of electricity within the City.

**PF6D** - Work to design the electric system to allow service to be provided to groups of 30 or more electric customers in the event of a single contingency failure of a City 115kV power line, substation transformer, or main 12kV distribution line (other than the failed section), to the extent feasible.

**PF6E** - Inspect overhead and underground electric facilities as necessary and continue establishing programs for systematically maintaining and replacing older electric facilities nearing end-of-life. Work to maximize opportunities for undergrounding existing overhead 12kV distribution lines.

**PF6F** - Work to design the electrical system to automatically isolate small areas local to the fault when in high fire danger zones where feasible.



**PF6G** - Update the City's Integrated Resource Plan as appropriate to ensure the utility's resource portfolio meets clean energy mandates and provides a high level of reliability through a diverse power supply mix.

**PF6H** - Assess and pursue upgrades, as appropriate, to the City's transmission and distribution system to accommodate increased customer demand.

### ***Solid Waste Collection and Disposal***

Solid waste generated in the Planning Area is disposed of at Shasta County's Richard W. Curry/West Central Sanitary Landfill. Under existing state permits, the landfill has sufficient capacity to accommodate the disposal of solid waste at least to the year 2030. Expansion of the facility also appears to be plausible at such time as increased capacity is warranted beyond the extent of existing permits.

Although Shasta County owns the Richard W. Curry Landfill, it has contracted with the City of Redding for the operation and management of the facility. This arrangement was formalized in 1988. The City provides collection services for residential, commercial and industrial refuse in the City limits of Redding by means of the Solid Waste Utility. Waste Management, Inc. provides refuse service to those portions of the Planning Area outside the City limits. The City takes over refuse collection and disposal responsibilities as areas are annexed.

Since 1995, the City has operated its own Solid Waste Transfer Station for the transfer of City-collected residential, commercial, and industrial refuse and the transfer of self-haul public refuse. The facility also has the capability of processing materials collected by curbside recycling programs, and contains a household hazardous waste drop-off/processing area and a composting area.

Recycling efforts within the City are constantly expanding to meet regulatory requirements and diversion mandates. Currently, there is a focus on the collection of residential, curbside recyclables and green waste, community education, and operation of a voluntary drop-off facility at the Solid Waste Transfer/Recycling Facility. Commercial recycling programs include the collection of corrugated cardboard, bar glass, office paper, newspaper, plastic containers, and the diversion of wood and metal wastes. The Solid Waste Utility is conducting audits of businesses' wastes to identify and divert potential recyclables from the waste stream.

The State's Department of Resources Recycling and Recovery aims to increase the diversion of organic materials away from landfills and towards the production of value-added products such as compost, fertilizers and biofuels. Reducing the amount of organic material sent to landfills is one of the strategies for reaching the statewide 75 percent recycling goal. State-mandated recycling programs include collection of food waste mixed with green waste from residential customers, source-separated food waste/organics from businesses, customer participation and waste diversion.



**Goal PF7: Provide for efficient collection, recycling, or disposal of solid waste while maintaining an adequate waste disposal capacity.**

**PF7A** - Adhere to the following threshold for solid waste collection and disposal facilities to the extent feasible:

- Pursue expansion of the City's solid waste transfer station when collection activities approach 85 percent of facility capacity or additional space is needed to accommodate desired separation and recycling activities.

**PF7B** - Continue to require solid waste collection service for residential, commercial and industrial uses within the incorporated area.

**PF7C** - Continue to implement the City's Source Reduction and Recycling Element and expand identified programs, when feasible, in order to meet or exceed state-mandated waste diversion goals. Provide outreach and education to various customer bases to encourage participation in recycling and diversion programs.

**PF7D** - Strive to achieve zero waste to landfills through reuse, reduce and recycle strategies and/or conversion technologies as appropriate. Collaborate with agencies to educate residents on the benefits of recycling and reducing solid waste.

**PF7E** - Continue to work cooperatively with Shasta County to address regional issues related to solid waste disposal and waste reduction.

**PF7F** - Strive to reduce the use of non-renewable, disposable, or toxic products in City operations.

**PF7G** - Collaborate with agencies to establish food recovery or donation services to reduce food waste in the City as appropriate. Explore recovery opportunities through composting or by disposition of organic waste at biofuel facilities.

**PF7H** - Work to develop and implement, as funding allows, the use of organic waste for renewable energy generation through gasification, anaerobic digestion or similar methods.

***Stormwater Facilities***

The Redding Planning Area contains fifteen hydrologic basins. All public storm drainage facilities within the City limits are operated and maintained by the City. Adjacent to incorporated cities, the responsibility resides with the County of Shasta or private property owners. As new areas are annexed, the City assumes responsibility for stormwater management of the public system.

Existing storm drainage facilities consist of conventional drop inlet/storm drainage pipeline collection and conveyance systems located throughout the City. These systems typically outfall into natural ravines or tributaries to the Sacramento River where the water is ultimately discharged. Recent studies have indicated that a regional detention/retention approach to stormwater management may be the most effective strategy to accomplish adequate flood protection within



the Planning Area; therefore, individual or development-based detention basins will continue to be used.

**Goal PF8: Avoid increases in existing 100-year flood levels.**

**PF8A** - Adhere to the following thresholds for stormwater drainage facilities to the extent feasible:

- Design drainage facilities to convey a 100-year storm.
- Until adequate stormwater facilities are in place, utilize a policy of “no net increase in runoff” for development projects in all drainage basins.

**PF8B** - Work toward constructing stormwater detention/retention basins at strategic locations to minimize current flooding risk. Select and pursue the acquisition of sites considered appropriate for such facilities as funding permits.

**PF8C** - Encourage Shasta County and the City of Shasta Lake to participate in appropriate City stormwater systems that may be available and/or participate in the development of a system of regional detention facilities that will complement the City’s system.

**PF8D** - Encourage project designs that minimize drainage concentrations and coverage by impermeable surfaces.

**PF8E** - As resources allow, maintain all drainage facilities, including detention basins and both natural and manmade channels, to ensure that their full carrying capacity is not impaired.

**PF8F** - Encourage the use of green infrastructure design and Low Impact Development techniques for stormwater facilities.

***Corporation Yard***

An often-overlooked component of providing a variety of services is the space needed to accommodate and service the vehicles, equipment, and supplies that are utilized by various City departments. The City’s Corporation Yard currently houses the following types of operations:

- Public Works Field Operations (water, wastewater, streets, electricity)
- Parks Maintenance.
- Fleet Maintenance.
- Building Maintenance.

As the City continues to grow, the City’s Corporation Yard should be adequately sized and configured to accommodate the storage, repair, and operational needs of the City.



**Goal PF9: Ensure that facilities are provided to accommodate the City's storage, repair, and operational needs.**

**PF9A** - Consider preparing a strategic improvement plan for the Corporation Yard to address long-term needs, including, but not limited to:

- Ultimate land area;
- Types of buildings and structures;
- Indoor and outdoor material storage;
- Screening;
- Office space; and
- Access and storage for vehicles and equipment.

**Transportation Facilities**

*Refer to the Transportation Element for recommendations on Streets and Transit Facilities.*

***Bridges and Overcrossings***

The City of Redding is fortunate to have natural features such as the Sacramento River and its tributaries traverse through its Planning Area. However, these features, as well as manmade features such as Interstate 5 and the Union Pacific Railroad, can also create barriers to vehicular and pedestrian travel. As Redding develops, it will need to consider and pursue improvements to existing and future bridge/overcrossing facilities if desired access to growth areas and roadway Level of Service standards are to be achieved and maintained.

**Goal PF10: Ensure that bridge and overcrossing improvements which are essential to the City's Circulation Plan are provided.**

**PF10A** - Aim to establish the following thresholds for bridges and overcrossings:

- Consider pursuing funding for bridge and overcrossing improvements ten years in advance of projected need based on the bridge sufficiency rating and/or if the bridge does not meet the standard Complete Streets requirements for the corridor.
- Work to review the established plan lines and begin any necessary right-of-way acquisition ten years in advance of the anticipated construction of new bridge and overcrossing facilities identified within the City's Circulation Plan as appropriate.



**PF10B** - Consider identifying appropriate location(s) for grade separations at railroad crossings and pursue their construction.

**PF10C** - Consider the location of future bridge and overcrossing improvements when development is proposed near those areas to ensure that opportunities to construct the facilities will not be precluded in the future.

### ***Airport Facilities***

There are two airports located within the Planning Area. The Redding Regional Airport (Airport), located in the southeast portion of the City, is designated as a certified airport for commercial airline operations and general aviation. Benton Airpark, located close to Downtown Redding at Placer Street and Airpark Drive, provides commercial reliever support to the Redding Regional Airport. The availability of convenient air transportation for residents and businesses is an asset to the community and can be used as a marketing tool in the City's economic development efforts.

The Airport Master Plan outlines future improvements planned for the Redding Regional Airport and Benton Airpark. In addition to a listing of proposed improvement projects, the Master Plan identifies estimated costs and general time frames (short-term, long-term, etc.) for installation of the improvements.

**Goal PF11: Provide convenient airport services for the community with minimal adverse impacts.**

**PF11A** - Update and implement as necessary and appropriate the Airport Master Plan and Comprehensive Land Use Plans adopted for the Redding Regional Airport and Benton Airpark.

**PF11B** - Continue to expand aeronautical services and the upgrade of passenger aviation facilities in and around the Airport as funding becomes available.

**PF11C** - Identify and pursue the acquisition of additional land area as determined to be necessary for the protection of existing airport operations or anticipated future expansion of airport facilities and services, as funding allows.

**PF11D** - Strive to provide efficient ground connections from the Airport to Downtown and other vital economic areas.

**PF11E** - Develop strategies to generate ongoing funding for general airport operations and a reserve which can be used to meet the matching fund requirements of grant funding sources as appropriate.

### **Recreational and Cultural Facilities**

Recreation and cultural facilities consist of essential features such as public parks, special use facilities, and venues that contribute to the overall quality of life within a community. The City of Redding and other public/private groups and individuals have made a commitment to providing



and enhancing the quality and availability of these facilities to meet the needs of the City's residents and attract visitors to the region.

### ***Park Systems and Community Parks***

*Refer to the Parks, Trails, and Recreation Element for recommendations on Park Systems and Community Parks.*

### ***Libraries***

In 2006, governance and management of the Shasta Public Library was transferred to the City of Redding from Shasta County (County). The transition, accompanied by a thirty-year funding agreement between Shasta County, City of Anderson and City of Redding, has yielded the stability and growth desired. The new Redding Library was opened in 2007, and the Burney Library was relocated to a new location on Main Street in 2020.

Libraries are community hubs. They connect people to information and connect people to people. As great democratic institutions, they serve people of every age, income level, location, ethnicity, and physical ability, and provide the full range of information resources needed to live, learn, govern, and work.

**Goal PF12: Recognize the library system as a significant contributor to the quality of life through diverse and current library collections, technologically-improved services, and welcoming environments.**

**PF12A** - Endeavor to maintain a library system that adapts to technological changes, enhances library services, expands access to digital information and the internet, and meets community and library system needs.

**Goal PF13: Create environments that encourage opportunities for self-learning, and cultural and civic engagement.**

**PF13A** - Continue to provide a variety of library programs serving library users of all age groups.

**PF13B** - Continue to partner with local school districts, businesses, community members, and the County in the provision of high-quality library services as appropriate.

**PF13C** - Strive to utilize libraries as multi-functional facilities, resiliency centers, cultural centers, gathering spaces, and venues for programs, including arts-related events.

### **Funding**

One of the most important aspects of facilities and services planning is to determine the total anticipated costs of the desired facilities and services, and identify appropriate funding sources for initial construction and long-term maintenance. The following sections describe existing funding sources utilized by the City and general guidelines for future facility and services financing.



### ***Overview of Current Funding Mechanisms***

Redding finances many of its services and the construction of some public facilities by various methods of cash payment. One of the most well-known sources of cash funding is the City's General Fund. General Fund revenues come from property taxes, sales and use taxes, intergovernmental revenues, fees, use of property and money, and other smaller sources. The bulk of General Fund expenditures are devoted to public safety, which includes police, fire and animal control. The remaining expenditures are divided among general government, Public Works, Development Services, and Parks and Recreation. Most General Fund expenditures are for employee salaries, vehicles, equipment, and general operations and some capital improvements. The General Fund also contributes to the costs associated with various public facilities, particularly maintenance.

Enterprise Funds are accounts that are self-supporting through user fees. These fees are used for improvements and to pay debt service on borrowed funds. There are also one-time "hook-up" fees for water and sewer service. The City has established Enterprise Funds to pay for operations and capital development costs associated with electric utilities, water utilities, wastewater utilities, solid waste operations and the storm drainage system. Enterprise Funds have also been created for Redding's airport system, the Redding Area Bus Authority and the Redding Civic Auditorium.

Special Revenue Funds are established to account for the proceeds of legally mandated programs or resources restricted to a special purpose. Sources for these funds include parking-related revenues, Community Development Block Grant money, development impact fees, housing subsidies and transfers from special purpose state funds. The City currently maintains six Special Funds. These include: Parking, Street Maintenance, Community Development, Special Development, Housing, and General.

Although cash funds are used to pay for some projects, many of the City's capital improvements are financed with borrowed money using three basic methods.

- Sale of General Obligation Bonds.
- Sale of Revenue Bonds.
- Formation of various funding districts.

Private developers also make significant contributions toward the construction of public facilities. When developers construct their projects, they are required to install street improvements along the frontage of the property and pay fees to help finance citywide facility improvements. Developers dedicate rights-of-way for public streets and utilities, and sometimes land for parks and schools. They provide street, sidewalk, utility and landscaping improvements. They also pay transportation, water, sewer and school fees to help finance facility expansions. Additionally, residential developers pay a fee to help finance land acquisitions and construction of public park



facilities. The extent of public facility contributions by developers is generally determined by set guidelines and ordinances. On occasion, certain contributions are arrived at through detailed negotiations on a case-by-case basis.

All major publicly funded facility improvements are programmed and allocated funds through the City's Capital Improvement Program (CIP). The size of the CIP fluctuates from year to year, depending on the improvements needed and the amount of money available to pay for projects. Very little General Fund money is used for CIP projects.

The City faces a variety of limitations that govern the funding of capital projects. The State of California places constitutional limits on the City concerning enhancement of revenues. Proposition 13, a constitutional amendment passed in 1978, limits the increase of property tax to 2 percent per year, although property may be reassessed when sold. More recently, Proposition 218 and Proposition 26 place limitations on special assessments and fees. Because of these constraints, the City needs to continually look for innovative ways to fund facilities and services. In order to meet these challenges, the development of additional public/private partnerships is likely to be explored, as well as the privatization of some services.

