

# OASIS ROAD SPECIFIC PLAN

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PREPARED BY  
CITY OF REDDING  
DEVELOPMENT SERVICES DEPARTMENT  
SEPTEMBER 19, 2006

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# Chapter I

## INTRODUCTION

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### 1.1. Purpose and Accomplishments

The City's General Plan identifies the Oasis Road/Interstate 5 (I-5) area as Redding's next major regional commercial area. Among this area's many attributes are good freeway and arterial street access, predominately gentle topography, and ample undeveloped land. These and other attributes make the Oasis Road area the logical choice for accommodating the region's retail needs over the next 20 years. These characteristics also make the area attractive for providing residential lands for market rate and affordable housing that will be needed as Redding's population grows.

The General Plan addresses the Oasis Road area specifically through various policies contained in the *Oasis Road Focus Area*. The development guidelines for the Focus Area call for preparation of a specific plan to ensure orderly development. The specific plan process provides an essential vehicle for community and property owner input on the future development program for the area.

The purpose of this Specific Plan is to accommodate commercial and residential growth in a manner consistent with the policies established by the City's General Plan. Maintaining and expanding Redding's influence as a regional retail trade center is also an important goal established by the General Plan. These guiding policies are noted below in Chapter 2, Section 2.2.

This Specific Plan sets the stage for the future development of approximately 3,118,025 square feet of retail and office uses and 2,183 housing units (both apartments and single-family residences). This Specific Plan recognizes the diverse ownership patterns and interests, topographical differences, and the need to establish a broad range of uses. Chapter 3 addresses the diversity, with Figure 3-3 depicting the general development concepts contained in the document.

The following summarizes the major elements/accomplishments of the Specific Plan:

1. **Implements the General Plan.** While development within the Specific Plan area will respond to all the policies of the General Plan, there are several that are key to this planning effort. These include:
  - ▶ Ensuring that new development does not degrade public services and that services are provided in an equitable and efficient manner.
  - ▶ Promoting the development of a cohesive City and ensuring that new neighborhoods and districts are unique and well-planned, relate well to one another, and are viewed as amenities for the City.



- ▶ Ensuring that new development results in a proper balance between the built and natural environments.
2. **Minimizes development delays.** The Specific Plan provides reasonable certainty in the development process by establishing appropriate land uses for each district and subdistrict, providing basic site and building design requirements and guidelines up front, and planning in advance for necessary public infrastructure and its funding. While all these measures will minimize development delays to the maximum extent possible, each development is unique, and all potential difficulties cannot necessarily be foreseen. The Specific Plan's Master EIR and the plan itself address most development questions in sufficient detail to minimize "surprises" related to environmental impacts, project design, and infrastructure improvements.
  3. **Provides for the effective and efficient extension of City services/infrastructure.** Providing infrastructure in a timely manner is key to development of the Oasis Road area. The infrastructure requirements for buildout of the area represent substantial financial costs. The Specific Plan establishes a phasing program to ensure that infrastructure is in place when needed, but acknowledges that constructing all needed infrastructure up front is not feasible.
  4. **Identifies funding programs to provide improvements on an equitable basis.** All development within the Specific Plan area has a responsibility to contribute its fair share of infrastructure and service costs. Through the cost-sharing mechanisms described in Chapter VII, all properties and the community benefit from well-planned, timed, and funded services.
  5. **Integrates and preserves the natural environment as an amenity and to enhance recreational opportunities.** Development buffers from Churn Creek, Salt Creek, and Newtown Creek are required to protect environmentally sensitive resources. These requirements will also provide recreation and nonmotorized transportation opportunities to residents and visitors alike. The development buffers are of sufficient width to allow them to function as true amenities to the community, not just narrow corridors that appear to be "leftover" lands. These stream corridors will be linked to adjacent commercial and residential developments, and parks at appropriate locations.
  6. **Maintains, to the extent possible, the existing 100-year floodplains of the area's streams.** Development within floodplain areas will be minimized in accordance with the policies of the General Plan. While some encroachment for bridges and similar public improvements can be anticipated, the development of new streets and commercial and residential developments will not encroach into floodplains for the principal purpose of maximizing development potential.
  7. **Provides for the recreation needs of those residing in, and near, the Specific Plan area.** Parks are an integral part of a healthy community. Two proposed parks are located near residential land uses. Ensuring that they can be easily accessed by both vehicles and pedestrians is imperative. Parks will be integrated with natural amenities, such as stream corridors.
  8. **Ensures that land uses interface/transition well and complement one another.** Natural terrain, streams, and streets are used to separate residential and commercial uses within the

Specific Plan area wherever appropriate. Where such features cannot be used, wide landscaped buffers can mitigate effects associated with adjacent conflicting land uses. Other methods, such as height transitions, are also used in the Specific Plan to achieve harmony between districts.

9. **Ensures a high level of quality in design for all development in the area.** The use of specific standards and flexible design guidelines ensures that development will be well-planned, present a unique character for the area, and project a positive image to those traveling on Interstate 5.
10. **Provides for a mix of housing types that will accommodate the needs of all income groups within the community.** The Specific Plan includes lands at density levels ranging from large-lot single-family to high-density multiple-family parcels. The Specific Plan is structured to ensure that these developments maintain a consistent level of quality and amenities.
11. **Provides for necessary public safety facilities within the Specific Plan area.** The Specific Plan includes the site for a future fire station to serve the Specific Plan area and surrounding lands.

## 1.2. Specific Plan Area

The Specific Plan area, shown on page I-4, lies within the City of Redding and a portion of the jurisdiction of Shasta County. The Specific Plan area covers approximately 762 gross acres located both to the west and east of Interstate 5 (I-5) at the Oasis Road interchange. The net development area of 655 acres includes all four quadrants of the intersection of Oasis Road and I-5 (excluding rights-of-way), encompassing properties north to the city limits, south to Churn Creek and Newtown Creek, east to Gold Hills Drive, and west past Randolph Road. The Specific Plan area is comprised of 159 parcels; 84 parcels are located within the City and cover approximately 593 acres, while 75 parcels are located outside the city limits within the jurisdiction of Shasta County and cover approximately 79 acres. Approximately 70 percent of the Specific Plan area land is owned by four property owners.

## 1.3. Existing Setting

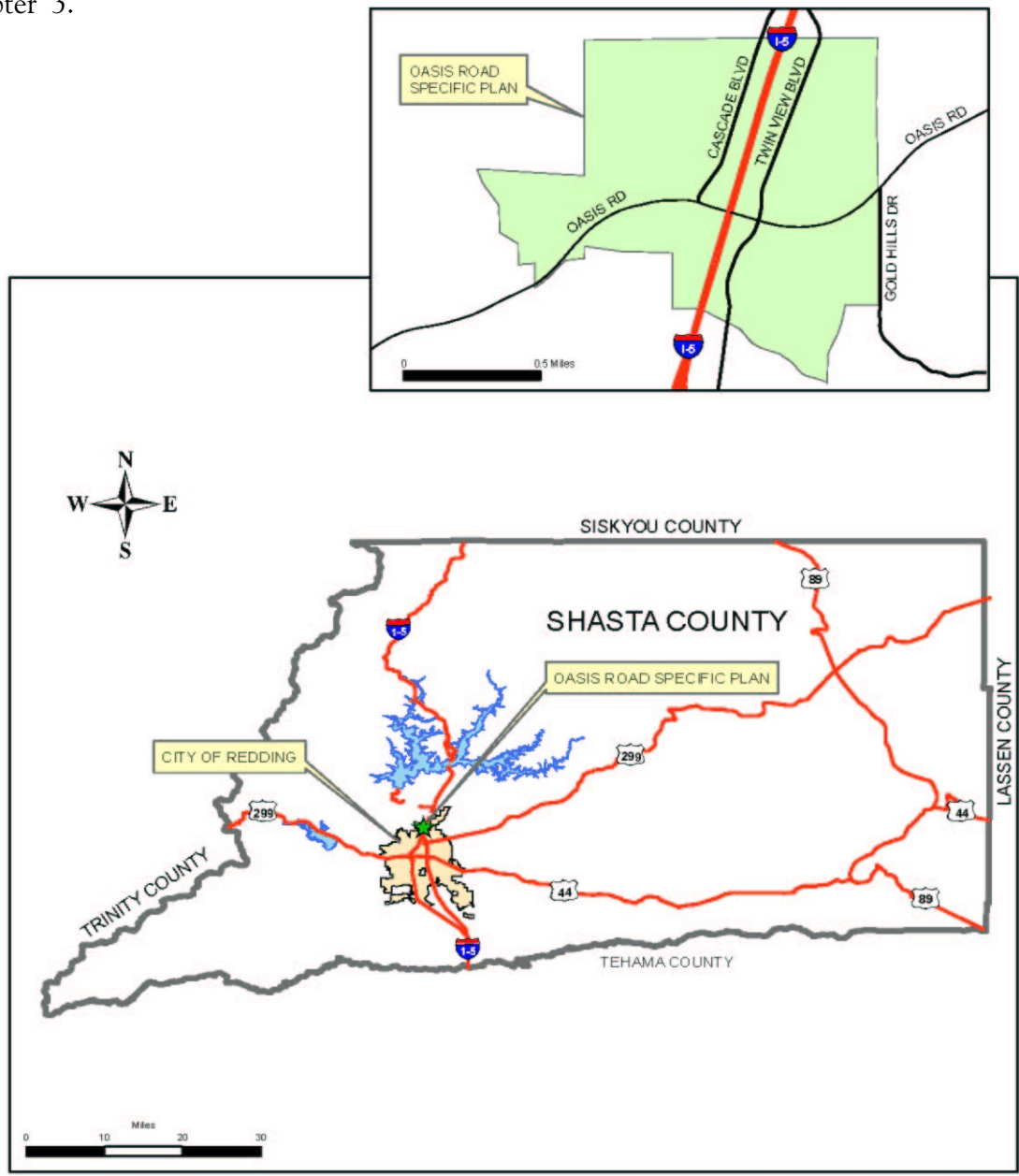
The City of Redding is located at the far northern edge of the Sacramento Valley, where the valley meets the foothills of the Cascade Mountain Range. The Specific Plan area lies in the northern part of the city. Most of the city portion of the Specific Plan area is undeveloped. Three creeks traverse the Specific Plan area: Newtown Creek, Churn Creek, and Salt Creek. Natural vegetation includes blue oak and gray pine trees and grassland. Riparian habitats are found predominantly along Churn Creek.

Existing development within the project area includes highway-related commercial uses clustered near the Oasis Road interchange that largely serve travelers on I-5 heading to recreation areas at Shasta Lake and Mount Shasta. These commercial uses include service stations, marine and recreational vehicle sales and service, auto repair, and various other service businesses. The Specific Plan area has limited public infrastructure that has severely hampered the ability of the area to urbanize despite its proximity to I-5.

Introduction

The Specific Plan area also includes a portion of the jurisdiction of Shasta County, which consists of large-lot rural residential properties of approximately one to five acres. Public water is available to the existing rural residential development; however, annexation to the City would be required before sewer service is made available to this area.

The division of the Specific Plan area by Interstate 5 and its ramp system and the existence of Churn and Salt Creeks, which provide natural land use boundaries, allow the area to be broken down into 4 planning subareas and 15 subdistricts. Each subarea has its own unique attributes, and thus the Specific Plan responds with individual land use concepts for each. The subareas are addressed in Chapter 3.



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## **1.4. Statutory Authority**

The Oasis Road Specific Plan is established through the authority granted to the City of Redding by the California Government Code, Title 7, Division 1, Chapter 3, Article 8, Sections 65450 through 65457 (specific plans).

Specific plans may be adopted either by resolution or ordinance. This allows cities to choose whether their specific plans, or portions of the document, will be policy-oriented (adopted by resolution) or regulatory (adopted by ordinance). In this Specific Plan, all zoning-related portions (i.e., land use designations, permitted uses, and development standards) serve as regulatory provisions; that is, they supersede other regulations and ordinances of the City for the control of land use and development within the Specific Plan boundaries. Other portions (i.e., goals and policies, streetscape design concepts) are intended as City policies to provide direction for future planning and public-improvement efforts.

## **1.5. General Plan Consistency**

California State law requires a specific plan to be consistent with the general plan of the adopting locality. To ensure consistency with the City of Redding General Plan, the General Plan was reviewed for goals and policies that are relevant to the Oasis Road Specific Plan. In cases where the Specific Plan differed from the General Plan, the General Plan was amended concurrently with Specific Plan adoption to ensure consistency.

The Redding General Plan Community Development and Design Element, Transportation Element, Natural Resources Element, Recreation Element, Safety Element, and Economic Development Element contain a number of goals and policies that apply to the Oasis Road Specific Plan. The Oasis Road Specific Plan is consistent with and aids in implementing the Redding General Plan. The establishment of land use regulations, master plan concepts, development and design criteria, and administrative provisions for the Oasis Road Specific Plan effectively combine to implement the applicable policies of the General Plan. Some of the more important policies are addressed in the following discussion:

### **1.5.1. COMMUNITY DEVELOPMENT AND DESIGN ELEMENT**

This element provides substantial guidance to the planning effort for the Oasis Road Specific Plan by identifying the area as a "Focus Area." In addition to Focus Area policies calling for development of a specific plan for the Oasis Road area, the following policies are also included:

- ▶ Provide for a system of multi-use trails along creeks within the Focus Area.
- ▶ Construct one or more regional storm-water detention basins at appropriate locations.
- ▶ Provide generous development setbacks from creeks.

Also found in this element are the following policies that guide the planning effort:

- ▶ . . . ensure through a combination of development fees and other appropriate funding mechanisms that development pays its fair share of the cost of constructing/providing new facilities . . . (Policy CDD2A)
- ▶ Ensure that new development will not degrade public service levels . . . (Policy CDD2B)
- ▶ Require buffer areas between development projects and significant water courses . . . (CDD3B)
- ▶ Establish public open space and pedestrian/bicycle links between . . . activity centers . . . and open-space areas, such as stream corridors. (CDD4D)
- ▶ Provide community gateway treatments, including signage and landscape . . . (CDD8B)
- ▶ Design projects to provide gradual transitions between . . . commercial and residential districts . . . (CDD9D)
- ▶ Locate multiple-family housing throughout the community, but especially near transit corridors . . . (Policy CDD11H)
- ▶ Require overall development plan approval for all shopping centers, including regional centers, before allowing the development of individual uses within the center. (CDD13D)
- ▶ Require regional centers to include a mix of uses, such as recreation, specialty retail, restaurants, offices, and accommodations for transit services and public uses. (CDD13E)
- ▶ Establish design and performance standards for commercial development to ensure that building and site design are compatible with their surroundings in terms of scale, mass, building patterns, building details, location of parking, signage, and landscape, and enhance views from major streets and other public areas. (CDD14A)
- ▶ Require the design of large commercial projects, shopping centers, and regional-scale developments to incorporate plazas, courtyards, and other outdoor gathering places and connections to adjacent residential neighborhoods. (CDD14C)
- ▶ Provide sufficient right-of-way for sidewalks and street-side and median landscape . . . along new arterials and collector streets . . . (CDD16B)
- ▶ Utilize street tree-planting as a unifying visual element along the streets . . . (CDD16C)

### 1.5.2. TRANSPORTATION ELEMENT

- ▶ Require development projects to construct both on-site and off-site improvements as necessary to the effects of increased traffic generated by the project . . . (T1B)
- ▶ Assess fees on new development sufficient to cover the fair share portion of that development's impacts on the local and regional transportation system . . . (T3F)
- ▶ Provide pedestrian-oriented features, such as benches, enhanced landscape, and trash receptacles, in commercial areas . . . (T6A)

### 1.5.3. NATURAL RESOURCES ELEMENT

- ▶ Minimize the disruption of sensitive habitat caused by new development by encouraging innovative design and site planning . . . (NR5A)
- ▶ Preserve watercourses, . . . riparian habitat, and wetlands in their natural state . . . (NR6A)
- ▶ . . . implement minimum river and creek corridor development setbacks . . . (NR6D)

### 1.5.4. SAFETY ELEMENT

- ▶ Strictly limit development in areas subject to flooding from a 100-year storm event . . . (HS2A)
- ▶ Establish a regional stormwater-detention system at appropriate locations in area watersheds . . . (HS2G)

### 1.5.5. RECREATION ELEMENT

- ▶ Establish park sites and public open-space along . . . creeks . . . (R2A)
- ▶ . . . the trail system should focus on linking neighborhoods to other land uses and significant destination points within the community . . . (R11A)

### 1.5.6. ECONOMIC DEVELOPMENT ELEMENT

- ▶ Encourage proposals for major shopping, specialty retail, cultural, entertainment, tourism, and convention facilities that are regional in scope and which will strengthen Redding's position as the North State hub for these activities. (ED5B)

## 1.6. California Environmental Quality Act Compliance

In compliance with the requirements of the California Environmental Quality Act (CEQA), a Master Environmental Impact Report (MEIR) for the Oasis Road Specific Plan was completed and adopted June 6, 2006, by the Redding City Council.

## 1.7. Approach

This section describes the background materials reviewed; the citizen participation process; goals, policies, and actions; and planning issues.

### 1.7.1. RELATION TO EXISTING DOCUMENTS

The General Plan and its FEIR, together with additional supplementary information not contained in this document, but which is incorporated by reference, address resource protection policies and measures as well as information on solid waste disposal, energy, and other critical facilities and services.

### 1.7.2. PUBLIC PARTICIPATION

Input for the Specific Plan was received from various public-participation sources.

- ▶ A meeting to gather input from the Specific Plan area property owners was held on May 11, 2000.
- ▶ A meeting with City staff to discuss preliminary goals and issues was held on June 8, 2000.
- ▶ A public workshop with City staff, property owners, and the Planning Commission was held on July 11, 2000. This meeting provided feedback regarding issues, opportunities, and constraints and the Initial Study, which aided in refining the components of this Specific Plan.
- ▶ A public workshop was conducted with City staff, property owners, and the public on September 13, 2000, to discuss the preferred land use and circulation alternatives on which this Specific Plan is based.
- ▶ Three scoping meetings pertaining to the Environmental Impact Report were held on July 11, 2000; January 30, 2003; and June 3, 2004.
- ▶ Public workshops were held by the Planning Commission to encourage public input on the several land use alternatives that were developed for consideration. These workshops were held on June 10, 2003; July 11, 2003; August 12, 2003; October 14, 2003; and December 9, 2003.
- ▶ The City Council held an open forum on February 17, 2004, to review several alternative land use proposals and make a determination on the "project" to be analyzed in Master EIR.
- ▶ The Planning Commission held a public hearing on June 27, 2006, to receive input on the Specific Plan. The Commission recommended adoption of the Oasis Road Specific Plan to the City Council.
- ▶ The City Council held a public hearing on \_\_\_\_\_, 2006, to consider adoption of the Specific Plan. The Oasis Road Specific Plan was adopted by ordinance of the Redding City Council on \_\_\_\_\_, 2006.

### 1.8. Specific Plan Contents

The Specific Plan contains seven chapters as follows:

- I. **Introduction** provides a broad overview of the plan.
- II. **Planning Framework** identifies overall goals and implementation policies/actions and describes planning area issues that help establish the plan's framework.
- III. **Land Use Plan and Zoning** describes the underlying Specific Plan classifications and the corresponding zoning that establishes the requirements for setbacks, building height, etc., as well as uses that are allowed in each district.

- IV. ***Park, Trails, Open Space, and Streetscape*** provides for public recreation, environmental protection, and pleasing streetscapes.
- V. ***Circulation and Public Facilities*** translates the planning framework into the circulation, infrastructure, and other public improvements necessary to implement the Specific Plan.
- VI. ***Design Criteria*** sets forth provisions for the design of appropriate commercial and office and residential development, including building architecture, landscape, walls and fences, and signs.
- VII. ***Implementation and Administration*** provides general administrative provisions and a review of the Specific Plan's relationship to other City documents. This chapter outlines the development review process for projects under the Specific Plan. In addition, public improvements and financing mechanisms are discussed and direction is provided for financing programs which will govern future infrastructure development.



# Chapter II

# PLANNING FRAMEWORK

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## 2.1. Introduction

The *Planning Framework* chapter contains essential components that provide the overall policy direction upon which more detailed components (i.e., land use concepts, allowable land uses, development and design criteria, streetscape design concepts, etc.) of the Specific Plan are based. Further, it provides the bridge between the policies of the General Plan discussed in Chapter I and the recommended implementing actions of this Specific Plan.

A number of goals and objectives have been established for the Specific Plan area. Those objectives, and the policies that follow, were based largely on opportunities and constraints identified as the Specific Plan was being developed. These opportunities and constraints helped to establish the basic planning framework and aid in crafting the goals and policies that will guide development of the area.

### 2.1.1. OPPORTUNITIES AND CONSTRAINTS

- ▶ The Oasis Road area is the last remaining opportunity for regional-scale commercial development. As a retail and service hub for the North State, it is imperative that Redding plan effectively to accommodate existing and future needs for this market. High-intensity development is inevitable and can have major impacts to the community and neighboring properties. This Specific Plan provides a tool to have the pieces fit together and minimizes those impacts.
- ▶ Regardless of the scale of development in this area, the road network presents major deficiencies that must be addressed. A solution to the deficiencies must be determined and those solutions turned into an opportunity to design a circulation system which reinforces the chosen land use concept.
- ▶ The area is somewhat unique for Redding in that the majority of the land in the Specific Plan area is in relatively large undeveloped parcels. This provides the opportunity to design a specific plan in large blocks or units that complement and reinforce each other and create neighborhoods.
- ▶ The existing area of rural development west of the I-5/Oasis Road interchange will be impacted by any type of urban/suburban development around it. The Specific Plan can be a tool to address the transition of this rural area to a more urban condition over the next 20 years.
- ▶ Many travelers of I-5 depend on Redding for needed services. The Specific Plan provides a mechanism to consider those needs and to provide the appropriate cluster of uses at optimum locations.

- ▶ The 100-year floodplains of Churn Creek, Salt Creek, and Newtown Creek represent certain development constraints. However, they also provide significant opportunities as land use buffers for preservation of important natural resources and for recreation and trail uses within the Specific Plan area. The location of these watercourses can provide important nonmotorized linkages throughout much of the Specific Plan area.
- ▶ Infrastructure, including water and sewer, will need substantial upgrades and extensions to serve future development. The Specific Plan provides the opportunity to preplan the size and locations of necessary utilities in the area. This provides more detail than would typically occur with development of *citywide* utility master plans.
- ▶ Most commercial development in Redding has been done in an uncoordinated, piecemeal fashion. Such development can result in access conflicts, poorly planned loading and refuse facilities, structures that are "out of scale" with adjacent development, structures that "turn their back" to major streets, and similar issues that detract from the city as a whole. The Specific Plan can remedy many of these problems by addressing site and building design and major driveway locations, and providing height and bulk and loading-facility criteria.
- ▶ Apartment construction in Redding, while improving in quality, is still not enthusiastically embraced by the community. This is due in part to its perceived lack of attention to design and architectural detail and its lack of amenities for residents. With proper standards and criteria in place, the Oasis Road Specific Plan can establish a new benchmark for apartment construction in Redding.

## 2.2. Specific Plan Goals and Policies

This section of the Oasis Road Specific Plan provides the goal and policy direction that will help guide development in the Specific Plan area. The purpose of this section is twofold. First, it establishes the policy base from which the Specific Plan is shaped. Second, the policies provide a means of testing future development proposals to ensure that they are consistent with the Specific Plan.

### 2.2.1. GENERAL GOALS

- G-1** Meet the requirements of State law regarding specific plans, satisfy the legal and procedural requirements of the California Environmental Quality Act (CEQA), and effectively implement the City's General Plan.
- G-2** Provide adequate commercial land for present and future regional shopping needs.
- G-3** Provide a range of housing opportunities to serve all segments of the community.
- G-4** Create a planning document that ensures a sound fiscal and land use footing for development of the Oasis Road Specific Plan area.
- G-5** Minimize subsequent discretionary review of projects that conform to Specific Plan/Municipal Code requirements and development standards and that are within the scope of the EIR.

- G-6** Strengthen the economic base of the Specific Plan area and the community through the installation of needed infrastructure improvements to stimulate revitalization, commercial expansion, employment, and economic growth.

**2.2.2. LAND USE POLICIES**

- LU-1** Consider the long-term commercial land needs of the community by designating land for commercial use beyond the planning time horizon of the Specific Plan and General Plan. Ensure that sites for future regional-commercial scale uses are of sufficient size and configuration to allow efficient development.
- LU-2** Ensure modern, integrated development that incorporates pedestrian and vehicular circulation throughout the project area.
- LU-3** Establish and implement standards and performance criteria to ensure excellence in site design and design elements which provide unity and integrity to both private and public facilities.
- LU-4** Provide a mixture of housing types, densities, and areas for quality residential living. Ensure that the City's supply of vacant high-density multiple-family lands is not diminished.
- LU-5** Establish transitions between different land uses to protect the integrity and value of each use by considering such issues as noise, traffic, and aesthetics.
- LU-6** Establish future park sites near high-density residential areas. Design and equip the parks in accordance with the Park, Trails, and Open Space Master Plan. Incorporate stream corridors and natural features as part of park amenities wherever possible.
- LU-7** Recognize existing uses that may become nonconforming through adoption of the Specific Plan and provide incentives, to the extent reasonable, for their transition to other uses.
- LU-8** Establish subareas with the Specific Plan area that consider identifiable characteristics such as access, existing uses, exposure to I-5, and surrounding land uses.
- LU-9** Plan in enough detail that the commercial uses are integrated and site design is complementary, rather than allowing a series of unrelated projects
- LU-10** Limit new freestanding automobile sales, repair, and similar activities to appropriate locations.
- LU-11** Establish a land use pattern and regulations that discourage strip commercial-type development.
- LU-12** Establish development parameters to address the transition of the rural residential neighborhood to an urban environment.

### 2.2.3. PUBLIC FACILITIES POLICIES

- PF-1 Provide alternatives to reliance on Interstate 5 access by ensuring that the Specific Plan area is sufficiently served by arterial and collector streets to and through the Specific Plan area.
- PF-2 Provide for relocation of Cascade Boulevard and establish a future pattern for arterial streets to efficiently serve the area west of Interstate 5.
- PF-3 Provide public-street access for those properties affected by the rerouting of existing access streets.
- PF-4 Provide for efficient and cost-effective extension of infrastructure and public services.
- PF-5 Provide for one or more regional storm-water detention basins at appropriate locations.
- PF-6 Minimize impacts to existing businesses by maintaining the freeway interchange at Oasis Road, if feasible.
- PF-7 Provide for efficient and cost-effective extension of infrastructure and public services, ensuring that established level-of-service standards are met. Improvements shall be based on the needs at buildout of the Specific Plan area, factoring in infrastructure needs resulting from development in the vicinity of the Specific Plan area.
- PF-8 Provide land and funding for a two-acre fire station site east of Interstate 5.

### 2.2.4. NATURAL RESOURCE POLICIES

- NR-1 Provide for a system of multi-use trails along creeks within the Specific Plan area.
- NR-2 Provide generous development setbacks from creeks.
- NR-3 Minimize disruption of existing vegetation and wildlife resources and protect sensitive resources.
- NR-4 Minimize encroachment into the floodplains of Churn Creek, Salt Creek, and Newtown Creek.

# Chapter III

## LAND USE PLAN AND ZONING

### 3.1. Introduction

This chapter addresses the different land uses located within the Oasis Road Specific Plan area, describes the broad land use classifications of the Specific Plan, lists the zoning districts used in the Specific Plan area, and establishes the appropriate uses and development regulations for each zoning district. The City of Redding Zoning Map identifies the Specific Plan boundary to indicate that a separate document (i.e., this document) exists and that all subsequent development, including any modification or expansion of existing uses or buildings, must be consistent with this Specific Plan document.

The formulation of the land use plan was influenced by a variety of factors, including physical site constraints and adjacent land uses. It responds to the desires expressed by property owners, input from local residents during public workshops, the environmental analyses presented in the EIR, and infrastructure studies prepared and reviewed with the appropriate agencies and service providers.

The land use chapter is to be used in conjunction with other chapters that discuss the details of the circulation system, public facilities, infrastructure, parks, trails, open space, landscape, project design, financing, and potential phasing. It is acknowledged that the Specific Plan may evolve over time and may be periodically amended in response to market changes and community desires.

### 3.2. Key Elements of the Land Use Plan and Diagram

The Land Use Diagram (Figure 3-1) illustrates the acreage distribution of land uses within the Specific Plan area. Table 3-1 provides a summary of these land uses. The total acres devoted to each land use may vary slightly depending on more accurate survey information and the final alignments of roadways. Therefore, commercial acreage and number of residential units may also vary from that shown in Table 3-1.

The land use classifications of this Specific Plan use the same terminology as the Redding General Plan land use classifications. These classifications are primarily distinguished by the scale of development rather than a hierarchy of allowable uses. For example, the "Shopping Center" and "Regional Commercial" designations allow primarily the same types of uses. However, development

TABLE 3-1 - LAND USE SUMMARY

Land Use Classification	Acreage
Regional Commercial	209.8
Shopping Center	20.8
General Commercial	52.7
General Office	1.3
Limited Office	1.5
Residential, 1 to 5 acres/unit	54.8
Residential, 2 to 3.5 units/acre	12.5
Residential, 6 to 10 units/acre	6.0
Residential, 10 to 20 units/acre	128.8
Greenway	145.1
Park	21.9

in the "RC" District will generally require larger sites to accommodate the scale of buildings typically associated with "big box" development.

The physical arrangement of land uses is dependent on a number of factors, including the locations of existing and planned streets; property visibility from Interstate 5; and desirable locations for residential uses, parks, and necessary public facilities. For instance, a well-planned network of roadways (see Chapter 5) is a key component of the land use plan. The Oasis Road area incorporates a number of existing and planned arterial streets, in addition to Interstate 5, to provide circulation to and through the area, as well as providing opportunities for transition between land use types.

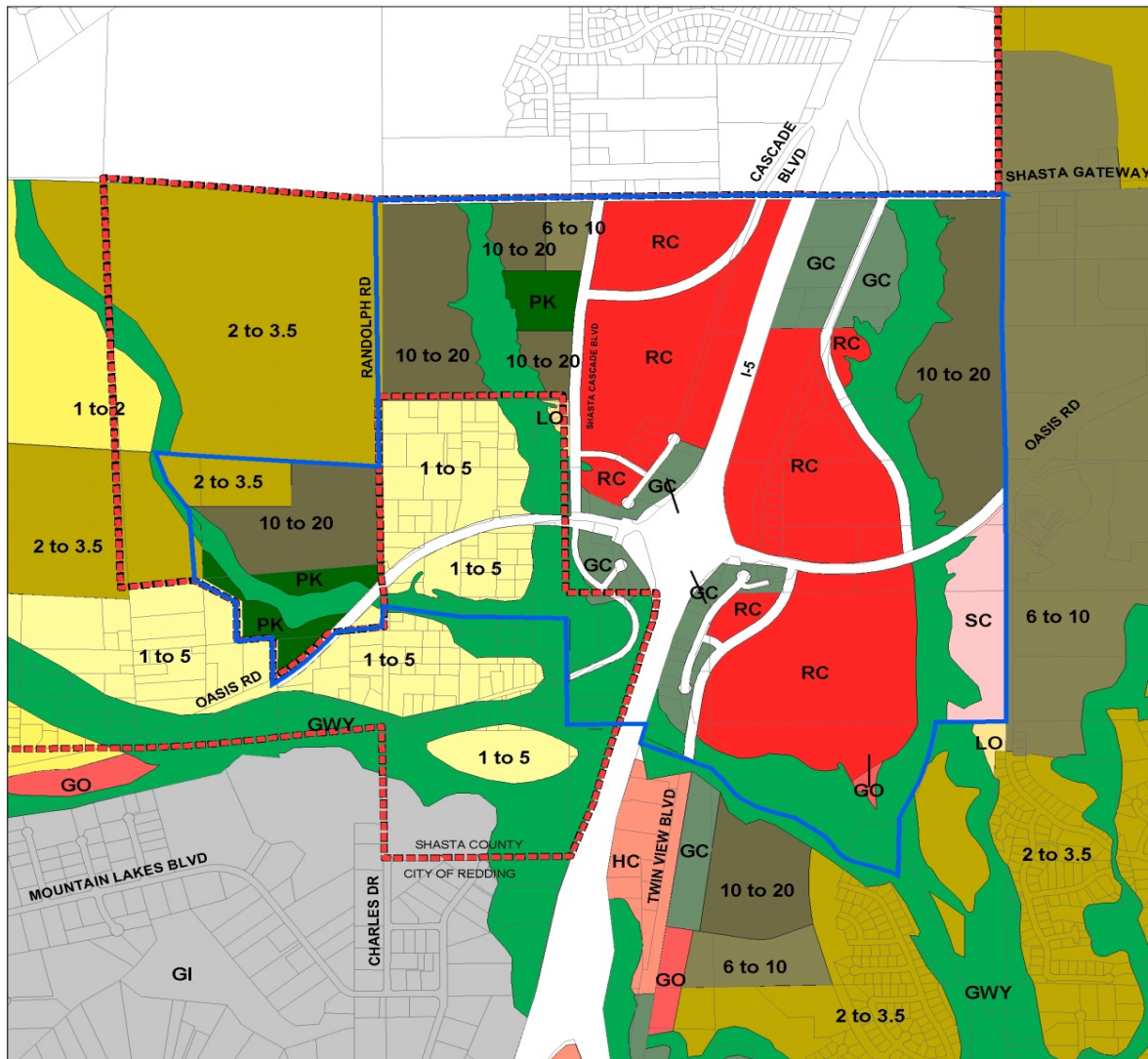
Regional commercial uses—those intended to serve the broader trade area—are located conveniently near Interstate 5 to capitalize on vehicular access and visibility provided by this major roadway. Shopping center uses are located at Oasis Road and Gold Hills Drive to serve this emerging residential area, allowing convenient access for local residents and encouraging walking and biking alternatives to vehicular use.