**Goal PF14: Achieve and maintain adopted facility and service standards through the use of equitable funding methods and innovative strategies.**

**PF14A** - Through nexus studies, determine the demand for new public facilities created by new development as compared to the demand for new facilities created by the community as a whole. Based on the results, determine the "fair share" of the financial contributions that is appropriate for both the community at large and new development.

**PF14B** - Update as necessary the ordinance for Development Impact Fees that obligates new development to pay its "fair share" of the cost to build needed public facility improvements.

**PF14C** - Where appropriate, distribute the responsibility to pay for new public facilities between existing and future development based on their respective demands on the system.

**PF14D** - Strive to identify and pursue alternative funding sources that can be used for capital improvement project construction, staffing and ongoing maintenance of public improvements. Endeavor to expand the search for grant funding.

**PF14E** - As appropriate, request the preparation of a fiscal impact analysis for all specific plans or significant general plan land use amendments and annexations. The analysis will examine the fiscal impacts on the City and other service providers that result from large scale development. The fiscal analysis shall project a positive fiscal impact for new development or include mechanisms to fund projected fiscal deficits. Exceptions may be made when new development generates significant public benefits (e.g., low-income housing, primary-wage-earner employment) and when alternative sources of funding can be obtained to offset foregone revenues.



# **Public Review Draft Parks, Trails, and Recreation Element**

## **Introduction**

### ***Purpose and Context***

The purpose of this Element is to identify and document present public park and recreation facilities within the community; compare such facilities with current and long-term needs; establish goals towards meeting the community's needs; put forth policy direction to achieve the community's recreation goals; and provide policy guidance to develop and implement the citywide *Parks, Recreation and Open Space Master Plan*.

Specific topics addressed within this Element include:

- Community Wellbeing
- Natural and Scenic Open Space Areas
- Regional River Parkway Plan
- Archaeological and Historical Resources (as they relate to park and recreation sites)
- Park Planning and Development
- Compatibility with Adjacent Land Uses
- Facility Funding and Management
- Citywide Trail System
- Regional Trail System
- Safety and Sustainability

The Element is intended to be used as a coordinating document by all levels of government involved in planning and community development, and the management and development of park, trail, open space, and recreational resources within the Redding Planning Area.

The Element should be consulted by property owners, developers, and public officials before preparing land-use applications for consideration by the City. At such times when community issues that have an effect on parks, recreation, or open space are discussed, it is appropriate to refer to the text and map exhibits of this Element.



### ***Authority***

Government Code Section 65560(b)(3) specifies that open space for outdoor recreation be addressed in a community's General Plan. Although many jurisdictions choose to discuss this topic within their Open Space Element, Government Code Section 65303 states that the General Plan may include other elements, such as a Recreation Element, as long as it relates to the physical development of the City. Because of the importance of recreation to the Redding community, the City has had an adopted separate "Parks, Trails, and Recreation Element" since 1985.

### **Goals and Policies**

#### ***Community Wellbeing***

Parks and recreational facilities play a vital and important role in establishing and maintaining the quality of life in a community and promoting the health and wellbeing of all age groups; and, in turn, contribute to the economic and environmental resources of the City. Parks, trails, and recreational programs should strive to meet the needs of a growing and diverse population to help residents develop values, life skills, and a healthier lifestyle. They can promote opportunities for citizens to be volunteers and advocates, while also enhancing communication and creating a sense of ownership in the community.

The challenge to recreation and park providers is to balance the community's desire for a full spectrum of park facilities and recreation programs with the availability of resources.

It is recognized that new development can be beneficial to the City. However, it should be balanced with the realization that growth without "quality of life" as a critical component fails to meet the full needs of a thriving community. Redding residents and community groups have spawned several unique partnerships to enhance park and recreation facilities such as the Sacramento River Trail, Turtle Bay Exploration Park, the Sundial Bridge, and the Caldwell Jr. Bike Park. Existing public partnerships also emphasize the co-location of parks with schools and utilization of joint use and maintenance agreements to maximize efficiencies, allowing the City to direct a larger portion of its resources towards the community's broader park and recreational needs. Implementation of both these partnerships and traditional city-led recreational development is necessary in order to provide and maintain a full range of desired park and facility types.

As population and the density of development within the Planning Area continue to increase, so too will the importance of parks, and other recreational and open-space areas for the community. At the same time, the availability of suitable parklands will decrease as potential sites are developed. Therefore, it is advised that suitable sites for public parks, trails, and other recreational features be identified and acquired in advance of their actual need—sometimes even before funding sources for facility development have been established—to ensure that adequate lands will be available to meet long-term needs.

This section includes goals and policies designed to address the primary recreation and park development issues. The goals, policies, and exhibits contained in this Element will serve as the framework for meeting the City's ongoing park and recreation needs.



**Goal R1: Foster awareness that recreational programs and park facilities improve the community wellbeing. Provide a mix of recreation programs and park facilities that focus on all residents at all stages of life.**

**R1A** - Continue to monitor community demographics and socio-economic factors with intent to ensure that recreation programs and park facilities meet the most pressing needs.

**R1B** - Explore the creation of recreation-based programs and park facilities—in conjunction with law enforcement, schools, local colleges, local businesses and community groups that address social concerns for youth—that will lead to healthy outcomes and improved community wellbeing.

**R1C** – Program recreation activities jointly with schools, local colleges, and community partners, where appropriate.

**R1D** – Continue to design parks, trails and recreational facilities to support activity throughout the year, and to provide and support cultural and recreational events and activities to engage residents.

**R1E** – Continue to educate and work with local boards, commissions and other influencers on the mental and physical wellness benefits of indoor and outdoor leisure, and promote physical activity throughout the community.

**R1F** – Continue to educate and work with local boards, commissions and other influencers to promote the recreational use-value of the parks and trails infrastructure and the benefits of bolstering the tourism economy.

### ***Natural and Scenic Open Space Areas***

The City of Redding has abundance of natural, scenic, and open-space features throughout the community that are some of its most valued assets. The most important of these is the Sacramento River, which essentially bisects the City and is viewed as a focal point of the community. Development of a Regional River Parkway has long been envisioned as a multi-jurisdictional project that would maximize and enhance the recreational and economic potential of the river. Therefore, efforts to plan and design the City’s open space system should focus on maximizing and protecting this resource.

**Goal R2: Recognize the Sacramento River as the backbone of the City’s park system.**

**R2A** – Seek to identify and obtain funding to prepare and implement a Regional River Parkway Plan for areas along the Sacramento River between Shasta Dam and the City of Anderson to address:

- Resource protection.
- Habitat assessment and management.
- Recreational opportunities.



- Location of existing and proposed facilities.
- Recommendations for speed limits and use restrictions on the river, where warranted.
- Acquisition of lands.
- Management and operations.
- Restoration activities.

**R2B** – Preserve and restore native trees and vegetation along the Sacramento River by incorporating these features into park design, where feasible.

**R2C** – Continue to plan and implement a public trail network along the Sacramento River that provides active and passive recreation, amenities, public access, and wayfinding to ensure connectivity to other destinations.

**R2D** – Protect and enhance access for public safety, fire and rescue activities to the entire riverfront and creek corridors while minimizing and mitigating impacts, to the extent feasible.

**R2E** - Encourage community stewardship and volunteerism to protect, preserve, rehabilitate and highlight the Sacramento River corridor and its natural, historical, pre-historical and cultural resources.

**R2F** - Plan, encourage and support projects and efforts to preserve and restore native habitat along the Sacramento River and creek corridors in the Planning Area by preserving native plants and by removing invasive non-native plants. Fund and staff regularly scheduled preventative maintenance as budget allows.

**R2G** - On a project-by-project basis, strive to protect, enhance, and restore habitat for special-status plants and animal species.

**R2H** - Collaborate with local businesses and independent ventures that provide and support a diverse range of recreational services and amenities along the Sacramento River. Evaluate and encourage opportunities for updated and innovative recreational infrastructure through public/private partnerships.

**Goal R3: Preserve and encourage the judicious development of those natural resource areas which have unique recreation potential.**

**R3A** - Establish park sites, trails, public open-space areas and other recreational lands along the river and creek corridors through public and private land acquisitions, land dedications, conservation easements, and similar mechanisms as opportunities allow.



**R3B** – As funding allows, remove invasive non-native plants and promote the use of a variety of native and/or drought-resistant plants, particularly oak trees, where appropriate, in park and natural open-space areas.

### ***Archaeological and Historic Resources***

Redding is rich in both archaeological and historic resources. There is a high probability that archaeological, historic, or cultural resources will be encountered within sites proposed for park and recreation use in proximity to the Sacramento River, creeks, and abutting woodlands. Archeological expert advice and indigenous group consultation are required under these circumstances to research and evaluate the next steps in identifying and preserving potentially sensitive sites/resources. Depending on the type of resource involved, certain features can, upon expert consultation, be incorporated into facility design. (*Refer to Natural Resources and Constraints Element for additional information*)

### **Goal R4: Preserve and enhance Redding’s historic and cultural heritage in the process of park development.**

**R4A** – Protect, enhance, and integrate, where possible, historically- and culturally-significant structures and resources located in parks and open-space areas, in accordance with the Historic/Architectural Preservation Ordinance.

**R4B** – Ensure that park development and parkland acquisition proposals consider potential impacts to historical or archaeological resources, and eliminate or minimize those impacts to the fullest extent possible.

**R4C** - Promote and encourage consultation and partnership with Wintu tribes, historical research groups, and others for the protection, improvement, and preservation of archaeological, paleontological, historical and cultural resources in parks.

**R4D** – Preserve, educate, and enhance art and culture, representative of the community or neighborhood in park design, where feasible.

### ***Park Planning and Development***

The adoption of the 2000-2020 General Plan provided policy guidance to develop and implement the citywide *Parks, Recreation and Open Space Master Plan*. That master plan, adopted in 2004, is known as the *Parks, Trails, and Open Space Master Plan* (Parks Master Plan.) An update to the Parks Master Plan will coincide with this General Plan, and its data and policies are reflected herein. Generalized descriptions for various types of recreational lands are referenced below. The Parks Master Plan includes complete descriptions of each facility type. The type and location of existing public park facilities and/or private facilities accessible to the general public are shown in Appendix “A”.



*Neighborhood Parks*

- Fully developed parks which typically contain a variety of active recreational facilities such as playgrounds, picnic areas, basketball or tennis courts, and open play areas.
- Intended primarily for informal recreational activities and divided into two categories:
  - *Small Neighborhood Parks*
    - Typically, .25 to 5 acres in size.
    - Provide recreational opportunities, and visual and aesthetic landscape relief in the otherwise urbanized setting.
  - *Large Neighborhood Parks*
    - Typically, 5 to 15 acres in size.
    - Serve as the recreational and social focus area of a neighborhood.
    - Size allows for more diverse recreational experience.
    - Provide the opportunity to take advantage of natural features that may be present.

*School-Parks Joint Use Facilities*

- Include all public park areas that are located adjacent to or co-located with school.
- City may not own any of the facilities, but operates programs from school-owned buildings and property.
- Help bridge the gap for necessary neighborhood parks in areas where no parkland is available.
- Joint-use agreements are typically utilized to address public use of school facilities and maintenance.

*Regional Parks*

- Generally, 50 acres or more in size.
- Accommodate a broader range of uses and activities designed to attract users from both within and outside the City.
- Provide a wide variety of specialized facilities and activities.



## *Public Review Draft Parks, Trails, and Recreation Element*

- Located and designed to preserve unique landscapes and open spaces while serving recreational needs.

### *Community Parks*

- Typically range from 15 acres to 50 acres.
- Contain a variety of organized group recreational facilities such as sports fields, picnic areas, basketball or tennis courts and playgrounds.
- Allow for group activities that may not be desirable or feasible in smaller neighborhood parks, including tournament-play ball fields, field houses, informal events and recreation and/or community centers.

### *Special Purpose Facilities*

- Developed or used for a focused or highly specialized purpose.
- Examples range from cultural amenities (performing arts facilities, amphitheaters, arboretums, senior centers) to recreation sites (boat ramps, campgrounds, sports stadiums and complexes, aquatic centers, public golf courses, skateboard parks, etc.).

### *Private Neighborhood Parks*

- Developed, owned and maintained by the private sector for the exclusive use of residents within the neighborhood.
- Generally, not available to the public and are not considered in the City's overall level of service goal of ten acres per 1,000 population.
- Typically constructed as an integral part of and simultaneously with residential development projects.
- The size of these parks varies; however, they are typically smaller than public neighborhood parks.

### *Natural Area Parks*

- Place a higher emphasis on natural resource characteristics rather than high-impact recreational activities.
- Typically located to provide access to special views, conservation areas, lakes, streams and/or the Sacramento River.



### *Trails*

- Linear facilities that can be single- or multipurpose in nature.
- Surfacing materials, widths, and designs vary depending on the intended function and/or anticipated user group.

### *Open-Space*

- Areas usually maintained in a relatively natural condition and provide for extremely low-impact, passive recreation uses.
- Often contain steep slopes, floodplains, scenic viewsheds, or sensitive habitats.
- Given the natural condition of these areas, open space is not considered as “parkland” under Goal R5.

Beyond acquisition of adequate parkland, the City should ensure that the needs of all segments of the population are met, creating an opportunity for public input/participation in park and recreation planning, in addition to working toward full development of the land that is acquired. Therefore, policies have been incorporated supporting construction of new or undeveloped park sites. In order to ensure that an adequate amount of improved parkland is provided as growth and development occurs, many jurisdictions adopt specific standards which identify the community’s desired level of improved parkland acreage per 1,000 population. The City strives to achieve a level of service standard of a minimum of ten acres of improved parkland per 1,000 population while maintaining and recognizing the importance of providing a broad range of facility types, with the goal that every resident in the City lives within a one-half mile radius of the nearest park, trail, or other recreational amenity. This standard includes developed and undeveloped parks that are owned and maintained by the City and school facilities with joint-use agreements such as:

- Small and Large Neighborhood Parks;
- Community and Regional Parks;
- Trails outside of parks;
- Special Purpose Facilities;
- Parkland adjacent to schools in instances where the land is publicly owned; and
- Parkland and play areas associated with school-owned recreational facilities, where long-term, joint-use agreements have been established.

Not included are:

- School Facilities where no long-term, joint-use agreements are in effect;



- Unimproved Open Space;
- Private Parks.

Figure 1 identifies general locations where future parks will be needed based on proposed development densities depicted on the General Plan Diagram. The locations illustrated should not be considered site-specific. The purpose of the figure is to identify the types of public park facilities that will be needed, based on existing needs and the holding capacity of the General Plan, and their approximate distribution.