Medium- and high-density residential uses are located adjacent to major streets to enhance access but are also close to future park and trail opportunities near stream corridors. Single-family residential uses are proposed predominantly on large-acreage lots located in the jurisdiction of Shasta County. As infrastructure is brought to the area and streets upgraded, the land use plan acknowledges that this area should be reevaluated as to the desirability for intensification of uses.

Among the important features of the land use plan are the proposed stream corridors, open space, parks, and well-landscaped streets. These components complement the intensive environment that will result from buildout of the Specific Plan area.

### **3.3. Land Use Classifications**

The Specific Plan area contains a range of land use classifications, including "Regional Commercial," "Shopping Center," "General Commercial," "General Office," "Residential Single Family," "Residential Multiple Family," "Greenway," "Public Facility," and "Park" designations. (Refer to the Land Use Diagram, Figure 3-1.) The basis for each classification is the City's General Plan. This section paraphrases the General Plan's definition of each classification. Refer to the General Plan for a complete description of each classification.



**Figure 3-1**

### **3.3.1. COMMERCIAL LAND USES**

#### **Regional Commercial (RC)**

General retail activities requiring large sites to accommodate such activities as enclosed malls, auto malls, power centers, "big box" retail uses, and similar businesses.

#### **General Commercial (GC)**

This classification is used on existing commercial strips and on arterial streets and interchange areas where commercial concentration is desirable. Scale of development, including individual buildings, is at a smaller scale than that found in developments servicing a regional market. The implementing zoning includes a district known as "General Commercial—Visitor/Retail" (GC-VR) that further refines appropriate uses within certain "General Commercial" areas by limiting vehicle-oriented uses, such as sales and repairs.

#### **Shopping Center (SC)**

This classification provides sites for shopping centers serving a larger market area than a neighborhood center, but a smaller market than a regional center. Scale of development, including individual buildings, is at a smaller scale than that found in developments serving a regional market.

#### **General Office (GO)**

This classification provides sites for professional and business offices and personal-service businesses. Ancillary retail uses, such as "sit-down" restaurants, are also appropriate.

#### **Limited Office (LO)**

This classification is used as a transition between intensive commercial and high-density residential uses and existing single-family development. The scale of development within the district is intended to be compatible with the adjacent single-family homes.

### **3.3.2. RESIDENTIAL LAND USES**

Within the Specific Plan area, there are four classifications of residential uses. These classifications, based on allowable density, are:

#### **Residential, 1 to 5 acres per unit**

This category is characterized by large rural lots, generally greater than one acre in size. It is used in this Specific Plan to acknowledge the existing rural development in the West Subarea that is under the jurisdiction of Shasta County.



### **Residential, 2 to 3.5 units per acre**

This classification is intended to accommodate typical single-family residential developments with a range of lots sizes and amenities.

### **Residential, 6 to 10 units per acre**

This classification is intended to accommodate single-family detached units, attached single-family patio homes, 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.

### **Residential, 10 to 20 units per acre**

This classification is intended for multiple-family projects ranging from townhouses to apartments, typically located on arterial or collector street(s).

#### **3.3.3. GREENWAY**

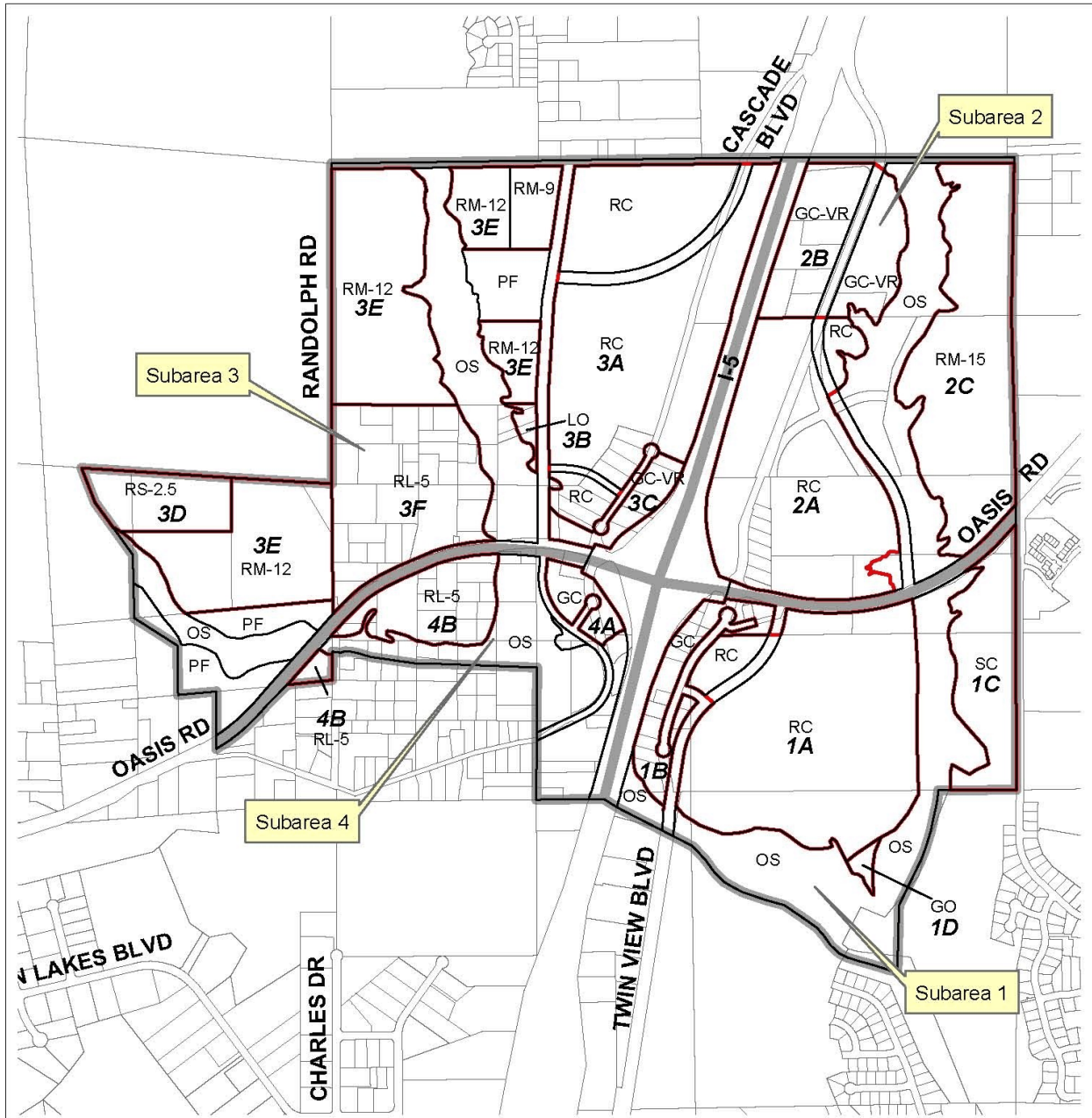
Greenway is natural open space and includes slopes in excess of 20 percent and the 100-year floodplains of Churn Creek, Salt Creek, and Newtown Creek. Because of the inherent dangers to life and property and irrevocable damage to the natural environment, these natural land and water areas should not be urbanized or significantly altered. The specific limits of "Greenway" on any property must be determined by a topographic or flooding analysis particular to that property.

#### **3.3.4. PUBLIC FACILITIES OR INSTITUTIONAL (PF-I)**

This classification is intended for public and quasi-public facilities, including, but not limited to, government services and facilities, such as fire stations and parks, although the classifications need not be applied to public facilities not exceeding 2 acres in size.

### **3.4. Subareas and Districts**

The Specific Plan area is divided into four subareas, each of which is further subdivided into smaller districts characterized by their land use classifications and zoning (except open space, public facilities, and parks). The purpose of the districts is to more clearly describe the Specific Plan's vision for each area, to fine-tune allowed and prohibited uses as may be appropriate given that vision, and to better respond to the objectives and policies of this Specific Plan. *As such, the following descriptions of each district must be utilized in conjunction with land use and development standards that follow in Subsection 3.5 as well as the design criteria found in Chapter 6.* The subareas and their associated zoning districts are identified below and are depicted on Figure 3-2. Figure 3-3 depicts the general development concepts of the Specific Plan as described below. Note that areas within the jurisdiction of Shasta County will not be "prezoned" by the City until such time as properties apply for, or request interest in, annexation to the city.



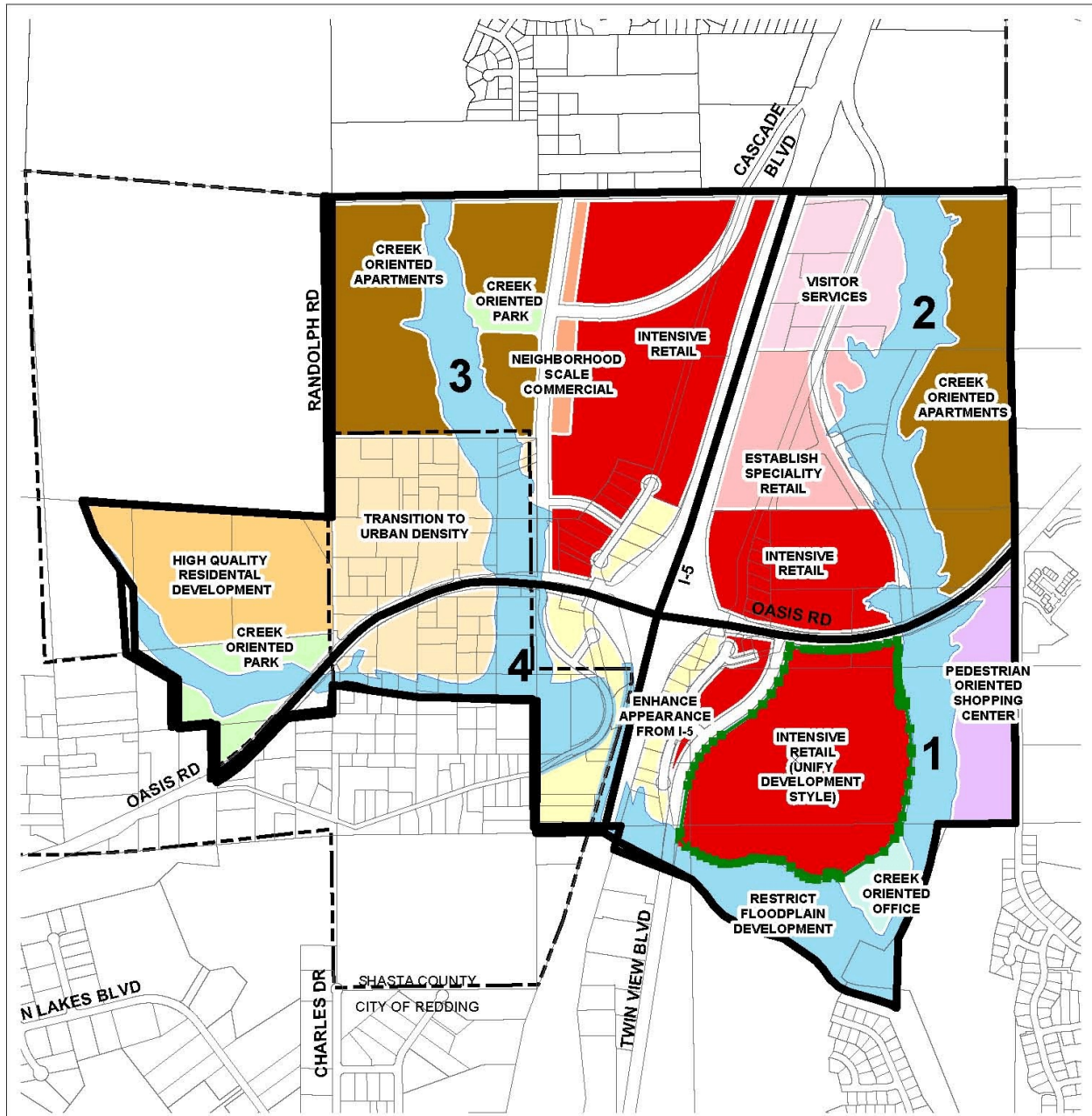
City of Redding  
Oasis Road Specific Plan





SCALE 1"=1200' AUGUST 2005

**Figure 3-2**  
**Subareas and Districts**

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-  Specific Plan Boundary
-  Redding City Limits



SCALE 1"=1200' July 2005

City of Redding  
Oasis Road Specific Plan

**Figure 3-3**  
**Subarea Development**  
**Concepts**

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### 3.4.1. SUBAREA 1. SOUTHEAST

#### *Districts*

- 1A. **Regional Commercial.** This district will accommodate large-scale uses, such as enclosed malls, "power centers," or freestanding retail establishments, including "big box" development. Entertainment and visitor-serving uses would also be appropriate. Free-standing vehicle sales and service uses, such as repair facilities, tire shops, lube and tune-up shops, and similar establishments, are not appropriate. This district should be developed under a unified architectural and landscape theme, even if this requires modification to prototypical structures typically utilized by national chain or franchise stores. The existing parcels that make up this classification shall not be further divided for development until such time as a comprehensive development plan is approved for the property(ies) by the City.

Since this development will be bordered on at least three sides by major streets, care must be taken in the placement and design of service bays, delivery docks, trash enclosures, and similar facilities. This is made more challenging by the visibility of the site from numerous residences nearby residential subdivisions. Visibility of service areas from residential districts to the south and east is not appropriate.

This district is not under common ownership, which may complicate efforts to ensure that it develops in a cohesive manner. Unless the properties are combined under a single ownership, the first development to be approved shall:

- a. Establish the general architectural theme and building materials and landscape palette for the district as a whole.
- b. Ensure that integrated and efficient access is provided between the two individual properties. This shall include provision of a public street between the properties and coordination of driveway locations.

Twin View Boulevard will be realigned to the east; development will be required to provide local street access from the realigned Twin View Boulevard that provides access to several existing businesses.

- 1B. **General Commercial.** This district is characterized by display, sales, and repair of boats, recreational vehicles, and similar uses. Most of the uses were established decades ago, prior to adoption of modern development standards. This Specific Plan recognizes the desirability of upgrading the sites because of their visibility from Interstate 5 and the image that development in this area portrays to the traveling public. It is also recognized that these uses may transition to more visitor-serving uses over time, but the Specific Plan does not preclude the continuation and expansion of the existing uses. Efforts should be made to enhance the view of the properties from Interstate 5 through the use of landscape and interesting building forms when the existing uses expand or are changed to other uses. Building expansions exceeding 4,000 square feet shall require substantive efforts to upgrade street and Interstate 5 landscape in accordance with Chapter 4 (see Sections 4.4.1 and 4.4.3). All development on parcels vacant at the time of adoption of this Specific Plan shall be in accordance with the requirements herein.

- 1C. **Shopping Center.** Located at the entrance to the Gold Hills Subdivision, this shopping center site is well-situated to serve the everyday needs of the surrounding community. The center should be designed to establish its own unique identity within the context of the larger scale retail developments that will occur to the west of the site. Consideration should be given to developing a more pedestrian-oriented environment than will be provided in most of the other commercial areas within the Specific Plan area. The use of building groupings (as opposed to the typical linear shopping center model so prevalent in Redding), ample public plaza space that incorporates shade and water features, and a well-designed modular parking arrangement will give a sense of uniqueness to the center.
- 1D. **General Office.** The setting at the confluence of Churn Creek and Salt Creek sets this office district apart from other office districts in the city. The natural surroundings, together with views of the Gold Hills golf course, will provide a unique office environment.

### 3.4.2 SUBAREA 2. NORTHEAST

#### *Districts*

- 2A. **Regional Commercial.** This commercial district is not under common ownership, which presents additional site-design challenges to ensure adequate access and optimum relationships between uses. As a whole, the district will accommodate general retail sales, "power centers," specialty stores, restaurants, entertainment uses, visitor-serving uses, and similar uses. The southerly portion of the district should be developed under a unified architectural and landscape theme, even if this requires modification to prototypical structures typically utilized by national chain or franchise stores. This site may also accommodate an "auto mall," but not freestanding automobile sales and services, such as repair facilities, tire shops, and similar establishments. Smaller parcel sizes and limited land area at the north end of the district will afford the opportunity for specialty retail activities and visitor-serving uses, but automobile/vehicle sales and service uses are not appropriate. This Specific Plan specifically envisions the development of more pedestrian-scaled commercial projects for these smaller parcels east of existing Twin View Boulevard. See Chapter 6, Subsection 6.4.2, for design details.
- 2B. **General Commercial-Visitor/Retail.** With its freeway visibility, this district is well-suited to accommodate the needs of visitors. Such uses as restaurants and motels are appropriate, as are general retail sales and service stations. Residential uses and vehicle and equipment-related uses, such as sales and repair, are not appropriate. Given the visibility from Interstate 5, excellence in architectural and landscape features is required to provide a positive image to the traveling public.
- 2C. **"RM-15" Residential Multiple Family.** With its excellent access and accessibility to retail and other services, this residential district is well-suited for higher-density market rate and affordable housing. The natural open space of the adjacent Salt Creek floodplain enhances the desirability and livability of developments in this area. With future services available in close proximity of the site, an integrated system of pedestrian and bicycle trails, including a possible pedestrian bridge across Salt Creek, will be provided to encourage the use of nonmotorized transportation modes. Section 6.7 of the Design Criteria establishes basic design and landscape concepts for multiple-family areas.

### 3.4.3. SUBAREA 3. NORTHWEST

#### *Districts*

- 3A. **Regional Commercial.** This commercial district will accommodate a variety of retail services, including a "power center," entertainment, stand-alone retail, and/or an auto mall; however, freestanding vehicle sales and service establishments are not appropriate. This district should be developed under a unified architectural and landscape theme, even if this requires modification to prototypical structures typically utilized by national chain or franchise stores.

The natural topography at the north end of the site should be utilized to provide a vertical dimension to the development and to reduce grading. Retained slope areas shall include terraced landscape elements, using decorative retaining walls or other treatments to avoid the standard cut-slope look as viewed from Interstate 5 and the realignment of Cascade Boulevard.

Care should be taken at the west side of the district to ensure that the development transitions appropriately with the proposed residential uses to the west. While future Shasta Cascade Boulevard will separate commercial and residential land uses, the commercial component shall be buffered by attractive walls, landscape, and building facades as necessary and appropriate to enhance the residential feel from Shasta Cascade Boulevard. Careful site planning will be required to ensure that the view into the commercial development from this roadway is not one dominated by service bays, trash enclosures, and other undesirable facilities. Commercial buildings shall strategically front on Shasta Cascade Boulevard shall be designed and constructed at a scale that is typical of neighborhood-serving uses, rather than the larger buildings that typify regional commercial developments.

- 3B. **Limited Office.** Located adjacent to Churn Creek and at a location that will buffer residential uses to the west from noise from future Shasta Cascade Boulevard, this district accommodates the need for small-scale professional office uses within the Specific Plan area.
- 3C. **General Commercial-Visitor/Retail.** This area will accommodate visitor-serving uses, such as restaurants and motels, in close proximity to the freeway interchange. General retail sales, including service stations, are also acceptable. Residential and new vehicle and equipment-related uses, such as sales and repair, are not appropriate in this district. Given the visibility from Interstate 5, excellence in architecture and landscape features is required to provide a positive image to the traveling public. Building expansions exceeding 4,000 square feet shall require substantive efforts to upgrade street and Interstate 5 landscape in accordance with Chapter 4 (see Sections 4.4.1 and 4.4.2). All development on parcels vacant at the time of adoption of this Specific Plan shall be in accordance with the requirements herein.
- 3D. **"RS-2.5" Residential Single Family.** This district will accommodate suburban style single-family development consistent with the style of development that will occur to the north, outside the Specific Plan area.
- 3E. **"RM-9" and "RM-12" Residential Multiple Family.** Nestled adjacent to Churn Creek and Newtown Creek, these residential districts will provide for a variety of housing types in a unique setting. Proposed parks, as well as trails along the creek corridors, are located adjacent to these residential areas. Because of the topography in this district, particularly

those lands adjacent to Churn Creek, intensive residential uses will need to be carefully designed to take advantage of existing slopes to complement, rather than disregard, the existing land form. This will require that most of the development be constructed in smaller contained units, linked together by driveways and pedestrian trails. To the extent practical, dwellings should be oriented toward the stream corridors to provide maximum exposure to the scenic amenity they afford. The developments shall also be linked to the stream corridor by connecting trails. Section 6.7 of the Design Criteria addresses multiple-family design issues. Section 6.8 addresses expectations for small-lot and other single-family development types.

- 3F. **"RL-5" Rural Residential.** In the near term, this 38-acre area within the jurisdiction of Shasta County will continue to maintain the rural large-lot development pattern that exists today. The County zoning establishes a minimum lot size of 5 acres, consistent with that of the Specific Plan. Maintaining large lot sizes in the near term provides the opportunity to consider other development types in the future. Water service is available to much of the area; however, the lines are not typically sized to provide increased residential densities. Further, none of the properties have access to the City's sanitary sewer system. As the market for urban style housing in this subarea materializes, the Specific Plan should be revisited and a determination made as to the appropriate means to facilitate a transition to suburban residential densities. Infrastructure planning for this area must necessarily consider that the area will eventually develop at significantly higher residential densities of at least 6 units per acre. It must be recognized that redevelopment at suburban densities is only appropriate if this area is annexed to the City of Redding.

#### 3.4.4. SUBAREA 4. SOUTHWEST

##### *Districts*

- 4A. **General Commercial.** Free-standing auto, recreational vehicle, and/or boat sales are appropriate, as are visitor-serving uses in this district. As with properties similarly classified in the Specific Plan area, this area will also accommodate visitor-serving uses, such as restaurants and motels, in close proximity to the freeway interchange. General retail sales, including service stations, are also acceptable. Given the visibility from Interstate 5, architectural and landscape enhancements are required to provide a positive image to the traveling public as existing uses expand and new uses are established. Building expansions exceeding 4,000 square feet shall require substantive efforts to upgrade street and Interstate 5 landscape in accordance with Chapter 4. All development on parcels vacant at the time of adoption of this Specific Plan shall be in accordance with the requirements herein.
- 4B. **"RL-5" Rural Residential.** This area is within the jurisdiction of Shasta County and encompasses approximately 16 acres. In the near term, this area will continue to maintain the rural large-lot development pattern that exists today. However, as infrastructure becomes available and the market for urban-style housing in the area materializes, the classification should be revisited and a determination made for the appropriate means to facilitate a transition to suburban residential densities as with District 3F above. It must be recognized that suburban development will only occur in this area if it is annexed to the City of Redding.



### 3.5. Specific Plan Zoning Districts

#### ZONING DISTRICTS

The broad land use classifications of the Specific Plan are implemented by individual zoning districts. Table 3-2 depicts the zoning districts that correlate with the land use classifications discussed above. The appropriate land uses and development standards for each zoning district are addressed below. Figure 3-4 depicts the zoning districts established for this Specific Plan.

**Table 3-2: Land Use Classification Correlation Matrix**

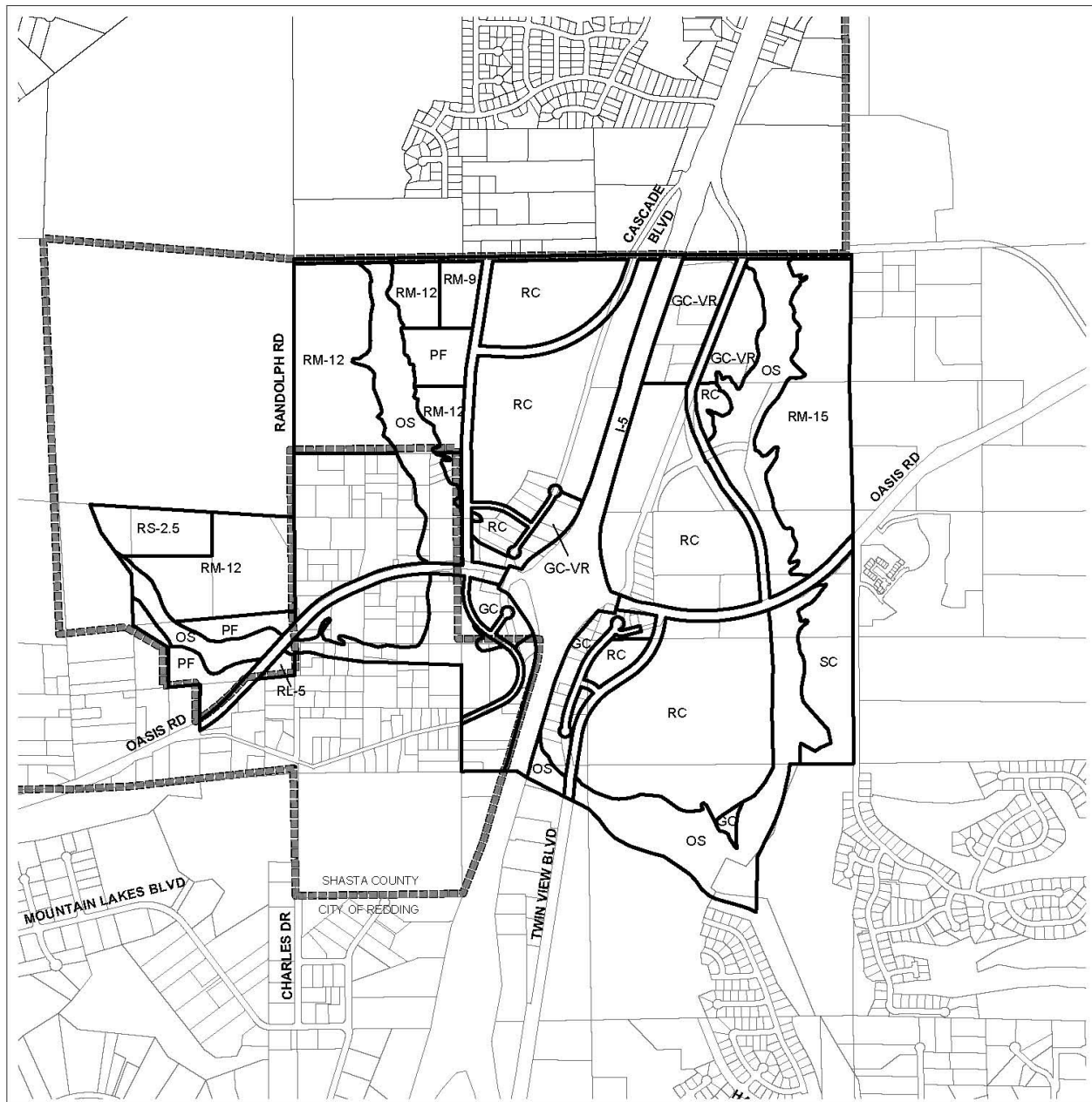
Specific Plan Land Use Designation	Corresponding General Plan Land Use Classification	Corresponding Zoning District For Allowable Uses
Regional Commercial	RC	RC
Shopping Center	SC	SC
General Commercial	GC	GC ; GC-VR
General Office	GO	GO
Limited Office	LO	LO
Residential, 1 to 5 acres/unit	Residential, 1 to 5 acres/unit	RL-5
Residential, 6 to 10 units/acre	Residential, 6 to 10 units/acre	RM-9
Residential, 10 to 20 units/acre	Residential, 10 to 20 units/acre	RM-12 and RM-15
Greenway	GWY	OS
Public Facility	PF-I	PF

#### 3.5.1. COMMERCIAL ZONING DISTRICTS

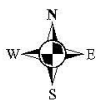
The Specific Plan establishes five categories of commercial zoning districts: Limited Office (LO); General Office (GO); Shopping Center (GC); General Commercial (GC); and Regional Commercial (RC). Considered together, a total of 306 acres is established for retail/service uses and 3 acres for office uses. The allocation is appropriate given the location of the Specific Plan area in relation to the Oasis Road/Interstate 5 interchange and is intended to provide business, employment, and shopping opportunities in close proximity to housing.







 Redding City Limits



SCALE 1"=1600'    October 2004

City of Redding  
Oasis Road Specific Plan

**Figure 3-4**  
**Zoning**

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The commercial districts within the Specific Plan area are noted below, as are the purposes of each district:

**Limited Office (LO).** To provide sites for professional office space built at a residential scale that will serve as a transition between residential and commercial districts; to allow service businesses that are quiet and compatible with the residential uses.

**General Office (GO).** To provide sites for professional, business, and personal-service businesses with appropriate and compatible accessory uses; to provide for other compatible uses including: rest homes, nursing homes, day-care facilities, and hospitals; religious, educational, cultural, and public utility uses; and financial institutions. Ancillary retail uses, such as pharmacy and sit-down restaurants, are also appropriate.

**Shopping Center (SC).** To encourage development that serves a market between a neighborhood store and a regional center. A typical center will have two or more anchor tenants, such as a supermarket and drug store and one or more in-line stores and/or pads. Total floor area within shopping centers typically ranges from 50,000 to 200,000 square feet.

**General Commercial (GC).** To maintain areas on arterial streets, near interchanges, and in existing commercial strips for commercial uses. Certain "General Commercial" areas are identified for "visitor" and "retail" uses on the zoning map to assist in achieving the policies of the General Plan. These areas are identified with a "GC-V/R" designation.

**Regional Commercial (RC).** To provide areas that accommodate a mix of regional-level retail uses and associated services, including malls, free-standing retail, power centers, and office and service establishments.

### 3.5.2 RESIDENTIAL ZONING DISTRICTS

**Residential Multiple Family (RM).** To provide areas for medium- to high-density multiple-family developments and other uses compatible with multiple-family development. A residential density indicator follows the district designation. For instance, a property zoned "RM-15" allows residential development at a density of one dwelling unit for each 2,500 square feet of lot area.

**Residential Single Family (RS; RL).** To provide areas that accommodate a variety of housing types, including attached or detached single-family or two-family homes. A residential density indicator follows the district designation. For instance, a property zoned "RS-3" is allowed three dwelling units per developable acre.

### 3.5.3. OTHER DISTRICTS

**Open Space (OS).** To provide protection for lands within the 100-year floodplain and slopes that exceed 20 percent. This district implements the goals and policies of the General Plan Natural Resources Element.

**Public Facilities (PF).** To provide for public and quasi-public uses, such as parks, fire stations, educational and institutional facilities and similar uses.

## LAND USE REGULATIONS AND DEVELOPMENT STANDARDS

### 3.6. Land Use Regulations and Development Standards

The following land use and development regulations apply to any modification or expansion of existing uses or buildings and to all new development within the project area as established by the provisions of the City of Redding Zoning Ordinance.

The development regulations contained in this Specific Plan constitute the primary development regulations for the Oasis Road Specific Plan area. The regulations of this Specific Plan are applied in addition to the provisions of the Redding Zoning Code. If there is a difference or conflict between the requirements of the Zoning Code and this Specific Plan, the provisions of this Specific Plan shall prevail. Any development topics not specifically covered in this Specific Plan (e.g., number of parking spaces required or size of allowable signs) shall defer to the regulations of the Zoning Code. References to the Zoning Code are hereafter designated by a reference to Title 18 of the Redding Municipal Code followed by a specific chapter and section number, as appropriate (e.g., 18.40.080).

#### LAND USE REGULATIONS, GENERALLY

The land use regulations for the various Specific Plan zoning districts are expressed in a "schedule" or table format. Each schedule lists a number of land uses that are appropriate, as well as uses that are inappropriate, in a particular district. The use classifications are defined in Chapter 18.60, Use Classifications, of the Zoning Code. In cases where a specific land use or activity is not defined, the Director shall assign the land use or activity to a classification that is substantially similar in character. Use classifications not listed in the schedule or not substantially similar to the uses below are prohibited.

The schedules that follow prescribe the land use regulations for "Office," "Commercial," and "Residential" Districts. The regulations for each district are established by letter designations as follows:

"P" designates permitted use classifications.

"L" designates use classifications that are permitted, subject to certain limitations prescribed by the additional use regulations contained in this chapter.

"Sd" designates use classifications that are permitted after review and approval of a site development permit by the Director.

"S" designates use classifications that are permitted after review and approval of a site development permit by the Board of Administrative Review.

"U" designates use classifications that are permitted after review and approval of a use permit by the Planning Commission.

The schedule also notes additional use regulations that apply to various uses.

In addition to the differentiation of uses found in the use regulations schedules, the size of a proposed building or development within each zoning district will determine whether uses that would otherwise be permitted will be required to obtain a site development permit or a use permit. Schedules 3.6.2-A, 3.6.2-B, and 3.6.5-A describe the permit process that will be required for new development or construction based on specific size thresholds in the "Office" and "Commercial" zoning districts.

## OFFICE DISTRICTS

### 3.6.1. LAND USE REGULATIONS — OFFICE

#### Schedule 3.6.1-A Use Regulations—"Limited Office" and "General Office"

Use Classifications	"LO"	"GO"	Additional Regulations
<b>Residential Uses</b>	L7	L7	See Section 18.33.050
<b>Public and Semipublic Uses</b>			
Clinics	Sd	P	
Clubs & Lodges	—	P	
Colleges and Trade Schools, Public or Private	—	P	
Community Centers	—	U	
Cultural Institutions	—	P	
Day Care Center (15 or more)	Sd	P	
Government Offices	P	P	
Hospitals (including emergency care)	—	P	
Park & Recreation Facilities	S	S	
Public Safety Facilities	S	S	
Religious Facilities	S	P	
Residential Care, General	S	P	
Residential Care, Senior	S	P	
Schools, Public or Private	S	P	
<b>Commercial Uses</b>			
Ambulance Services	Sd	Sd	
Animal Sales and Services	L6	L6	
Banks and Savings & Loans	L3	L4	
Business Services	P	P	
Eating and Drinking Establishments			
Restaurants, Full Service	P	P	
Drive-up/Drive-through Service	—	—	
Food and Beverage Sales	—	L3	
Laboratories	P	P	
Maintenance and Repair Services	—	—	
Offices, Business & Professional	P	P	
Personal Services	P	P	
Retail Sales	L5	L5	
Travel Services	P	P	
<b>Transportation, Communication, and Utilities Uses</b>			
Communication Antennae and Transmission Towers	—	—	
Communication Facilities within Buildings	—	—	
Utilities, Major	—	—	
Utilities, Minor	P	P	

<i>Accessory Uses and Structures</i>	<i>See Section 18.43.020</i>
<b>Temporary Uses</b>	<i>See Chapter 18.17</i>
<b>Nonconforming Uses</b>	<i>See Chapter 18.46</i>
<b>Specific Limitations:</b>	
L3	No drive-through service.
L4	Site development permit required for drive-through service.
L5	Limited to pharmacies up to 5,000 square feet.
L6	Site development permit required for kennels. Outdoor dog runs are prohibited.
L7	Only as a secondary use subject to approval of a site development permit (Director).

### 3.6.2. PERMIT REQUIREMENTS FOR NEW DEVELOPMENT

#### Schedule 3.6.2-A: Permit Requirements—"LO" District

Building/Development Size	Permit Required
Up to 2,000 square feet	Zoning Clearance
2,001 to 10,001 square feet	Site Development Permit (Director) <sup>1</sup>
10,001 to 20,000 square feet	Site Development Permit (BAR)
20,001 square feet and larger	Use Permit

<sup>1</sup> If exempt from CEQA. If not, the permit shall be processed through the BAR.

#### Schedule 3.6.2-B: Permit Requirements—"GO" District

Building/Development Size	Permit Type
Up to 4,000 square feet	Zoning Clearance
4,001 to 20,000 square feet	Site Development Permit (Director) <sup>1</sup>
20,001 to 30,000 square feet	Site Development Permit (BAR)
30,001 square feet and larger	Use Permit

<sup>1</sup> If exempt from CEQA. If not, the permit shall be processed through the BAR.

### 3.6.3. SITE DEVELOPMENT REGULATIONS AND DEVELOPMENT STANDARDS — OFFICE

Schedule 3.6.3-A below prescribes the development regulations for office districts. Projects that require approval of a discretionary permit, such as a site development permit, use permit, or subdivision, must also demonstrate conformance with design criteria that are adopted pursuant to Chapter 6, Design Criteria.

#### Schedule 3.6.3-A: Development Regulations for "Office" Districts

Standards	"LO"	"GO"	Additional Regulations
<b>Building Scale – Intensity of Use</b>			
Minimum Lot Area (square feet)	7,500	7,500	
Minimum Lot Width (feet)	70	70	
Maximum Floor Area Ratio (FAR)	0.35	0.45	
<b>Building Form and Location</b>			
Maximum Building Height (feet)	35	50	2-story maximum in "LO" District (1)
Sky plane adjacent to "RL," "RE," and "RS" Districts	45°	45°	(2)
Minimum Yards (feet)			
Front	15	15	(3)
Side	10 feet; 15 feet adjacent to an "R" district (5)		

Standards	"LO"	"GO"	Additional Regulations
Corner Side	10	10	
Rear	10	10	(4)
<b>Vehicle Accommodation - Driveways and Parking - See Zoning Ordinance Chapter 18.41, Off-Street Parking and Loading</b>			
Driveway Restrictions	(5)		
Screened Parking	See Section 18.41.100(B)		
Loading And Service Areas	(6)		
<b>Other</b>			
Accessory Uses and Structures	See Zoning Ordinance Section 18.43.020		
Buffer Yard Standards	See Zoning Ordinance Section 18.40.020		
Design Criteria	Yes		
Landscape	See Zoning Ordinance Chapter 18.47		
Screening of Mechanical Equipment	See Zoning Ordinance Section 18.40.130		
Outdoor Facilities	(7)		
Tree Preservation	See Zoning Ordinance Chapter 18.45		
Utilities	See Zoning Ordinance Section 18.40.170		

- (1) **Maximum Building Height.** No building shall exceed 2 stories within 50 feet of an "RS" District unless a zoning exception is first approved in accordance with Zoning Ordinance Chapter 18.15, Zoning Exceptions. Projections above the maximum height limit are allowed for chimneys, towers, spires, and antennas and similar equipment in accordance with Zoning Ordinance Section 18.40.080, Exceptions to Height Limits.

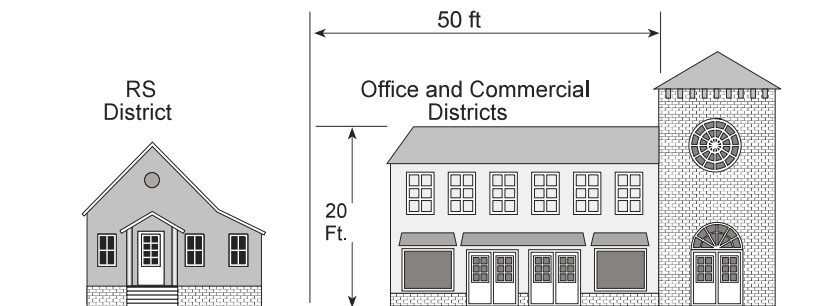
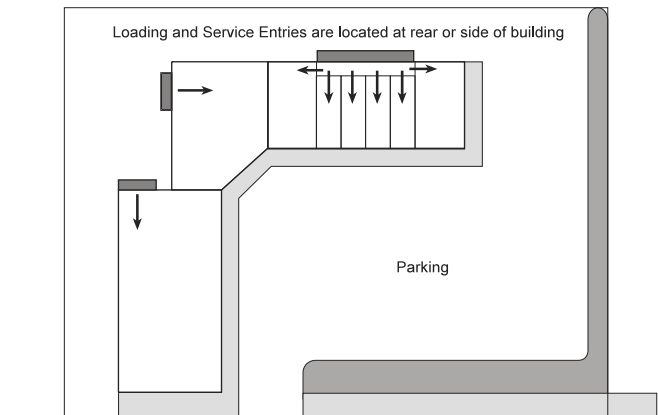


Figure 18.32.040

- (2) **Sky Plane.** Encroachments into the sky plane are permitted subject to specified standards as prescribed in Section 18.40.080, Exceptions to Height Limits. Other encroachments may be allowed subject to approval of a zoning exception in accordance with Chapter 18.15, Zoning Exceptions.
- TRANSITIONAL HEIGHT LIMITS: C OR O Districts ADJACENT TO RS
- (3) **Minimum Yards.** Except for driveway entrances, setback areas shall be landscaped in accordance with Chapter 18.47, Landscape Standards.
- (4) **Rear Yard.** When adjacent to an "R" district, rear yards shall be at least 15 feet.
- (5) **Driveway Restrictions.** Access from an arterial or collector street or alley wherever possible.
- (6) **Loading and Service Areas.** Loading and service areas shall be screened from public streets and residential districts.

- (7) **Outdoor Facilities.** All uses shall be conducted entirely within enclosed buildings, except sidewalk cafes and outdoor food service accessory to an eating and drinking establishment shall be permitted in the "GO" District with approval of a site development permit.



← Service Entrance  
 Loading Facility

Section 18.32.040

LOCATION OF PARKING, LOADING & SERVICE ENTRIES

## COMMERCIAL DISTRICTS

### 3.6.4 LAND USE REGULATIONS — COMMERCIAL

#### Schedule 3.6.4-A: Use Regulations—"Commercial" Districts

Use Classifications	"SC"	"RC"	"GC"	"GC-VR"	Additional Zoning Ordinance Regulations
<b>Residential Uses</b>					
Single-family	–	–	–	–	
Multiple-family	L7	L7	L7	–	See Zoning Ordinance Sec. 18.33.050
<b>Public and Semipublic Uses</b>					
Clinics	L8	P	P	Sd	
Clubs and lodges	–	–	P	–	
Colleges and trade schools, public or private	S	S	P	–	
Community centers	U	U	U	–	
Community social service facilities	–	–	–	–	
Cultural institutions	L8	P	P	P	
Day care center (15 or more)	P	P	S	–	
Government offices	L8	P	P	P	
Hospitals	–	–	S	–	
Park and recreation facilities	S	S	S	S	
Parking, public	Sd	Sd	Sd	Sd	
Public maintenance and service facilities	–	–	–	–	
Public safety facilities	L8	L8	P	U	
Religious facilities	–	–	P	–	
Residential care, general	–	–	S	–	
Transitional Housing Facilities	–	–	–	–	
Schools, public or private	S	S	S	–	
<b>Commercial Uses</b>					
Adult business establishments	–	–	–	–	See Zoning Ordinance Sec. 18.43.030
Animal sales and services	P	P	P	S	Adjacent to an "R" District outdoor kennels prohibited
Veterinary services	–	P	P	P	
Banks and savings and loans	L4	L4	L4	L4	
Bed and breakfast establishments	–	–	S	–	See Zoning Ordinance Sec. 18.43.060
Building materials and services	–	–	–	–	
Business services	P	P	P	P	
Commercial recreation	S	S	S	S	
Commercial entertainment	P	P	P	P	



Use Classifications	"SC"	"RC"	"GC"	"GC-VR"	Additional Zoning Ordinance Regulations
Convenience gas mart	S	S	S	S	See Zoning Ordinance Sec. 18.43.080
Eating and drinking establishments					
Bars/night clubs/lounges	Sd	Sd	Sd	Sd	
Restaurants, full service	P	P	P	P	
Restaurants, limited service	P	P	P	P	
Drive-up/drive-through service	Sd	Sd	Sd	Sd	See Zoning Ordinance Sec. 18.43.070
Food and beverage sales	P	P	P	P	
Food preparation	P	P	P	P	
Funeral parlors and mortuaries	-	-	P	-	
Home improvement sales and services	L8	P	P	-	
Hotels and motels	-	S	S	S	
Hotel, residential	-	-	U	U	Must meet Calif Building Code requirement for efficiency dwelling unit
Laboratories	P	P	P	P	
Maintenance and repair services	-	-	P	-	
Offices, business and professional	P	P	P	P	
Parking facilities, commercial	-	Sd	Sd	Sd	
Personal improvement services	P	P	P	P	
Recreational Vehicle Parks	-	-	U	U	
Personal services	P	P	P	P	
Retail sales	P	P	P	P	
Recycling Station	L7	L7	L7	L7	
Travel services	P	P	P	P	
Vehicle equipment sales and services					
Automobile rentals	-	Sd	Sd	Sd	
Automobile/vehicle repair, major	-	-	L12	-	See Zoning Ordinance Sec. 18.43.050
Automobile/vehicle repair, minor	-	L12;L13	L12	-	See Zoning Ordinance Sec. 18.43.050
Automobile/vehicle sales and leasing	-	S	S	-	
Automobile washing	-	L7	L7	L7	
Heavy equipment sales, service, and rental	-	-	-	-	
Large vehicle sales, service, and rental	-	-	S	-	
Vehicle storage	-	-	-	-	
<b>Industrial Uses</b>					
Contractors' yards	-	-	-	-	
Handicraft/custom manufacturing	L8	L8	L8	L8	
Industry, limited	-	-	-	-	
Personal storage	-	-	-	-	
Warehousing and storage	-	-	-	-	
<b>Transportation, Communication, and Utilities Uses</b>					
Communication antennae and transmission towers	-	Sd	Sd	-	See Zoning Ordinance Sec. 18.40.010
Communication facilities within buildings	-	P	P	-	
Freight/truck terminals and warehouses	-	-	-	-	
Transportation passenger terminals	Sd	Sd	Sd	Sd	
Truck weigh stations	-	-	-	-	
Utilities, major	-	U	U	-	
<b>Accessory Uses and Structures</b>					See Zoning Ordinance Sec. 18.43.020
<b>Temporary Uses</b>					See Zoning Ordinance Chapter 18.17
<b>Nonconforming Uses</b>					See Zoning Ordinance Chapter 18.46

Use Classifications	"SC"	"RC"	"GC"	"GC-VR"	Additional Zoning Ordinance Regulations
<b>Specific Limitations:</b>					
L4 Site development permit required for drive-through					
L7 Only as an accessory use subject to approval of a site development permit (Director)					
L8 Small-scale only (5,000 square feet or less)					
L12 No outdoor repair, signage, or installation					
L13 Refer to "subarea" descriptions for further limitations that may apply					

### 3.6.5. PERMIT REQUIREMENTS FOR NEW DEVELOPMENT

In addition to the differentiation of uses found in Schedule 3.6.4-A, the size of a proposed building or development will determine whether permitted uses that would otherwise be permitted will be required to obtain a site development permit or a use permit. Schedule 3.6.5-A describes the permit process for new development that will be required based on certain-size thresholds.

#### Schedule 3.6.5-A: Permit Requirements: "SC," "RC," "GC," and "GC-V/R" Districts

Building/Development Size	Permit Required
Up to 4,000 square feet	Zoning Clearance
4,001 to 20,000 square feet	Site Development Permit (Director) <sup>1</sup>
20,001 to 30,000 square feet	Site Development Permit (BAR)
30,001 square feet and larger	Use Permit

<sup>1</sup> If exempt from CEQA. If not, the permit shall be processed through the BAR.

### 3.6.6. SITE DEVELOPMENT REGULATIONS AND DEVELOPMENT STANDARDS — COMMERCIAL

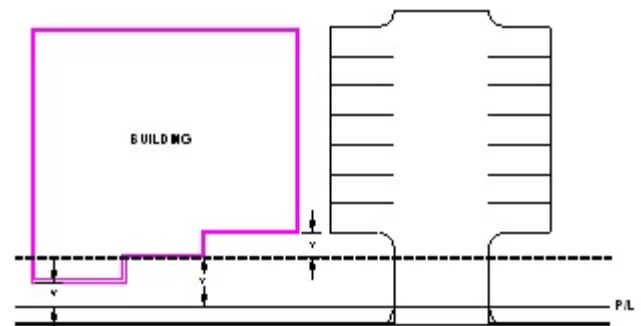
Schedule 3.6.6-A below prescribes the development regulations for commercial districts. Projects that require discretionary approval, such as a site development permit, use permit, or subdivision, must also demonstrate conformance with the design guidelines that are adopted pursuant to Chapter 6, Design Criteria.

#### Schedule 3.6.6-A: Development Regulations—"Commercial" Districts

Standards	"SC"	"RC"	"GC"	"GC-V/R"	Additional Regulations (Letters refer to standards immediately below table)
<b>Building Scale – Intensity of Use</b>					
Minimum Lot Area (sq ft)	10,000	10,000	7,500	7,500	(1) May be reduced if an overall development plan is submitted and approved under the use permit or planned development provisions of this code.
Minimum Site Area (acres)	5	15	–	–	
Maximum Building Size (sq ft)	65,000	–	50,000	50,000	(2)
<b>Building Form and Location</b>					
Maximum Building Height (feet)	40	50	45	45	–
Skyplane adjacent to "R" districts	45°	45°	45°	45°	–

Standards	"SC"	"RC"	"GC"	"GC-V/R"	Additional Regulations (Letters refer to standards immediately below table)
Minimum Yards (feet)					Minimum building setback from I-5 shall be not less than the height of the building, but no less than 30 feet, except that the minimum setback shall be 50 feet for non motel buildings exceeding a floor area of 50,000 square feet. Minimum parking setback is 30 feet from the freeway right-of-way.
Front	25	30	20	20	(3)
Side and Rear	15 adjacent to an "R" district, otherwise not required.				
Corner Side	25	30	20	20	
<b>Vehicle Accommodation</b>					
Truck Docks; Loading and Service Areas	Yes	Yes	Yes	Yes	(4)
<b>Other Standards</b>					
Accessory Structures and Uses	See Zoning Ordinance Section 18.43.020				
Design Criteria	Yes	Yes	Yes	Yes	
Nonconforming Uses, Structures, and Signs	See Zoning Ordinance Chapter 18.46				
Off-Street Parking and Loading	See Zoning Ordinance Chapter 18.41				
Public Plazas	Yes	Yes	Yes	Yes	(5)
Residential Uses	No	Yes	Yes	No	(6)
Temporary Uses	See Zoning Ordinance Chapter 18.45				
Tree Preservation	See Zoning Ordinance Chapter 18.46				

- (1) **Minimum Lot Area.** Except "pads" that are approved in conjunction with a comprehensive development plan for a shopping center, regional center, or similar-scale development.
- (2) **Maximum Building Size.** This limit applies to the main tenant in a multi-tenant center or structure. A use permit may be approved to exceed this limit in the "SC" District upon finding that a larger building would be compatible in scale with adjacent uses or that adequate buffering and height transitions are provided. This limit does not apply in the "RC" District.
- (3) **Front Yards.** Building walls facing a front property line that do not have parking between the wall and the street may encroach up to 50 percent of the required setback provided that the average setback of such building walls meets the minimum required setback for the district.
- (4) **Truck Docks; Loading and Service Areas.** Loading and service areas shall be screened from public streets and residential areas.
- (5) **Public Plazas.** For retail developments of 25,000 square feet and larger, provide areas equal to at least 5 percent of the building area (up to 15,000 square feet) that offer opportunities for public uses,



X = Setbacks required in GC (General Commercial) District  
Y = Setback encroachment and equal offset

SETBACKS 18-33  
FRONT YARD SETBACKS AVERAGING

such as outdoor seating, outdoor cafes, performance space, kiosk area, and similar activities. The area shall include amenities such as benches, water features, landscape, shade structures, or similar elements. Sidewalk areas providing access to the building entries or between building entries shall not satisfy this requirement.

**(6) Residential Uses in "Commercial" Districts.**

- ▶ All residential uses shall be accessory to the intended use of the property as expressed in this Specific Plan. Residential uses shall not occupy greater floor area than the principal use.
- ▶ Separate dedicated parking facilities shall be provided for residential uses in mixed-use projects.
- ▶ Accessory dwelling units shall be located to minimize impacts from noise, on-site traffic circulation, outdoor activities, and other impacts that may result from the principal use of the property.
- ▶ Accessory dwelling units shall share the same architectural features, building materials, and landscape theme as the principal use.

## RESIDENTIAL DISTRICTS

### 3.6.7. LAND USE REGULATIONS — RURAL LANDS DISTRICT

#### Schedule 3.6.7-A: Use Regulations—"Rural Lands" District

Use Classifications	"RL"	Additional Regulations
<b>Residential Uses</b>		
Single Family	P	
Family Day Care, 6 or fewer	P	
Residential Care, Limited	P	
<b>Public and Semipublic Uses</b>		
Cemetery	–	
Park & Recreation Facilities	S	
Public Safety Facilities	S	
Religious Facilities	S	Use permit required if over 10,000 sq ft
Residential Care, Senior	S	Must demonstrate provision of high level of care and services
Residential Care, General	S	Must demonstrate provision of high level of care and services
Schools, Public or Private	S	
<b>Commercial Uses</b>		
Bed and Breakfast Establishments	S	See Zoning Ordinance Section 18.43.060
Commercial Recreation	U	
Utilities, Major	U	
Utilities, Minor	P	
<b>Agriculture and Extractive Uses</b>		
Crop and Animal Raising	–	
Mining and Quarrying	–	See Zoning Ordinance Chapter 18.44
Nurseries	S	
<b>Accessory Uses and Structures</b>		See Zoning Ordinance Section 18.43.020
<b>Temporary Uses</b>		See Zoning Ordinance Chapter 18.17
<b>Nonconforming Uses</b>		See Zoning Ordinance Chapter 18.46

### 3.6.8. SITE DEVELOPMENT REGULATIONS AND DEVELOPMENT STANDARDS

Schedule 3.6.8-A below prescribes the development regulations for Rural Lands.

#### Schedule 3.6.8-A: Development Regulations for Rural Lands

Lot Dimensions – Density/Intensity of Use	"RL-5"	Additional Regulations (Letters refer to standards immediately below the table.)
Minimum Lot Area	5 acres	
Minimum Lot Width (feet)	150	
Base Density: Units per gross developable acre or lot area per unit	.2	(1)
Minimum Yards: (feet)		
Front	25	
Side	20	
Corner Side	20	
Rear	20	
Maximum Building Height (feet)	40	See Zoning Ordinance Section 18.40.080
<b>Other Standards</b>		
Accessory Uses and Structures	See Zoning Ordinance Section 18.43.020	
Setbacks from Creeks	See Zoning Ordinance Chapter 18.48	

Lot Dimensions – Density/Intensity of Use	"RL-5"	Additional Regulations (Letters refer to standards immediately below the table.)
Tree Preservation	See Zoning Ordinance Chapter 18.45	
Walls And Fences	See Zoning Ordinance Section 18.40.180	

- (1) **Calculation of Allowable Units.** The maximum number of dwelling units permitted on any single parcel shall be computed by deducting areas of slopes over 20 percent and any areas subject to flooding from a 100-year-storm event and multiplying the remainder (gross developable acreage) by the density multiplier in Schedule 3.6.8-A.

**3.6.9. LAND USE REGULATIONS — OTHER RESIDENTIAL DISTRICTS**

**Schedule 3.6.9-A: Land Use Regulations—Other "Residential" Districts**

Use Classifications	"RS"	"RM"	Additional Regulations
<b>Residential Uses</b>			
Single Family	P	P	(4)
Two-Family	—	P	
Manufactured Home Park	—	—	
Multiple Family	—	P	Site development permit required for 5 or more dwelling units on a parcel and for dwelling groups; see Schedule 3.6.10-B for maximum allowable densities.
Group Residential	—	S	
Family Day Care, 6 or fewer	P	P	
Family Day Care, 7–14	P	P	
Residential Care, Limited	P	P	
<b>Public and Semipublic Uses</b>			
Clubs & Lodges	—	—	
Community Centers	S	S	
Day Care Center (15 or more)	—	S	
Park & Recreation Facilities	S	S	
Public Safety Facilities	S	S	
Religious Facilities	S	S	
Residential Care, General	S	S	(1), (2)
Residential Care, Senior	S	S	(1), (2)
Schools, Public or Private	S	S	
Transitional Housing Facilities	—	S	
<b>Commercial Uses</b>			
Bed and Breakfast Establishments	S	P	See Zoning Ordinance Section 18.43.060
Commercial Recreation	—	—	
Food and Beverage Sales	—	—	
<b>Transportation, Communication, and Utilities Uses</b>			
Utilities, Minor	P	P	
<b>Accessory Uses and Structures</b>			See Zoning Ordinance Section 18.43.020
<b>Temporary Uses</b>			See Zoning Ordinance Chapter 18.17
<b>Nonconforming Uses</b>			See Zoning Ordinance Chapter 18.46

- (1) Residential Care Facilities in the "RS" District shall not exceed the population density that would otherwise result from typical residential development based on the standard of 2.47 persons per household. For example, a 2-acre parcel in a "RS-3" District would be limited to 15 persons receiving care (2x3x2.47 = 15 persons).

- (2) In the "RS" District, any facility over 5,000 square feet shall be developed in accordance with the "RM" District standards, except that building height shall not exceed 35 feet.
- (3) Site development permit issued by the Director shall be required for development on all parcels within an "RM" District where said parcel was created by a subdivision of 5 or more parcels.
- (4) Single-family prohibited in "RM" District on lots created after adoption of this Specific Plan except in a "PD" Planned Development District and for small-lot subdivisions.

**3.6.10. SITE DEVELOPMENT REGULATIONS AND DEVELOPMENT STANDARDS — RESIDENTIAL**

Schedule 3.6.10-A: Lot Area and Width—Residential Uses; Schedule 3.6.10-B: Density Regulations—Residential Uses; and Schedule 3.6.10-C: Development Regulations—Residential Uses are included in this section. The numbers in the tables refer to standards immediately below the table.

**Schedule 3.6.10-A: Lot Area and Width—Residential Uses**

Districts	Minimum Lot Area (sq ft)	Minimum Lot Width <sup>2</sup>	Minimum Lot Depth
RS-2.5	8,000	75	100 feet
RM-9	10,000 <sup>1</sup>	80	100 feet
RM-12			
RM-15			

**Notes:**

<sup>1</sup> Except small-lot subdivision as provided in Section 18.31.050 of the Zoning Ordinance.

<sup>2</sup> Applies to street frontage; cul-de-sac lot width may be reduced to 35 feet; flag lots must have a minimum street frontage of 20 feet for a single flag lot; 15 feet each for adjacent flag lots. Also, see Title 17, Subdivisions.

Schedule 3.6.10-B depicts the lower and upper ends of the density range for each single-family residential district based on General Plan land use classifications. The schedule also establishes the maximum density permitted in each "RM" District. That density is expressed in the maximum number of dwelling units permitted based on the net area of the lot. This code specifically is structured to correct the density from gross to net for "RM" Districts. The schedule also provides for increases in density beyond those depicted on the Zoning Map under certain specified circumstances.

**Schedule 3.6.10-B: Density Regulations—Residential Uses**

Districts	Base Density: Units per gross developable acre	Maximum Density: Units per gross developable acre	Density Increases
RS-2.5	2.5	3.5	Increases over the density shown on the zoning map shall be allowed only under one or more of the following circumstances: 1. A density bonus consistent with Government Code Section 65915, et seq., is approved. 2. Housing developments for low/moderate income senior citizens may be approved at 200% of base density for one-bedroom units and 150% of base density for two-bedroom units.
		<b>One dwelling unit per net square foot:</b>	
RM-9	9	4,500 sf	
RM-12	12	3,000 sf	
RM-15	15	2,500 sf	

**Notes:**

- ▶ Density credit shall not be given for: (1) lands encumbered by slopes exceeding 20 percent or 100-year floodplain or (2) lands encumbered by public or quasi-public agency utility easements for which compensation for said easement has been paid.
- ▶ Because development sites and types differ significantly, maximum residential density in the "RM" District may be based on either "gross developable acres" or "net developable acres."

**Schedule 3.6.10-C: Development Regulations—Residential Uses**

	"RS-2.5"	"RM-9" "RM-12" "RM-15"	Additional Regulations (Numbers refer to standards immediately below the table)
<b>Building Form and Location</b>			
Maximum Height (feet)	35	45	(2)
Minimum Yards (feet)			
Front	15	15	▶ Minimum street-facing garage setback of 20 feet in all districts ▶ (1) and (7) all districts ▶ See Zoning Ordinance Section 18.31.050 for small-lot subdivisions
Side	15 feet total; no side yard less than 5 feet (except small-lot subdivisions (Section 18.31.050))	5; 10 for 2 or more stories	▶ (2); (3)—for Multiple Family ▶ (7) for RE & RS districts
Corner Side	15	15	▶ (7) for RE & RS districts
Rear	15	15	▶ For RM districts: 20 adjacent to RS
Distance Between Main Structures	—	Single-story—10 ft 1 & 2 story—15 ft 2 or more stories—20ft	
Maximum Lot Coverage	40%	(6) RM districts only	



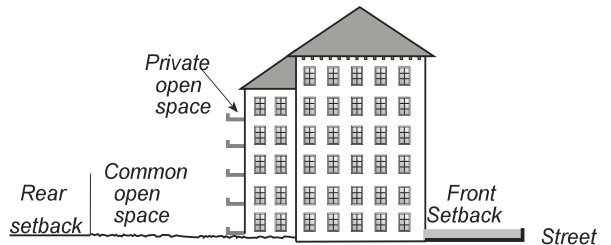
	"RS-2.5"	"RM-9" "RM-12" "RM-15"	Additional Regulations (Numbers refer to standards immediately below the table)
<b>Vehicle Accommodation - See Zoning Ordinance Chapter 18.41, Off-Street Parking and Loading</b>			
Limitations on Parking Frontage	Yes	Yes	Front-yard setback area may not be used for required parking
Garage Frontage Limitations	Yes	—	(5)
<b>Other Standards</b>			
Accessory Uses/Structures	See Zoning Ordinance Section 18.43.020		
Buffer Yards	See Zoning Ordinance Section 18.40.020 — RM districts only		
Common and Private Open Space	(4) RM districts only		
Design Criteria	See Chapter 6		
Roof-Mounted Mechanical Equipment	Prohibited — See Zoning Ordinance Section 18.40.130		
Setbacks from Creeks	See Chapter 4		
Sky Plane	See Zoning Ordinance Section 18.40.150 — RM districts only		

- (1) **Multistory Limitations.** In order to limit impacts to the rear-yard privacy of single-family developments and to ensure adequate building bulk and height transitions between single-family and multiple-family districts, the following "RM" multistory setback is established:

The minimum setback to a second or higher story, where an "RM" District abuts an "RE" or "RS" District shall be 25 feet. For discretionary permits, including subdivision of land, the approving body may require second-story setbacks up to 50 feet if, given the circumstances of the site and surrounding properties—such as building size and height, topography, and similar considerations—the additional setback is necessary to achieve the intent of this section.

- (2) **Minimum Yards.** Projections into yards are allowed for decks, porches, bay windows, roof eaves and similar features; see Section 18.40.030, Building Projections into Setback Areas.
- (3) **Minimum Side Yard.** The minimum side yard shall be increased 2 feet per story for each story over 2 in a multiple-family building, unless the upper story is set back 10 feet from the building face. Where a dwelling fronts on a side yard, the side yard shall be a minimum of 15 feet.

- (4) **Private and Common Outdoor Living Area.** Each multiple-family residential development (two or more dwelling units on a single lot) shall provide private and common areas for its tenants. Private areas typically consist of covered or uncovered balconies, decks, patios, porches, fenced yards, and similar areas outside the residence. A minimum of 80 square feet with a minimum depth of 10 feet shall be provided with each dwelling unit. The minimum depth can be reduced to 6 feet for upper-story units.



Section 18.31.030-C  
MULTIPLE FAMILY (APARTMENTS)  
RESIDENTIAL OPEN SPACE

Common outdoor-activity areas typically consist of landscape areas, walks, patios, swimming pools, barbeque areas, shade elements, playgrounds, turf, or other such improvements as are appropriate to enhance the outdoor environment of the development. All areas not improved with buildings, parking, vehicular accessways, trash enclosures, and similar items shall be developed as common areas with the type of attributes described above. Common areas in developments of 15 or more dwelling units must be provided with 300 square feet of common outdoor activity area per unit if not within ¼ mile of a public park. The area(s) shall be arranged such that it allows adequate area for gathering, play, and other outdoor activities for their tenants and guests.

- (5) **Garage Frontage Limitations.** Where garage doors face a street, garage fronts (in linear feet) shall not exceed 45 percent of the width of the lot as measured at the proposed building setback line. This limitation can be exceeded by an additional 10 percent of the lot frontage where the planes of the garage and front door are separated by no more than 6 feet. In cases of garages designed to accommodate 3 or more vehicles, at least one garage front must be offset from the remaining garage fronts by at least 2 feet.
- (6) **Maximum Lot Coverage.** Maximum lot coverage calculations in the "RM" Districts include buildings, driveways, parking areas, and trash-enclosure areas. Schedule 3.6.10-D indicates the maximum allowable lot coverage in each "RM" District.
- (7) **Recreational Vehicle Storage.** Recreational vehicles, including, but not limited to, motor homes, travel trailers, detached campers/shells, boats, and trailers of all types shall not be stored within any front-yard or street side-yard setback unless a zoning exception is granted pursuant to Chapter 18.15. Such vehicles are permitted to be stored in interior side-yard or rear-yard setback areas. Items stored within the setback areas must be placed so as to prevent violations of the California Building Code with respect to egress, natural light, and ventilation and shall not contribute to or constitute blight, as defined by the Redding Municipal Code. The regulations of this section do not apply to: (1) Class B motor homes (commonly known as "van conversions") which otherwise comply with applicable parking standards and (2) temporary parking of recreational vehicles as necessary for customary active loading and unloading activities associated with the intended use of the vehicles for a period not to exceed 72 hours in a one-week period.

**Storage and Storage Buildings.** No storage buildings or similar structures shall be placed or erected in any front-yard or corner side-yard setback area regardless of size.

## PUBLIC FACILITIES DISTRICT

### 3.6.11. LAND USE REGULATIONS — PUBLIC FACILITIES DISTRICT

#### Schedule 18.36.030-A Land Use Regulations

Use Classifications	"PF"	Additional Regulations
<b>Public and Semi-Public Uses</b>		
Cemetery	U	
Clubs and Lodges	S	1
Colleges and Trade Schools, Public or Private	S	1
Community Service Facilities	U	
Cultural Institutions	S	1
Day Care Center (14 or more)	S	1
Government Offices	S	1
Hospitals and Clinics (including emergency care)	S	1
Offices of Philanthropic/Nonprofit Organizations	S	1
Park & Recreation Facilities	S	1
Parking, Public	S	1
Public Maintenance and Service Facilities	U	
Public Safety Facilities	S	1
Religious Facilities	S	1
Residential, Public and Not for Profit	S	1
Residential Care, General	S	1
Residential Care, Senior	S	1
Schools, Public or Private	S	1
<b>Transportation, Communication, and Utilities Uses</b>		
Airports and Heliports	U	
Communication Antennae and Transmission Towers	U	
Transportation Passenger Terminals	U	
Utilities, Major	U	
Utilities, Minor	P	
<b>Accessory Uses and Structures</b>	<i>See Section 18.43.020</i>	

<sup>1</sup> Use permit required if facility exceeds 30,000 square feet or 50 dwelling units.