**Goal R5: Strive to provide a minimum of ten acres of improved parkland per 1,000 population and a broad range of facility types, with the goal that every resident lives within a one-half mile walkable or bikeable radius of the nearest park, trail, or recreational amenity.**

**R5A** - Continue to implement and update as appropriate the *Parks, Trails, and Open Space Master Plan* (Parks Master Plan).

**R5C** – Plan to locate at least one Large Community Park in each quadrant of the City as indicated generally on the General Plan Diagram.

**R5D** –Accept park land dedications only when such dedications meet the goals and policies of the *Parks, Trails, and Open Space Master Plan*.

**R5E** – As opportunities and funding are available, acquire Large Neighborhood and Community Park sites in advance of their actual need and explore innovative methods for acquiring parks and land for recreational activities and amenities.

**R5F** – Work to disperse a variety of park facilities and amenities throughout the community, with the goal that every resident lives within a one-half mile walkable or bikeable radius of the nearest park, trail, or recreational amenity.

**R5G** - Locate parks adjacent to school facilities, whenever possible, to maximize recreational opportunities and joint use of facilities.

**R5H** – Work to establish agreements with local schools which will allow other agencies, groups, or members of the public to use special facilities and grounds (such as multipurpose rooms, gymnasiums, sports fields, basketball courts, etc.) during times when school is not in session, to accommodate additional community and recreational activities. Where such agreements are in effect, the facilities may be included in the City’s parkland inventory.

**R5I** – Work to increase the acreage and quality of developed park facilities by placing a priority on:

- Building out existing Large Neighborhood and/or Community Parks that are



underdeveloped.

- Encouraging developers of large residential projects to dedicate land beyond minimum code requirements.
- Encouraging community-based park and trail improvements such as gifts or community-improvement projects.
- Coordinating improvements and programs with nonprofit organizations, schools, other agencies, and private-sector providers to avoid duplication of facilities and programs.

**R5J** - Encourage co-location of public and private parks with flood-control facilities, such as stormwater detention basins, where appropriate, to maximize the efficient use of land.

**R5K** - Pursue the acquisition of surplus federal, state, and local lands and grants, to meet present and future park and recreation needs.

**R5L** - Work with citizens' groups and other agencies to prioritize development of, and identify appropriate locations for, Special Purpose Facilities. Facilities to be considered may include sports field complexes, indoor and outdoor recreation facilities, or an indoor or outdoor aquatics complex.

**R5M** - New parks and recreational facilities should be designed for residents of all abilities and at all stages of life.

**Goal R6: Ensure that new development contributes to the park, recreation, and improved open-space needs of the City.**

**R6A** - Adhere to the standards of the *Parks, Trails, and Open Space Master Plan* to ensure that new residential projects provide appropriate levels of improved open-space and/or recreational amenities.

**R6B** - Continue to require developers of residential property to contribute park sites or pay in-lieu fees at the maximum rate allowed by State law or as directed by the City Council.

**R6C** - Continue to require both residential and commercial development to pay impact fees for their fair share of the costs of constructing/providing new facilities so that new development maintains the current service level of park facilities.

**R6D** - Adjust parkland in-lieu fees as necessary to reflect current land values.

**Goal R7: Encourage Shasta County to provide parkland and recreation programs in those unincorporated sectors of the Redding Planning Area in which urbanization is permitted by the County.**



**R7A** - Encourage the County to develop a regional park system or provide financial support to other local jurisdictions providing parkland and amenities for County residents.

**Goal R8: Promote a regional approach to recreation facility and program planning/development.**

**R8A** - Encourage a regional approach to the provision, planning, and development of recreation facilities and programs by promoting cooperation with school districts, special service districts, community-based organizations, neighboring communities, and Shasta County, State, and Federal governments. Recognize that policies and programs restricted to jurisdictional boundaries can impede the provision of high-quality facilities and programs that benefit the citizens of Redding.

***Compatibility with Adjacent Land Uses***

Although park facilities are typically viewed as an asset to the community and its residents, there are some impacts associated with certain types of park activities and features that may be incompatible with surrounding residential development. The introduction of night lighting for organized sporting events such as softball, football, and soccer; noise generated by organized sport activities that attract large numbers of users or spectators; and increased traffic and parking demands all have the potential to adversely impact surrounding residential neighborhoods.

**Goal R9: Minimize the impacts of recreational facilities on adjacent residential development.**

**R9A** - Lighting in parks and recreational facilities should incorporate appropriate mitigation features such as:

- Restrictions on the height, wattage, and/or orientation of the lighting equipment.
- Shielding requirements for light fixtures.
- Limitations on the times the lights may be utilized.
- Installation of vegetative screens where playing fields abut adjacent residential uses.
- Restrictions on lighting color and temperature.

**R9B** – If feasible, locate Large Neighborhood and Community Parks in locations that ensure adequate access and road capacity to serve these facilities.

**R9C** – Install signage, traffic-safety features, and traffic-calming devices as necessary to reduce traffic speeds in residential areas surrounding parks and recreational facilities. Encourage walkable and bikeable streets and provide for the safety of pedestrians and bicyclists through on- and off-street amenities.



**R9D** – Provide off-street parking when necessary to accommodate demands generated by park and recreational facilities while ensuring adequate screening so as to not impact adjacent residences.

### ***Facility Funding and Management***

Acquiring adequate funding for park development and ongoing maintenance is a challenge. Since the level of funding ultimately determines the level and quality of recreational opportunities that are provided, the City has and will continue to consider and implement a variety of funding and management strategies for its park and recreation facilities.

**Goal R10: Consider establishing adequate funding mechanisms to implement the facility and program needs identified in this Element.**

**R10A** - Adjust park-development fees regularly to reflect current park-development costs.

**R10B** - Explore innovative means to fund new facilities and maintain existing and future parks.

**R10C** - Continue to offer “Adopt-a-Park” and “Adopt-a-Trail” programs to encourage volunteer groups, service groups, and other members of the private sector to assist with the development and maintenance of park and recreation facilities. If ongoing maintenance is an issue, innovative ways of providing this service need exploration prior to any prohibition on development of these park and recreation facilities.

**R10D** - Pursue joint development and service agreements with school districts.

**R10E** - Ensure all new neighborhood parks, and existing parks where feasible, are placed into Landscape Maintenance Districts if approved through proper protest voting procedures.

### ***Citywide Trail System***

The topography and natural setting of Redding, including the Sacramento River and its numerous tributary creeks, provide outstanding opportunities for bicycle and pedestrian travel. As discussed earlier in this Element, development of a Regional River Parkway along the Sacramento River between Shasta Dam and Anderson has long been envisioned as a multi-jurisdictional project that would maximize and enhance the recreational potential of the river. Development of a citywide trail system which links residential uses to commercial, industrial, recreation, and other public uses is also considered a priority. Additional goals and policies regarding commuter bicycle and pedestrian facilities are contained in the Transportation Element.

The trail plan contained in the *Parks, Trails and Open Space Master Plan* is schematically depicted in Figure 2. It depicts both existing and proposed trails, and differentiates between those that will have a paved surface and those which are appropriate for a more natural surface. The plan also addresses interfaces between public trails and private property to protect the security and privacy of adjacent residents.

Similar to the need to acquire suitable lands for public parks at the earliest opportunity, it is also essential that the City continually work to acquire necessary land dedications and easements for



public trails through a combination of direct purchases and the discretionary approval process for new development and redevelopment projects. In many areas along the Sacramento River and creek corridors, development has already occurred before dedications and easements for public trail purposes were required. Acquisition in these areas is more challenging and occurs on a gradual basis as opportunities arise. Acquisition, land dedications, and easements should be pursued irrespective of the status of connections to public streets, active transportation systems, or other related projects to facilitate and protect future public access opportunities and options for additional trail development. Where continuous trails cannot be provided or are not feasible, connections to the City street system or provision of a shared use path can serve to link trail sections.

**Goal R11: Promote and facilitate development of a City-wide recreational and active transportation trail system.**

**R11A** - Utilize the schematic trail system plan of the *Parks, Trails, and Open Space Master Plan* to locate future trails. In general, the trail system should:

- Focus on linking neighborhoods to one another, and to other land uses and significant destination points within the community.
- Separate bicyclists and pedestrians from vehicular traffic, whenever feasible.
- Provide continuous trail connections that serve multiple needs, focusing on recreation and active transportation, and combining the two in a multifunctional facility when advantageous.
- Encourage diverse design and construction techniques for trails.
- Ensure appropriate fire safety standards and fire equipment access where feasible.
- Provide trailhead amenities such as parking, restrooms, information boards, signage and maps as funding allows.

**R11B** - Continue development of the Sacramento River Trail connecting recreational, educational, cultural, commercial, and residential areas/uses.

**R11C** - Continue to obtain land dedications and/or easements for the development of public trails and the Regional River Parkway through direct purchases and the discretionary approval process for new development.

**R11D** - Pursue funding which can be used for parkway and trail-system planning, land acquisitions, construction, and maintenance.

**R11E** – Bicycle and trail systems should be designed in a manner that considers the privacy and security of adjacent land uses, allows for easy maneuvering, and promotes user safety.



**R11F** - Encourage the establishment of volunteer bicycle-path/recreation-trail patrols to improve the real and perceived level of safety for users of those facilities.

### ***Regional Trail System***

As Redding's residents and visitors continue to appreciate the abundant recreational opportunities provided by the City, this plan's vision expands itself to integrate a robust regional trail and recreation system. Various agencies, organizations, and other partners have worked to lay the foundation for a number of recreation/natural areas and regional trails that are a citywide opportunity today. This includes establishment of:

- Right-of-way and construction of the "Westside Trails."
- Extension of the Sacramento River Trail system.
- The development of the Lower Salt Creek Trail.

Enhancing connectivity through a robust trail network to create a regionally integrated system has resulted in an invaluable opportunity for recreational pursuits. Regional integration reduces barriers to access recreational facilities by increasing access points and reducing the need for vehicle ownership or availability to access or utilize the trail system.

**Goal R12: Promote and facilitate the development of a regional recreation and active transportation trail system that will complement the City's system.**

**R12A** - Encourage efforts to develop recreational opportunities in the natural areas neighboring the City, including the Swasey Recreation Area, Horsetown-Clear Creek Preserve, the Westside Trails, and the Clear Creek Trail.

**R12B** – Connect the City's trail system to regional trails where possible and collaborate on the development of a robust trail network.

### ***Safety and Sustainability***

Studies of public opinion have found that the level of use and enjoyment of recreational facilities are directly related to an individual's perceptions regarding personal safety. Since the City has invested and will likely continue to invest significantly in the development of park and recreational facilities, it is essential that safety be addressed and ensured through intentional design of new and existing facilities. Likewise, sustainability must be anticipated and strategized in new recreation facility development, as safety and sustainability seek to conserve resources, protect, and preserve parklands for future generations. Though referenced in pieces throughout the Element, and specifically in the Public Health and Safety Element, policies more specific to parks sustainability are found here.



**Goal R13: Maintain safety and sustainability in new and existing park facilities and open-space areas.**

**R13A** - Plan for safe and secure park and recreation areas.

**R13B** – As funding allows, incorporate security lighting and other design features within parks, trails, and recreation facilities to reduce vandalism and improve user safety, while protecting surrounding residential uses from excessive light and glare.

**R13C** - Consider providing park hosts for all larger parks.

**R13D** - Utilize Crime Prevention Through Environmental Design (CPTED) principles as appropriate in new parks, trails, and open space facilities. Work with community groups to maintain and expand neighborhood/park watch programs.

**R13E** - Periodically evaluate existing parks, trails, and open space facilities for safety and design issues.

**R13F** - Consider developing a sustainability plan for use in existing and future parks, including the use of green infrastructure, environmentally-friendly design and land management practices, use of green equipment, public education and engagement, and incorporating strategies assisting with climate change mitigation.

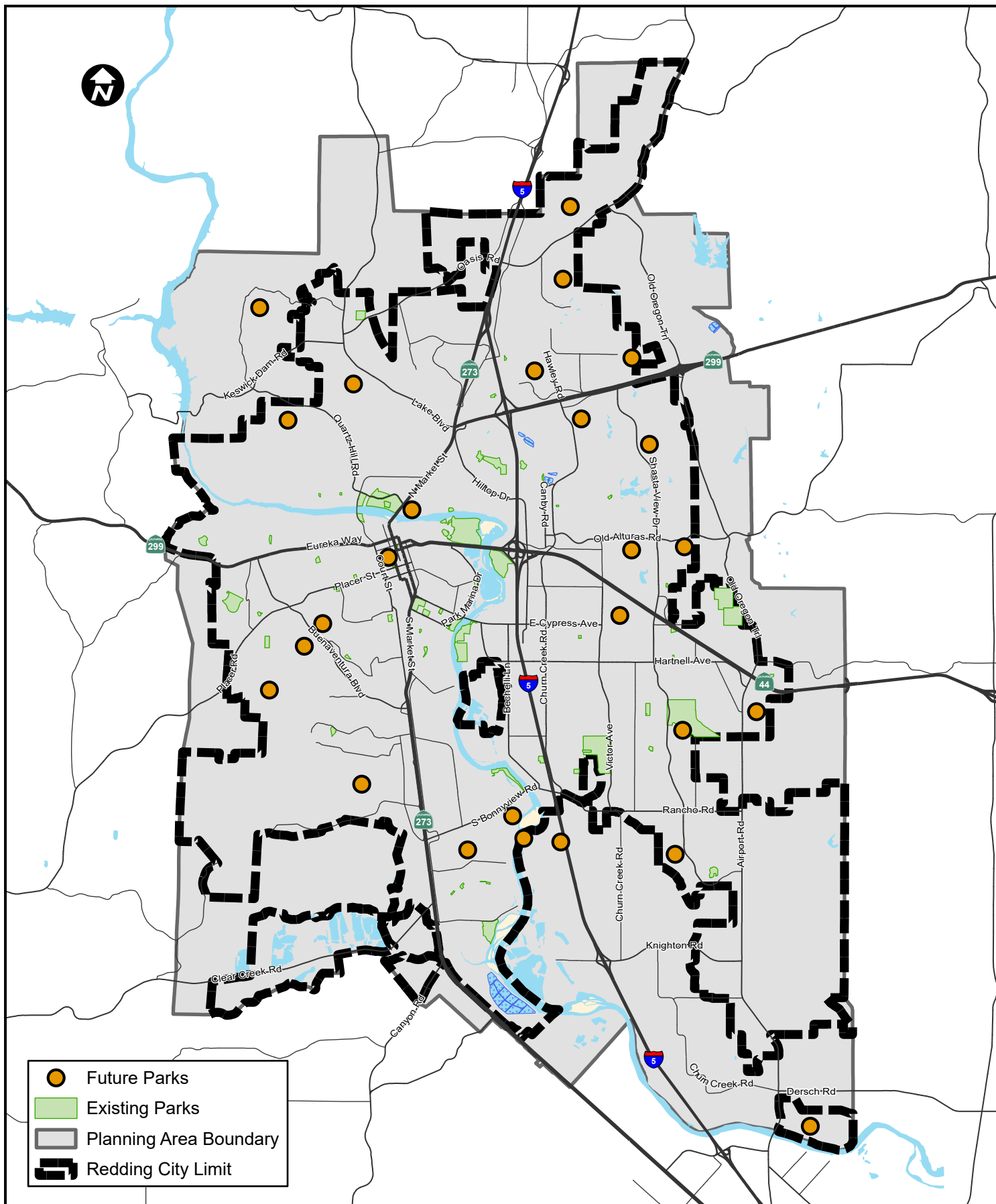
**R13G** – Provide buffer zones to act as staging and access points for wildfire protection activities where appropriate.