### 3.6.12. SITE DEVELOPMENT REGULATIONS AND DEVELOPMENT STANDARDS — PUBLIC FACILITIES DISTRICT

Development standards shall be as specified by the site development or use permit.

## Chapter IV

# PARKS, TRAILS, OPEN SPACE, AND SREETSCAPES

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### 4.1. Parks

The Specific Plan area includes two neighborhood parks. The precise location and boundaries of each park, however, will be determined in conjunction with a development plan approval for the adjacent residential lands. Each will be classified as a "Large Neighborhood Park" as defined in the City's Parks, Trails, and Open Space Master Plan. The locations of the parks are shown on the land use plan and are located in Subarea 3C. These parks are strategically located adjacent to creek corridors (Newtown Creek and Churn Creek) and higher density residential lands. The creek corridor locations make them ideal to establish trailheads, in addition to the more typical amenities, such as play lots, open turf areas, picnic tables, benches, etc. The parks will be connected to adjacent neighborhoods and services by trails and bikeways. Developers of the adjacent multiple-family residential properties should contribute to the design and construction of these parks as their respective properties are developed. Because of their proximity to creeks, it may be appropriate to incorporate certain park amenities, such as turf areas, within the floodplains of Newtown and Churn Creeks, so long as such development does not significantly impact existing riparian vegetation or increase flood hazards to adjacent properties.

**Newtown Site.** The Newtown Creek location consists of approximately 14 acres located adjacent to Oasis Road. The site is nearly level and is bisected by the creek. The land use plan designates approximately 29 acres of land adjacent to the site for high-density residential uses ("Residential, 10 to 20 units per acre"). A neighborhood park site at this location will provide recreational amenities at a scale and type needed to serve this type of development.

**Churn Creek Site.** The Churn Creek site is approximately 8 acres in size and is located adjacent to the east side of the creek. The site is terraced, with dense riparian vegetation along the lower bench, making it ideal for a trail uses. The trailhead to be established at this park will allow users access to a trail that will eventually connect to the City of Shasta Lake trail system, resulting in several miles of trail opportunities. The upper bench will require some grading in order to establish the more typical neighborhood park uses, such as play and turf areas. This site is surrounded on the north and south by approximately 19 acres of medium-density ("Residential, 6 to 10 units per acre") and high-density ("Residential, 10 to 20 units per acre") lands as classified by the land use plan.

Table 4-1 indicates the type of amenities that are appropriate for large neighborhood parks.

**Table 4-1: Typical Large Neighborhood Park Amenities**

• Tot lot
• Play lot
• Open turf (200' x 200' minimum)
• Basketball/multi-purpose court
• Shaded picnic area
• Contiguous parking
• Benches, drinking fountains
• Shaded picnic area
• Restrooms

**4.1.1. PARKS POLICIES**

- P-1** Establish park sites generally consistent with the size and locations depicted on the Specific Plan Diagram. These sites shall be dedicated as a condition of project approval, reserved as may be permitted under the Subdivision Map Act, and/or purchased by the City for park purposes as dictated by the circumstances of each site.
- P-2** Developers of properties in the immediate vicinity of the parks should contribute to their design and development to ensure that sufficient park and recreation facilities are available to residents in the area. The type of contribution shall be determined at the time the residential development plan is approved by the City.
- P-3** Residential developments adjacent to parks shall provide improved access from the development to the park in a location(s) and configuration determined appropriate by the Community Services Department.



**CHURN CREEK  
OPEN SPACE**

**4.2. Open Space/Stream Corridor Buffers**

The Specific Plan area is traversed by three natural stream corridors: Churn Creek, Salt Creek, and Newtown Creek. The floodplains of these creeks are classified "Greenway" by the General Plan, and development is restricted accordingly through implementation of the City's Zoning Ordinance. The General Plan and Zoning Ordinance also establish, on a citywide basis, minimum development setbacks intended to protect these valuable resources from loss of natural habitat and to provide opportunities for passive recreation. Once the development pattern is established, these areas will be rezoned to the "OS" Open Space District unless they are used for public-park purposes, in which case they will be zoned "PF" Public Facility. Only those uses allowed in the "OS" and "PF" Districts are appropriate in these areas.

It should be noted that the floodplains of creeks in the Specific Plan area are particularly wide—in some locations,

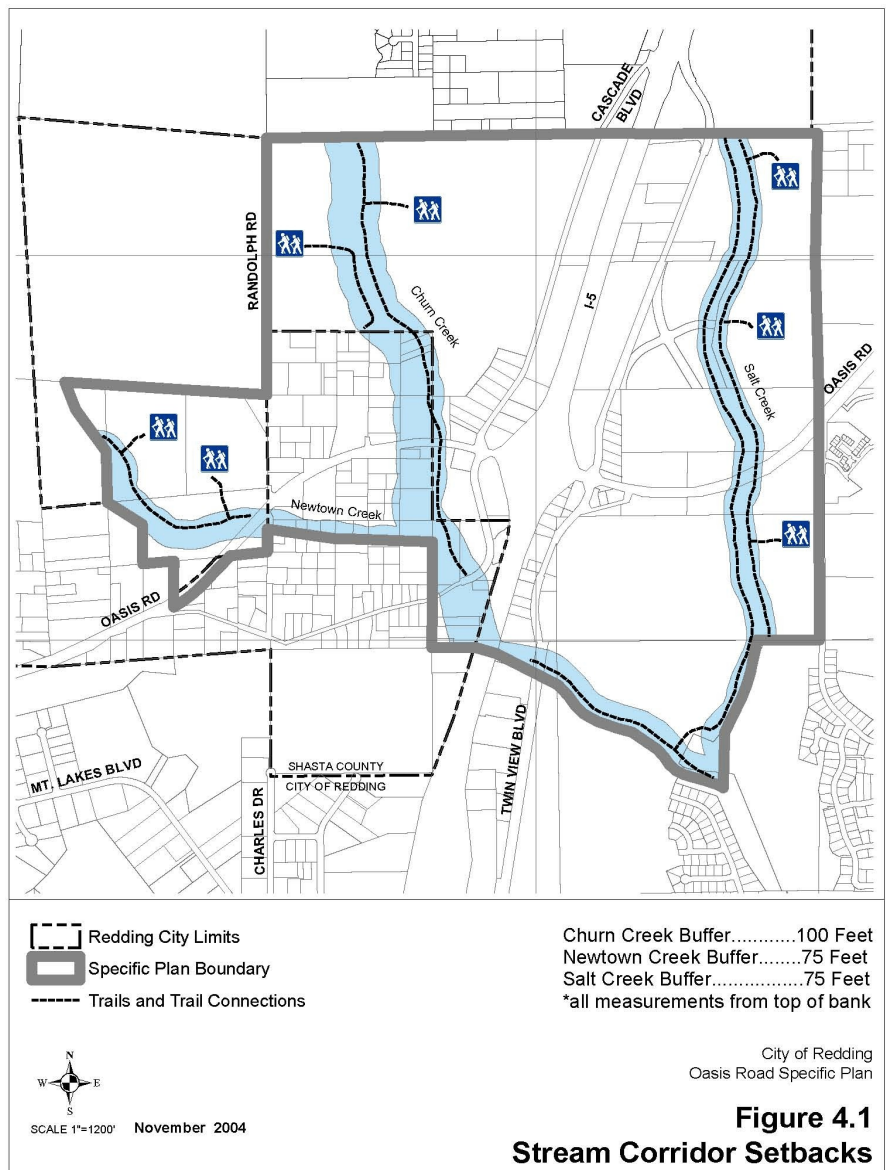
they are over 300 feet in width. Very limited encroachments into the floodplain may be appropriate in backwater areas, subject to the requirements of Chapter 18.51 "Floodplain Overlay District" of the Zoning Ordinance. In no case shall encroachments lessen the development buffer established by this Specific Plan.

From an environmental perspective, maintaining these corridors in a natural state protects the important ecological function of the streams and conserves important habitat and resources. But these corridors also represent important opportunities to provide land use buffers; establish active and passive recreation opportunities; and facilitate nonmotorized transportation, such as walking and biking. Because of these additional benefits, together with the wide nature of the natural floodplains of these creeks, this Specific Plan increases the minimum development buffer requirements from those identified in the Zoning Ordinance to ensure that the goals and policies of this Specific Plan as addressed in Chapter 2 are attained.

Other open-space resources also exist in the Specific Plan area. Steep slopes represent an important element in the City's open-space network. Slopes over 20 percent are located mostly adjacent to Churn Creek and should be protected as valuable development buffers in accordance with General Plan policy.

**4.2.1. OPEN SPACE/STREAM CORRIDOR POLICIES**

**OS-1** Strictly limit encroachments into the 100-year floodplains of streams. Such encroachments shall be limited to those necessary to install public infrastructure/facilities and shall not be done for purposes of increasing development potential on adjacent lands. Exception: Trails and park improvements, such as turf/field areas,





may be constructed within floodplain areas, so long as impacts to riparian vegetation are avoided and the encroachment complies with Chapter 18.51, *Floodplain Overlay District*, of the Zoning Code.

- OS-2 Require floodplain areas to be dedicated for open-space, trail, public-service, and floodplain purposes to the benefit of the public. Where acceptable to the property owner and the City, such areas may be dedicated to the City "in fee" for the above purposes.
- OS-3 Strictly limit grading/development on slopes exceeding 20 percent. Require, as a condition of development approval, establishment of private open-space easements within these slope areas that prohibit development, fencing, and similar improvements. Where slope areas are contiguous to a stream corridor that is dedicated to the City or will be so dedicated under the policies of this Specific Plan, the adjacent slope area shall also be subject to a public dedication in easement or in fee as addressed in Policy OS-2.
- OS-4 The following stream-corridor buffers shall be established for streams within the Specific Plan and are depicted on Figure 4.1:

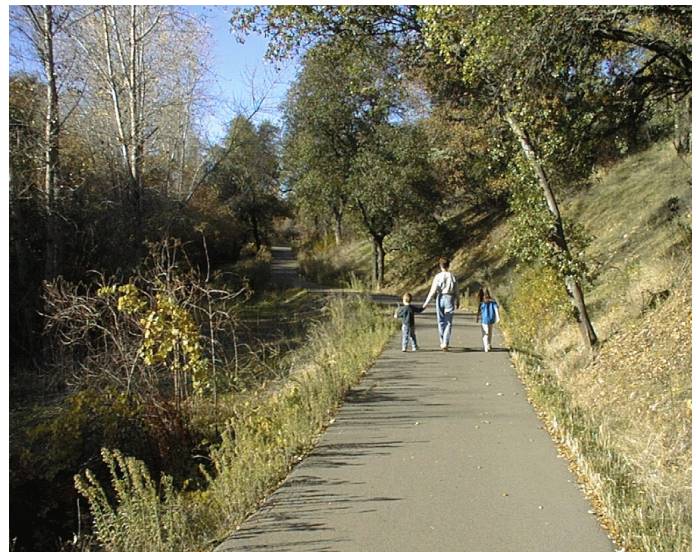
Churn Creek:	100 feet
Newtown Creek:	75 feet
Salt Creek:	75 feet

These buffer areas (stream-corridor setbacks) shall be measured from the top of bank on each side of the stream. If riparian vegetation is present, the minimum buffer area shall be 50 feet from the riparian edge or the bank setbacks noted above, whichever is greater. Reduced setbacks may be allowed subject to the provisions of Chapter 18.48 of the Zoning Code. For purposes of this Specific Plan, top of bank shall encompass all channels if the stream is braided, with the buffer measured from the outermost bank.

- OS-5 Required buffer areas shall either be dedicated to the City for public use (including floodplain, trail, public service, and open-space uses) or shall be dedicated to the City "in fee" if acceptable to the property owner and the City.
- OS-6 Developments adjacent to stream corridors shall be designed to provide views into the corridor rather than "walling" them off.

### 4.3. Trail System

Trails are an integral component of this Specific Plan given their ability to accommodate alternate forms of transportation; provide recreational opportunities; and link residential developments with parks, retail services, transit stops, and other destination points. Figure 4.1 depicts the general trail locations within the Specific Plan area. These trails are located primarily along stream



corridors within the buffer areas required above. It is critical that access be provided to these trails at locations other than just the proposed park sites if the benefits of the trail system are to be fully realized. As such, adjacent development will be required to provide appropriate access through the development for trail access in accordance with the following policies:

#### 4.3.1. TRAIL SYSTEM POLICIES

- T-1** Public pedestrian/bicycle access to stream corridors shall be provided with each adjacent residential and commercial development. The access shall be located so as to be prominent and convenient from the adjacent development. The minimum width of the access is 35 feet unless the Director determines that an access of a lesser width is appropriate and meets the intent of this section. The access way shall include a paved path not less than 10 feet in width, with 2-foot graded shoulders on each side. The remainder of the access way shall be landscaped to match that provided in the adjacent development and shall be maintained by said development or through a landscape maintenance district or other appropriate mechanism.
- T-2** Provide trail links between stream corridors and adjacent development to ensure interconnectivity between residential areas, parks, and major destination points, such as shopping centers and other retail services, generally as shown on Figure 4.3. As actual development proposals are made, other more suitable locations may be determined to be more appropriate.

#### 4.4. Landscape Elements Plan

Landscape and associated elements will play a vital role in unifying the various developments in the Specific Plan area:

- ▶ Landscape along arterial streets, including medians and parkways, should be consistent in form.
- ▶ Entry features and monuments for commercial and residential developments should exhibit similar forms and materials, particularly when located within the same or adjacent quadrant(s) of the Specific Plan area.
- ▶ Where feasible, landscape the Interstate 5 right-of-way edge and within interchange areas. Such landscape should complement the basic theme of interior streets.
- ▶ The expansion of the Oasis Road/Interstate 5 overcrossing should be designed to include artistic relief visible from northbound and southbound I-5 traffic.
- ▶ The location of City entry monument signs ("Welcome Redding" signs) needs to be identified prior to development to ensure that placement opportunities are not lost.

The basic landscape concept for the Specific Plan area is to use bold curvilinear forms composed of several elements which create textural change and visual interest. This section establishes the basic landscape concepts and requirements that will apply to development within the Specific Plan area:



### 4.4.1. INTERSTATE 5 LANDSCAPE ELEMENTS PLAN

1.

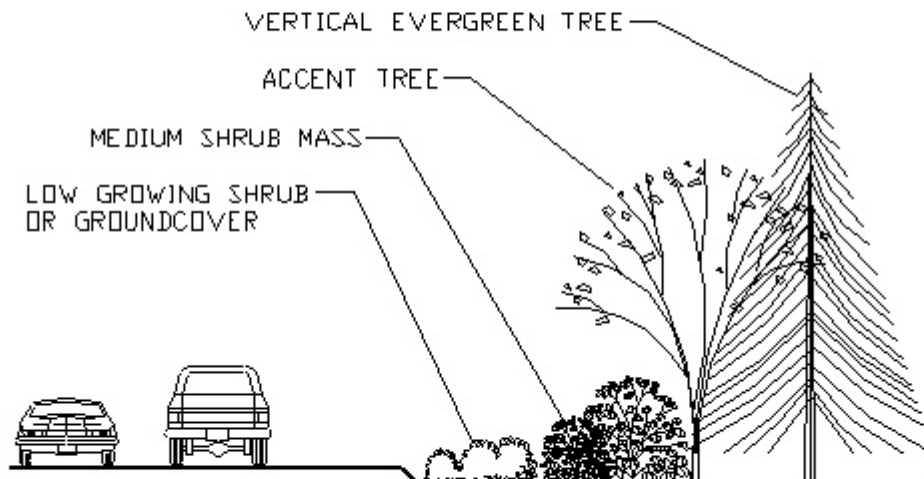
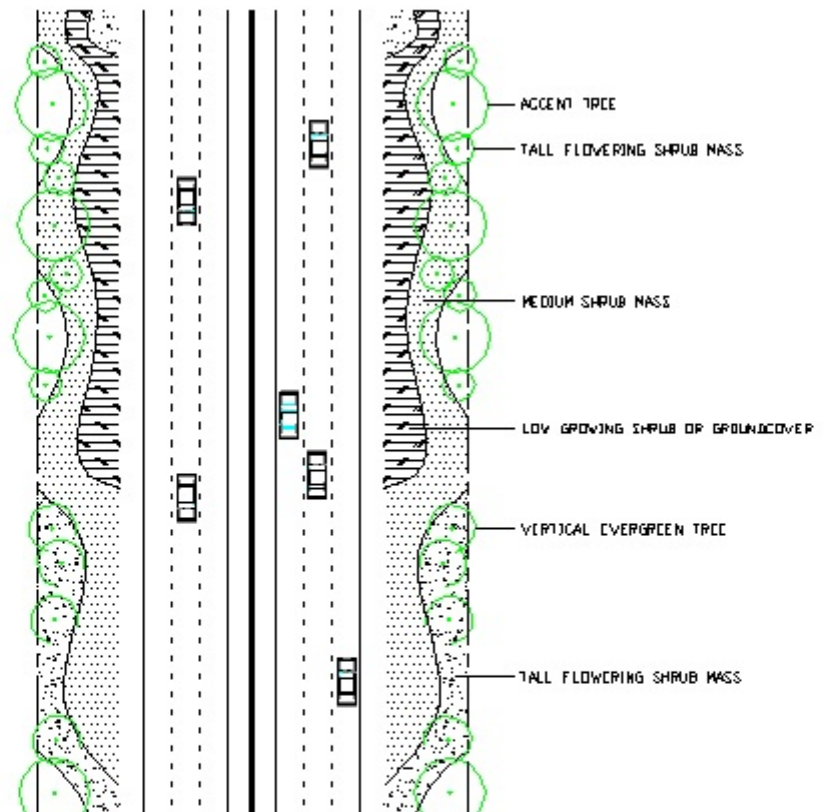
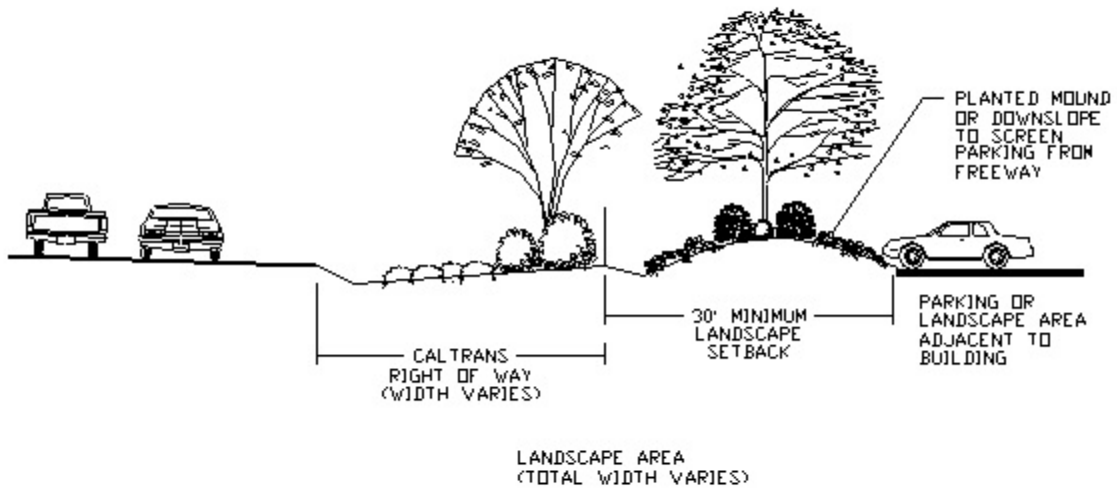
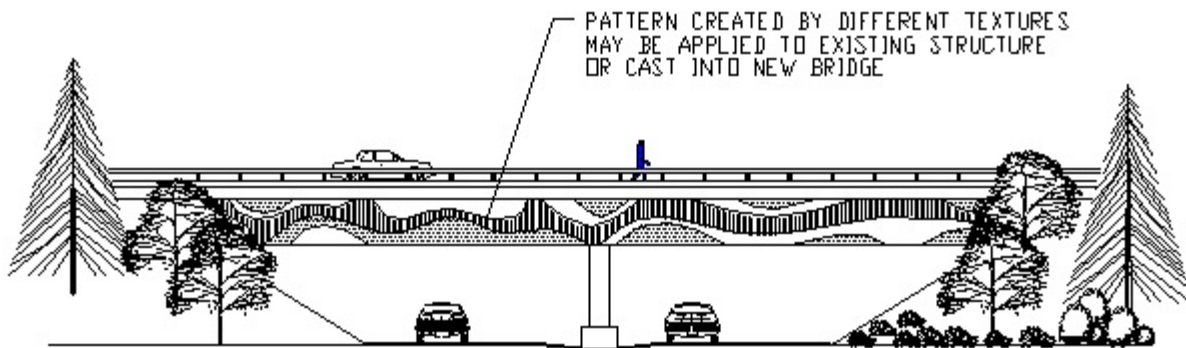


Figure 4.3



**Figure 4.4**

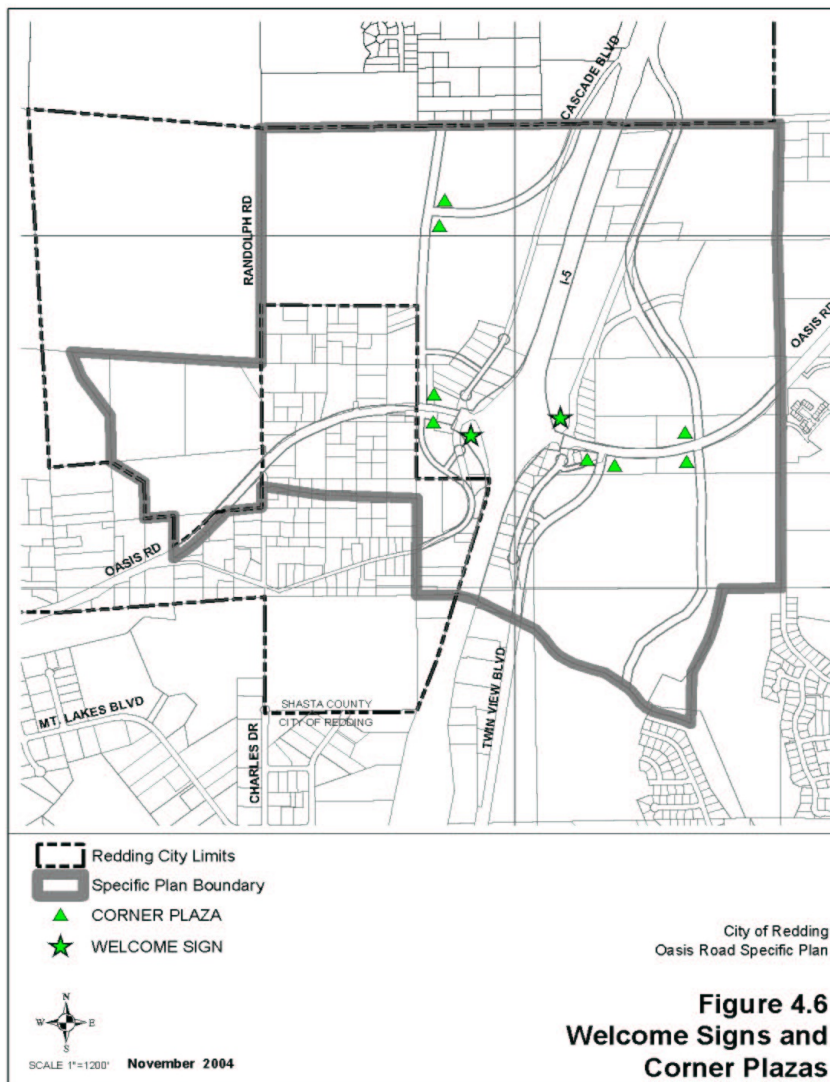
overcrossing should be retrofitted, if feasible, to include this design.



**Figure 4.5**

#### 4.4.2. CITY OF REDDING WELCOME MONUMENTS

1. In the late 1990s, the City established a program to install monuments at various entry locations into the city. The Specific Plan calls for the installation of two additional signs at the locations depicted on Figure 4.6.



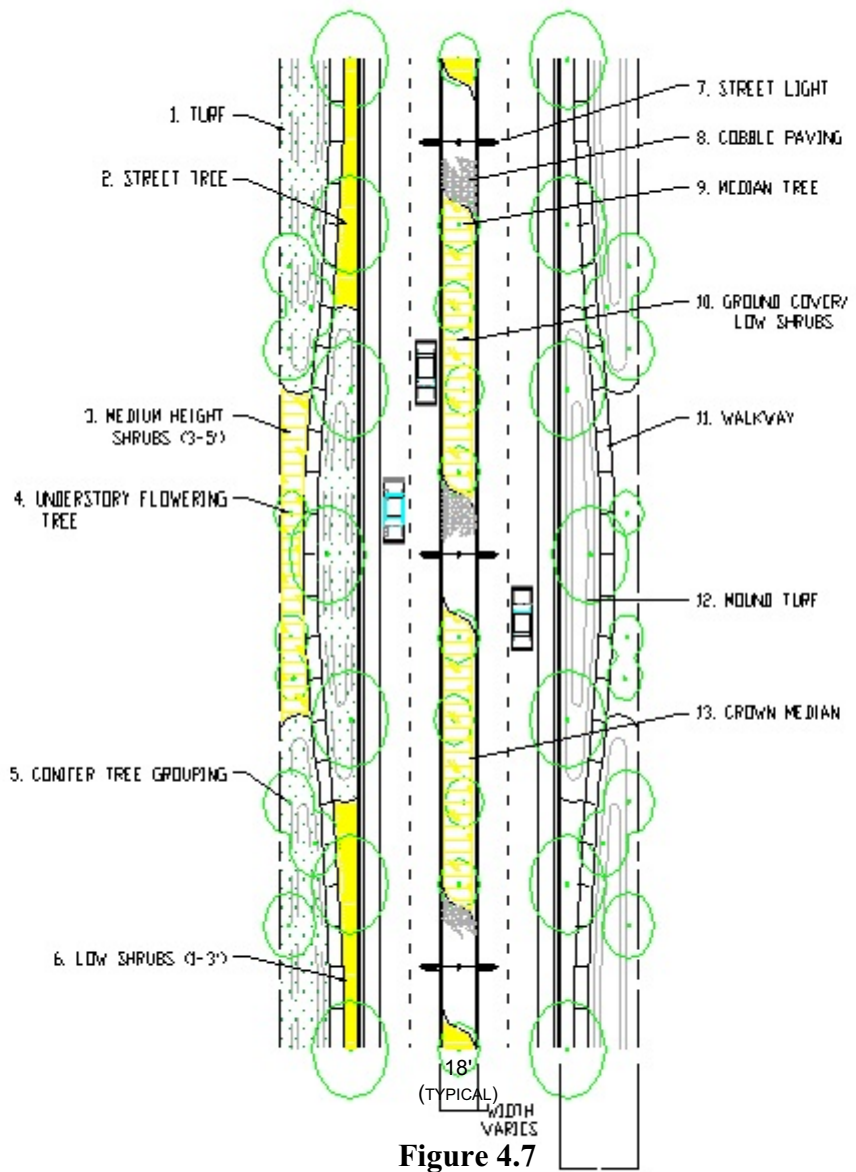
#### 4.4.3. ARTERIAL AND COLLECTOR STREET LANDSCAPE ELEMENTS PLAN

Appropriate landscape elements, including enhanced paving, monuments, and similar nonplant materials, enhance the look of the area from the street and portray a more uniform and consistent development pattern. This Specific Plan does not mandate a specific plant palette for landscape along streets. However, a general pattern is established and consideration shall be given to utilizing the same general plant types approved on adjacent developed properties and consistent with Figures 4-7 and 4-8.

#### LANDSCAPE POLICIES

**L-1** As opportunities arise from ramp widening and other similar improvements, encourage Caltrans to install landscape along the freeway edge utilizing Figures 4.2 and 4.3 as a template for landscape design.

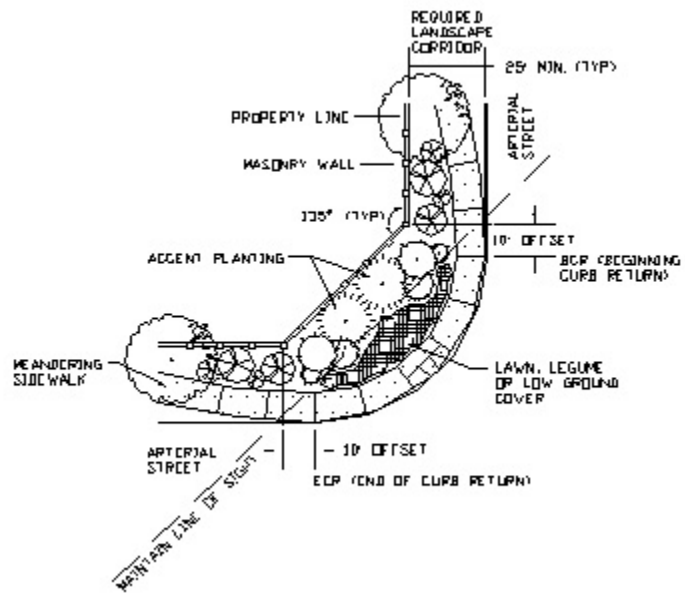
L-2 Where a site development permit or use permit is approved for new commercial buildings, enlargement of existing building by 4,000 square feet or more, or where new or expanded outdoor storage/display is proposed, the property owner shall be required to landscape the building/parking freeway setbacks required by this plan, unless the Director determines that existing landscaping or other circumstances of the site indicate that this is not necessary. Figure 4.4 depicts the desired method of screening.



vary, the basic design and plant material shall be generally consistent with figure 4.1.

**L-8** All crosswalks shall be enhanced, colored pavement. Enhanced paving shall be installed at pedestrian crossings on all main commercial streets.

**L-9** Corner clips (triangular enlargements at intersections, see Figure 4.8) are to be required at intersections of arterial and nonarterial streets. Nontriangular corner clips (i.e., curved, stepped) are permitted provided they do not encroach into the main travel area. Corner clips shall be landscaped in a manner compatible with the adjacent landscape corridors. Entry and plaza areas may be incorporated into required corner clip areas, which may also contain public art.



**Figure 4.8**

**L-10** Figure 4.6, in addition to depicting the location of "Welcome Redding" signs, depicts those major intersection corners where plaza areas shall be constructed. Such plazas shall be constructed within the "corner clip" and shall contain landscape, street furniture, and/or public art and shall be constructed at the time of adjacent development. Depending on the location and anticipated traffic use, plazas may also be required at main project entries.

**L-11** Where a parking lot abuts an arterial street, it shall be buffered from the street by a combination of landscape and low screen walls as required by Section 6.3.3.D.2 of this Specific Plan. Where noise/screen walls are proposed, the walls shall be constructed consistent with Section 6.5.3 of the Design Criteria (Chapter 6). Shrubs and/or vines shall be planted to screen and cover masonry block walls, with the exception of stone pilasters or theme walls at key intersections or neighborhood entries.

# Chapter V

# CIRCULATION, PUBLIC INFRASTRUCTURE, AND FACILITIES

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## 5.1. Introduction

This chapter describes the existing and proposed vehicular circulation system as well as the public facilities and infrastructure modifications necessary to serve the Specific Plan area. Parks and pedestrian and bicycle trails are addressed in Chapter 4. The Circulation Plan is designed to provide for the efficient movement of goods and people and allows for several modes of transportation, including automobile, truck, transit, and bicycle. To that end, streets shall be designed to accommodate these various transportation modes. Just as importantly, it is intended that the new streets to be constructed/realigned will also incorporate landscaped medians and parkway areas that will positively contribute to the character of the street scene.

The goals and policies of the General Plan Transportation Element, including the establishment of level of service thresholds, are applicable to this Specific Plan, as are those goals and policies adopted in the Public Facilities and Services Element of the General Plan.

## 5.2. Circulation Plan

The implementation of the Oasis Road Specific Plan will provide additional roadway, transit, bicycle, and pedestrian linkages between the project area and the surrounding community, including the City of Shasta Lake. Figure 5-1 depicts the street network within and around the Specific Plan area, including existing and future streets.

### 5.2.1. EXISTING STREETS

The Specific Plan area has a number of arterial and local streets that are constructed under a variety of standards. The principal streets in the Oasis Road area are:

- ▶ **Oasis Road.** This east-west arterial street is currently built to a two-lane configuration. Existing right-of-way varies from 100 feet to more than 200 feet within the Specific Plan area.



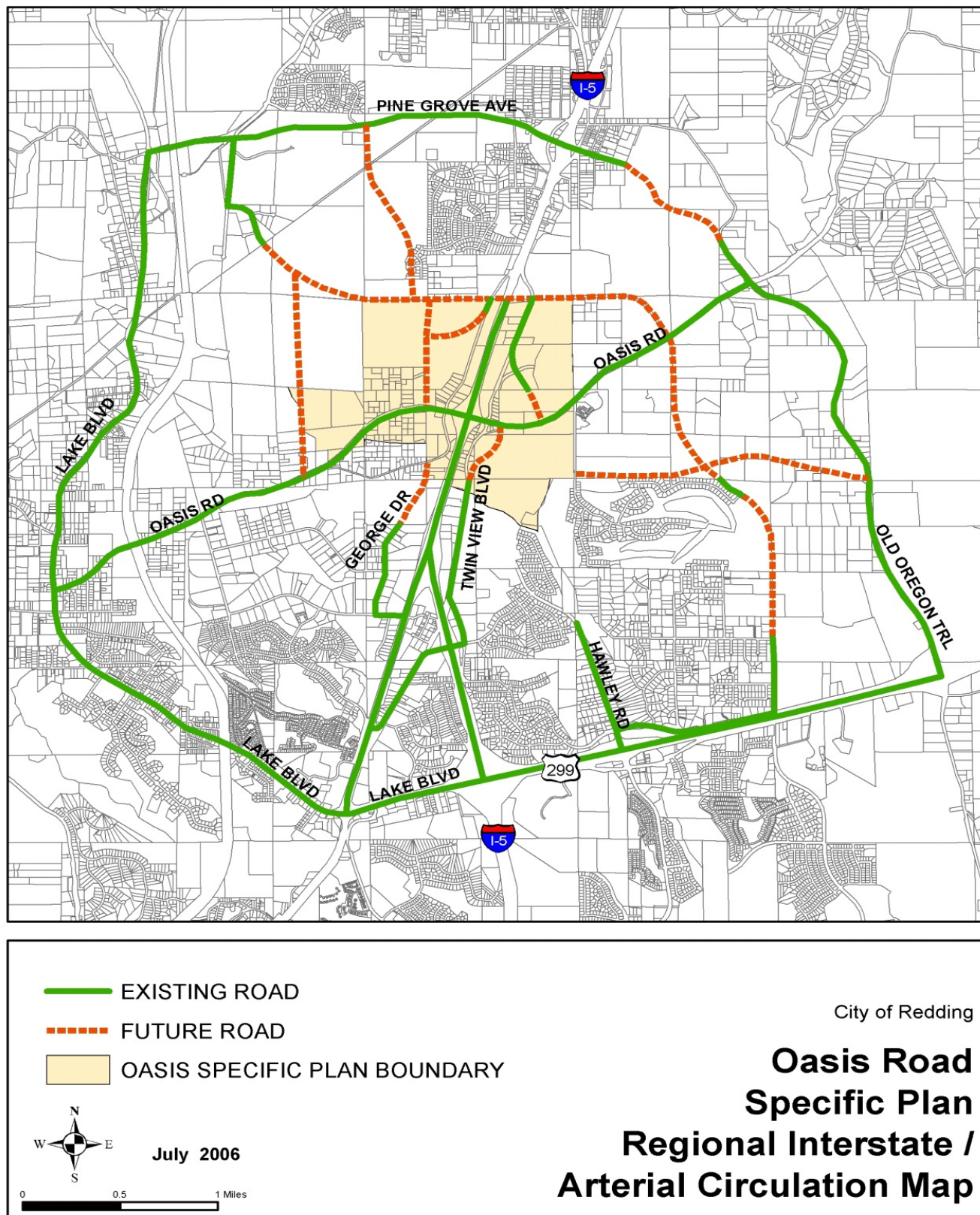


Figure 5-1

- ▶ **Twin View Boulevard.** This north-south arterial street is built to a two-lane configuration with an existing right-of-way of approximately 60 feet.
- ▶ **Oasis Court.** This local street on the east side of Interstate 5 (I-5) has a right-of-way width of 40 feet.
- ▶ **Cascade Boulevard.** This frontage road on the west side of I-5 north of Oasis Road has a right-of-way of 60 feet. Curb, gutter, and sidewalk have been installed along the frontage of several businesses and the California Highway Patrol office.
- ▶ **Old Oasis Road.** This collector street has an existing right-of-way width of 84 feet. It is constructed in a two-lane configuration.
- ▶ **Private Streets.** Numerous unimproved private streets are located in the northwest and southwest subareas on lands that are under the jurisdiction of Shasta County. These streets are primarily private road easements and are unimproved.

### 5.2.2. PROPOSED STREET SYSTEM

#### *Arterial/Collector Streets and Interchange Improvements*

The proposed roadway system calls for expansion and extension of existing arterial streets, construction of new arterial streets, the reconstruction of the Oasis Road interchange, and the addition of signals at various intersections. Generally, the proposed phasing and capital improvement program will ensure that full street improvements are installed as street-segment upgrades are triggered by development.

This Specific Plan establishes the basic arterial street and freeway interchange system. Where appropriate, local street circulation options are also provided to suggest how access may be provided to existing businesses affected by the relocation of Twin View Boulevard and Cascade Boulevard to accommodate necessary interchange improvements.

It should be noted that the street alignments depicted on Figure 5-1, Circulation Plan, are schematic in nature. Precise alignments will result from the approval of future projects necessitating the realignment or construction of the streets. Thus, where a street alignment differs to a minor degree with that shown on Figure 5-1, an amendment of the Specific Plan is not required as long as the design fulfills the intent of the Specific Plan.

The Oasis Road Specific Plan Master Environmental Impact Report contains a complete listing of all anticipated arterial street, signal, and interchange improvements. Also included are proposed right-of-way widths and lane configurations necessary to implement the Specific Plan. The reader is thus referred to that document for a more thorough discussion of the circulation system as pertains to Development Scenario 2, Option A, as identified in that document.

The Circulation Plan includes several modifications to the City's "typical" street sections. Typically, an arterial street is constructed with four to six lanes, but as circumstances warrant, they may be



constructed with six to eight lanes. Greater widths may be necessary to provide needed turn lanes at specific locations. The Circulation Plan identifies the improvement needs for the following arterial and collector streets:

- ▶ **Oasis Road.** The right-of-way varies from approximately 130 feet to 200 feet depending on the location. The right-of-way will accommodate landscaped medians and separated sidewalks with landscaped parkways.
- ▶ **North Twin View Boulevard.** This new arterial street will extend from Oasis Road north to an intersection with existing Twin View Boulevard. The right-of-way will range from 96 feet to 132 feet.
- ▶ **Old Oasis Road.** Sixty-four-foot collector with landscaped medians.
- ▶ **Oasis Court.** Abandonment of Oasis Court as parcels are consolidated.
- ▶ **Shasta Cascade Boulevard** (approximately 132-foot ROW). A new arterial street will extend south from the City of Shasta Lake providing north/south circulation west of Interstate 5.
- ▶ **Shasta Gateway Boulevard** (approximately 132-foot ROW). A new arterial street, will be constructed as an east-west arterial street at the north boundary of the Specific Plan area adjacent to the City of Shasta Lake.
- ▶ **Cascade Boulevard.** Realignment of Cascade Boulevard to the west to intersect with a new street, Shasta Cascade Boulevard. Landscaped medians are called for in its proposed 132-foot right-of-way. Cascade Boulevard maintains its original alignment at the Specific Plan/City boundary.
- ▶ **Twin View Boulevard/Oasis Road.** Realignment of the intersection to the east, south of Oasis Road. The right-of-way will be approximately 132 feet wide south of Oasis Road. A portion of Twin View Boulevard north of Oasis Road will be abandoned. Northbound traffic will be accommodated by the construction of North Twin View Boulevard adjacent to Salt Creek to a connection with Twin View Boulevard near the north boundary of the Specific Plan area. A traffic circle should be considered at this intersection to provide more efficient turning movements for the commercial developments that will be constructed in the area.
- ▶ **Oasis Road Interchange.** The interchange will be reconstructed to an eight-lane facility and will include a northbound loop ramp connection to I-5. The existing off-ramp system will be widened and spread away from the main line. Reconstruction of the overcrossing will occur just to the south of the existing facility, which will allow the existing overcrossing to remain serviceable while the construction is under way.
- ▶ **Randolph Road.** This street will be reconstructed as a collector street in conjunction with the development in its surrounding area. The street, at the northwest boundary of the Specific Plan area, will link the circulation system within the City of Shasta Lake to Oasis Road.

### **Local Streets**

Local streets typically consist of two-lane residential streets and low-volume commercial connecting streets. The required right-of-way is generally 56 to 60 feet. These streets are not identified on the Circulation Plan. The precise location will be determined with the preparation of development proposals for consideration by the City.

The City may require traffic-calming devices, including, but not limited to, roundabouts, curb extensions, raised crosswalks, or other measures to be installed as part of street improvements required for a project. The development review process will establish the required street section based on the traffic generation and other circumstances of a particular development.

#### **5.2.3. CIRCULATION POLICIES**

- C-1** Level of Service (LOS) "C" is the established standard for roadway and intersection operations within the Specific Plan Area and for roadway/freeway segments and intersections affected by development in the Specific Plan Area as presented in the MEIR. Individual projects, as determined necessary by the City Engineer, shall submit a traffic study acceptable to the City that describes the impacts of the proposed development on the local and areawide roadway system and identifies any mitigation measures required to address the impacts. Developments that will temporarily reduce the LOS below the "C" threshold may be approved by the City and/or Caltrans as appropriate.
- C-2** No on-street parking shall be permitted on any roadway within the Specific Plan Area with more than one through lane in each direction, except as approved by the City Engineer.
- C-3** Require as a condition of project approval street improvements commensurate with the level of impact to the system that will result from the proposed development. Such improvements may include, but not be limited to, street modifications (additional through and/or turn lanes), frontage improvements (curb, gutter, sidewalk, landscape), traffic signals, landscape medians, and traffic-calming measures on local streets affected by the development. The required improvements will be established with approval of the proposed development.
- C-4** Participation in funding mechanisms and the adopted financing plan established to provide adequate facilities as addressed in Chapter 7 is required. Any reimbursement or credit for required work shall be done in accordance with the adopted financing plan and other applicable polices or ordinances.
- C-5** Adequate areas shall be provided for bus stops and turnouts or other facilities used to encourage and facilitate public transportation in accordance with adopted transit plans. Specific improvements will be determined at the time of development approval.
- C-6** Development proposals impacted by existing roadways to be realigned or widened or new roadways to be constructed as identified on the Specific Plan Diagram, General Plan Diagram, and/or within the MEIR shall dedicate necessary right-of way and/or initiate the abandonment of unneeded right-of-way in addition to the improvement requirements addressed in Policy C-3.

**C-7** Construction of roundabouts at arterial or collector street intersections will be required where it is determined that the improvement would result in superior traffic operations compared to a standard intersection configuration.

### **5.3. Public Infrastructure and Services**

#### **5.3.1. WATER—EXISTING INFRASTRUCTURE**

Most of the developed portions of the Specific Plan area are served by the City of Redding water system, both east and west of I-5. The existing water system in this area is not currently looped and consists of 1-inch, 2-inch, and 8-inch pipes. The water system in most of the area is insufficient to provide adequate fire flows for residential or commercial needs.

The Specific Plan area is in the Buckeye pressure zone. The City's Master Water Plan (MWP) proposes adding a looped network of 8-inch, 12-inch, and 16-inch waterlines to provide 4,000 GPM for four hours for fire protection. The system will intertie with Bella Vista Water District facilities to the east of the Specific Plan area.

#### **5.3.2. SEWER—EXISTING INFRASTRUCTURE**

Most of the existing buildings in the Specific Plan area are not connected to the City's sewer system. The sewage is discharged into individual septic systems owned and maintained by the property owners. Most of the systems were constructed over 20 years ago, when septic system requirements were less stringent than they are today. Because the area has shallow soils and a perched water table, most parcels in the Specific Plan area cannot meet the current requirements for an individual septic system. This is especially true for large commercial developments and multiple-family projects where water usage is typically higher than in single-family residential areas. All new development in the City will be required to connect to the City's sewer system.

A 15-inch sewer line extends up Salt Creek to Oasis Road. An 18-inch sewer line extends up Churn Creek, under I-5, to Theresa Lane. The 1992 Master Sewer Plan shows a future parallel 15-inch sewer line that is ultimately needed along Churn Creek to be extended up Buckeye Creek to Walker Mine Road west of Lake Boulevard. A 12-inch sewer line continues north from the 18-inch sewer line at Theresa Lane to Century Lane. The rest of the Specific Plan area can connect to these existing sewers, but sewer main lines and laterals will need to be extended to serve each parcel. The future sewer main-line sizes will range from 8-inch to 15-inch.

#### **5.3.3. STORM DRAIN—EXISTING INFRASTRUCTURE**

The 1993 City of Redding Citywide Storm Drain Master Plan (Master Plan) identified several deficiencies in the storm-drain system within the Specific Plan area. Among the major improvements identified in the Master Plan are:

- ▶ Newtown Creek—add two 6.3-foot by 3-foot reinforced concrete box culverts (RCBs) at Oasis Road.

- ▶ Newtown Creek—add two 6-foot by 4-foot RCBs at Randolph Road.
- ▶ Churn Creek—add two 14-foot by 16-foot RCBs at Old Oasis Road.
- ▶ Salt Creek—add a 12-foot by 7-foot RCB at Oasis Road.

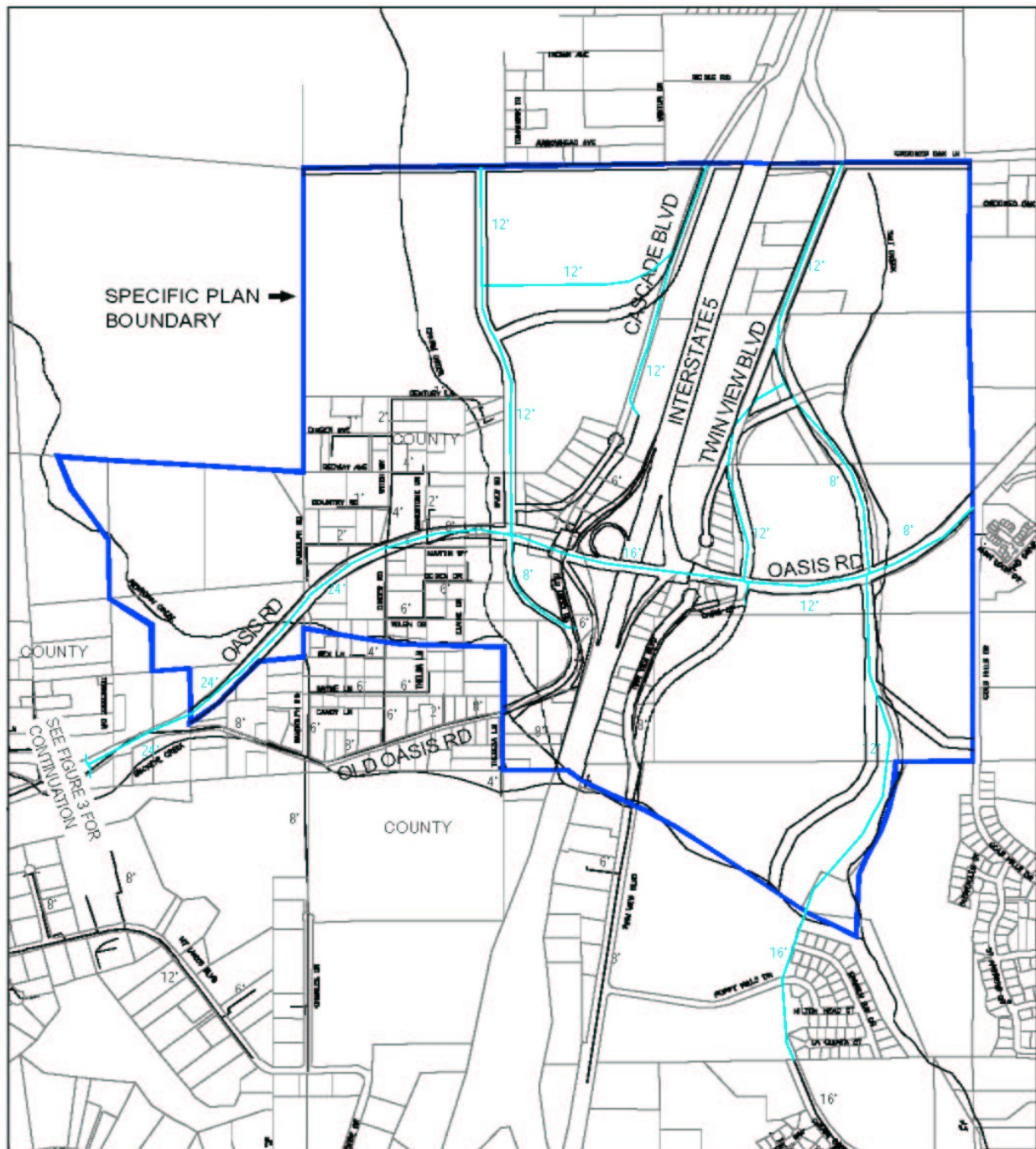
City Council Policy 1806 indicates that regional storm-water detention is preferred over individual basins. This is because storm-water detention is most efficiently handled on a regional basis rather than requiring each parcel to develop and maintain an on-site facility. A regional storm-water basin is proposed just north of the Specific Plan area on Churn Creek.

#### 5.3.4. INFRASTRUCTURE PLAN

Sufficient water, sewer, and storm-drain systems will be provided to serve the Specific Plan area depicted in Figures 5-2 through 5-5. A looped network of waterlines consistent with the City's Master Water Plan (MWP) provides adequate fire flows for protection of residential and commercial development. Sewer main lines and laterals will be extended to serve each parcel. Further, this Specific Plan proposes the construction of a 200-acre-foot regional detention basin to be located on Churn Creek immediately north of and adjacent to the Specific Plan area (Figure 5-6). Individual projects will be required to mitigate storm-drainage impacts until such time as the basin is constructed.

#### 5.3.5. INFRASTRUCTURE POLICIES

**Policy I-1.** No development shall take place until adequate water and sewer service and storm-drainage-protection systems are in place. Development may take place at the discretion of the Development Services Director if adequate interim systems, such as on-site storm-drainage detention, are provided.



LEGEND

EXISTING WATER —————  
 PROPOSED WATER —————

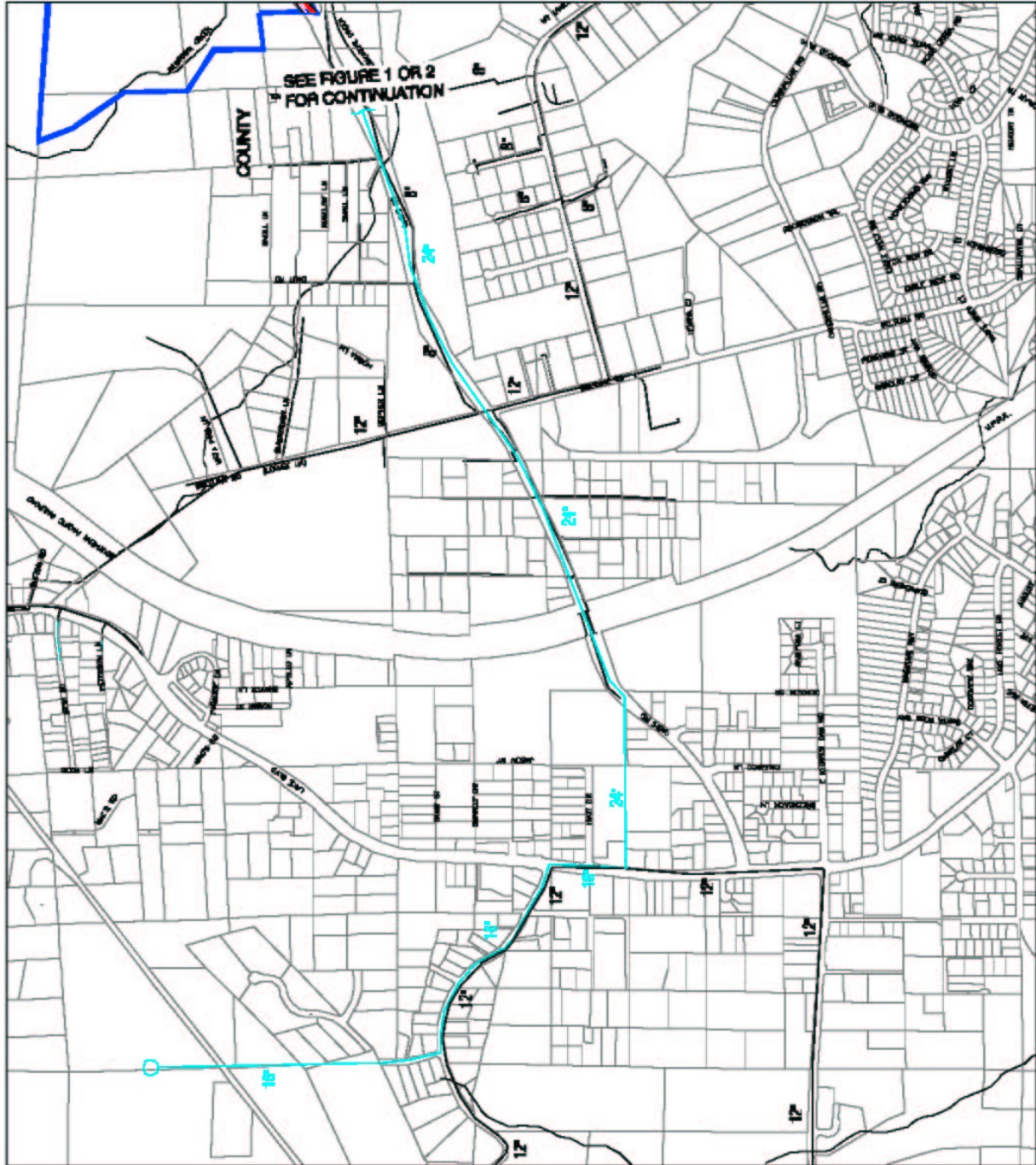
FIGURE 5-2  
 FIGURE 5-3

Scale: 1"=1200'



Oasis Road Specific Plan Area  
 City of Redding Water Service





LEGEND

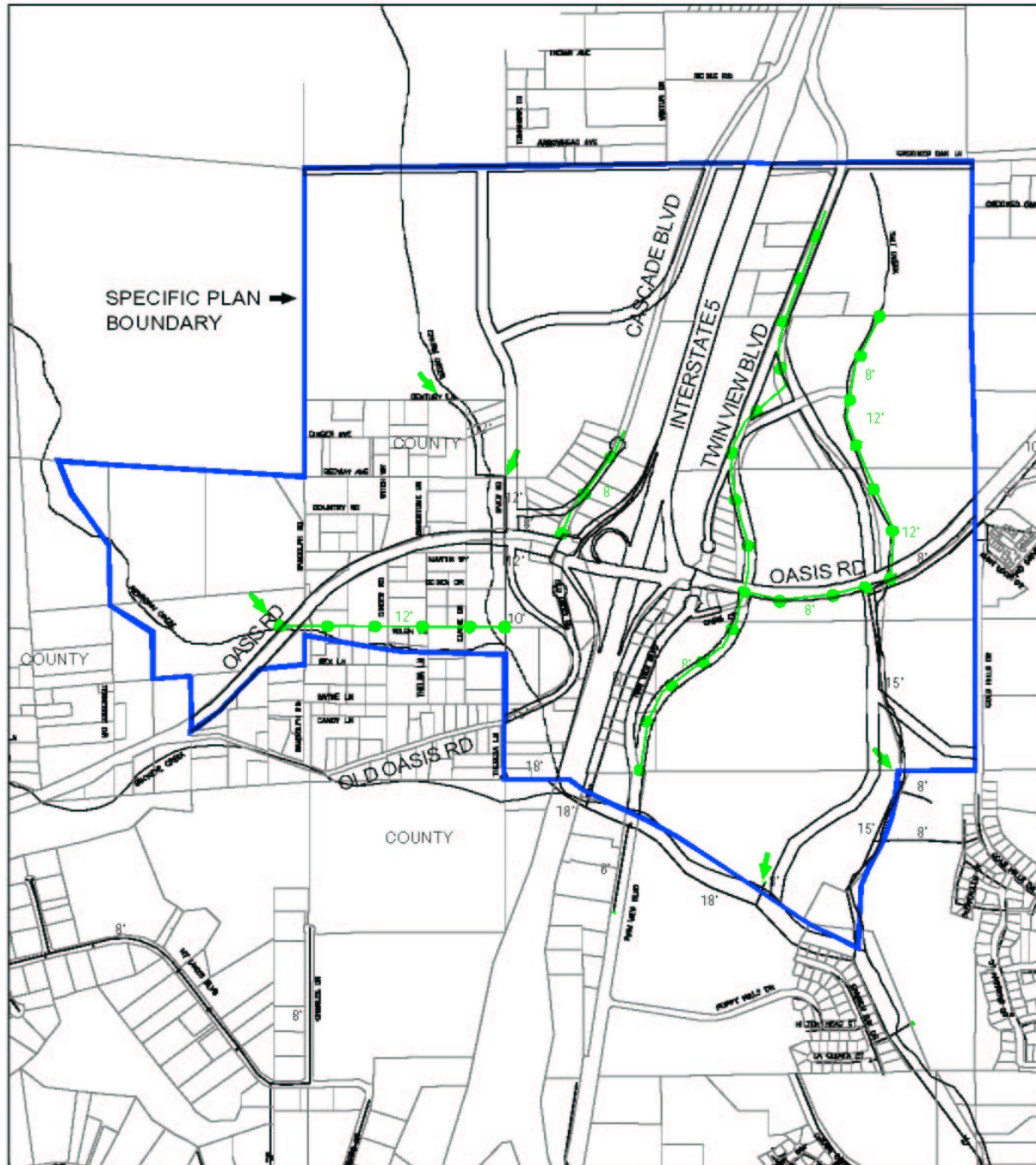
EXISTING WATER ———  
PROPOSED WATER ———

FIGURE 5-3  
FIGURE 5-4

Scale: 1"=1200'



Oasis Road Specific Plan Area  
City of Redding Water Service



LEGEND

EXISTING SEWER —————  
 PROPOSED SEWER —●—●—●—

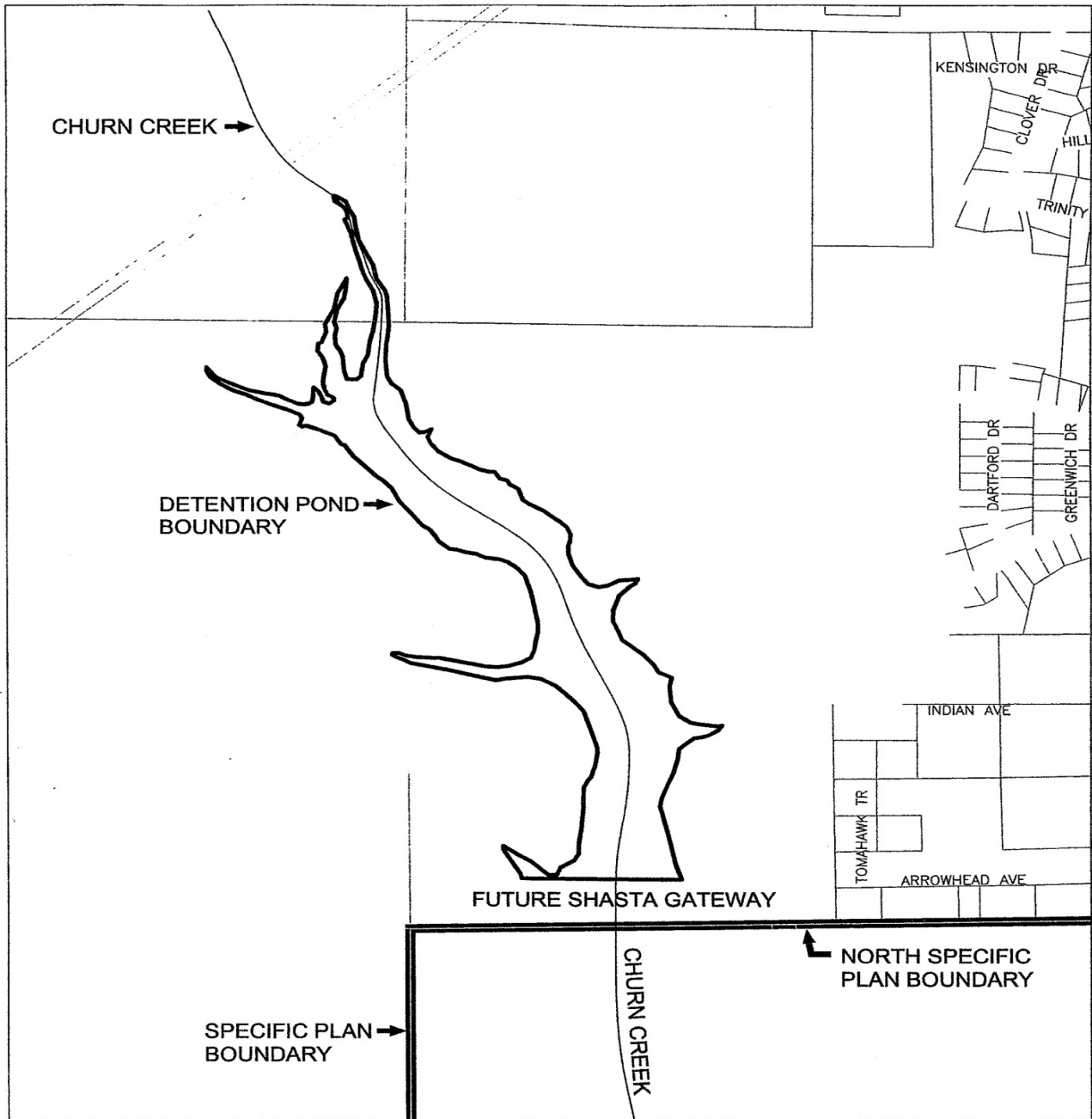
FIGURE 5-4  
 FIGURE 5-5

Scale: 1"=1200'



Oasis Road Specific Plan Area  
 City of Redding Waste Water Service





Scale: 1"=1200'





## 5.4. Other Public Facilities and Services

### 5.4.1. SOLID WASTE

Solid waste generated in the Specific Plan area will be disposed of at the Richard W. Curry/West Central Sanitary Landfill located 9.2 miles west of SR 273 in southwest Redding. This Class III landfill has a storage capacity of 17,000,000 cubic yards, with a storage area of 165 acres. Waste from the Oasis Road Specific Plan area will be collected by City personnel and taken to Redding's Solid Waste Transfer Facility where it will be loaded onto transfer trucks and shipped to the landfill. This facility also separates recyclable materials and provides services for the composting of "green waste."

### 5.4.2. ELECTRIC

The City owns, operates, and maintains a power transmission and distribution system within the city limits. With the construction of an additional substation (currently planned), adequate transmission facilities exist to handle projected loads in the Specific Plan area.

The City produces or purchases wholesale power and delivers it to its customers. Purchased power comes from several sources, including the Western Area Power Administration and spot market enabling agreements. Generation sources include the Redding Power Project (City-owned gas-fired generation facility) and the Whiskeytown Hydroelectric Project.

### 5.4.3. TELEPHONE

SBC Communications, Inc., provides basic telephone service to the area. The majority of facilities serving customers in the area are located within the City's right-of-ways located on joint utility poles along with cable TV. These facilities will be placed underground at the time new roads are developed.

### 5.4.4. NATURAL GAS

Natural gas is provided by Pacific Gas and Electric (PG&E). The area is served by a 10-inch high-pressure system, with a normal operating pressure of approximately 580 psi. PG&E has the facilities to serve the gas needs in the area with the addition of two pressure-regulating stations. PG&E estimates that a 2-inch line would adequately serve the area.

### 5.4.5. CABLE TELEVISION

Charter Communications provides cable television within the Planning Area. The company receives satellite signals and retransmits those signals from its Eastside Road location in Redding. There is no direct cost to the development to provide cable TV.

## **5.5. Public Safety**

The principal public facility, aside from parks, to be located within the Specific Plan area is a new fire station. Police services will continue to utilize the current beat system, although as the area grows, additional officers and equipment will be necessary to provide adequate service to the Specific Plan area.

### **5.5.1. PUBLIC SAFETY POLICY**

**PS-1** Obtain a site for a new fire station on the east side of Interstate 5. The size of the site shall be at least two acres.

# Chapter VI

# DESIGN CRITERIA

## 6.1. Introduction

These design criteria establish basic provisions for site design, parking and circulation layout, architecture, landscape, special uses, signs, pedestrian amenities, and streetscape for development within the Oasis Road Specific Plan area.

## 6.2. Interpretation of Wording

To aid in the interpretation of these criteria, a development applicant should understand the meaning of the words "shall," "shall not," "should," "encouraged," and "discouraged."

Provisions that use the word "shall" or "shall not" are mandatory requirements. Provisions that use the words "should," "encouraged," and "discouraged" are recommendations. Alternative measures may be considered, however, if they meet or exceed the intent of the provision in the opinion of the approving authority.

## 6.3. Site Planning: Commercial and Office Uses

The goal of appropriate site planning within the Specific Plan area is to present development that is arranged in an interesting mix of buildings, parking, and landscape and which strongly considers impacts to adjacent lands and land uses. The proliferation of a strip commercial appearance that is static and lacks visual interest, an unrelieved "sea of parking", or visually obtrusive loading and other facilities is not appropriate.

### 6.3.1. LAND USE BUFFERING

Structures and activities should be located and designed to complement and enhance adjoining properties, particularly if from different land use categories.

1. Sufficient and attractive land use buffers shall be provided as necessary between commercial and residential uses. Where streets form the land use transition, said streetscape shall include intensive planting and varied vertical elements to provide a effective and attractive land use buffers.