**R13H** – Consider establishing a comprehensive landscape and vegetation management program incorporating the City’s urban landscape and open space lands to:

- Enhance the landscape aesthetics of the City.
- Educate the public and promote the importance and benefits of urban forest.
- Minimize heat island effects.
- Provide shade by creating a canopy.
- Pursue and establish adequate funding mechanisms to manage and maintain tree planting, maintenance costs, training, removal, and replacement of public trees.

**R13I** - Update the City’s Tree Management Ordinance as necessary to reflect current standards and programs to protect, preserve, restore and replant native trees.





- Future Parks
- Existing Parks
- Planning Area Boundary
- Redding City Limit

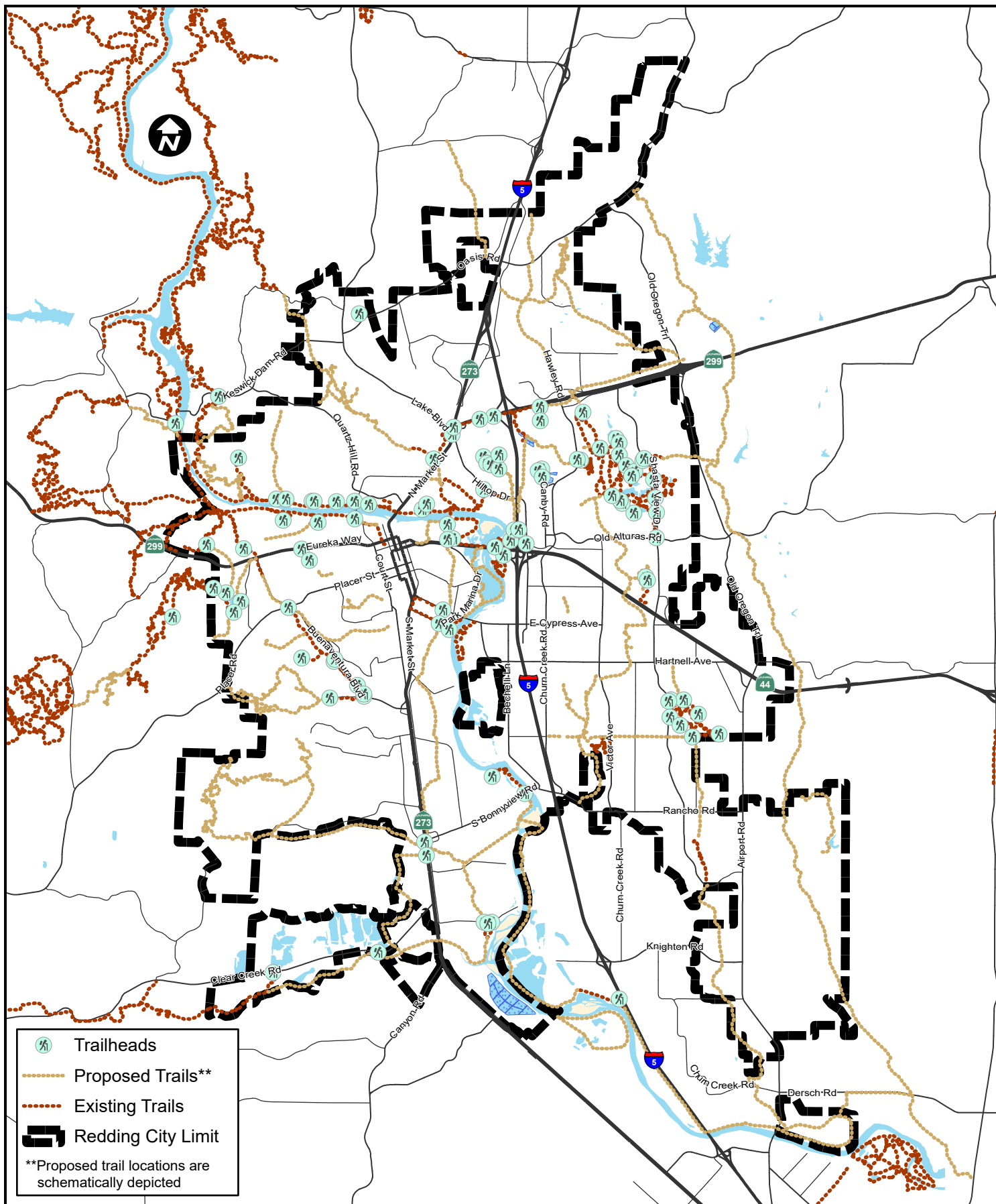
0 1 2 Miles



# R-1 Existing and Future Parks

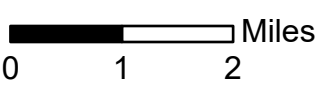


Print Date: April 13, 2023





-  Trailheads
  -  Proposed Trails\*\*
  -  Existing Trails
  -  Redding City Limit
- \*\*Proposed trail locations are schematically depicted

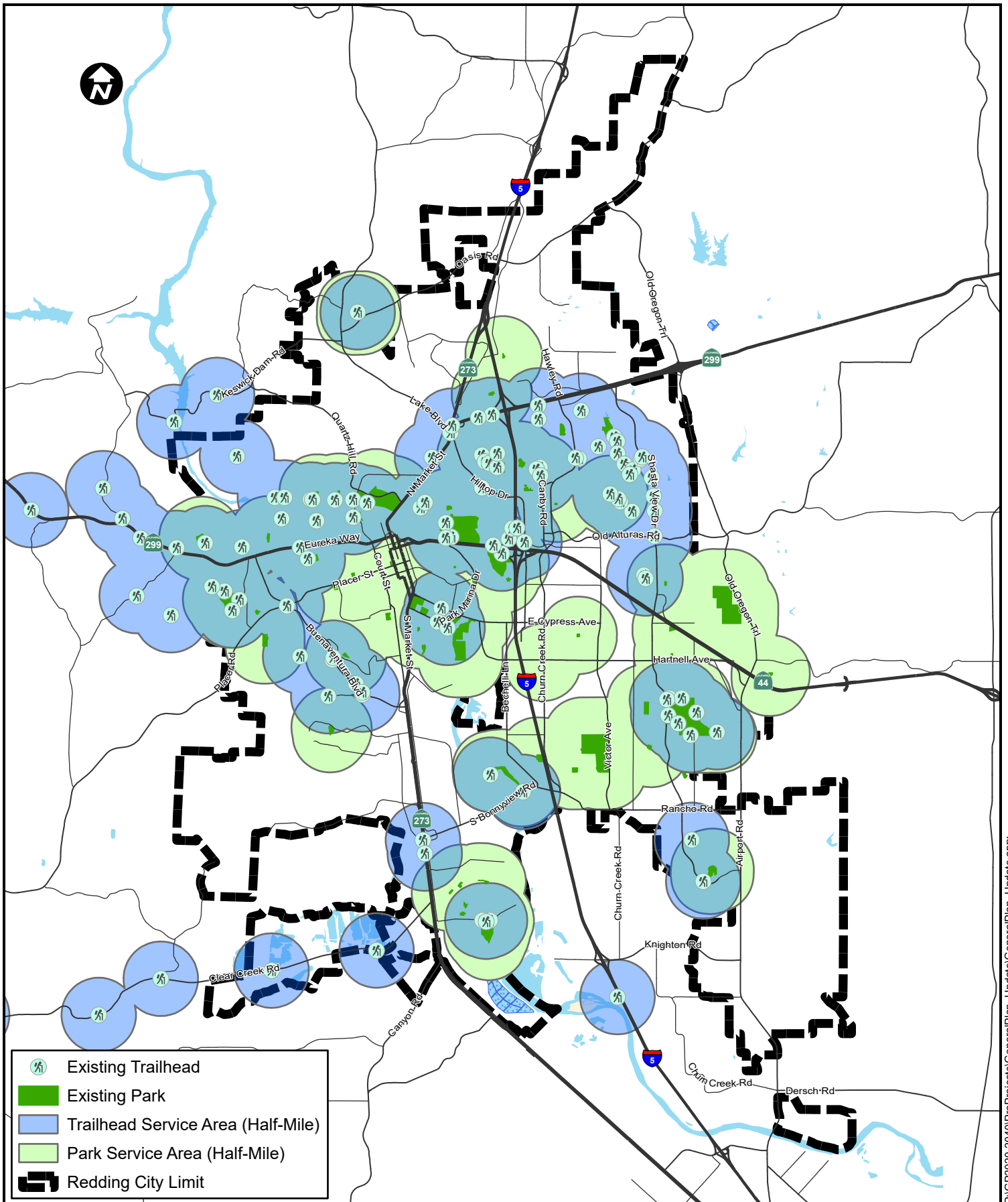


## R-2 Trail Plan

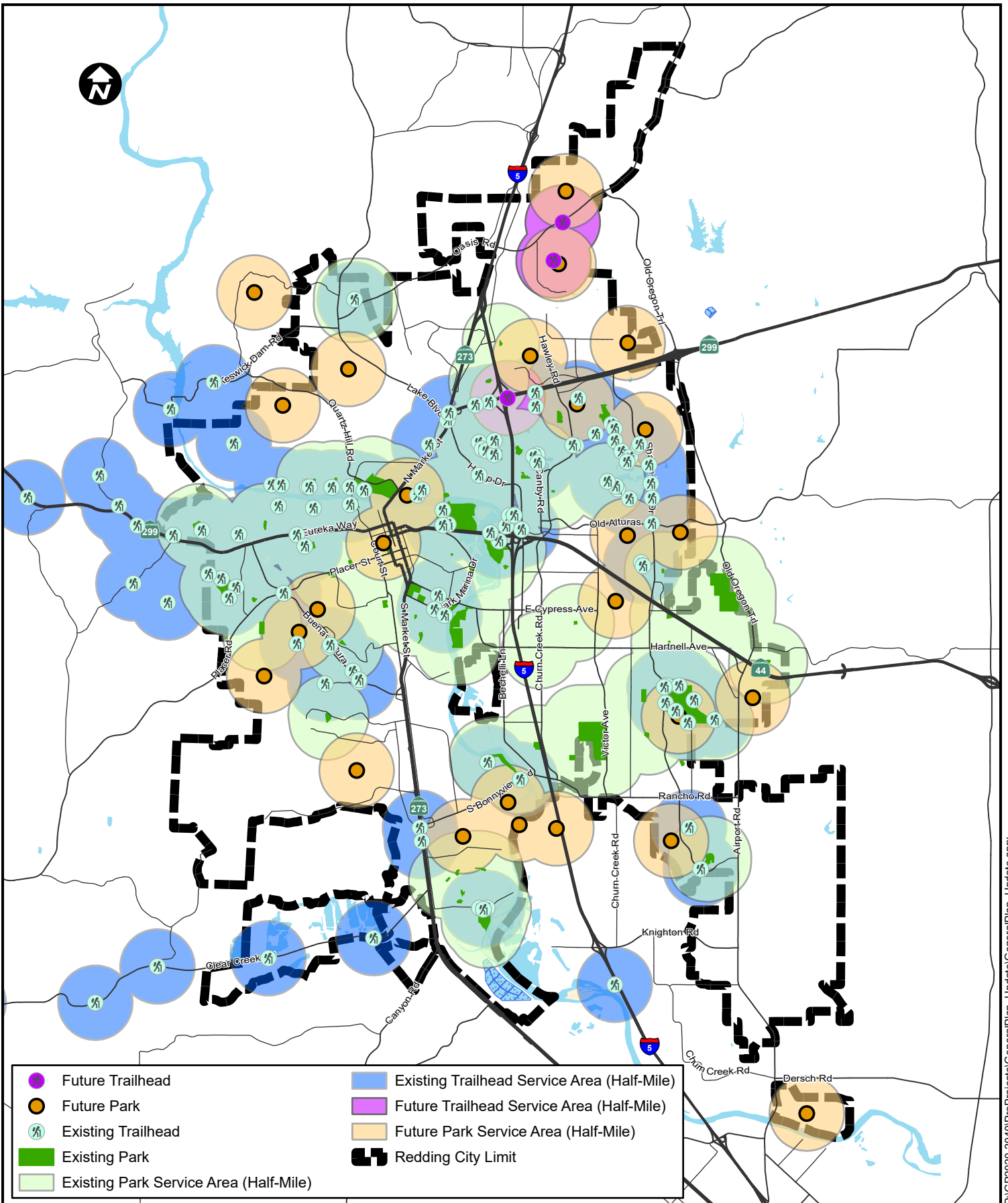


Print Date: April 13, 2023









- |  |   |
|--|---|
| Future Trailhead                       | Existing Trailhead Service Area (Half-Mile) |
| Future Park                            | Future Trailhead Service Area (Half-Mile)   |
| Existing Trailhead                     | Future Park Service Area (Half-Mile)        |
| Existing Park                          | Redding City Limit                          |
| Existing Park Service Area (Half-Mile) |   |