*Provide attractive buffers between uses*

2. Loading areas, trash and storage areas, and rooftop equipment should be located as far as feasible and practical from adjacent uses.
3. When adjacent uses can mutually benefit from connection, rather than separation, connective elements, such as walkways, common landscape areas, building orientation, and unfenced property lines, should be employed.

### 6.3.2. BUILDING PLACEMENT

Building placement is an important contributor to creating a quality commercial development that is lively and draws in patrons. Buildings and landscaped setbacks, rather than parking lots, should define a significant portion of the street edge. A proliferation of unscreened parking lots and vehicular circulation routes dominating the street edge is not considered visually desirable and is not appropriate.

The Oasis Road Specific Plan area contains a wide variety of sites for commercial development. These range from large undeveloped parcels classified as "Regional Commercial" and "Shopping Center" that will accommodate both regional and community level uses and centers, to small parcels classified "General Commercial" that, without consolidation, will accommodate relatively small scale uses. The following principles are established to address these varying scale of commercial uses that will locate within the Specific Plan area.

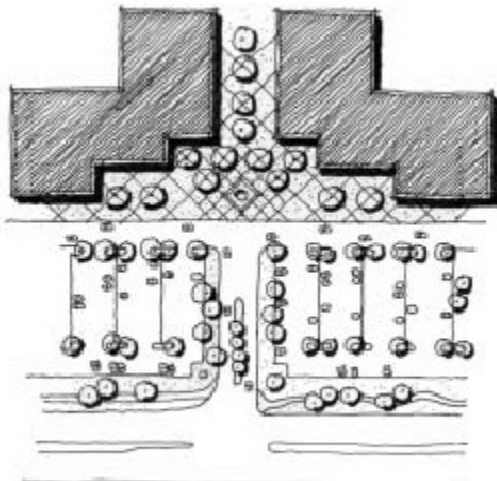
#### 6.3.2.a. General Principles

1. **Site Planning Principles.** Placement of structures should consider topography of the site; trees to be saved, if appropriate; and the location of adjacent incompatible land uses.

- a. Clustering of buildings should be considered in larger, multi-building developments. Clustering creates plazas or pedestrian malls and can prevent long "barracks-like" rows of structures. When clustering is impractical, a visual link between separate structures should be established. This link can be accomplished through the use of an arcade system, trellis, or other open structure and by pavement and landscape treatments.



*Good example of clustered buildings to achieve a "village" atmosphere*

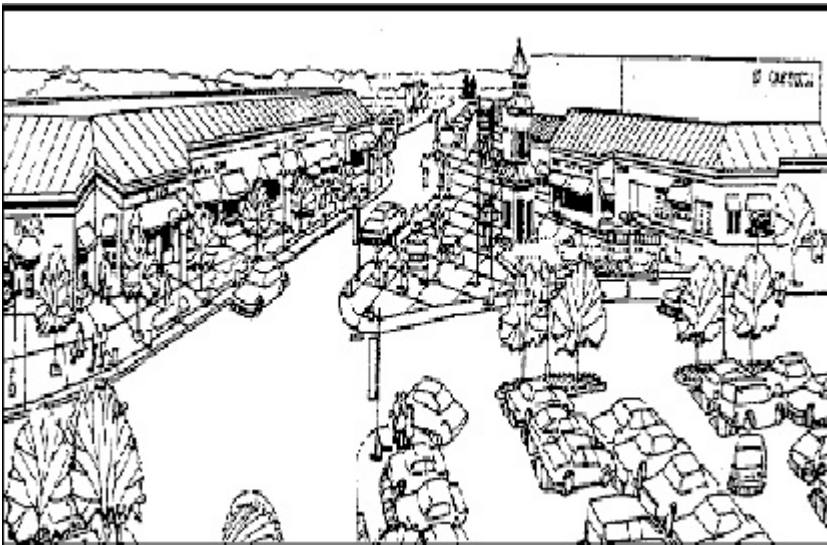


Clustering of buildings provides synergy between uses and enhances the opportunity to provide public plazas.

- b. Public plazas and landscape areas should reflect careful planning and not simply be "left-over" areas. Such spaces can provide pedestrian amenities such as shade, benches, fountains, etc. Plaza areas shall be located where they can easily be linked to sidewalks and trail systems.

- c. Freestanding, singular commercial structures should be oriented with their major entry toward the street where access is provided. Where this is not practical, the facade facing the street shall incorporate windows, trellises, wall articulation, landscape, or other features to lessen the impact of an otherwise blank wall.

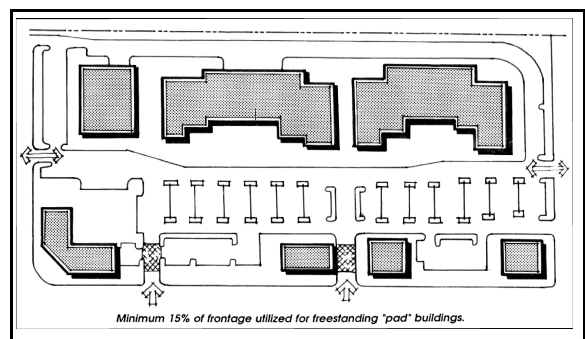
**6.3.2.b. Large Commercial Buildings and Centers**



- 1. Large stand-alone buildings on individual lots, such as a typical "big box" retailer, presents significant challenges to accomplishing the purposes of these criteria. Therefore, any single retail use in a building over 50,000 square feet should be located in a complex consisting of 4 or more retail establishments which is planned, developed, owned, or managed as a single unit with off-street parking provided on the property.

- 2. All buildings shall be designed with active elevations that are oriented toward and visible from primary street frontages. This can be accomplished by providing at least 2 of the following: patio/seating area, pedestrian plaza with benches, window shopping walkway, outdoor playground area, kiosk area, water feature, clock tower or other such deliberately shaped area and/or a focal feature or amenity that, in the judgement of the approving authority, adequately enhances community and public spaces. Any such areas shall have direct access to the public sidewalk network and such features shall not be constructed of materials that are inferior to the principal material of the building and landscape.

- 3. A significant portion of the total buildings should be located directly behind the street setback landscape. Adequate street edge building frontage will range from at least 40 percent for shopping centers to 25 percent for power and similar centers. While the use of buildings along the street frontage is preferred, large retail buildings may meet the intent of this provision by providing a series of strong vertical elements, including walls, small plazas for seating and public art, and similar items along the street frontage to disguise the parking field and provide for a visually pleasing, active street scene.



*Provide buildings at street edge*

4. The site design for projects located at street corners shall provide a strong vertical design element to anchor the corner and ensure appropriate street-edge definition. This can be accomplished using an architectural element or with strong landscape features. Signs or sign structures will not satisfy this requirement.
5. Buildings along streets should feature architecturally detailed building elevations and views of building entries or activity areas, including plazas or outdoor dining areas. Blank walls, loading areas, or service areas shall never face streets or be easily visible from the streets or from within a shopping center.
6. Multiple buildings in a single project should create a functional relationship with one another. Whenever possible, multiple buildings should be clustered to create opportunities for plazas and pedestrian areas, while preventing long "barrack-like" rows of buildings. When clustering is impractical, a visual link should be established between buildings. This link can be accomplished through the use of arcades, trellises, colonnades, or other connecting open structures.
7. Open-space areas should be grouped into larger, prominent pedestrian and landscape areas rather than distributing them at building peripheries, behind structures, or other areas that have little positive impact.

### **6.3.3. PARKING AND CIRCULATION**

A properly functioning parking lot is a benefit for property owners, tenants, and customers. A parking lot needs to allow customers and delivery drivers to reach the site, circulate through the parking lot, and exit the site easily. Clear, easy-to-understand circulation patterns should be designed as an integral part of the project to allow drivers and pedestrians to move through the site without confusion.

#### **6.3.3.a. General Design Considerations**

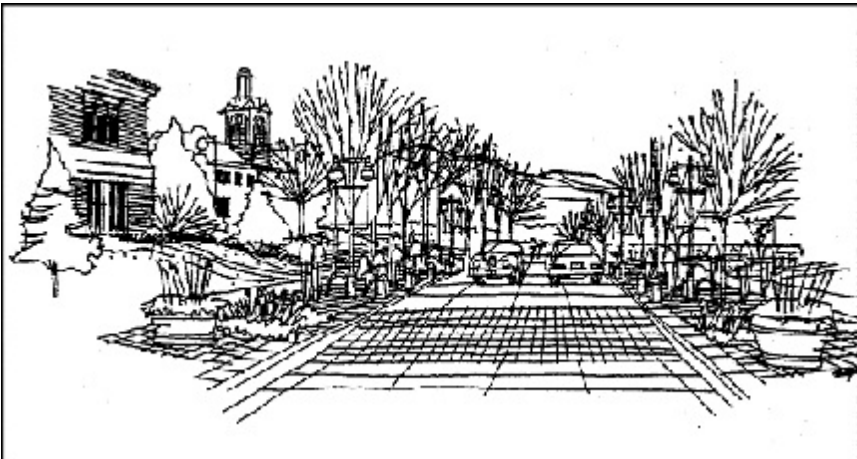
1. The number of parking spaces, the dimensions of spaces and aisles, and other parking requirements shall be in compliance with the Redding Zoning Code (Title 18) unless otherwise modified herein.
2. Major entry drives accessing public streets on large projects (150 or more parking stalls) shall include a minimum 8-foot-wide (measured at the interior of the planter) by 50-foot-long landscaped center median to separate incoming and outgoing traffic and to prevent on-site cross traffic in accordance with Section 18.41.140 D. of Zoning Code.
3. Common driveways and inter-site connections between adjacent commercial centers shall be provided whenever feasible.
4. Development of land in cooperation with owners of adjoining properties is required where parking, entryways, or plazas can be shared. Reciprocal parking use among adjacent centers is also encouraged.

5. Drive aisles leading to main entrances from adjacent streets and properties shall have walkways on both sides of the drive aisle. Such drive aisles through or to parking lots shall have one canopy shade tree per 30 lineal feet of and along each side of such driveway, in continuous landscape areas (except driveway aisle crossings) at least 8 feet in width.
6. Parking lots should be designed with a hierarchy of circulation: major access drives with no parking; major circulation drives with little or no parking; and then parking aisles for direct access to parking spaces. Small projects may need to combine components of the hierarchy.
7. Large surface parking lots shall be visually and functionally segmented into several smaller lots divided by landscape areas. Each lot section should contain no more than 150 parking spaces.
8. Parking areas shall be separated from buildings by a raised walkway with landscape or a landscape strip. Said features shall have a minimum total width of 10 feet. Situations where parking aisles or spaces directly abut the building are prohibited.

#### 6.3.3.b. Pedestrian Considerations

1. To the maximum extent feasible, parking areas should be designed so that pedestrians walk parallel to moving cars and are separated from vehicles and bicycles. Where complete

separation of pedestrians and vehicles and bicycles is not possible, potential hazards shall be minimized by the use of special paving, grade separations, pavement marking, signs or striping, bollards, median refuge areas, traffic-calming features, landscape, lighting, or other means to clearly delineate pedestrian areas.



2. Walkways within the site shall be located and aligned to directly and continuously connect areas or points of pedestrian origin and destination, such as building to building across a parking lot, or a building to main plaza. Walkways shall not be located and aligned solely based on the outline of a parking lot configuration that does not provide such direct pedestrian access. Walkways shall link street sidewalks with building entries through parking lots. Such walkways shall be grade separated from the parking lot, with a paved surface not less than 6 feet in width.
3. Where it is necessary for the primary pedestrian access to cross drive aisles or internal roadways, the pedestrian crossing shall emphasize pedestrian access and safety. The material and layout of the pedestrian access shall be continuously defined as it crosses the driveway. The pedestrian crossings must be well-marked using pavement treatments, signs, striping, signals, lighting, traffic calming techniques, median refuge areas and landscaping.



4. Drop-off points shall be provided near the entrances of retail uses with over 80,000 square feet of building area and near pedestrian plazas if the plazas are not within 200 feet of a building entrance. Drop-off points can be provided through the use of wider aisles, with the designated areas adjacent to the curb outside the normal travel lanes, or specially designated areas extending off the circulation route.

### 6.3.3.c. Parking/Pedestrian Landscape Considerations

1. The use of special accents at entries is required. Monumentation, special textured paving, decorative walls, water features, flowering accents, shrubs, and specimen trees (trees that are 36-inch box or larger) should be used to generate visual interest at major entry points to centers.
2. Connecting walkways through parking lots shall have one canopy shade tree per 30 lineal feet of walkway planted in landscape areas within 5 feet of the walkway.
3. Parking bays shall extend no more than 12 parking spaces without an intervening landscape island or landscape peninsula at least 8 feet in width.



*Provide landscape emphasis on major entry aisle*

4. Low, decorative walls shall be used to screen parking lots from adjacent streets. The wall surface should be softened by the use of appropriate landscape material and design between the public sidewalk and the screen wall.
5. Parking lots shall include landscape that accents the importance of entries and driveways from the street, frames the major circulation aisles, and highlights pedestrian pathways. Entries and driveways should have visual cues for drivers, such as distinctive landscape.
6. The look of pavement or asphalt area on the site should be broken up through the use of landscape, contrasting pavement colors or materials, and banding or pathways of alternate paving material.

### 6.3.3.d. Parking Area Improvement Standards

Parking areas shall be improved as follows:

1. Landscape, drainage, and lighting (including light pedestal design) shall be as provided for in the Redding Zoning Code (Title 18). Lighting fixtures shall be energy-efficient and coordinate with nearby building architecture and be designed to minimize glare off-site.
2. In addition to street right-of-way landscape, on-site arterial street-frontage landscape improvements between a parking lot and the right-of-way shall consist of the following elements. These elements allow parking areas, but not buildings, to encroach into required street-frontage setbacks on arterial streets where screen walls will be constructed.



- ▶ A 3- to 4-foot-high wall shall be constructed adjacent to, but not within, the street right-of-way line. Said wall shall be constructed of decorative masonry, or similar durable material, and shall incorporate cap and column features. The wall shall be offset (either vertically or horizontally) at least 24 inches on an average of every 100 feet or shall incorporate other features that break up its linear nature to a similar extent (i.e., be broken up in a fashion such that it "dives" into mounded landscape surfaces at appropriate intervals). If horizontal offsets are used, the wall may encroach into the required landscape setback behind said wall (see below). Additional wall considerations are included in Section 6.5.3, *Walls and Fences*.
  - ▶ A landscape strip at least 12 feet in width shall be constructed between the parking bays and the wall. The landscape area shall incorporate trees in an equivalent number of 1 tree for every 30 lineal feet. Such landscape may only count towards satisfaction of the requirement for providing 60 square feet of landscape per parking space and associated shade tree requirements.
3. Curbs, concrete wheel stops, and similar permanent devices shall be provided within parking areas so that vehicles do not overhang sidewalks or bump buildings, perimeter walls, or trees.
  4. Parking space buffer areas. Where parking spaces are oriented towards pedestrian walkways, the minimum width of the walkway shall be 6 feet. Where parking spaces are oriented towards buildings, walls, or existing trees, a minimum 4-foot-wide buffer of landscape or 6-foot-width combination of landscape and walkway shall be provided to separate the two areas.
  5. Shopping cart bays as provided for in the Redding Zoning Code (Title 18).

#### **6.3.4. LOADING REQUIREMENTS**

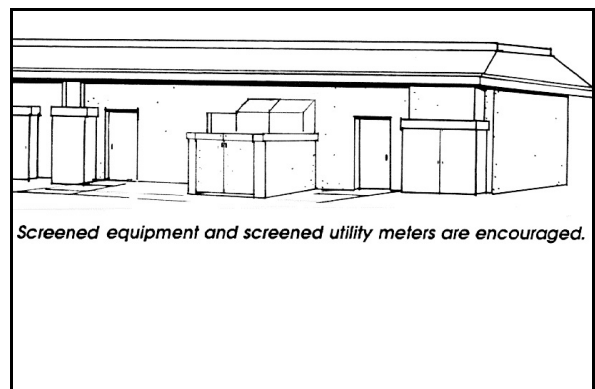
1. Loading areas shall be designed to provide for backing and maneuvering on-site and not from or within a public street.
2. Loading areas shall be screened in compliance with the Redding Zoning Code and any additional measures required by the approving authority.
3. Screen walls shall be of a material compatible with adjacent buildings.
4. For buildings abutting I-5, loading areas shall be sited and/or screened using walls and landscape to ensure an attractive appearance from the freeway.

#### **6.3.5. SERVICE FACILITIES**

Providing adequate service facilities is critical to the efficient functioning of many uses. These facilities also present the greatest challenge in preventing nuisance (noise, odor, aesthetic) problems.

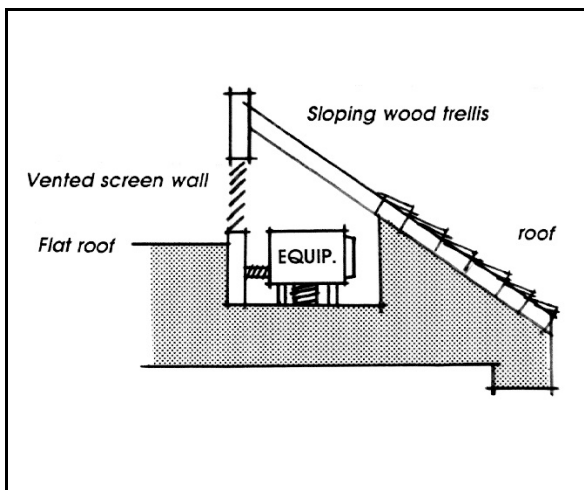
1. Service Areas. Loading and storage activities should generally be concentrated and located where they will not create a nuisance for adjacent uses.

- a. Where appropriate and feasible, centralized service areas are encouraged over the dispersal of service facilities around the site. These should include provisions for loading, trash bins, storage areas, etc.
  - b. Service areas, storage areas, and areas for storage of maintenance equipment shall be enclosed or shall be completely screened from view from outside the service area. Screening shall include walls, buildings, decorative gates, landscape, or berms.
  - c. Service areas should be located and designed in compliance with the Redding Zoning Code (Title 18).
  - d. Service areas that abut I-5 should give special attention to screening in order to ensure an attractive appearance from the freeway.
  - e. The design of service area walls and similar accessory site elements should be compatible with the architecture of the main building(s) and should use a similar palette of materials.
2. **Garbage/Trash.** Adequate provisions should be made for storing the anticipated number of garbage/trash bins for the project in a manner that does not impinge on or create a nuisance for adjacent properties.
- a. Trash enclosures shall be in compliance with the Redding Zoning Code (Title 18).
  - b. Trash areas shall not be used for storage or other purposes.
  - c. Landscape should be used to screen trash enclosures. Vines planted to obscure enclosure walls can also help to deter graffiti.
  - d. The entrance of the trash enclosure should not be visible from the primary street fronting the project or from I-5.
  - e. Trash-enclosure gates shall remain closed except when in use.
3. **Storage.** Storage - the outdoor storage needs of commercial occupants shall be provided for in approved locations.
- a. Open (unscreened) paved or dirt areas shall not be used for storage.
  - b. Outdoor storage shall only occur within approved storage areas that are permanently screened from view.
  - c. Required parking or loading areas shall not be used for storage.
4. **Utility Equipment.** Utility equipment should not be visible from the street, from within a shopping center, or from I-5.



*Appropriate utility equipment screening*

- a. Utility equipment such as electric and gas meters, electrical panels, and junction boxes should be located in a utility room within the building. If this is not possible, all utility equipment should be enclosed within an enclosure or screened from view using architecturally compatible walls or landscape.
  - b. Utility equipment (i.e., transformers and backflow preventers) should never be a prominent element of the front landscape area. When equipment is unavoidable in the front setback area or in front of a building, other than area required to maintain the equipment, it shall be completely screened by walls and/or thick landscape, and shall not obstruct views of tenant spaces, monument signs, and /or driveways.
  - c. All utility lines from the service drop to the site shall be placed underground.
5. **Mechanical Equipment.** Mechanical equipment shall be located and operated in a manner that does not disturb adjacent occupants and shall be screened from public view.
- a. Mechanical equipment, such as compressors, air conditioners, antennas, pumps, heating and ventilating equipment, emergency generators, chillers, elevator penthouses, water tanks, stand pipes, solar collectors, satellite dishes and communications equipment, and any other type of mechanical equipment for the building shall be concealed from view of public streets, neighboring properties, and I-5.



*Building elements that are part of the overall structure provide an attractive method for concealing roof-mounted equipment*

- b. Mechanical equipment shall not be located on the roof of a structure unless the equipment can be hidden by building elements that are designed for that purpose as an integral part of the building design.

#### 6.3.6. SECURITY DOORS OR GRILLES

1. Security doors or grilles shall have an interior mount so as not to be visible from streets, parking areas, or other places commonly used by the general public.
2. All roll-up doors/gates shall be installed so that the hood enclosure is integrated into the structure.

## 6.4. Building Architecture

The following section addresses overall architectural concepts to ensure quality building design. Special emphasis is to be given to building elevations that face a public street, are visible from within a commercial center, residential area, or are easily visible from Interstate 5.

#### 6.4.1. ARCHITECTURAL ELEMENTS—GENERAL

Buildings within the Specific Plan area shall be consistent with the following guidelines.

1. **Building Base.** An architectural base which defines and anchors the building to the ground plane is important to enhance building design. Such base should carry vertical elements extending up the building face.
  - ▶ The materials and colors used for the building base should be compatible with the materials and colors for the walls. In general, the base materials should appear "heavier" and "darker" in appearance.
2. **Windows, Doors, and Openings.** Windows, doors, and other openings should be detailed to establish them as important parts of the total facade composition.
  - a. Transparency shall be provided in building walls, even those of typical "big box" buildings. A specific amount of transparency is not defined, but the approving authority shall consider the level of transparency proposed and whether it is appropriate given the location of the building relative to streets, plazas, and other public areas.
  - b. In developments designed for specialty retail uses, buildings shall contain windows on all first-floor elevations that face pedestrian walkways, plazas, or parking lots to allow views of activity areas within the building (i.e., reading areas within a bookstore). The windows should represent at least 70 percent of the elevation.
  - c. In general, storefront openings should be vertical or have a series of adjacent vertical openings in order to create display windows or views into buildings.
  - d. Upper level windows may be paired to create a proportionate unit that is nearly square. They may also be clustered to create pattern combinations. This establishes a rhythm of features of varying proportions that are related by the overall facade composition.
  - e. Window trim should be used to frame and enhance all openings. In some cases, an opening may warrant even greater attention, such as at an entry. Appropriate methods include paint, wood molding, and similar elements.
3. **Building Entries.** In all cases, entries accessible to the general public shall be pronounced and easily recognizable. The main entry of a building should be emphasized at the street to announce a point of arrival by using one or more of the following methods:
  - a. Flank by columns, decorative fixtures, or other details.
  - b. Recess within a larger arched or cased decorative opening.
  - c. Cover by means of a portico projecting from or set into the building face.

- d. Punctuate by means of a change in roof line, a tower, or a break in the surface of the subject wall.
- e. Emphasize with a pedestrian plaza, allée, colonnade, or an expansion of the sidewalk area that projects out into the parking lot.

4. **Building Materials and Colors.**

Materials to create an appropriate character for the Specific Plan area include but are not necessarily limited to the following:

- a. Wood siding or other materials (i.e., vinyl) made to look like wood siding. T-111 or similar sheet siding material is not appropriate.
- b. Brick.
- c. River rock.
- d. Wood trim or details.
- e. Wood-look roofing materials

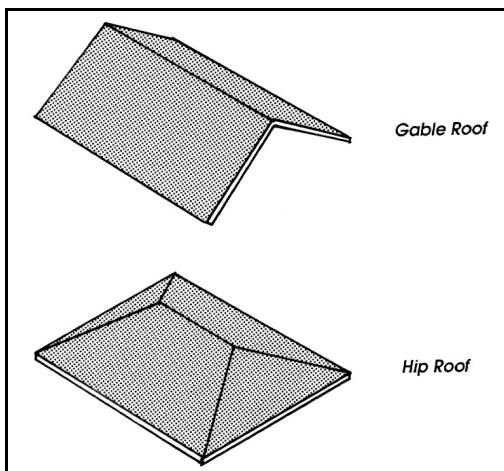


*These vertical building elements distinguish the main building entry*

It is recommended that the colors used on the exterior of buildings create a contrast between wall color and trim or detail color in order to provide visual interest. If wall color is light, darker trim is encouraged. If wall color is dark, a light accent color is recommended.

Colors that are inappropriate in the Specific Plan area include:

Bright or fluorescent colors, or other colors that draw attention away from and detract from the overall harmony of color are inappropriate in the Specific Plan area.



*Recommended types of roofs*

5. **Roofs.** Roofs shall be an integral part of the building design and overall form of the structure and should respond to the general design and nature of other nearby roofs.

- a. Roof design should conform to legitimate forms (i.e., hipped, gabled). Superficial applications of artificial roof elements, such as a piecemeal brow mansard to disguise a flat roof, should not be used. This does not preclude rooftop equipment wells when set behind conventional roof forms.
- b. Roof tower elements used to balance the ends or call attention to the entry of a building are encouraged.



*Large buildings can be appropriately designed and detailed to create a quality appearance*



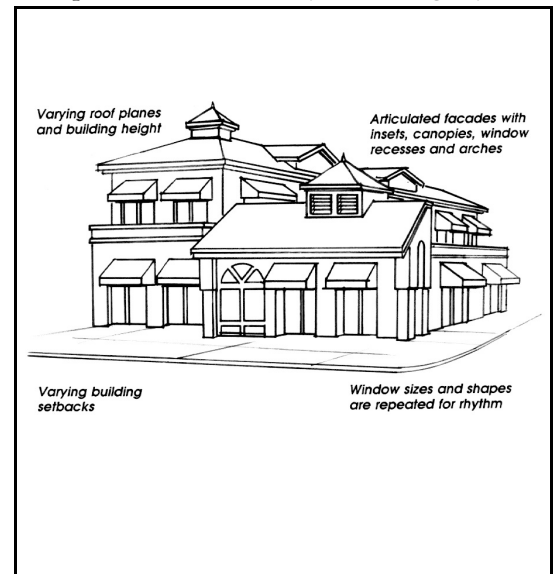
*An example of appropriate mall and regional center architecture*



### 6.4.2. BUILDING ELEMENTS— LARGE COMMERCIAL CENTERS

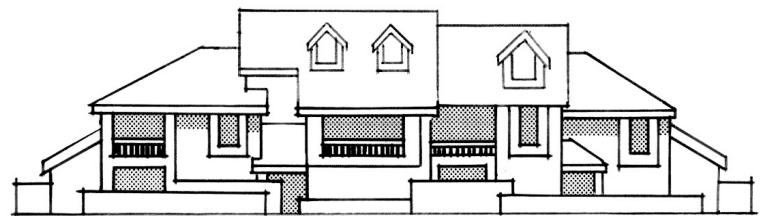
Following is a list of building elements that are encouraged in order to create buildings that provide visual interest, function well, and are consistent with Redding’s setting and natural amenities. The following elements shall logically relate to one another in order to provide consistency and integrity:

1. Significant wall articulation shall be provided (insets, pop-outs, columns, etc.) on at least 2 building elevations, and on all elevations fronting on a street or facing the interior of a center.
2. Multi-planed pitched roofs shall be provided on all structures less than 25,000 square feet and are strongly considered for larger structures.



*Articulated building mass is strongly encouraged*

3. Roof overhangs or arcades. These treatments are particularly desirable on large buildings that do not incorporate pitched roofs.
4. High-quality building materials shall be used that include combinations of wood or wood-look siding, wood, brick or stone trim, wood-look roofing materials, and stucco and split face block.
5. Vertical elements, including towers, spires, turrets, dormers, and cupolas should be incorporated in the design of the structure to enhance a building’s visual interest, particularly at entrances.

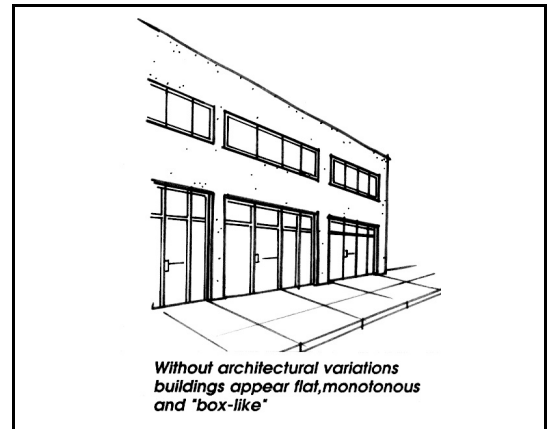


*Good example of change in roof planes and wall articulation*

### 6.4.3. BUILDING ELEMENTS— PEDESTRIAN-ORIENTED COMMERCIAL

Following is a list of building elements that are encouraged for pedestrian-oriented commercial development, which requires special attention to ensure that a comfortable, pleasing environment is created that meets the needs of the pedestrian and fosters activity and social interaction. These building elements help to ensure quality building design, and architectural details are appropriate to the human scale.

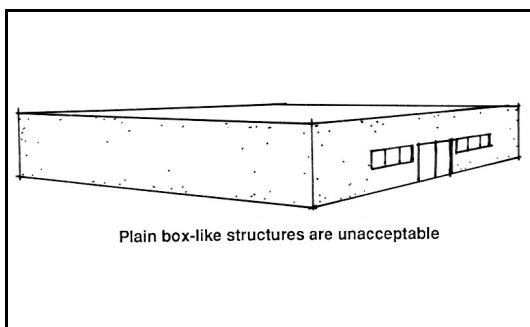
1. Significant wall articulation (i.e., insets, pop-outs) on at least 2 sides and any building elevation visible from a street or visible to another buildings where customer activity occurs.
2. Significant detail (i.e., windows with trim, entry elements) on at least 2 building elevations and any building elevation visible from a street or visible to another buildings where customer activity occurs.
3. Multi-planed pitched roofs.
4. Roof overhangs and covered arcades.
5. Courtyards and plazas.
6. High quality building materials that include horizontal wood material or wood-look siding, brick or stone trim, and wood-look roofing materials. T-111 and similar sheet products are not appropriate.



*Unarticulated building mass is strongly discouraged*

#### 6.4.4. UNDESIRABLE ARCHITECTURAL ELEMENTS

There are building types, elements, and materials that do not convey a level of quality or a character appropriate to the Specific Plan area. These elements are to be avoided.



*Inappropriate commercial design for project area*

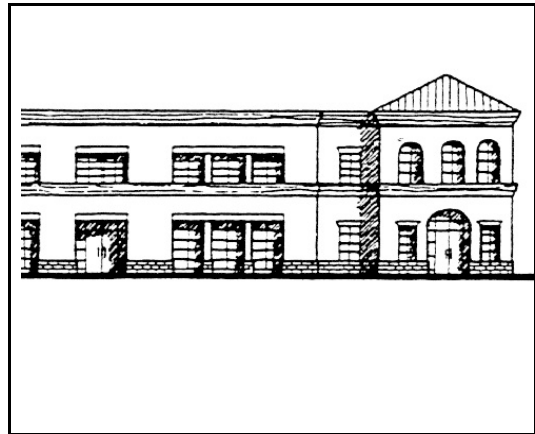
1. Large, blank, flat wall silhouettes.
2. Flat roofs.
3. Square "box-like" buildings.
4. "Franchise" architecture that is not architecturally integrated into the rest of the site.
5. Building walls composed entirely of stucco, untreated concrete tilt up, plain block, and similar flat finishes.
6. Highly reflective surfaces.
7. Mixing of unrelated exterior materials (i.e., rustic wood shingle with modern chrome).
8. Exposed pipe columns.
9. Unpainted concrete or cinder block walls.

#### 6.4.5. BUILDING FORM AND SCALE

The elements of a building should relate logically to each other, as well as to surrounding buildings, to enhance both the subject building and the surrounding area.



1. Buildings are encouraged to illustrate the traditional parts of a building: base, mid-section, and top.
2. The scale of new buildings shall be compatible with adjacent buildings. Special care, however, should be taken to achieve compatibility if large buildings are located next to small-scale buildings. Techniques to address this should include stepping down the height of the large building adjacent to the smaller building and providing building articulation to reduce the appearance of height and bulk. The scale of the building should also be sensitive to the building setback, lot size, and relationship to street width.



*A building that incorporates the three traditional parts (base, mid-section, and top)*

3. When locating next to an existing building, the setback of the new building shall not extend the visual plane of the adjacent building, creating an extended wall effect. The structure should be stepped or articulation of the building walls should be used to break up the visual plane.

## 6.5. Landscape, Walls, Lighting

Landscaped areas are used to frame and soften structures, define site functions, enhance the quality of the environment, and screen undesirable views.