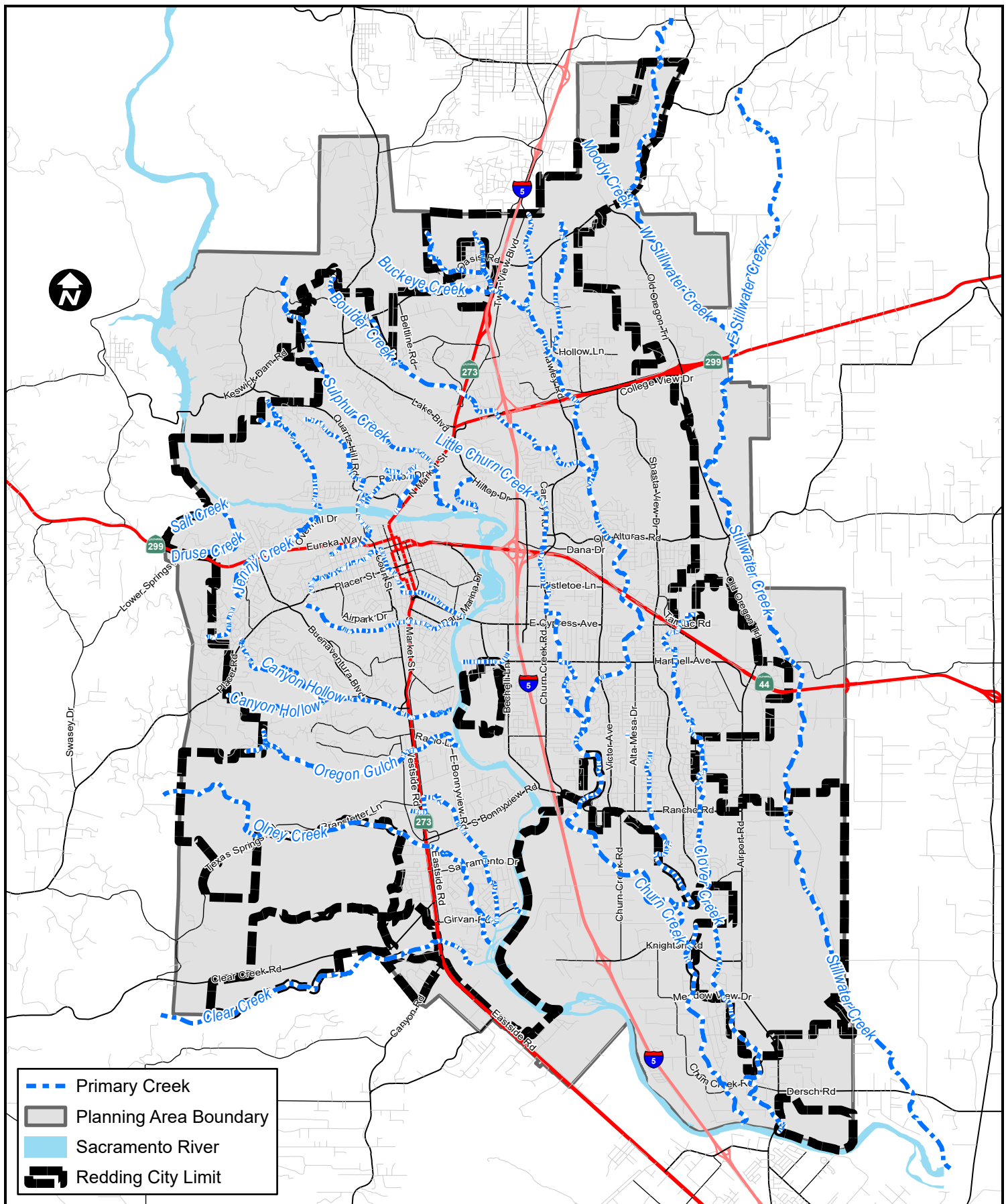
0 1 2 Miles

# R-4 Projected Service Area



Print Date: April 13, 2023





- Primary Creek
- Planning Area Boundary
- Sacramento River
- Redding City Limit

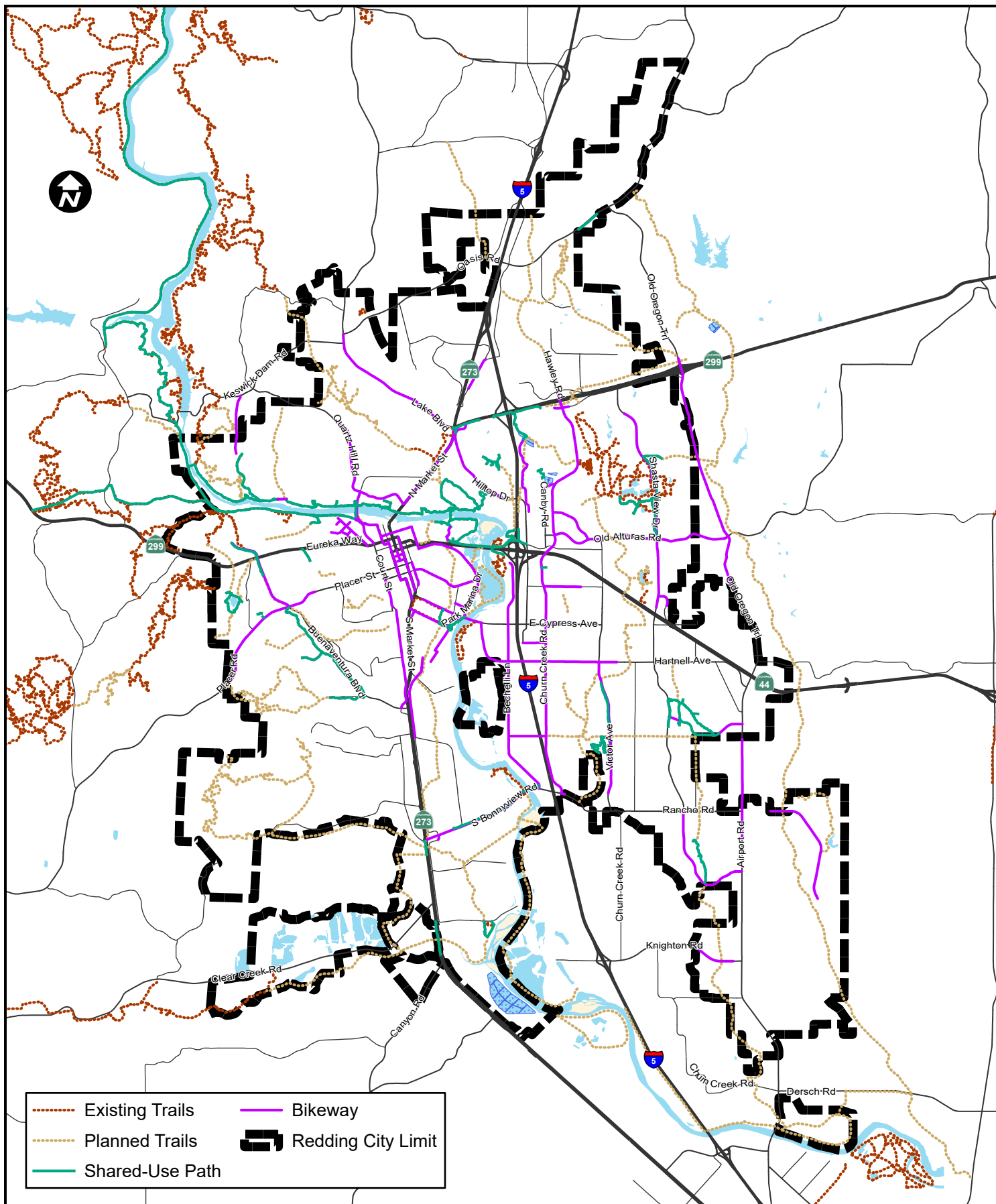
0 1 2 Miles

## R-5 Primary River and Creek Corridors



Print Date: April 13, 2023





R-6  
Trails & Bikeways



Print Date: April 13, 2023



# **Public Review Draft Economic Development Element**

## **Introduction**

### ***Purpose and Context***

Economic development is a priority for local government and influences policymaking due to its importance to the community fabric. Over time, the framework of what economic development entails has evolved to address indicators of economic vitality that include a comprehensive understanding of community factors that influence the health of the local economy. The metric for economic success is often reduced to a measurement of the number of jobs created. The 2023 Economic Development Element goals and policies recognizes the growing scope of economic development by addressing broader areas such as workforce, quality of life and place, equity, and technology, in addition to the traditional economic development metrics.

The primary function of this element is to establish a framework that will guide consistent and equitable economic growth and direct the focus of policymaking to address the expanding scope of economic development. Embracing the vast economic shifts of the past decades, this element recognizes that fostering a successful climate for local entrepreneurship and employment is the best way to develop a healthy economy that can attract and retain primary industry, highly-paid remote and out-of-the-area workers, and outside investment. When orchestrated well, these elements can create and sustain a prosperous and sustainable economy. Training opportunities, education, and innovative approaches to development and technology are key aspects to advancing the economy.

Furthermore, this element acknowledges the interconnectedness of the social environment and economic performance. Goals include typically non-economic topics in order to address what are considered barriers to participation in the local economy. These could be obstacles to receiving education or training, hurdles in starting a business, or barriers to employment. Implementing policies that tackle these issues represents an opportunity to engage segments of the population that have missed avenues to be engaged in the local economy, or who would otherwise leave the area in search of different educational opportunities or higher earnings.

The City of Redding is geographically well-positioned and sufficiently populated to grow in its role as a regional commerce, education, healthcare, and services hub for the North State. The element recognizes that this role is not a passive feature of our geography, but rather a status that must be actively cultivated as markets shift and macro-economic trends materialize. The unpredictable and often destabilizing outcomes of events such as the 2008 Financial Crisis and the Covid-19 Pandemic which stretched from 2020 to 2022, as well as the emerging and ubiquitous presence of technology in consumer products, industrial settings, and services have long-lasting effects that shape the economy today and highlight the unpredictability of the economy when considering long-term strategies.

This plan complements existing City Council policies and establishes the direction of the City's economic development which is organized into a series of goals and policies. Goals in this element range from business attraction, retention, and expansion to workforce development, and even



topics such as technology and healthcare. The overall objective of this element is to develop a competitive edge for the City that retains local talent, preserves the unique features of the local economy, and attracts high-earning jobs, sustainable business investments, and quality employers.

### ***Authority***

In addition to the General Plan elements listed in Government Code Section 65302, local governments may adopt “any other elements or address any other subjects which... related to the physical development of the county or city” (Government Code Section 65303). The Economic Development Element is an optional element that provides specific guidance on industrial, retail, and related development in the City.

### **Goals and Policies**

#### ***Traditional Drivers of Local Economic Development***

Economic development is a field that is traditionally driven by employment and entrepreneurship metrics, with an emphasis on jobs created. These fundamental characteristics remain a crucial component of this General Plan element even as a more diverse set of goals and policies coalesce around what typically defines economic development. The goals in this section address business expansion, attraction, and retention, workforce development, tourism, and leveraging our unique asset in the municipal airport. The policies in these goals build on the understanding in previous planning documents that investment, entrepreneurship, tourism, and commerce are the direct drivers of employment in the local economy.

#### **ED1: Take a holistic approach in efforts to further develop Redding’s economy.**

**ED1A** - Actively promote and encourage opportunities for local economic development, education, housing, hiring, internships, and employment from cradle to career so as to increase resident retention, improve and grow a strong local economy, achieve a positive jobs-to-housing match; retain critical educational resources and human capital, reduce regional commuting, gas consumption and greenhouse gas emissions, and ensure equitable opportunities for all residents in the City and region to thrive.

#### **ED2: Implement business attraction and retention strategies.**

**ED2A** - Work with Shasta County Economic Development Corporation (EDC) and other appropriate organizations to attract large business investments to the region that can grow the local economy, ideally leading to an increase in the median household income.

**ED2B** - Expand efforts to eliminate obstacles that may hinder business development, as appropriate.

**ED2C** - Strive to establish Redding as a recognized host for innovative industries in the North State.



**ED2D** - Support partnerships and community efforts that increase the resilience of local businesses that draw visitors to Redding and create a desirable community to live in.

**ED2E** - Encourage the use of opportunity zones and other programs to attract economic investment opportunities.

**ED2F** - Endeavor to host or promote a consolidated directory of community events and local happenings to encourage community engagement with the business community as staff resources and funding permits.

**ED2G** - Strive to ensure that the Zoning Ordinance and Zoning Map are updated as necessary to accommodate next-generation technology.

**ED2H** - Endeavor to improve City resources for businesses and business representatives for user-friendliness and to incorporate plain language where possible.

**ED2I** - Maintain a proactive and service-minded culture toward business opportunities in the City of Redding.

**ED2J** - Endeavor to develop policies that encourage opportunities in the informal (gig) economy such as ride-share, at-home businesses, and other future opportunities.

**ED2K** - Encourage commercial growth and actively seek new retail business that establishes Redding as a retail hub for the North State.

**ED2L** - Be receptive to community feedback about desired products and services and share information with entrepreneurship and business attraction partners.

**ED2M** - Continue to provide competitive utility rates for businesses interested in relocating to, and that are already located in, Redding, to the extent feasible.

**ED3: Attract, promote, and retain primary industry growth.**

**ED3A** - The General Plan Diagram should identify an inventory of developable industrial land generally free of significant development constraints in order to accommodate projected industrial growth over a 20-year timeframe.

**ED3B** - Consider pursuing environmental mitigation strategies designed to remove impediments to industrial growth, including mitigation banks, habitat conservation plans, regional storm-water detention, and air quality programs.

**ED3C** - Consider utilizing available public utility business attraction incentives to support economic development and attract advanced manufacturing or other specialized industries.

**ED3D** - Guide potential businesses to appropriate zoning districts for their desired activity.



**ED3E** - Promote and leverage Redding's location on Interstate 5 as an incentive to attract primary industry.

**ED3F** – Consider developing a business retention and expansion incentive program to encourage industries to provide higher paying jobs.

**ED4: Cultivate a sustainable and adaptable workforce.**

**ED4A** - Strive to regularly assess the availability and cost of housing, and to pursue available programs to help ensure that people who work in Redding can live in Redding.

**ED4B** - Support community efforts in childcare, healthcare, education, and transportation to mitigate barriers to entry into the workforce, to the extent feasible.

**ED4C** - Endeavor to assist efforts to attract and retain professionals in fields with current and anticipated shortages such as engineers, medical professionals, and educators.

**ED4D** - Encourage market-rate housing development and income-qualifying housing development to achieve adequate levels of workforce housing.

**ED4E** - Continue to be an employer of choice in the region by modeling best employer practices, as supported by the City Council.

**ED4F** - Pursue unique financial and other opportunities that may become available to proactively communicate with local employers, as appropriate. Consider partnering with other organizations to develop training programs to promote employment for residents of all ages and abilities and reduce barriers to employment.

**ED4G** - Explore opportunities to expand the local childcare market, including with partnerships and grant funding, as a method of activating additional areas of the local labor force, as funding and staffing levels allow.

**ED4H** - Support community partners in education to expand the capacity of specialized programs in areas of need, such as medical education, as feasible.

**ED4I** - Consider additional metrics of success beyond simple job creation, such as evaluating the number of well-paying, high-quality jobs created and/or standard of living measurements such as increases in Redding's median household income.

**ED5: Leverage community strengths to enhance the economic opportunities of tourism in Redding.**

**ED5A** - Encourage the diversity of innovative small and local businesses, including startups, that advance tourism in Redding.



**ED5B** - To the extent feasible, leverage partnerships to directly market Redding to specialty retail, cultural, and entertainment businesses to foster interest in local development.

**ED5C** - Leverage partnerships, as appropriate, to recruit additional hospitality businesses to increase exposure to the tourism market.

**ED5D** - Consider alternative mechanisms of reinvesting tourism-related taxes, such as transient occupancy tax, to assist in revitalizing neighborhoods in need of assistance.

**ED5E** - Consider utilizing existing special districts and establishing new districts to take advantage of distinct economic opportunities such as tourism.

**ED5F** - Endeavor to leverage the economic opportunities for tourism of key natural assets such as the Sacramento River.

**ED6: Invest in the success of the Redding Regional Airport.**

**ED6A** - Consider developing transportation alternatives to connect the Redding Regional Airport with downtown and other vital economic areas.

**ED6B** - Facilitate growth and retention of passenger and cargo air travel through the Redding Regional Airport, to the extent feasible.

**ED6C** - Encourage the expansion of vendor capacity of the Redding Regional Airport through strategic space planning and accessible infrastructure connections.

**ED6D** - Endeavor to maintain favorable rates for air service providers to encourage the expansion of services offered through the Redding Regional Airport.

**ED6E** - Promote the development of services in appropriate locations within the airport to augment revenue streams for the Redding Regional Airport and provide convenience and comfort to airport patrons and employees. Such development typically consists of hotels, retail, rental facilities, parking, ground vehicle fueling, restaurants, and similar uses.

**ED6F** - Strive to expand the Redding Regional Airport throughput capacity by strategically expanding parking, fuel, and transportation facilities.

**ED6G** - Explore the possibility of partnerships with trade organizations and government partners to provide tax incentives and special business districts to promote trade through the Redding Regional Airport.

***Amenities that Support Local Economic Development***

Quality of life, community assets, and amenities have an important role in the health of the local economy. These attributes create an attractive and inclusive community for skilled professionals and investors who are critical to fulfilling the vision of the City as a hub of commerce, services,



education, and healthcare. Appropriately valuing these resources, the draw that they have for tourism and workforce attraction and retention, and their interface with economic development is essential to maintaining and growing a healthy economy. The following goals and policies include strategies to address the goal to attract and retain employees in key fields by investing in needed transportation and other infrastructure, supporting investment in underdeveloped neighborhoods, and maintaining features of the community that are important to Redding's identity.

**ED7: Support efforts to improve quality of life and reduce the cost of living.**

**ED7A** - Address infrastructure needs and constraints on economic growth utilizing feedback from the business community, as appropriate.

**ED7B** - Preserve and maintain community assets such as structures, spaces, and natural features that hold cultural, financial, and historical significance for people who live in Redding, whenever feasible.

**ED7C** - Identify opportunities to expand market access (including national and global markets) through targeted infrastructure improvements and additional modes of transportation, as funding allows.

**ED7D** - Strive to improve transportation connections in the City with particular attention to equitable access to economic opportunities.

**ED7E** - Utilize funding sources that can help drive investment in underdeveloped areas of Redding and continue to pursue competitive funding opportunities.

**ED7F** - Appropriately use public safety resources to support economic well-being and safety.

**ED7G** - Support municipal electrification efforts that improve the affordability of daily life and the attractiveness of Redding as a place to work or start a business, as feasible.

**ED7H** - Support the continued reliability of municipal utility infrastructure to avoid economic damage resulting from unreliable service delivery, as feasible.

**ED8: Strive to provide opportunities, experiences, education, and career training that will foster confident, knowledgeable, and skilled leaders and workers.**

**ED8A** - Work to leverage community partnerships to support the development of youth programs in the City, as appropriate.

**ED8B** - Endeavor to establish Redding as the education hub for the North State, specifically post-secondary and technical education.

**ED8C** - Continue to work with other organizations to advocate for the placement of a four-year public university in Redding or its immediate area.



**ED8D** - Encourage the development of a plan to retain young workers who would otherwise leave the area to seek higher education or earning potential.

**ED8E** - Encourage the development of a plan to re-attract individuals who have already left the area through unique opportunities in employment, training, and education.

**ED8F** - Consider participation in the state Community Economic Resilience Fund (CERF) program by engaging with the North State regional conveners for the state (Sierra Institute for Community and Environment and the North State Planning and Development Collective – Chico State Enterprises) in order to access funding opportunities from major state investments in economic development.

**ED9: Leverage the economic benefits of cultural assets and businesses.**

**ED9A** - Continue to recognize and support the Redding Cultural District and other cultural assets. Consider assisting community organizations to attract community sports teams in a variety of sports.

**ED9B** - Encourage the development of facilities that provide inclusive, creative spaces and projects that express City identity through their design.

**ED9C** - Consider seeking funding for ancillary assets, including parks that benefit economic health and community desirability.

**ED9D** - Support efforts to expand, improve, or add cultural assets outside of Downtown to other areas of the City where such efforts are supported by their historical context, natural amenities, or other characteristics, as feasible.

**ED9E** - Support cultural assets, and businesses that are dependent on them, by exploring ways to increase community access to cultural areas, to the extent feasible.

**ED10: Support efforts to expand local healthcare capacity and services as funding allows.**

**ED10A** - Support the growth of the healthcare and medical industries to establish Redding as an innovative hub of far northern Sacramento, as feasible.

**ED10B** - Support existing medical services and medical training infrastructure and their expansion, as feasible.

**ED10C** - Support efforts to develop medical research capacity and attract institutions that invest in medical research infrastructure or facilities, as feasible.

**ED10D** - Support local workforce development initiatives that seek to attract or retain medical professionals in all disciplines, including veterinary medicine, in the Redding area, as feasible.



### ***Forward-Looking Planning***

The remaining economic development goals and policies address the importance of maintaining a strategic outlook, and various topics related to proactivity, innovation, and technology. In the early 2020s, changes occurred at all economic levels from global to local, and staying receptive to ever-changing and growing markets and demands is necessary to maintain a competitive edge. Likewise, in order for the local economy as an entire unit to remain competitive against other comparable and proximal economies, there is an urgency behind these goals. Community cohesion, equitable growth, and innovation can produce sustainable economic success in the long term. These goals continue to address the core of economic development, job creation, and retention, by addressing inclusion and barriers to entry for employment and entrepreneurship. Additionally, responsiveness to the evolution of the digital marketplace and technology, in general, enhances job creation opportunities that may occur over the lifetime of these goals and policies.

#### **ED11: Foster a robust, inclusive and equitable local economy with opportunities for all residents.**

**ED11A** - Encourage unique and innovative opportunities for work and entertainment that foster a sense of community identity.

**ED11B** - Work with community partners and business development organizations, as appropriate, to establish resources and social infrastructure for entrepreneurs in the creative economy.

**ED11C** – Support community partners in their pursuit of opportunities to develop programs and facilities that mitigate barriers to employment and entrepreneurship for members of disadvantaged communities in Redding, as feasible.

**ED11D** - Strive to develop partnerships to build and maintain an innovation facility that provides local opportunities for research and development.

**ED11E** - Work to provide equitable access to resources and services for unhoused people, including access to local economic opportunities such as training, employment, and entrepreneurship, as funding allows.

**ED11F** - Support the equitable deployment of comprehensive utility infrastructure such as fiber and broadband technology within the City to promote economic opportunity across the board, as feasible.

#### **ED12: Enhance partnerships with other government units, non-profits, and community organizations.**

**ED12A** - Strive to leverage the strengths of existing economic development partnerships and non-profit organizations in the community to maximize the benefits of their respective areas of expertise in the economic development arena.



**ED12B** - Endeavor to work with Connect non-profit organizations on projects of interest to foster and support a collaborative environment in seeking funding and project execution.

**ED12C** - Recognize and support the work of community organizations, including non-profit organizations, in supporting economic growth and the development of public spaces and amenities that aid overall economic development goals, as needed.

**ED12D** - Seek to cultivate partnerships with non-profits, community-, and faith-based organizations as a means to reach out to and work with stakeholders with varying interests and expertise.

**ED12E** - Collaborate with tribal government organizations, as appropriate, to increase the benefits to the community that would not otherwise be achieved by organizations acting independently.

**ED13: Promote digital economic opportunities and be receptive to next-generation technologies.**

**ED13A** - Consider establishing broadband service goals and consider developing an action plan for promoting and encouraging service deployment and adoption.

**ED13B** - Research funding sources for a City broadband fiber ring and consider taking steps to identify and link relevant anchor institutions in and around the City of Redding, as funding permits.

**ED13C** - Coordinate with business, industry leaders, and education providers, as appropriate, to identify emerging technologies and address their impacts on the economy.

**ED13D** - Encourage adopting co-working spaces, workforce development partners, and other economic drivers as anchor institutions for broadband rollout.

**ED13E** - Prioritize cyber-security, especially related to critical infrastructures such as the power plant and other utilities and public safety infrastructure, to the extent feasible.

**ED13F** - Consider exploring the use of digital platforms to remove community barriers to entrepreneurship, including startups, employment, education, and community enjoyment.

**ED13G** - Work to reduce barriers to EV charging infrastructure in Redding, to the extent feasible.

**ED13H** - Foster an infrastructure-ready posture so that the City has the capability to take advantage of new or rapidly-emerging technologies.

**ED13I** - Support openness to industrial and commercial automation that improves job quality and minimizes job redundancy, as feasible.

**ED14: Promote innovation in City decision-making and processes as a platform for future economic growth.**



**ED14A** - Strive to ensure that zoning requirements remain current and adaptable to meet the needs of emerging technologies and new business models.

**ED14B** - Work with the City's economic development partners to identify and implement ways to publicize geographic data and other resources that help identify innovation-friendly spaces and opportunities for entrepreneurs and outside investors.

**ED14C** - Seek to foster a culture of solution-based decision-making at all levels of local government which provide consistent and clear outcomes for members of the public.

**ED14D** - Explore opportunities for automation of processes to increase citywide efficiency.



# **Public Review Draft Community Health, Wellness, and Environmental Justice Element**

## **Introduction**

### ***Purpose and Content***

The purpose of the Community Health, Wellness, and Environmental Justice Element is to foster the health and well-being of all Redding residents. Communities throughout the United States are facing rising levels of obesity, heart disease, asthma, diabetes, and other health issues resulting from a sedentary lifestyle and unhealthy diet, as well as exposure to contaminants, particulate matter, and poor air quality. This Element recognizes disparities in accessing amenities that allow for an active lifestyle, healthy diet, and protection from exposure to contaminants, particulate matter, and poor air quality, as well as unhealthy environmental and social conditions. Redding, like most communities, is not homogenous in terms of its residents' incomes, health, and access to healthy food, recreation, medical services, safe and affordable housing, transportation alternatives, and other elements of modern life. This lack of information and inequitable access to services results in negative health impacts for many residents.

This Element contains goals and policies crafted to address improving environmental health; access to housing, health care, and healthy food; creating safe and cohesive neighborhoods; responding to extreme weather events; and providing access to parks, recreation, and open space. Since physical settings can influence the perceptions, behaviors, and experiences of individuals and communities, providing neighborhoods with greenspace/parks, improved tree canopy, sidewalks/trails, and similar neighborhood improvements can have a positive emotional and physical effect on residents, relieving and/or reducing trauma that residents of socioeconomically disadvantaged groups experience.

Due to the interdisciplinary nature of health issues, most of the elements of the General Plan contain broad goals and policies related to health and quality of life. Examples include:

- Community Development and Design Element
- Transportation and Circulation Element
- Natural Resources Element
- Parks, Trails, and Recreation Element
- Public Facilities and Services Element
- Public Health and Safety Element
- Housing Element
- Noise Element



*Community Development and Design Element:* Contains policies that promote development patterns intended to make efficient use of land such as encouraging mixed-use neighborhoods, infill development, facilitating retail services in residential neighborhoods, allowing residential uses in commercial zoning districts, encouraging higher density housing along transportation corridors and near services, reimagining older commercial centers and facilitating the use of incentives that will lead to a mix of uses, including residential uses. (See the following goals and related policies: CDD1, CDD2, CDD10, CDD11, and CDD13.)

*Transportation and Circulation Element:* Includes policies to reduce auto dependence and encourage bicycle and pedestrian travel, including the construction of “Complete Streets,” multiuse trails, and similar facilities. (See the following goals and related policies: T1, T2, T3, and T5.)

*Natural Resources Element:* Contains policies that promote sustainability by supporting open space acquisition and providing an interconnected open space system with bicycle and pedestrian connections between residential development and schools, employment, commercial nodes, and other destinations. Policy guidance for better air quality and consideration for preparing and adopting a Climate Action Plan for Redding is provided in the Natural Resources Element. (See the following goals and related policies: NR5, NR8, and NR14.)

*Parks, Trails, and Recreation Element:* Contains policies that support the construction of new parks and related amenities, an integrated trail and sidewalk system, and recreational programs for residents in all walks of life within walking/biking distance of neighborhoods. (See the following goals and related policies: R1, R5, R6, R11, and R12.)

*Public Facilities and Services Element:* Includes policies that address energy efficiency, use of renewable energy, water conservation, maximization of recycled water usage, and solid waste source reduction and recycling. (See the following goals and related policies: PF4, PF5, and PF6.)

*Public Safety Element:* Includes policies intended to minimize the potential for loss of life and property due to seismic and geologic hazards, flooding, and wildland fire. (See the following goals and related policies: HS1, HS2, HS3, and HS4.)

*Housing Element:* Includes policies and identifies significant opportunities to provide future housing for all income segments of the community, including those with disabilities. The needs for emergency shelters and transitional and supportive housing are also addressed. (See the following goals and related policies: H1, H2, and H5.)

*Noise Element:* Includes policies addressing appropriate noise levels for sensitive and other land uses.

In addition to the comprehensive policies noted above, this Element refines many of those community-wide policies to address the particular needs of residents, who, by virtue of their current living and socio-economic environment, may not have adequate access to information and services that are intrinsic to healthy living.



Specific topics addressed within this element include:

- *Equity and Environmental Justice*
- *Environmental Effects*
- *Housing*
- *Public Facilities, Safety, and Infrastructure*
- *Health Care and Healthy Food Access*
- *Healthy Neighborhoods*

### ***Authority***

In addition to the General Plan elements listed in California Government Code (CGC) Section 65302, local governments may adopt “any other elements or address any other subjects which . . . relate to the physical development of the county or city.” The 2000-2020 General Plan incorporated general health topics into a “Health and Safety Element.” This Environmental Justice Element focuses directly on creating a healthier environment for all Redding citizens and emphasizes the welfare of the community, especially disadvantaged communities.