### 6.5.1. LANDSCAPE PROVISIONS

1. A minimum of 12 percent of the development site (excluding street right-of-ways) shall be landscaped. Parking lot landscape, which may be included in the required amount of landscape, shall be provided in accordance with Chapter 18.41 of the Zoning Code.
2. Landscaped areas may include hardscape areas (i.e., pedestrian paths, courtyards, plazas, etc); however, at least 85 percent of the required landscape area shall be comprised of plant material.
3. Permanent automatic irrigation systems shall be provided in all landscaped areas. To the extent possible, water-conserving irrigation techniques, such as drip irrigation, shall be utilized. The landscape irrigation system shall be designed to prevent runoff and overspray to the greatest degree possible.
4. All landscaped areas shall be maintained in a healthy and thriving condition, free from weeds, trash, and debris.
5. Of the overall site landscape, the sizes of plant materials shall conform to the following MINIMUM mix:

#### **Trees**

20% 24-inch box (min. 3" caliper—see Section 6.5.2.1 below)

70% 15 gallon (min. 1.5" caliper)

10% 5 gallon (min. 0.5" caliper)

(5-gallon trees are not for parking-lot-shade-tree or required-street-tree applications)

#### **Shrubs**

60% 5 gallon

40% 1 gallon

#### **Groundcover**

85% Coverage within 2 years

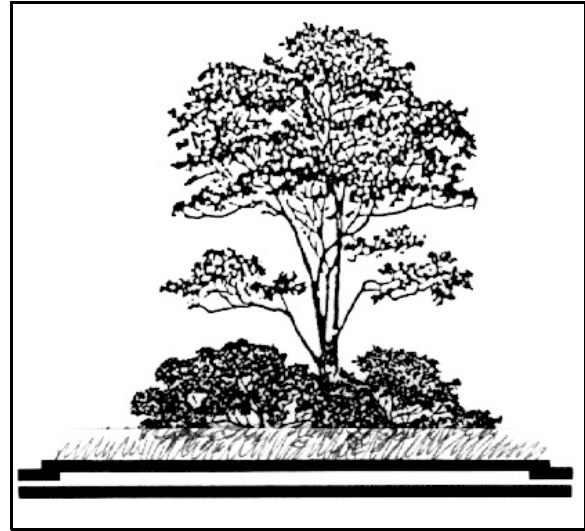
6. All 15-gallon trees shall be double-staked in accordance with City standards. All box trees shall have guy wires.
7. Any tree within 4 feet of a public sidewalk shall be installed with a root retainer in accordance with City specifications.
8. Sod, not seed, shall be used for turf areas.

### 6.5.2. GENERAL LANDSCAPE CONCEPTS

Landscape should work with buildings and surroundings to make a positive contribution to the aesthetics and function of the area.

1. Landscaped areas should generally incorporate plantings utilizing a three-tiered system: (1) grasses and ground covers, (2) shrubs and vines, and (3) trees.

All areas that are not covered by structures, service areas, walkways, driveways, and parking spaces should be landscaped.



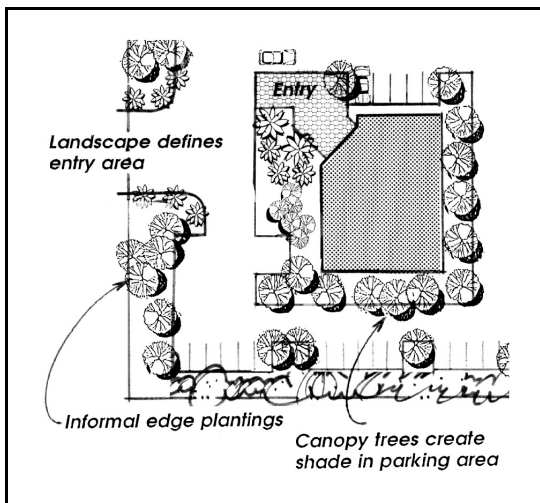
*An example of a three-tiered landscape system*

2. The following are common planting design concepts that should be used whenever possible:

- ▶ Specimen trees (36-inch box or larger) used in informal groupings or rows at major focal points, such as driveway entries, plazas, etc.
- ▶ Flowering vines on walls and arbors.
- ▶ Plantings to create shadows and patterns against walls.
- ▶ Trees to create canopy and shade, especially in parking areas and pedestrian areas.
- ▶ Berms, plantings, and/or walls to screen outdoor areas from less desirable views or to provide protection from inclement weather.

3. Informal plantings of native or perennial plants are encouraged.

4. Landscape around the entire base of all buildings is encouraged to soften the edge between the parking lot and the structure. This base landscape should be accented at entrances to provide a focus.



*Landscape entire base of commercial building*

5. Landscape shall be protected from vehicular and pedestrian encroachment by raised planting surfaces, depressed walks, or the use of curbs. Concrete mow strips separating turf and shrub areas should be provided.

6. Vines and climbing plants on buildings, trellises, and perimeter walls are encouraged in order to create a pleasant appearance and to help discourage graffiti.

7. Perimeter planters, trees, and screening shall be in compliance with the Redding Zoning Code (Title 18) and the provisions of this Specific Plan.

### 6.5.3. WALLS AND FENCES

Walls and fences are generally used for security purposes, to screen areas from public view, and to complement street frontage landscape. If they are not required for a specific purpose, they should not be utilized.

1. Walls and fences should be kept as low as possible while performing their screening and security functions.
2. Walls or fences visible from streets or parking lots should be designed to blend with the site's architecture through the use of similar materials and colors. Appropriate



*A wall using materials appropriate to the Specific Plan area*

materials and accents include river rock, stacked slate, brick, "clinker" brick, and rustic wrought iron (if not used for screening). If stucco is used, it should be accented through the use of one of the above materials.



*A wall that features appropriate materials and vines*

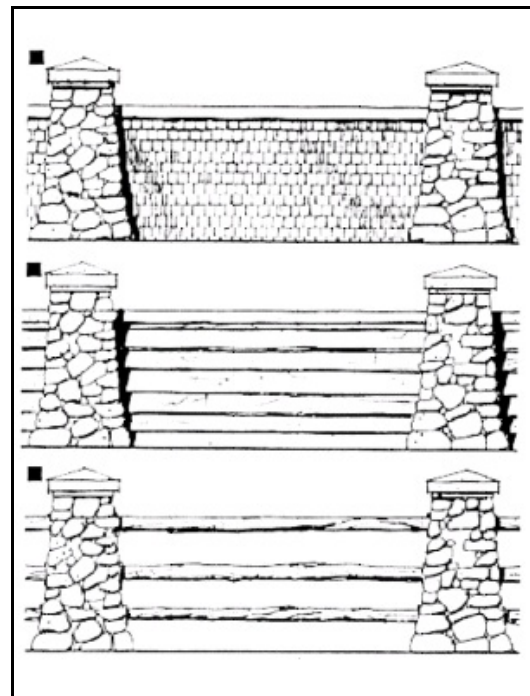
3. Landscape shall be used in combination with walls to soften their appearance. The planting of vines on walls is strongly encouraged to help reduce graffiti.
4. When security fencing is required, it should be a combination of solid walls with pillars and offsets or low solid-wall segments topped with simple wrought iron grill work.

5. Walls should be offset an average of every 100 feet and designed to support the architectural theme of the adjacent development. Landscape pockets along the wall should be provided at regular intervals.

### 6.5.4. LIGHTING

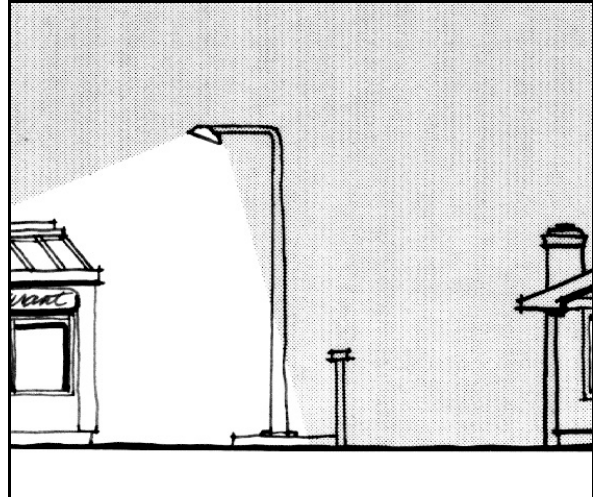
Lighting levels should be sufficient for the safety of site occupants and visitors, but should not spill onto adjacent properties.

1. Lighting should be provided in all loading, storage, and circulation areas.
2. In parking and vehicular circulation areas, the use of metal halide or high-pressure sodium cutoff-type lighting should be considered.

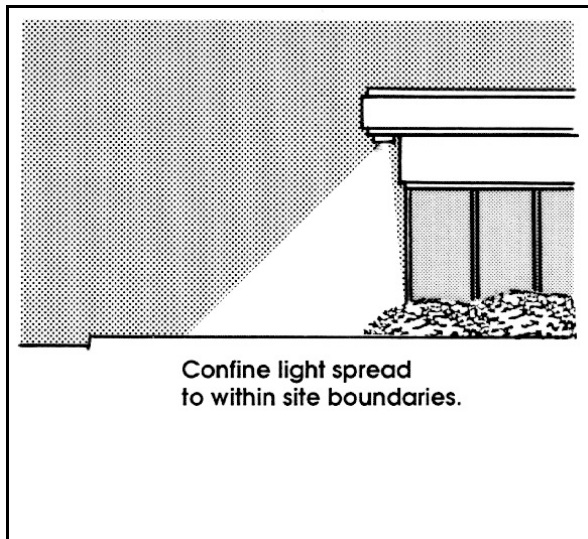


*Suggestions for wall/fence designs*

3. The light source (or element) from a light fixture shall not be visible from off the site.
4. Lighting fixtures used in parking lots shall be located to ensure adequate light levels and to avoid displacing planned trees. Light fixtures shall be shown on landscape plans.
5. Light standards should not exceed 25 feet in overall height from the finished grade of the parking facility. Light standards may be taller in large parking areas (more than 500 spaces) if there will be no impact on



*Parking lot lighting should avoid illuminating adjacent properties*



**Confine light spread to within site boundaries.**

*Building lighting must not spill over to adjacent properties*

surrounding uses. Light standards shall be located within a planter or incorporated into a walkway or other pedestrian area and shall meet the design requirements of the Parking Ordinance.

6. Roof lights, lighted roof panels, internally illuminated awnings, and similar methods of illuminating buildings are not permitted.
7. Lighting fixtures in pedestrian-oriented areas must be a height, scale, and decorative design that is appropriate to the human user.

## 6.6. Standards for Specific Uses

### 6.6.1. VEHICLE DEALERSHIPS

The major portion of a vehicle dealership site is typically used for outdoor storage and display of vehicles, and a relatively minor portion is used for sales office and service structures and customer parking. The following standards are intended to provide for a sufficient, well-designed vehicle-display area(s), while considering the aesthetic character of the site.

#### 6.6.1.a. Site Organization

1. The showroom shall be oriented toward a major public street or designated street in a Planned Development.

2. Outdoor vehicle displays oriented to the street shall occur only on permanent at-grade display areas or low-rise platforms (4 feet maximum) that are architecturally compatible with the main structure. If fronting on an arterial street, such display areas shall be well-defined and shall include landscape and hardscape elements compatible with the showroom. It is not intended that display areas be oriented lineally to the majority of the street frontage of the site. Rotating vehicle-display platforms are prohibited. Display areas shall not encroach into street setback areas established by the Specific Plan or the Zoning Ordinance.



*This display highlights a few select cars.*

3. Provisions shall be made for the off-street unloading of vehicles from carriers.
4. Screened storage areas shall be provided for damaged vehicles awaiting repairs and for vehicles requiring longer-term storage while awaiting repair.
5. Customer parking shall be provided for the sales, service, and parts areas.
6. Sufficient space shall be provided for service drop-offs to prevent stacking onto the street and conflicts with internal driveways.

#### **6.6.1.b. Building Design**

1. Buildings shall be stylistically consistent on all sides, carefully detailed, and architecturally related to each other. Buildings shall comply with the building-architecture provisions of this Specific Plan.
2. Service uses must be wholly contained within a building. All vehicle access to the individual service bays should be from within the building itself, with no more than 2 or 3 exterior doors to provide vehicle access to the building. The access points to the service building should not be visible from or face toward the street.

#### **6.6.1.c. Special Provisions**

1. Automated equipment for vehicle washing must be located such that it is not visible or audible from the street.
2. Storage areas for used parts shall be provided. Trash areas will need to accommodate the disposal of junk parts as well as packing from parts shipments.
3. Provisions shall be made for the storage of used oil and lubricants pending recycling.



4. All compressors shall be located in the interior of the site to minimize any impacts on adjacent properties and shall be screened from public streets.
5. Because landscape along display perimeters must typically be minimal and low-level, other landscaped areas shall be designed to compensate for the absence of vertical landscape. Building perimeters shall be heavily landscaped, and parking lots must contain significantly more landscape than is required for retail-commercial parking.

#### 6.6.2. VEHICLE SERVICE USES

Service stations (including those with minimarts and/or food uses), car washes, lube and tunes, and other similar vehicle-service businesses are intensive uses that have the potential to create adverse visual impacts for adjoining streets and properties. Driveway cuts need to be limited, circulation channeled, paved areas reduced, and quality appearance ensured.

##### 6.6.2.a. Site Organization

1. The site should be designed to accommodate all legitimate, anticipated circulation patterns, but those patterns should be characterized by reduced areas of paving and well-placed landscaped areas. Areas not required to meet circulation, stacking, and parking requirements of the City shall be landscaped. Driveway cuts should be limited.
2. Service bays and other vehicle-access openings in structures shall not directly face the street and should not represent a primary view from the street into the project site. Drive-through service bays are strongly discouraged where the use is visible from the street.

##### 6.6.2.b. Building Design

1. All structures on the site (including kiosks, canopies, service bays, car wash buildings, gas pump columns, etc.) should be architecturally consistent with the main structure and with adjacent development in the same development.
2. Building elevations facing a street, whether such elevations function as the front, side, or rear of the building, shall be architecturally detailed to avoid blank walls.
3. Building materials should have the appearance of substance and permanency; lightweight metal or other temporary-appearing structures are not appropriate.



*The roof lines and materials used in this service station canopy are appropriate*

4. All structures, including fuel-pump canopies, shall employ pitched roofs.

5. Uses must employ building and roof shapes, architectural details, materials, colors, and signage consistent with the other provisions contained within these criteria. Architectural gimmicks—such as roof lights, unusual roof shapes, and large false cornices and parapets that sacrifice the integrity of the desired character for the project area in order to promote a single structure—should be avoided.

### 6.6.2.c. Special Provisions

1. On automatic car wash sites, facilities for vacuuming of vehicles and for drying of vehicles shall be provided at the rear of the building. These areas shall be carefully located to avoid obstructing legitimate circulation and shall not be located between the facility and the street unless completely screened.
2. Areas for dismantling of wrecked cars or for outdoor storage of wrecked cars are not allowed on the site.
3. Trash areas should be designed to accommodate disposal of large items, such as used parts and packing from parts shipments.
4. Specific locations shall be designed for the storage of used oil and lubricants on-site, pending recycling.
5. All compressors shall be located within a sound-insulating enclosure within the interior of the site or within buildings to minimize any impacts on adjacent properties.
6. Paved areas shall be made more visually attractive by the use of movable landscape containers near pump islands, perimeter landscape, and enhanced paving accents.



*Architecture of service station and car wash illustrates desired use of roof shapes and building materials*

### 6.6.3. DRIVE-THROUGH AND DRIVE-IN BUSINESSES

There are special design issues related to drive-through restaurants, coffee kiosks, banks with drive-up tellers, drive-through dry cleaners, and other drive-in and drive-through businesses. If not designed properly, these uses can visually detract from the view from the street, result in incompatible design character, disrupt organized vehicular access and on-site circulation, cause headlight glare onto adjacent street-side traffic, and make it difficult to adequately buffer these uses from adjacent uses.

#### 6.6.3.a. Site Organization

1. The primary presence along street frontages shall be the building and landscape. Drive-through lanes should not be located along street frontages unless recessed below grade, behind a decorative wall, or concealed behind a landscaped berm.



2. The site design for projects located at street corners should provide a strong vertical design element to anchor the corner and ensure appropriate street-edge definition. This vertical design element should not be composed of signs or sign structures
3. Drive-through aisles shall provide adequate on-site queuing distance in compliance with the Redding Zoning Code (Title 18), or greater distance as may be required by the approving authority. No portion of the queuing aisle shall serve double duty as a parking aisle or interfere or otherwise obstruct access to the parking.
4. Each entrance to a drive-through and the direction of traffic flow shall be clearly designed by signs, pavement marking(s), or raised curbs.
5. Whenever physically possible, the main structure should be sited so as to maximize the distance for vehicle queuing, while screening the drive-through operations.
6. Menuboard speakers shall be located so as to protect adjacent uses from excessive noise.
7. Drive-through restaurants are strongly encouraged to provide outdoor seating areas in front of the primary building facade, oriented towards the primary frontage.
8. Open play-equipment areas provided by drive-through restaurants should not be located in front of or as a component of the primary building facade. Instead, open play-equipment areas shall be integrated with the building using architectural elements (i.e., columns, covered arbors). When completely enclosed within the restaurant building, the play-equipment portion shall not visually dominate the building. Colors and lighting shall be subdued as perceived from the street-side perspective.
9. Pedestrian walkways from parking areas to building entries should not intersect the drive-through drive aisle, but where this cannot be avoided, they should have minimum 15-foot clear visibility and be emphasized by enhanced paving.

#### 6.6.3.b. DESIGN AND APPEARANCE

1. Drive-through and drive-in uses must employ building and roof shapes, architectural details, materials, colors, and signage consistent with the other provisions contained within these criteria.
2. Franchise or corporate-style architecture; highly contrasting color schemes; and architectural gimmicks—such as roof lights, unusual roof shapes, and large false cornices and parapets which sacrifice the integrity of the desired character for the project area in order to promote a single structure—shall be avoided.



*An entry element, wood siding, window trim, and wood-look roofing materials help this building to look less like a 'franchise' use*



*Franchise drive-through uses can be successfully designed to be consistent with a quality architectural appearance*

3. Drive-through and drive-in businesses should include the following architectural elements:
  - a. Detailed, consistent architectural treatment on all building sides.
  - b. Significant wall articulation (insets, pop-outs, etc.).
  - c. Full roof treatments, featuring multi-planed pitched roofs and wood-look roofing materials.
  - d. Roof overhangs on all elevations.
4. Outdoor seating areas, play-equipment areas, and perimeter fencing will be reviewed by the City for attractiveness of design and compatibility with the main building architecture.
5. Drive-through elements shall be architecturally integrated into the building, rather than appearing to be applied to or "stuck on" the building.
6. Drive-through aisles shall be adequately screened from streets or other public areas by a continuous decorative wall, architecturally consistent with the main structure, and appropriately landscaped.
7. Enhanced paving materials should be used to differentiate drive-through aisles from other circulation and parking areas.
8. Landscape is required along all building frontages and adjacent to customer entrances to buildings.
9. The back side of menuboards should be screened with landscape unless the boards are located adjacent to the side of the building served. Within one year of planting, the landscape should exceed the height and width of the menuboard.

#### **6.6.4. SIGNS**

Signs have a dramatic effect on how an area is perceived. Simple quality signage is the most effective method for communicating and attracting customers.

##### **6.6.4.a. General**

1. For standards concerning maximum number, maximum area, maximum height, and additional sign standards, refer to the Redding Zoning Code (Title 18).

2. Use a brief message. The fewer the words, the more effective the sign. A sign with a brief, succinct message is simpler and faster to read, looks cleaner, and is more attractive.
3. It may be appropriate to use widely recognized logos rather than text in some cases.
4. Avoid hard-to-read, overly intricate typefaces. These typefaces are difficult to read and reduce the ability of the sign to communicate.

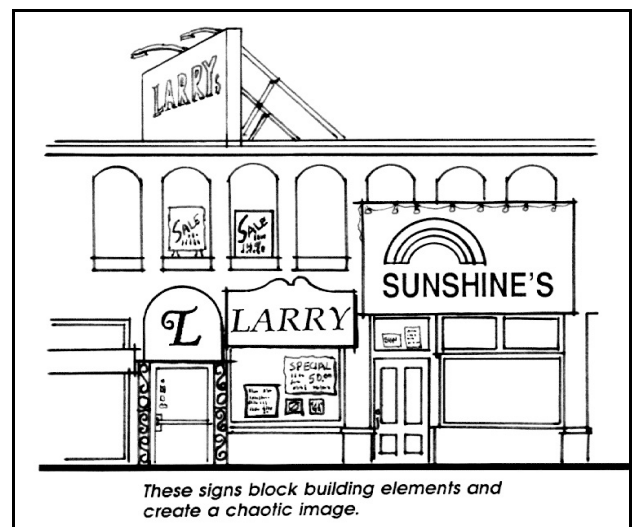
#### 6.6.4.b. SIGN COLOR

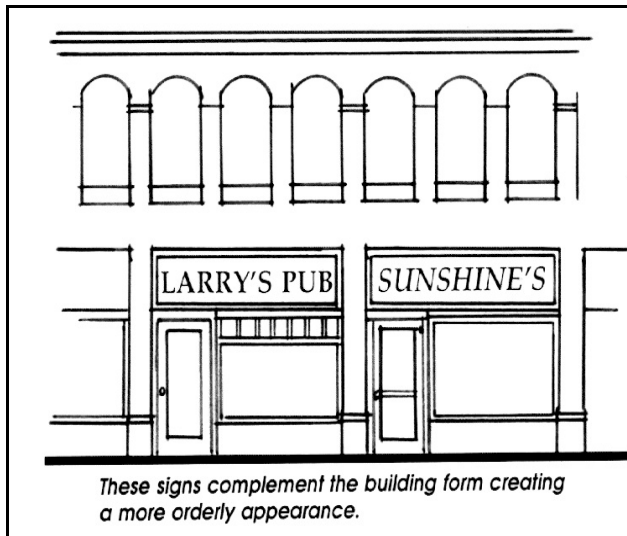
1. Colors should be selected to contribute to the legibility and design integrity of the signage. Even the most carefully thought out sign may be unattractive and a poor communicator because of poor color selection.
2. A substantial contrast should be provided between the color of the background and the letters or symbols in order to make the sign easier to read during both the day and night.
3. Colors should be limited to 3 on a single sign (not including the sign structure). Color is most effective when used simply. Too many colors, particularly accent colors, may distract the reader, reduce legibility, and make the sign less effective.



#### 6.6.4.c. Sign Architectural Compatibility

1. Signs should make a positive contribution to the general appearance of the street on which they are located.
2. The size and shape of a sign should be proportionate with the scale of the structure, or structures, if part of a shopping center. The sign should not overwhelm the architecture of the building.



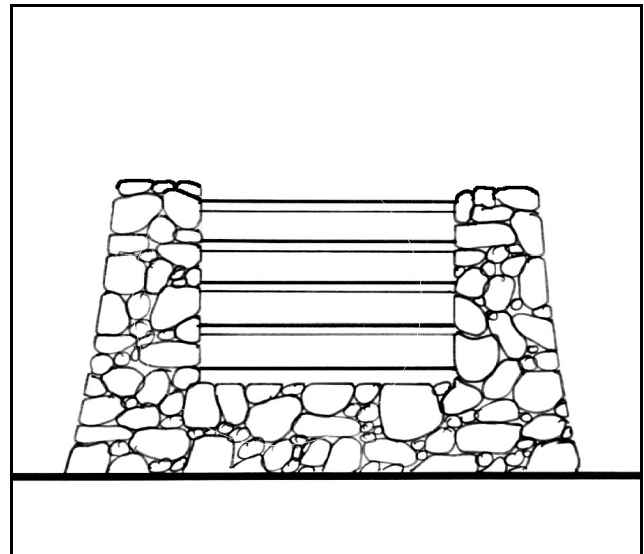


3. In pedestrian-oriented buildings that feature covered arcades, signs should hang within the arcade, project from the building, or be placed on windows or doors. Signage placed on the exterior of a covered arcade may be appropriate for passing vehicular traffic, but will not be visible to pedestrians walking under the arcade.
4. Signage design and materials should be compatible with the design and materials used on the building.

#### 6.6.4.d. Specific Sign-Type Requirements

##### 1. Monument Sign

- a. Monument signs shall be constructed of a solid architectural base that is made of durable, long-lasting materials. The form and materials used should match the architectural style of the corresponding development.
- b. Appropriate monument sign materials include:
  - ▶ River rock.
  - ▶ Brick.
  - ▶ Wood.
  - ▶ Antiqued, painted metal.



*Monument sign that reflects a desired character*



*An elaborate monument entry sign that employs appropriate materials*

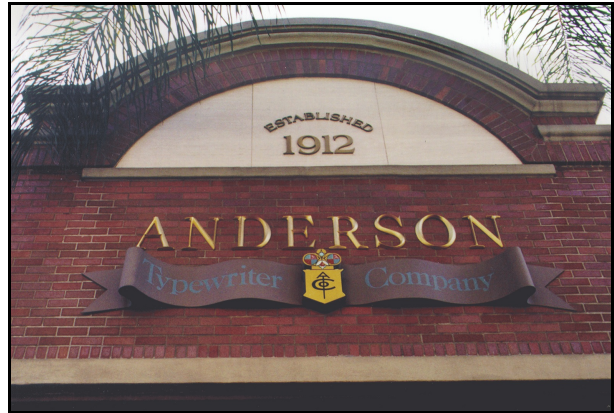
- c. Inappropriate monument sign materials include:
  - ▶ Plastic.
  - ▶ Predominant stucco.
  - ▶ Polished metal.

##### 2. Wall-Mounted Sign

- a. The following types of wall signs are recommended:



- ▶ Building-mounted, nonilluminated individual channel letters illuminated by an architecturally appropriate exterior fixture(s).
- ▶ Building-mounted channel letters with halo backlighting.
- ▶ Painted, carved, sandblasted or forged letters on a background placard, illuminated by an architecturally appropriate exterior fixture(s).



*Individually mounted channel letters, a visually pleasing logo, and a text banner make for an appropriate sign*



*Wall painted sign illuminated with architecturally compatible exterior lighting fixtures*

- ▶ Lettering painted on a wall surface, illuminated by an architecturally appropriate exterior fixture(s).



*Channel letters illuminated by external fixtures make appropriate wall signs*

3. The following types of signs are discouraged:

- a. Can signs.
- b. Raceway signs.

4. Awning Sign

- a. Awning materials must be canvas, treated canvas, or matte finish vinyl and may not be plexiglass, metal, or other glossy material.
- b. Awning signage must not be internally illuminated.

5. Projecting Sign

- a. Signs should be hung beneath pedestrian arcades and covered walkways or be attached perpendicular to a building face.
- b. Projecting signs should be placed at least 8 feet from grade to the bottom of the sign so as to ensure proper clearance for pedestrians passing underneath and to provide a good line of sight for the sign.

- c. Appropriate materials for projecting signs include:
  - ▶ Carved, sandblasted, or painted wood.
  - ▶ Painted placard.
  - ▶ Antiqued, painted metal.
- d. Inappropriate materials for projecting signs include:
  - ▶ Plastic.
  - ▶ Polished metal.

5. Feature Sign

- a. Figures/images must relate to the business.
- b. Figures/images must be integrated into the sign structure.
- c. The theme, design, and colors employed by feature signs shall be reviewed by the City. Appropriate feature signs shall be subdued and traditional in design, materials, and colors.



*A tasteful feature sign can add character to a building*



*A simple, high quality window sign is easy to read and attractive*

6. Permanent Window Sign

- a. Window signage should consist of a simple message, such as the name of the business.
- b. The type style and design should reflect the type of business and be compatible with the building architecture.

7. Pole Signs. Other than shopping center identifier signs, as regulated by Chapter 18 of the Zoning Code, use of poles signs shall be limited to locations where collocation of multiple business signs is proposed. These aggregate sign facilities should be limited to parcels adjacent to Interstate 5 for alerting the traveling public of businesses primarily serving the traveling public (e.g., fuel stations, restaurants, hotels, motels, and like facilities). Such signs shall be strategically located to allow sufficient time prior to the off-ramp for the sign to be read and responded to by Interstate 5 travelers. Such pole signs are to maintain a minimum distance from each other of 500 feet and are limited to a maximum aggregate sign area of 200 feet.

### 6.6.5. AMENITIES

It is important to complement positive building design with amenities that create an inviting atmosphere for shoppers and business patrons. Natural amenities, outdoor seating, pedestrian plazas, public art, water features, and pleasant pedestrian pathways can attract people to a commercial area, invite them to stay longer, and encourage them to return soon. These amenities can attract shoppers by enlivening the atmosphere, but can also create an activity destination for everyone just because of the pleasant environment.

#### 6.6.5.a. Outdoor Seating

Outdoor seating for restaurants is a positive element for enlivening the pedestrian atmosphere. The following guidelines should be followed whenever outdoor seating is considered.

1. A clear distance of at least 48 inches from chairs, fences, tables, and other obstructions must be maintained to allow access for the general public to proceed past seating areas.
2. Tables and chairs should be constructed of durable materials that are appropriate for outdoor use. Tables and chairs that are designed for commercial use are encouraged over those types that are typical for individual residential use.
3. Chain-link fencing may not be utilized around patio areas.
4. Outdoor seating areas should be enhanced through the use of landscape materials. Such landscape should be protected from vehicular and pedestrian encroachment through the use of planters, pots, or curbs around planting areas.
5. The color, materials, and design of amenities, such as awnings, canopies, umbrellas, sidewalks, and patio furniture and other features should be selected to facilitate a cohesive and unified image for individual buildings and commercial centers.

#### 6.6.5.b. Plazas, Public Art, and Water Features

1. Where plazas are required by the Specific Plan and/or the approving authority, they shall contain both functional and aesthetic elements (i.e., seating and landscape), so that activity and use of the area is encouraged.
2. Plazas, public art, and water features should be placed in locations that are central, near pedestrian circulation paths, and easily visible.



*This mural enlivens a large parking lot*





*Amenities should reflect the area's natural features*

3. Public art may consist of traditional forms such as sculptures and murals, or may be more unique in form and placement. Public art shall be reviewed by the City prior to installation.
4. Water features are encouraged to be interactive, to incorporate kinetic elements or variation of water patterns, and/or to incorporate functions such as a seating ledge.



*An attractive arbor creates a pleasant pedestrian walkway through a parking lot*



## 6.7. Multiple-Family Residential

The following criteria are aimed at maintaining neighborhood compatibility of large multiple-family developments with nearby lower-density neighborhoods and providing a pleasant residential environment within the context of higher density. Multiple-family houses, because of their higher densities, tend to generate large parking areas, bulkier structures, and an overall decrease in private open space. The criteria that follow are intended to help ameliorate these conditions.

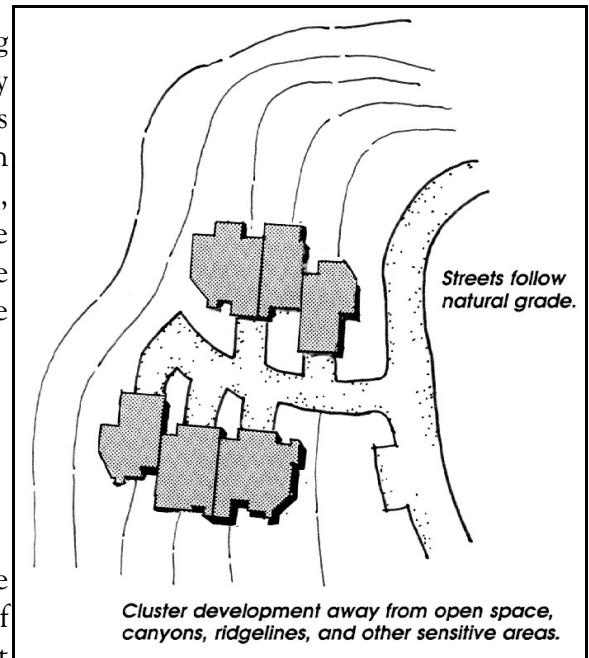
### 6.7.1. SITE PLANNING

#### 6.7.1.a Consider Surrounding Area Character

1. All new multiple-family developments, where applicable, shall be compatible with the character of existing or planned quality development. Placement or clustering of new units should consider any existing surrounding residential areas.
2. New landscape shall complement existing landscape materials, location, and massing on adjacent established developments, where appropriate.
3. Natural amenities, such as views, mature trees, creeks, riparian corridors, and similar features unique to the site, shall be preserved and incorporated into developments whenever possible.
4. Development of sloped properties shall generally follow the natural contours of the land. Terraced parking lots, stepped building pads, and larger setbacks should be used to preserve the general shape of natural land forms and to minimize grade differentials with adjacent streets and with adjoining properties.

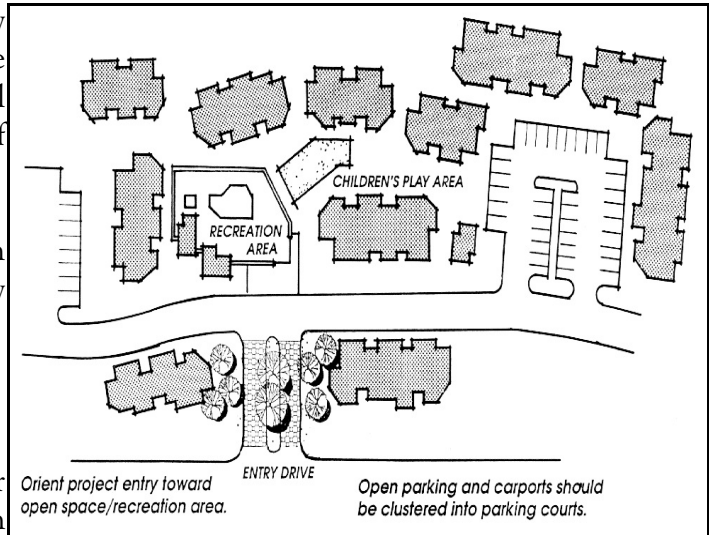
#### 6.7.1.b. Building Placement

1. Clustering of multiple-family units is encouraged.
2. Buildings shall, to the extent feasible, be oriented to minimize instances where living spaces of one structure directly face the living spaces of another in a manner that significantly reduces indoor privacy. Private outdoor space shall be designed with maximum consideration for privacy.