California Government Code Section 65302 mandates that jurisdictions with identified disadvantaged communities (Disadvantaged Communities) incorporate an Environmental Justice (EJ) Element or equivalent policies into their General Plans if certain criteria are met pertaining to defined geographic, socio-economic, public health, and environmental hazards. Utilizing the screening tools provided by the Governor’s Office of Planning and Research (OPR) it has been determined that the City of Redding (City) does not have a Disadvantaged Community under the first definition of a disadvantaged community under SB 1000. However, the City does contain 17 census tracts with household incomes at or below 80 percent of the statewide median income, which are considered “low-income areas” under the second criterion of identifying disadvantaged communities. These low-income areas are considered disadvantaged if they are disproportionately affected by environmental pollution that can lead to negative health impacts. There are four areas that meet the criterion through the analysis of CalEnviroScreen’s pollution burden indicators. Table 1 summarizes how the City of Redding meets the SB 1000 criterion.

**Table 1** summarizes the low-income census tracts that experience disproportionate pollution burdens according to CalEnviroScreen’s indicators.



**Table 1** *Low-Income Census Tracts in Redding with High Pollution Burden*

Tract Number	Diesel PM Percentile	Lead Percentile	Cleanup Sites Percentile	Hazardous Waste Percentile
6089010100	<b>94.5</b>	54.3	<b>83.8</b>	<b>75.8</b>
6089010703	<b>82.6</b>	13.3	68.9	16.3
6089010200	70.1	<b>79.6</b>	74.6	50.5
6089010500	40.2	57.1	<b>76.7</b>	<b>76.6</b>

Bolded values are scores above the 75<sup>th</sup> percentile, indicating a disproportionate pollution burden

Figure EJ-1 depicts the location of the affected census tracts.

Additionally, the tribal nation of Redding Rancheria is a Disadvantaged Community on the southern border of the City. The area within a half mile of the reservation that is in the City of Redding is also eligible for cap-and-trade funds under SB 535 and AB 1550 but is *not* considered a Disadvantaged Community. While this area near the Redding Rancheria does not technically qualify as a Disadvantaged Community under SB 1000, given its consideration under SB 535 and AB 1550, this area within the City is considered appropriate for Environmental Justice related actions as addressed in this Element.

Redding recognizes that the state-mandated data sources used to determine Disadvantaged Communities subject to CGC Section 65302 at the time of the preparation of this Element (2023) will gradually be updated, and that the requirements are likely to evolve. Local conditions will also change over time, and, for data to be useful, periodic monitoring of conditions that impact the underserved and vulnerable residents in particular is appropriate, and is addressed in the goals and policies below.

## Goals and Policies

### *Equity and Environmental Justice*

The Guiding Principles of this General Plan include commitments to prioritize equitable treatment of all residents in determining how the City will develop in the coming decades. This includes improving access to the information all residents need to understand policy implications and address policymakers on decisions that may impact their quality of life or living conditions.

**As used in this Element, *equity* recognizes that each individual or group of people needs different resources and opportunities available to them in order to thrive.** For instance, some people may require access to cooling shelters during severe weather events or better access to mental and physical health care and healthy food options, while others may need assistance in understanding written materials they are provided related to proposed government actions or available services due to language or other barriers. The goals and policies of this Element specifically address the needs of residents who may be underserved and vulnerable given their current circumstances.



The term *environmental justice* addresses the equitable distribution of environmental risks and benefits across a community. This Element addresses the intent of CGC Section 65302 by incorporating goals and policies to address the unique or compounded health risks of residents by taking actions, in concert with public and private service providers, to decrease air pollution and noise exposure, to establish development types that promote a healthier living environment, and to increase access to a broad range of community resources, including public facilities, food access, safe and sanitary homes, opportunities for physical activity, and civic engagement.

The City was assisted in reviewing and refining goals and policies of this Element by inviting 27 members of the community from a broad cross section of agencies and organizations, most of which represented often underserved and disadvantaged residents.

**Goal EJ1: Support an equitable and comprehensive approach to civic engagement through broad public outreach and encourage diverse community member involvement in decision-making processes.**

**EJ1A** – Promote and facilitate the meaningful, effective participation and fair treatment of people of all races, languages, cultures, ages and incomes in developing, adopting, implementing, and enforcing plans and policies related to public health, programs, land use planning, and environmental issues. Consider establishing partnerships with community volunteer groups to periodically organize in-person and virtual town hall sessions to promote effective communication between City staff and residents.

**EJ1B** – Support programs and services that address equity issues, providing an ongoing engagement with residents and agencies/organizations working with underserved and vulnerable residents to determine their unique or compounded needs.

**EJ1C** – Partner with representatives of local Wintu tribes, Black, Latino, and Southeast Asian representatives, and community-based organizations that work with underserved and vulnerable residents to increase engagement on local initiatives and issues. Seek feedback on public decisions through traditional and online forms of communication, such as email, mobile phone apps, and online forums.

**EJ1D** – Continue to provide City activities in a fair and transparent manner. Seek to engage traditionally underrepresented residents in public decision-making processes.

**EJ1E** – Support accessible and culturally appropriate opportunities for all people regardless of ability, age, race, color, national origin, language, gender identity, sexual orientation, housing status, or income levels.

**EJ1F** – Consider researching the necessity and viability of providing vital City documents and announcements in a manner and in languages as may be necessary to reflect the linguistic needs of the communities being served.

**EJ1G** – Explore models that have resulted in effective consultation practices with local Wintu tribes with the goal to develop appropriate protocols for outreach and consultation on land use



policies and development proposals. Establish, as may be necessary and appropriate, a process to provide representatives of these tribes with timely notice of development applications for General Plan Diagram Amendments, Zoning Map Amendments, tentative subdivision maps, use permits, and other appropriate development applications and to invite representatives to address concerns with staff prior to scheduled public hearings.

**EJ1H** – Explore options to increase cultural competence and equip City of Redding staff for more culturally relevant engagement.

**Goal EJ2: Recognize that Redding does not consist of a single homogenous community and that income disparities, health issues, transportation limitations, housing inadequacies, and similar situations can result in disproportionate environmental and other impacts on various residents in the community.**

**EJ2A** – As funding and staff resources permit, periodically monitor and assess the availability of new data sources that will assist the City in determining locations and impacts on underserved and vulnerable residents who are not identified by the screening tools provided by the state, and informing strategies to help mitigate impacts in identified locations consistent with the intent of Senate Bill 1000 (CGC Section 65302).

**EJ2B** – Collaborate with local and regional organizations that work extensively with underserved and vulnerable residents to identify and determine appropriate criteria for the inclusion of communities not currently identified as Disadvantaged Communities and the nature of their environmental burdens, or other compounded health risks, concerns, and needs.

### ***Environmental Effects***

Housing in proximity to railway lines/switch stations, freeways, industrial land uses, and similar facilities can result in exposure to pollution and noise. Redding residents, especially those living in close proximity to state highways, Interstate 5, and the Union Pacific Railroad are affected by environmental pollutants generated by heavy traffic. Further, housing built prior to current standards may have included the use of lead-based paint. Redding's downtown area, for example, includes some of the City's oldest housing stock, and many may still contain lead-based paint materials. Similarly, "west" Redding, as the initial center of the City, contained numerous gasoline and diesel fuel service stations whose supply tanks were found to have leaked petroleum products into the soil. Those known to the City and regulatory agencies have since been mitigated in accord with State and Federal law. West Redding also contained a former Pacific Gas and Electric (PG&E) construction yard which required remediation of soil contaminants. The Benton Landfill was closed in 1992 in accordance with the state guidelines and undergoes the required monitoring today.

While the locations of state highways and the Union Pacific Railroad are fixed, it is recognized that the construction of new major roads and expansion of capacity for major roadways or the introduction of certain industrial uses can negatively impact residents. As such, establishing new locations or the expansion of existing facilities should consider impacts on existing and future residents, regardless of income, race, or other considerations, that can negatively impact health



and quality of life. Underserved and vulnerable residents often lack the financial resources to move to other locations and/or may not participate in land use decision making-process, and are left with limited options to deal with the consequences of changes to their living environment. Community equity policies above address issues regarding land use decisions. Goal 3 and its related policies primarily address the reduction of air pollution, noise, and lead-based paint exposure that may impact underserved communities and vulnerable populations.

The Air Quality Element referenced contains policy guidance on land use and related interface (transportation, parks, trails, recreational amenities, and public facilities), assessing the air quality impacts of new development proposals, coordinating policy and development project review with the Shasta County Air Quality Management District, recognizing the air quality benefits of trails, recreation facilities, and open space amenities, as well as public facility infrastructure energy efficiency, in addition to addressing greenhouse gas emissions. The policies below refine the goals and policies of the Air Quality and Noise chapters and incorporate strategies to reduce their disproportionate impact, to the extent feasible, on underserved communities and vulnerable populations.

Redding is also prone to extreme heat as summertime temperatures tend to exceed 100 degrees on many days during the summer months. Extreme heat may pose a serious threat to the health and safety of residents. The policies of this section include measures to combat the adverse effects of extreme weather, especially extreme heat. The most recent version of the Local Hazard Mitigation Plan (LHMP) discusses in detail the dangers of extreme heat, including its adverse effects on public health, and the risks of fire, utility disruption, and bad air quality.

**Goal EJ3: Strive to reduce exposure to air pollution, noxious odors, and other environmental impacts throughout the City and region and incorporate strategies to reduce the unique and compounded environmental impacts and risks, particularly in underserved communities.**

**EJ3A** – Utilize the goals and policies contained within the Natural Resources Element to address impacts on the community at large. Strive to ensure that no part of the community suffers disproportionately from adverse human health or environmental effects, and enable all residents to live in a clean and healthy environment.

**EJ3B** – Utilize the Zoning Ordinance and other development regulations to require adequate buffering and/or effective technologies to protect sensitive land uses where appropriate. Generally, avoid siting new sensitive land uses (such as residences, daycare centers, educational and/or health facilities), within 1,000 feet of a distribution center that accommodates more than 100 trucks per day, and/or more than 40 trucks with operating transport refrigeration units (TRUs) per day, or where TRU operations exceed 300 hours per week. Such buffers may vary in depth depending on the type and concentration of pollutants.

**EJ3C** – Partner with local, regional, and federal agencies to seek grants and other opportunities towards the development and expansion of clean air centers, building ventilation upgrades, and other available and accessible technological advancements to provide better air quality and to reduce negative health impacts during wildfires and extreme weather events.



**EJ3D** – Utilize measures contained in the Noise Element to mitigate potential construction and operational noise, vibration, and dust impacts on the community.

**EJ3E** – Consider the development and adoption of a Climate Action and Resiliency Plan. Support plans, standards, regulations, incentives, and investments, and seek grants and other funding to reduce the impacts of climate change on vulnerable residents.

**EJ3F** – Work with Shasta County Air Quality Management District or other appropriate entities to develop a public information campaign to educate residents on the risks and mitigation measures to be undertaken when living within 1,000 feet of a freeway.

**EJ3G** – Monitor changes in technology that will prevent and mitigate transportation-related noise and air quality impacts on residential and sensitive uses in the community. Support traffic and highway improvements that will reduce noise and air quality impacts of vehicles. Alternatives to sound walls should be considered where possible.

**EJ3H** – Discourage locating truck routes on primarily residential streets and in Disadvantaged Communities.

**Goal EJ4: Strive to mitigate the effects of extreme weather events such as summer heat and excessive cold, through a set of quantitative goals for built and natural environments with a special focus on underserved and/or vulnerable residents.**

**EJ4A** – Develop and implement urban tree retention and planting strategies and programs to reduce the negative effects of heat and to improve the quality of life in Redding. Work to educate residents on the community benefits of planting and caring for trees.

**EJ4B** – Consider using appropriate tools to identify locations with tree canopy cover gaps and seek funding as appropriate to implement measures to expand tree planting within neighborhoods that lack desirable tree canopy coverage.

**EJ4C** – Consider establishing an Urban Forest Management Program that will, among other things, identify appropriate species for the variety of urbanized and open space conditions in Redding. Reinforce the City’s commitment to maintaining its status as a “Tree City USA” community and its extensive open space system.

**EJ4D** – Consider amending development codes and/or incentivizing the use of cool roof technologies, porous pavements, and energy and water-efficient residential and commercial building upgrades.

**EJ4E** – Partner with local organizations to identify and address dangers and challenges brought on by extreme weather events to underserved and vulnerable residents, and develop and implement extreme heat awareness campaigns to engage the public in measures that can be effective at work, home, and during activities.



**EJ4F** – Partner with interested community groups and jurisdictions to develop and implement, as funding may permit, an extreme weather preparedness program including establishing refuge centers in case of extreme weather events, diseases, or declared emergencies. Consider adaptive reuse of public and community facilities to serve as shelters during crisis.

## ***Housing***

The Housing Element contains, among other things, a site inventory of vacant lands available to address the long-term needs of all income groups within the community; an assessment of governmental and non-governmental constraints to providing housing; and goals and policies intended to provide adequate housing opportunities. These policies include the construction of new residential units, providing subsidies for those individuals and families that are in need, energy efficiency, homeless persons assistance, and the rehabilitation of existing housing units. The Element must be approved by the state Department of Housing and Community Development (HCD) and is required to be updated every eight (8) years. The following policies of this Element reinforce those of the Housing Element.

### **Goal EJ5: Identify and address the housing needs, and foster healthy living conditions and quality of life, for people of all backgrounds and incomes.**

**EJ5A** – Utilize the policies of the Housing Element to provide safe and affordable housing opportunities to all segments of the community, while recognizing that overcoming the financial impediments of developing a more affordable housing stock will require additional state and federal financial and other resources.

**EJ5B** – Promote the upgrade, maintenance, and rehabilitation of existing housing stock/aging residential neighborhoods, to discourage loss of affordable housing and displacement of existing residents. Provide effective public engagement programs to enhance rehabilitation of substandard housing and increase awareness of codes and compliance measures to improve unsafe and unsanitary living conditions for all residents including those with disabilities.

**EJ5C** – Encourage the development of senior and workforce housing as well as assisted living services throughout the City, especially in walkable areas that are served by transit, and are in close proximity to commercial goods and services.

**EJ5D** – Strive to increase the number of ADA-compliant housing units in the community to meet the needs of residents of all abilities, especially in those projects where the City participates in the funding of housing development. Identify incentives that may lead to the development of more accessible units developed by the private market.

**EJ5E** – Strive to ensure that building and zoning code compliance inspections taken in response to complaints result in a reduction and remediation of housing-related health risks in the City. When resolving complaints, strive to prevent unnecessary evictions or displacement of housing-precarious populations within the City.



**EJ5F** – Increase citizen awareness and implementation of water and energy efficiency, weatherization, indoor mold exposure mitigation, disaster risk reduction, climate change adaptation and mitigation, wildfire smoke protection, and safety from extreme heat through public engagement, incentives, and assistance with a special focus on underserved residents and areas with vulnerable populations.

**EJ5G** – Promote the effective implementation of smoke-free workplaces and multi-family housing environments to reduce smoke-related death and disability in the City.

**EJ5H** – Continue to abate lead-based paint pollution in residences as part of the City’s housing programs, as appropriate and as funding is available.

**EJ5I** – Consider working with landlords in prioritizing the City’s efforts to address issues such as dumping, overcrowding, graffiti, unpermitted plumbing and electrical, and lack of building and yard maintenance in areas with underserved and vulnerable residents.

**EJ5J** – Explore opportunities, such as community land trusts and other cooperative forms of ownership for housing, that have the potential to increase community wealth in disadvantaged communities.

**EJ5K** – As funding allows, continue to provide resources towards assisting those who lack shelter including, but not limited to, health care, training, mental health and rehabilitation, and access to housing.

### ***Public Facilities, Safety, and Infrastructure***

All residents of the City depend on functional and safe transportation, public safety, water, wastewater, storm drain, and electric systems and services. The Public Facilities and Services Element addresses basic infrastructure, public safety, transportation, parks, libraries, and other public services. The Public Safety Element addresses community police, fire, and other important services. The following goals and policies focus on the additional needs of those residents who may lack access to one or more basic City services or may need assistance in accessing them.

**Goal EJ6: Strive to ensure that public facilities and services are equitably located, distributed, well-maintained, and accessible to all residents.**

**EJ6A** – Work proactively with residents as appropriate, so that existing and new public facilities, infrastructure, and services are addressed in a manner that reflects the community’s needs and shifting priorities of future demands in an equitable manner, to the extent feasible.

**EJ6B** – Coordinate with water, sewer, waste management, electricity, police, and fire service providers to provide continuation of efficient and effective service, delivery, operations, and maintenance. Identify and prevent potential system vulnerabilities and coordinate with partnering agencies that provide public facilities to establish response teams or contingency plans in case of failure or emergency.



**EJ6C** – Periodically evaluate public facilities for health hazards and maximize their safety and resiliency. Locate new public facilities in an equitable manner that strives to ensure that they are well-designed, energy efficient, and compatible with adjacent land uses.

**EJ6D** – When updating public facility master plans, consider prioritizing projects that address the health and safety of residents whose facilities need remediation over facility expansions wherever appropriate.

**EJ6E** – Strive to ensure that residents have access to a variety of recreational amenities by adhering to the policies of the Community Development and Design; Natural Resources; Parks, Trails, and Recreation; and Public Safety Elements of this General Plan; and the Parks, Trails, and Open Space Master Plan. Consult with representatives of local Wintu tribes as appropriate to locate and construct with cultural considerations in mind.

**EJ6F** – Establish streetscapes that facilitate and integrate safe and comprehensive walking, cycling, and other modes of active transportation.

**EJ6G** – As funding and resources permit, implement the adopted Parks, Trails and Open Space Master Plan, which will advance the role of parks, recreation, and community services to establish parks as centers for community health, smart growth, equitable development, and environmental justice.

**EJ6H** – Consider prioritizing improvements to sidewalks and the pedestrian environment in the Disadvantaged Communities and areas around schools and parks.

**Goal EJ7: Address emergency and safety concerns throughout the City, especially in areas with underserved and vulnerable residents. Strive to effectively communicate the implementation strategy to all residents.**

**EJ7A** – Engage with residents to identify, review, and research policies and programs that could improve areas with difficulties, improve safety, and reduce crime and community violence. Collaborate with a diverse universe of partners, such as community groups, community-based organizations, representatives of local Wintu tribes, neighborhood watch groups, public health advocacy groups, sociologists, epidemiologists, police, and field experts to produce an accessible synthesis of research evidence and recommendations.

**EJ7B** – Prioritize the implementation of proven best practices for crime reduction, especially in residential, commercial, and public areas.

**EJ7C** – Encourage the use of Crime Prevention Through Environmental Design (CPTED) principles in the design of public projects, public buildings, parks, trails, and recreational facilities.

**EJ7D** – Expand emergency response services as needed due to community growth. Consider the potential future growth in the “Primary and the Secondary Growth Areas” of the General Plan in planning for future fire stations, police substations, and related facilities, to meet future needs and demands.



**EJ7E** – As funding and resources permit, implement an emergency evacuation plan and consistently educate residents on:

- *Access*: Evacuation routes laid out for residents to use in case of emergency.
- *Signage*: Signage, wayfinding, and designated evacuation routes.
- *Communication*: Timely notices that may arrive in a variety of languages to accommodate the linguistic preferences of all residents and through multiple communication avenues including Assistive Listening Devices.
- *Assistance*: Available assistance programs to aid resident evacuation during emergencies.

**EJ7F** – Identify emergency shelters as a part of the emergency preparedness program, partnering with community groups and jurisdictions, to develop and implement refuge centers in case of extreme weather events, disease, or declared emergency. Consider adaptive reuse of public and community facilities to serve as emergency shelters during crisis.

**EJ7G** – Consider and implement emergency policies and procedures that appropriately allow service and companion animals to be permitted access to emergency facilities.

### ***Health Care and Healthy Food Access***

While there is increasing awareness regarding the benefits of fresh and healthy foods, both locally and regionally, many families and individuals face challenges when it comes to accessing healthy food. The lack of convenient access, rising costs and/or a lack of nutrition education, and barriers to healthy food access have been linked with chronic disease, increased mental health challenges, and higher medical costs. The following goals and policies address several actions the larger community can take in addressing these issues.

**Goal EJ8: Strive to reduce, and ultimately eliminate, health disparities as a result of lack of access to health care services and healthy food.**

**EJ8A** – Facilitate the growth of affordable and quality health care across a full range of health services (e.g., primary, preventative, specialty, prenatal, mental, vision, and dental care, and substance abuse treatment and counseling) in locations that are accessible to community residents. As appropriate, consider the use of incentives and innovative practices and partnerships with Shasta County Health and Human Services Agency, hospitals, medical practices, and other healthcare providers, to explore the feasibility of off-site health clinics and workshops for residents and other means to improve healthcare access and services.

**EJ8B** – Promote access to mental and physical health services and preventative treatments. Collaborate with clinics, hospitals, and other healthcare providers to explore the feasibility of off-site health clinics and workshops for residents including bringing health care directly to people experiencing unsheltered homelessness.



**EJ8C** – Work with community organizations and others to expand access to healthy, fresh, and affordable food and resources for all residents and to provide information that will assist in healthy eating and reducing food waste. Consider such strategies as partnering with local farmers and/or agencies to establish and promote strategies and food assistance programs for providing fresh and healthy food options throughout the community

**EJ8D** – Support, encourage, and incentivize, as appropriate, local agricultural initiatives, cultural practices, and local Wintu tribes’ traditions and customs related to food gathering.

**EJ8E** – Work with local organizations and agencies to identify neighborhoods that do not have convenient access to healthy food. Support and consider incentives to encourage the development of new, and transportation to, retail venues that sell fresh produce, including farmers’ markets, community-supported agriculture programs, and grocery stores in underserved areas.

**EJ8F** – Support, encourage, and incentivize as appropriate the development of accessible community gardens/edible landscapes as an amenity in multi-family and mixed-use developments, senior centers, community centers, schools, and other public spaces where feasible. Encourage new multi-family housing developments to contain designated areas or other shared spaces for community gardens and consider allowing these areas to count towards common open space requirements.

**EJ8G** – Work with public and private agencies as well as interested members of the development community to explore and establish innovative and community-responsible ideas such as integrating agriculture into residential neighborhoods to optimize fresh and healthy food access for all residents, to the extent feasible.

**EJ8H** – Work with emergency response agencies to provide access to healthy food through partnerships with food banks, pantries, community organizations, and other mutual aid networks during emergency response situations.

**EJ8I** – Prioritize healthy food development incentives in areas with a high ratio of convenience stores, fast food establishments, liquor, and tobacco retailers.

**EJ8J** – Prioritize improvements to address access to healthy food in underserved communities based on demand. Consider conducting a foodshed study examining produce within a 100-mile radius to:

- Determine supply of locally grown food.
- Reduce carbon footprint and travel times.
- Address dietary limitations.

**EJ8K** – In coordination with partner agencies and organizations, explore opportunities to eliminate or reduce the use of tobacco, alcohol, marijuana, and illicit drugs by the community’s youth.



**EJ8L** – Consider establishing distance limits for tobacco retailers from schools, parks, teen centers, and/or similar youth-oriented facilities.

### ***Healthy Neighborhoods***

Land use planning and neighborhood design have the potential to improve the overall health and quality of life of residents by incorporating uses and design features that encourage people to live active and healthy lifestyles. This is evident in Redding by the number of residents and visitors using Redding’s extensive trail system for both exercise and recreation. Neighborhoods with safe and pleasant pedestrian and bicycle networks that provide convenient access to parks, transit, and a mix of commercial and service uses generally encourage outdoor recreation and active transportation (i.e.; walking and bicycling). In addition, neighborhoods that provide residents with convenient access to grocery stores, farmers’ markets, and/or community gardens generally encourage residents to eat healthier food and lead a healthier lifestyle. Land use planning and neighborhood design can also encourage social interaction, reduce crime, help seniors age in place, and minimize exposure to pollution. These features serve to enhance the livability of residents and may promote a sense of well-being to individuals residing in the neighborhoods.

**Goal EJ9: Promote land use patterns, urban design, and neighborhood revitalization and activities that contribute to the development of cohesive, safe, and healthier neighborhoods.**

**EJ9A** – Develop and implement neighborhood programs and improvements to meet the needs and priorities of underserved and vulnerable residents as funding allows.

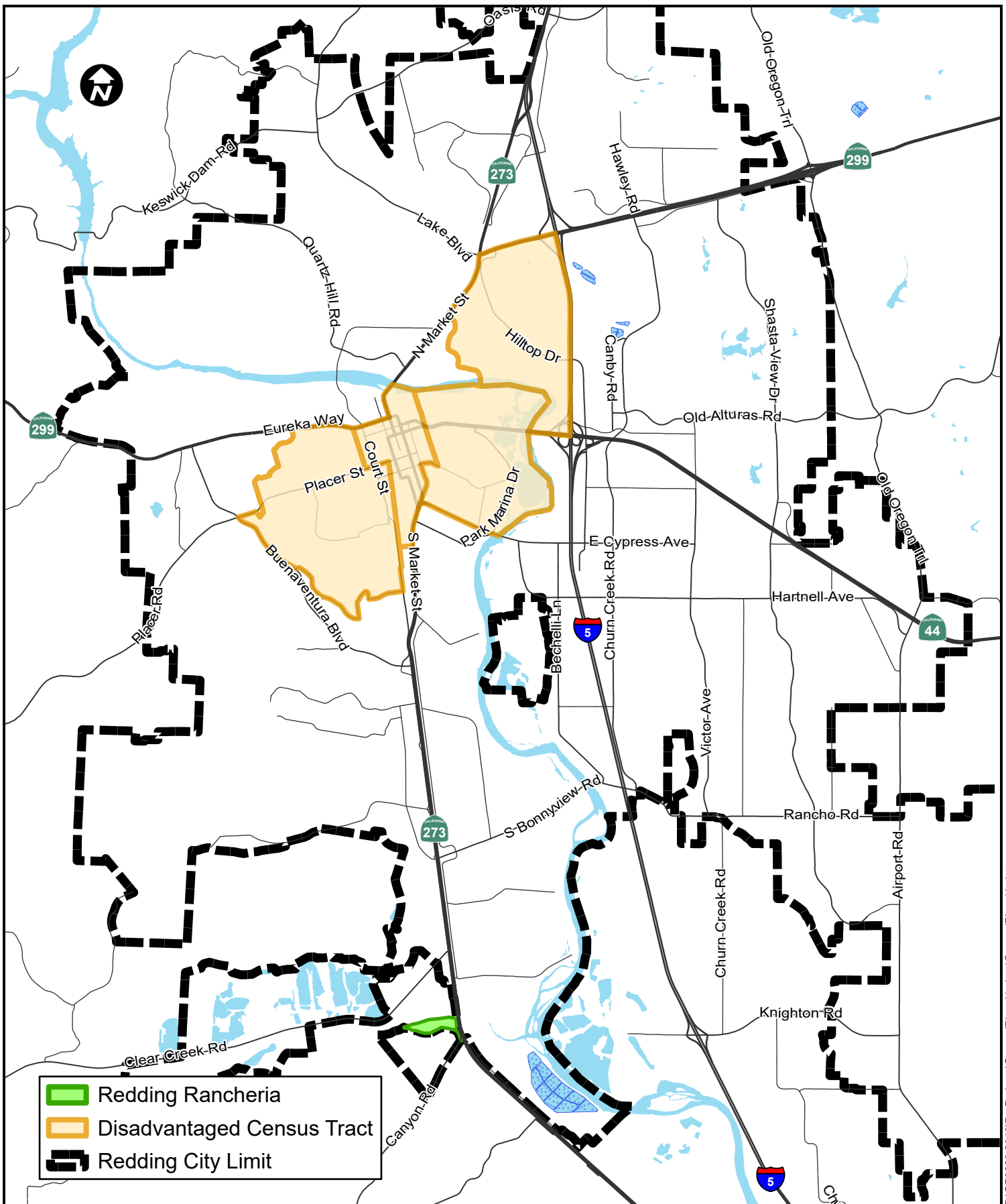
**EJ9B** – Consider targeted approaches to the built environment with a focus on Master Plans and Strategic Plans that prioritize street improvements, location of new parks, infrastructure and improvement projects, increased sense of safety, and enhanced social interaction in areas of the City that historically have been underserved, through activities, events, and opportunities that involve engagement and resident feedback to develop improvement strategies.

**EJ9C** – Support investment in underserved areas to help them become more vibrant and cohesive neighborhoods with quality housing, employment options, community facilities, transportation connections, enhanced social and health services, and active public spaces.

**EJ9D** – Recognize, understand, and address the historic displacement of community groups within the City by considering and integrating the perspectives of such groups into land use planning and use planning efforts where appropriate.

**EJ9E** – Collaborate with schools, youth, and other public and private organizations to promote overall well-being by engaging families, children, teens, and seniors of all cultural backgrounds and abilities in healthy lifestyle behavior, daily physical activity, and social engagement.





0 0.5 1 Miles

# EJ-1 Identified Disadvantaged Communities



Print Date: February 23, 2023