*Preserve natural contour of the land*

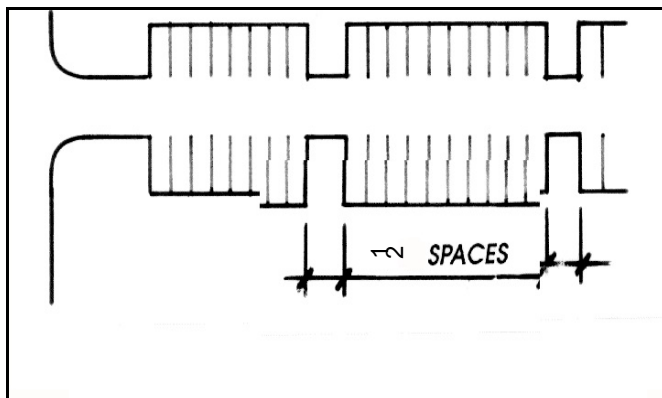
3. Buildings shall be oriented in such a way as to create courtyards and open-space areas, thus increasing the recreational opportunities and aesthetic appeal of the project.
4. Public spaces shall be located within central areas accessible to the majority of the surrounding units.



**6.7.1.c. Parking and Circulation**

1. Parking lots shall be designed for convenient parking and circulation without dominating the development site plan.

2. Entry/access drives shall include a minimum 5-foot-wide median or other entry element featuring landscape, quality signage, decorative entry walls, lighting, bollards, etc.
3. Intersections of drive aisles shall be kept to a minimum and dead-end aisles shall be avoided, where possible.
4. Larger parking areas shall be divided into a series of connected smaller lots that are laid out in an efficient, straightforward manner.
5. Parking located at the street periphery shall be screened by walls and landscape consistent with Section 6.3.3c.4 of the criteria.
6. Long expanses of parking drives shall be avoided. The sight of long lines of parked cars or blank garage doors without substantial landscape areas and other types of screening is undesirable, especially at project entries.



Provide a landscape bulb every 12 parking spaces

7. There shall be no more than 12 spaces of uninterrupted parking, whether in garages, carports, or open parking areas. Such parking bays shall be separated from additional spaces by a landscaped island or landscape peninsula at least 8 feet in width.
8. Carport support columns should be set back a minimum of 3 feet from the carport face to assist in maneuverability.

9. Carports and garages shall be designed as an integral part of the architecture of projects. They should be similar in material, color, and detail to the principal buildings of a development. Carports may utilize flat roofs, but must not project above any exterior walls adjacent to streets.
10. Continuous concrete curbs shall be provided as wheel stops where parking adjoins landscape or pedestrian walkway. Parking overhangs shall be allowed in accordance with the Zoning Code.
11. Visitor and recreational vehicle spaces shall be provided in accordance with Chapter 18.41 of the Zoning Code.

#### 6.7.1.d. Pedestrian Circulation

1. The parking area shall be designed with pedestrian links to the building and street sidewalk system. Walkways should feature enhanced paving and landscape.
2. Parking location and layout shall provide easy and safe pedestrian circulation.

#### 6.7.2. MISCELLANEOUS SUBJECTS

##### 6.7.2.a. Open Space

Residents of multiple-family residential complexes shall be provided with private open space; well-landscaped grounds; and for projects with more than 20 units, access to usable common open space for recreation and social activities. These amenities are necessary to ensure a comfortable living environment for residents. The following items are specifically required to be provided:



*Recreation space with children's play equipment*

1. Private open spaces shall be contiguous to the units they serve and screened from public view. This will typically consist of outdoor yard or patio area enclosed by a wall or fence sufficient in size to accommodate outdoor dining, toddler play areas, or a private spa or hot tub. To provide these and similar opportunities, a minimum of 80 square feet with a minimum depth of 10 feet shall be provided for each residence. The minimum depth may be reduced to 6 feet for upper-story residences.
2. Open-space areas designed for common enjoyment and use shall be provided for all residential developments. These areas typically consist of landscape, walkways, patios, turf, and similar amenities. All areas not improved with buildings, parking, vehicular accessways, trash enclosures, etc., shall be developed with the type of attributes noted above. To ensure adequate open-space area, the maximum lot coverage indicated in Schedule 18.31.030-D of the Zoning Code shall not be exceeded.
3. Residential projects with 20 units or more shall provide at least 1 common, active recreation area equivalent to 200 square feet per dwelling and with a minimum size of 4,000 square feet. Each recreation area must provide adequate amenities commensurate with the project size and expected residents. Examples include turf area, swimming pool, jungle gym, sand pit,

basketball court, sand volleyball court, swing set, barbeques, and picnic tables. Such areas shall be conveniently located to units. Children's play areas shall be visible from as many units as possible.

#### **6.7.2.b. Trash and Storage Areas**

Trash and storage areas are a necessary element of every multiple-family development. Their presence should be minimized, while affording easy access.

1. Trash and storage areas shall be screened, gated, and located in compliance with the Redding Zoning Code (Title 18).

#### **6.7.2.c. Mechanical Equipment**

1. All mechanical equipment, shall be screened from view. Roof-mounted equipment shall only be utilized when the roof is designed to accommodate the units as an integral part of that design. Utility meters and equipment must be placed in locations which are not exposed to view from the street or they must be suitably screened. All screening devices are to be compatible with the architecture and color of the adjacent buildings.
2. Ground-mounted air conditioning units shall be screened from view, utilizing a combination of walls and shrubs.

### **6.7.3. LANDSCAPE**

Landscape for multiple-family projects is important in delineating building entrances, enhancing parking lots, defining the edges of various land uses, providing transition between neighboring properties (buffering), and providing screening of storage areas. Landscape should also be used as a unifying element within a project to obtain a cohesive appearance.

#### **6.7.3.a. General Landscape Concepts**

1. Landscaped areas should generally incorporate plantings utilizing a three-tier system: (1) grasses and ground covers, (2) shrubs and vines, and (3) trees.
2. The following are common planting design concepts that should be used within each project:
  - ▶ Specimen trees (36-inch box or larger) in informal groupings or rows at major focal points.
  - ▶ Flowering vines on walls, arbors, or trellises.
  - ▶ Plantings to create shadows and patterns against walls.
  - ▶ Trees to create canopy and shade, especially in parking and pedestrian open-space areas.
  - ▶ Berms, plantings, and walls to screen parking lots, trash enclosures, storage areas, utility boxes, etc.

3. Landscape around the foundation base of buildings is required to soften the edge between the parking lot and the structure.
4. Landscape shall be protected from vehicular and pedestrian encroachment by raised planting surfaces and the use of curbs. Concrete step pads shall be provided in landscape planters adjacent to parking spaces.
5. Vines and climbing plants on building walls, trellises, and perimeter walls are encouraged in order to soften the appearance of the structure and to also help discourage graffiti.
6. Nonliving landscape materials, such as gravel, bark, or astroturf, are not allowed to substitute for plant materials.
7. An entry element should be provided at the main access point(s) to multiple-family residential development. Appropriate components of the entry element include abundant landscape, quality signage, decorative entry walls, lighting, bollards, etc.



*Use plant materials appropriate to climate*



*An example of significant wall articulation*

#### **6.7.4. ARCHITECTURAL QUALITY**

The primary focus should be on constructing a high-quality residential environment. The provisions presented here strive for this "quality" through examples of appropriate building materials and architectural expression.

##### **6.7.4.a. General Building Design**

It is important to provide strong pedestrian-scaled residential buildings. Avoid large, institutional type residential structures.

1. Large expanses of flat wall planes are prohibited, and articulation of wall planes is required. This can be accomplished through changes in plane and height and the inclusion of elements such as balconies, porches, projections, and recesses.



2. Avoid the use of long access balconies or corridors which can be monotonous and impersonal. Instead, access points to units should be clustered. To the extent possible, the entrances to individual units should be plainly visible. Use of distinctive architectural elements and materials to denote prominent entrances is encouraged.



*This attractive entry to a large multiple-family residential development features rows of specimen trees*

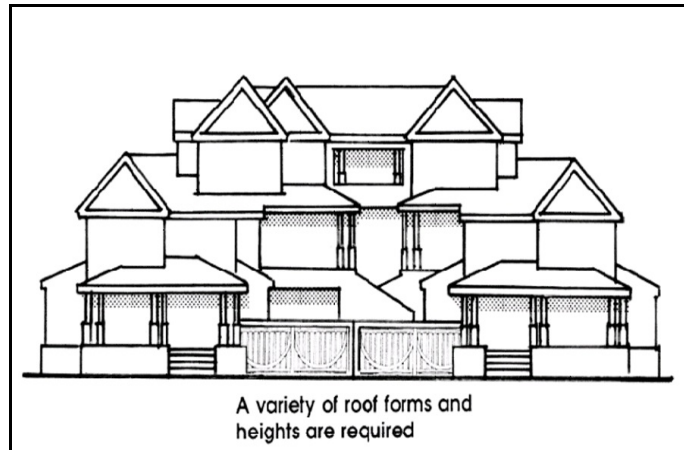
3. Combinations of 1-, 1½-, and 2-story units create variation and visual interest and are encouraged.
4. Use of vertical elements, such as towers, may be used to accent a predominant horizontal massing and provide visual interest.
5. Support buildings within multiple-family residential projects (i.e., laundry facilities, recreation buildings, and sales/lease offices) shall be consistent in architectural design with the rest of the complex.

#### **6.7.4.b. Building Materials**

1. Materials selected for multiple-family projects should be very durable, require low maintenance, and relate a sense of permanence. Frequent changes in materials shall be avoided.
2. Veneers should turn corners, avoiding exposed edges.
3. The building and its elements should be unified in textures, colors, and materials to provide an order and coherence within the project.
4. Enhancement of garage doors with architectural molding is encouraged.
5. Exterior paving materials at private courtyards, patios, and pedestrian identification points should utilize brick, interlocking pavers, quarry tile, or colored/textured concrete.
6. Windows should feature decorative trim (i.e., wood trim, stucco pop-outs, shutters).
7. Residences should be constructed of high-quality building materials that include wood or wood-look siding; wood, brick, or stone trim; and wood-look roofing materials. The used T-111, or similar sheet siding, is not appropriate.

### 6.7.4.c. Roofs

1. Full roofs are desirable. Hipped or gabled roofs covering the entire building are preferable to mansard roofs and segments of pitched roofs applied at the building's edge.
2. The varying of plate heights and ridge heights is encouraged.
3. Carport roofs visible from residential units or streets shall match the roof slope and material of adjacent buildings.



A variety of roof forms and heights are required

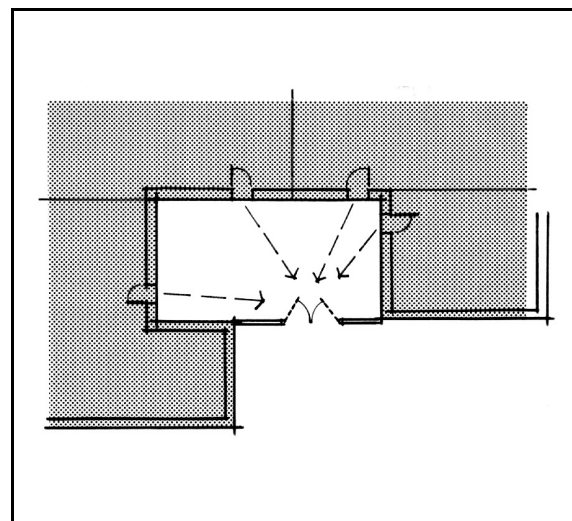
*Create interesting forms*

### 6.7.4.d. Color

1. Neutral or light-colored walls should be contrasted with a darker, more intense trim color, while dark-colored walls should be contrasted with light-colored accents and details.

### 6.7.4.e. Security Considerations

1. All site entrances should be designed to be highly visible from a public street or alley. It is also essential that all access points be very well-lighted.
2. Open spaces, courtyards, circulation corridors, and individual living-unit entrances should be designed to be visible from as many dwelling units as possible to allow for natural surveillance.



*Design projects to facilitate social support and effective surveillance.*

## 6.8. Single-Family Residential

The intent of these design criteria is to allow maximum flexibility in the design of new residential subdivisions and to: (1) encourage a variety of product types, (2) mitigate the dominance of the automobile, (3) promote pedestrian activity, (4) create functional and visual diversity, and (5) provide community open space. These criteria pertain both to "typical" and "small-lot" single-family developments. Given the more compact nature of small-lot subdivisions, additional criteria are included for this development type (see Section 6.8.3).

### 6.8.1. SITE PLANNING

The following criteria deal with the internal organization of new residential development. The intent is to ensure that the relationships of units are functional and attractive and create visual variety along the project's streets.

#### 6.8.1.a. Consider Surrounding Area Character

Variation of development patterns within new subdivisions is required in order to achieve visual diversity and avoid the appearance of monotonous development. This is critical in small-lot single-family developments constructed in the "RM" zoning district (see Section 6.8.3 below).

Utilizing the following techniques is required within a development to help achieve diversity.

1. *Varied Front Setbacks.* Placement of some homes and garages close to, and others back from, the street creates different patterns of visible open space. The structures themselves, when close to the street, also add diversity to the view.
2. *Varied Garage Placement and Orientation.* In order to prevent garages from dominating the front of the house, their placement should be varied and should be set back behind the front building plane or oriented with a side entry.

#### 6.8.1.b. Streets

1. New project streets shall connect with adjacent public streets to form a continuous neighborhood network of streets whenever possible.
2. Traffic calming is considered an integral part of residential subdivision street design. Serpentine street design, bump-out planters, roundabouts, and other traffic-calming designs that incorporate landscape features are to be incorporated into interior street design.
3. Streets shall be designed to include a minimum 6-foot-wide parkway between the curb and the sidewalk to accommodate street trees and landscape.

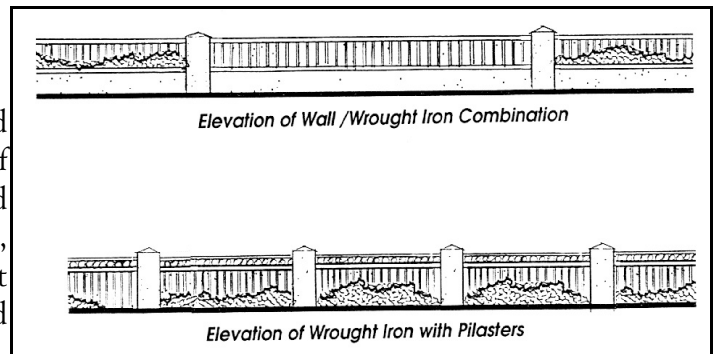


**6.8.1.c. Landscape**

1. An entry element should be provided at the main access point(s) to single-family residential development. Appropriate components of the entry element include abundant landscape, quality signage, decorative entry walls, lighting, bollards, etc.
2. The developer shall prepare a street plan for all streets within the development to be approved by the Planning Commission at the time the tentative map is approved. Said trees shall be installed concurrently with development of subdivision improvements unless otherwise approved by the Planning Commission. The trees will be planted in the required parkway strip.
3. At a minimum, all front yards shall be landscaped prior to occupancy of the residence. Landscaping of back and side yards simultaneously with the front yard is highly encouraged.
4. Existing healthy trees should be preserved and incorporated into the project's landscape whenever possible.

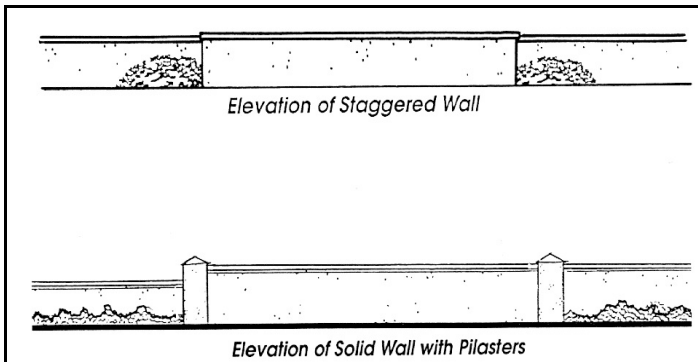
**6.8.1.d. Walls**

1. Walls shall be designed utilizing materials and colors to complement the architectural design of adjacent residences. Appropriate materials and accents include river rock, stacked slate, brick, unit masonry, "clinker" brick, and rustic wrought iron. If stucco is used, it should be accented through the use of one of the above materials.



2. Walls should not run in a continuous plane for more than 50 feet without incorporating at least two of the following:

- A change in plane
- A raised planter
- A change in height
- Use of pilasters
- Sections of open grillwork



3. Walls or solid fences are not permitted between public open spaces or greenways and adjacent streets.



## **6.8.2. ARCHITECTURAL QUALITY**

One of the main goals of this Specific Plan is to create quality residential living environments that set them apart from what is found in most neighborhoods in the Redding area. The following criteria should be considered in the design of residential structures to achieve the desired level of quality.

### **6.8.2.a. Building Design**

1. The design of houses shall be varied in tract developments to create variety and interest. A significant difference in the massing and composition (not just finish materials and colors) of each adjacent house shall be accomplished. One design shall not be repeated more frequently than each fourth house.
2. If a side or rear elevation faces a street, it shall be designed with the same care and attention to detail and, preferably, using the same material as the front.

3. Long, uninterrupted exterior walls should be avoided on all structures. The integration of textures, openings, recesses, and design accents on building walls is strongly encouraged in order to create interest and scale.

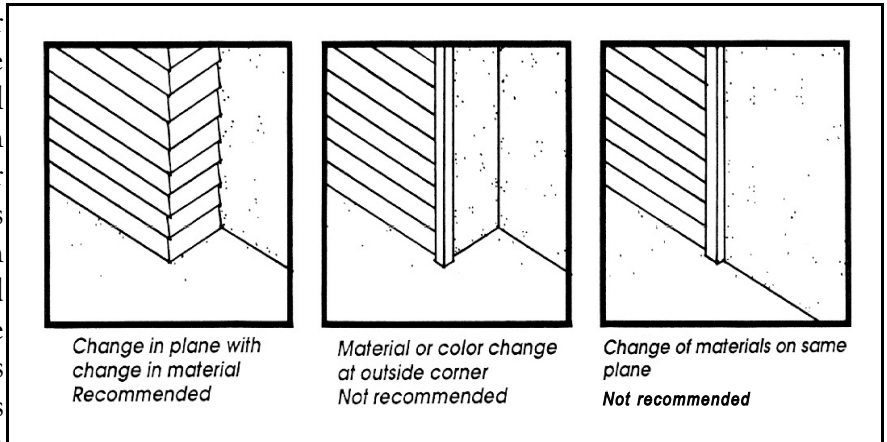


4. Roof articulation should be achieved by changes in plane and the use of traditional roof forms, such as gables, hips, and dormers. Flat roofs are strongly discouraged. Roof lines should be representative of the design and scale of the units under them.

### **6.8.2.b. Building Materials**

1. Materials shall be consistently applied and shall be chosen to work harmoniously with adjacent materials. Piecemeal embellishment and frequent changes in materials are to be avoided.
2. Residences should be constructed of high-quality building materials that include wood or wood-look siding; wood, brick, or stone trim; and wood-look roofing materials.

3. Materials tend to appear substantial and integral to the structure when material changes occur at changes in plane. Material or color changes at the outside corners of structures give an impression of thinness and artificiality that shall be avoided. Material changes not accompanied by changes in plane give the materials a "tacked-on" quality and are strongly discouraged (see graphic).



*Change in materials shall relate to wall plane*

4. Exterior materials and architectural details shall relate to each other in ways that are traditional and/or logical. For example, heavy materials should appear to support lighter ones. A single building should be stylistically consistent.
5. Windows should feature decorative trim (i.e., wood trim, stucco pop-outs, shutters).

#### **6.8.2.c. Garage Frontage**

1. The building design should feature the residential living space as the primary element instead of the garage door dominating the home's front elevation. To achieve this, the following shall apply: (1) no more than 50 percent of a home's front elevation shall be devoted to garages; (2) the planes of the front door and that of the garage face fronting a street shall not be separated by more than 6 feet; (3) where a garage is designed to accommodate 3 or more vehicles and where the garage doors face the street, at least one garage door shall be offset from the adjacent garage door by a minimum of 2 feet.
2. The length of a driveway in front of a garage door facing a street shall be at least 20 feet to prevent an automobile parked in the driveway from blocking the sidewalk.

#### **6.8.2.d. Homeowners' Association**

All projects whose designs incorporate common open-space amenities shall create a homeowners' association in order to address maintenance of the common open space. The CC&Rs for the project will be subject to review, modification as necessary, and approval of the City Attorney.

#### **6.8.3. SMALL-LOT DEVELOPMENTS**

Small-lot developments can pose unique challenges to ensure that the community has sufficient private and common open space, is attractive when viewed from streets, and provides adequate parking for visitors and recreational vehicles. The following criteria address various means to address

these issues and are intended to supplement the above criteria pertaining to all single-family developments.

#### **6.8.3.a. Site Planning**

The following standards address the internal organization of small-lot residential developments. The intent of the standards is to ensure that the relationship of units to each other and to other on-site uses are functional, attractive, and create a visual variety along the project's streets. A small-lot project may be designed using one or more development styles, including, but not limited to, traditional lot layouts with garage access from the street or rear alley, or cluster courtyard arrangements that generally have garage access from a courtyard/common driveway. The site planning criteria detailed in Section 6.8.1 also apply to small-lot subdivision development.

#### **6.8.3.b. Front-Yard Setbacks**

Front-yard setbacks along streets shall be varied throughout the project. Alternative placement of homes and garages closer to and farther back from the street create different patterns of open space along the street edge and break up an otherwise monotonous view of houses built along the same setback. The project may achieve this by incorporating the following:

1. Varying architectural features, such as bay windows, porches, and side-loaded or rear-loaded garages.
2. No more than two adjacent residences shall incorporate the same setback.

#### **6.8.3.c. Private Open-Space/Common Outdoor Activity Areas**

*Private Open Space.* Each lot shall contain an outdoor yard or patio area enclosed by a wall or fence sufficient in size to accommodate outdoor dining, toddler play areas, or a private spa or hot tub. This area shall be for the exclusive use of the residents of the lot. Typically, the required rear-yard area, if generally level and usable, is deemed sufficient to meet this requirement. If the required yard exceeds a slope of 5 percent, then an equivalent area of at least 300 square feet with a minimum dimension of 15 feet must be provided on the lot. This area may be located in the front of the unit, between the unit and a detached garage, or within the side-yard setback and shall have a slope of less than 5 percent.

*Common Outdoor Activity Areas.* Residential projects with 20 units or more shall provide at least one common, active recreation area equivalent to 200 square feet per dwelling. Each recreation area must provide adequate amenities commensurate with the project size and expected residents. Examples include turf area, swimming pool, jungle gym, sand pit, basketball court, sand volleyball court, swing set, barbeques, and/or picnic tables.

#### **6.8.3.d. Parking**

In addition to the required 2 covered spaces per dwelling, visitor and recreational vehicle parking shall be provided as follows. Visitor parking shall be provided at a minimum ratio of one visitor space

for each 3 dwellings. On-street parallel parking on project streets (one or both sides) may satisfy this requirement and is strongly encouraged. If the project lacks adequate on-street parking, additional parking bays dispersed throughout the project will be necessary. Additional parking spaces, in excess of the required visitor parking, at a ratio of one space per 10 units included in the entire project, shall be provided at any primary common recreation facility.

# Chapter VII

# IMPLEMENTATION AND ADMINISTRATION

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## 7.1. Introduction

This chapter describes the plan review procedures, development agreements, Specific Plan amendment procedures, enforcement, mitigation monitoring, and other mechanisms for to be utilized to implement or revise the Oasis Road Specific Plan. In addition, public improvement and financing mechanisms are discussed and directions provided for financing programs which will govern future infrastructure development.

## 7.2. Plan Review Procedures

### 7.2.1. SPECIFIC PLAN ADMINISTRATION AND PLAN REVIEW

The Oasis Road Specific Plan is not intended as a static and inflexible plan for development. Just as the plan area is expected to change over the next 20 years, evolution of the plan must also occur. Updates and amendments to the plan will inevitably be required. This section outlines the principles to be followed in order to ensure that the Plan evolves in an orderly fashion.

The City has funded the initial preparation of the Specific Plan to provide property owners with the tools necessary to plan the development of their property in an efficient and timely manner. To offset the cost of plan preparation and its ongoing maintenance, State law allows a city to charge a "specific plan fee" to anyone seeking approval of a development project within the Specific Plan Area. As outlined in the formula below, the fee is prorated based on the estimated relative benefit that the developer derives from the Specific Plan. It is collected at the time of building permit issuance. Recovered by this fee are all costs involved in preparation and administration of the Plan, including required environmental documentation, public hearings and notices, and any required updates.

Specific Plan Principles require that the Specific Plan and related environmental documentation be updated at least every 5 years, or whenever the General Plan is updated, to ensure consistency between the documents. It is also necessary to regularly review the contents of the MEIR prepared for the project and update them as appropriate to make sure the MEIR continues to be valid when reviewing new projects.

**Principles: Specific Plan Administration**

- 7.2.1.a. In conjunction with updating of General Plan data, update key Specific Plan information. Updates of the Specific Plan and accompanying environmental documentation should occur at least every 5 years.
- 7.2.1.b. The Planning Commission shall complete an annual review of the Specific Plan document as part of the General Plan review and shall report its findings to the City Council. The Planning Commission report may include recommendations for amendments to the Specific Plan.
- 7.2.1.c. Amend the Specific Plan no more than 4 times a year, consistent with the General Plan amendment procedures. Each amendment may include multiple changes to the Specific Plan.
- 7.2.1.d. Following adoption of the Specific Plan, no project in the Specific Plan Area shall be approved, and no public improvement shall be authorized until the City makes a finding that the proposed entitlement or public improvement is in substantial conformance with this Specific Plan.
- 7.2.1.e. A Specific Plan Preparation Cost Recovery and Update Fee shall be collected from all new development. Projects involving redevelopment of more than 25 percent of the land area or 25 percent of the floor area of buildings on a parcel in existence on, or created after, the date of Specific Plan adoption will also pay the fee. The purpose of the fee will be to recover the cost of initial preparation and adoption of the Specific Plan, the accompanying Environmental Impact Report, and City-initiated annexation (if any).

A fee surcharge equal to 10 percent of the properties pro rata share of the cost of Specific Plan preparation shall also be collected to fund required updates of the Specific Plan and Master Environmental Impact Report. The portion of the fee dedicated for recovery of the initial preparation of the Specific Plan shall only be collected until the entire property originally part of the Specific Plan Area has been developed. The fee will be collected at the time of building permit issuance and/or prior to final recordation of a subdivision map (as applicable).

***Specific Plan Preparation Cost Recovery and Update Fee Formula***

$$\text{Fee} = A\{[M(1+bn)] + [U(1+b5)]\}$$

Where:

A = Number of gross acres in the project area.

M = The City's average cost per gross acre of preparing the Specific Plan and the MEIR and completing any City-initiated annexation of the property. The final amount will be set at the time of final recordation of the City-initiated annexation. Where a privately initiated annexation precedes a City-sponsored annexation (if any), the fee will be determined based on the average cost per acre, as described above, without the annexation costs.



- b = The projected annual inflation rate. The average annual inflation rate used for this calculation will be based on the average inflation rate for the previous 5 years as measured by the consumer price index. The rate will be revised each year at the time of the required annual report on the Specific Plan.
- n = Number of years since the year of Specific Plan adoption.
- U = Contribution towards cost of necessary updates to the Specific Plan and accompanying Master Environmental Impact Report. The amount of this contribution will be equal to 10 percent (.10 x M) of the cost of the original preparation of the Specific Plan and accompanying MEIR, assigned on the basis of the average cost per gross acre (and adding on the annual inflation factor identified by "b").

### 7.2.2. ENVIRONMENTAL REVIEW

As required by the California Environmental Quality Act (CEQA), a Master Environmental Impact Report has been prepared for the Oasis Road Specific Plan (see also Section 1.6). This report identifies the environmental impacts of development of the Specific Plan Area as envisioned in the Specific Plan and, where feasible, has identified mitigation measures which can eliminate or reduce these impacts. The following principles relate how these mitigation measures will be applied.

#### Principles: Environmental Review

- 7.2.2.a. All development within the Plan Area is subject to the mitigation measures identified in the Master Environmental Impact Report and the adopted Mitigation Monitoring Program prepared for the Specific Plan.
- 7.2.2.b. As provided for in State law, certain projects may be exempt from further environmental review when:
1. The project is consistent with the Specific Plan, and the Master Environmental Impact Report is no more than five years beyond the date of its certification.
  2. The EIR adequately identified the project's significant environmental effects and corresponding mitigation measures, and no new mitigation measures are required.
  3. The City makes all applicable findings as required by Section 21157.1 of CEQA and any applicable City of Redding implementing procedures.
  4. The City files a notice of determination with the County Clerk for posting.
- 7.2.2.c. A portion of the Specific Plan Cost Recovery Fee shall be dedicated to the funding of the required updates of the Master Environmental Impact Report.

### **7.3. Development Agreements**

Subject to the provisions of the Specific Plan, the property owners and the City may execute development agreements in accordance with Government Code and local ordinance. The development agreements will set forth the infrastructure improvements, public dedication requirements, landscape amenities, and other contributions to be made by a property owner in return for guarantees by the City that certain land uses and densities in effect at the time of execution of the agreement will not be modified.

### **7.4. Amendment Procedures**

This Specific Plan was adopted in a dynamic development environment with a lengthy buildout horizon. Situations may arise where amendments to the adopted Specific Plan can be considered because of changing circumstances beyond the control of the Specific Plan. Additionally, because of unforeseen circumstances, some design guidelines or development standards may not be feasible on a particular parcel. In these situations, the procedures listed below will be followed to amend the adopted Specific Plan.

#### **7.4.1. APPLICANTS**

Typically, property owners will request amendments to a Specific Plan. There may also be circumstances where the City may wish to initiate an amendment to the Specific Plan. For example, the City may propose an amendment to the Specific Plan to address shifting land use patterns outside the Specific Plan area, or changing demographics. A Specific Plan processing fee, to be determined by the City, shall accompany applications for amendments submitted by property owners. This fee would be in addition to existing fees for accompanying development applications.

#### **7.4.2. SCOPE OF AMENDMENT**

Amendments to an adopted Specific Plan should be categorized as either minor or major. This determination is to be made by the Planning Director or his/her designee. Those amendments considered major will be processed as set forth in Subsection 7.4.3 below. Minor amendments can be reviewed and acted upon by the Planning Director with no Planning Commission or City Council review, unless appealed by the applicant. Subsection 7.4.4 of this Specific Plan sets forth the procedures for minor amendment review. Amendments to the Specific Plan may include, but are not limited to, changing land use designations, design criteria, development standards, or policies. The Planning Director shall determine the limits and acceptability of any proposed amendment to the Specific Plan.

#### **7.4.3. MAJOR AMENDMENTS**

It is difficult to establish objective criteria in this Specific Plan to determine whether or not a proposed amendment is considered major or minor. The following are examples of what could be considered major amendments:

- ▶ Introduction of a new type of land use not specifically discussed in this Specific Plan.

- ▶ Significant changes to the distribution of land uses or other changes affecting land use which may substantially affect the key planning concepts set forth in this Specific Plan.
- ▶ Significant changes to the arterial street system that would substantially alter the land use or circulation concepts set forth in this Specific Plan.
- ▶ Changes to design guidelines and/or development standards which, if adopted, would substantially change the physical character of the Specific Plan area as envisioned by the Specific Plan.
- ▶ Any change to the Specific Plan that could significantly increase environmental impacts.

#### ***Application Requirements for Major Amendments***

Applications for major amendments to the adopted Specific Plan shall be made in accordance with Section 18.57.050 of the City's Zoning Ordinance. A justification statement shall be submitted which explains in detail why an amendment to the Specific Plan is warranted. All requirements of CEQA will be applicable. Major amendments shall require City Council approval, with a recommendation forwarded by the Planning Commission.

#### **7.4.4. MINOR AMENDMENTS**

An amendment shall be considered a minor amendment when it is determined that it does not have a significant impact on the character of the Specific Plan. A Specific Plan amendment application fee shall accompany any applications for minor amendments to the Specific Plan. The Planning Director shall make a written determination as to whether or not a requested amendment is major or minor within 30 working days of receipt of the application. If the Planning Director determines that a requested amendment is minor, the Director will either approve or deny the request. The Director's decision may be appealed to the Planning Commission within 10 working days of the decision.

Examples of minor amendments include, but are not limited to:

- ▶ The addition of new or dated information that does not substantively change the Specific Plan.
- ▶ Minor adjustments to land use boundaries and street alignments where the general land use pattern is maintained.
- ▶ Changes to the provision of public infrastructure and facilities that do not impact the level of service provided or affect the development capacity in the Specific Plan area.
- ▶ Modification to the design criteria, such as revisions to design treatments, if it is determined that such changes achieve the design intent to the same or better level.

#### ***Application Requirements for Minor Amendments***

Applications for minor amendments shall be submitted to the Development Services Department, Planning Division, and shall include a detailed description of the requested amendment, a justification statement, and the application processing fee to be determined by the City.

#### **7.4.5. AMENDMENT FINDINGS**

The Planning Director or hearing body, when acting upon any minor or major amendment requests to the Specific Plan, shall consider the following findings:

- ▶ Where applicable, significant changes to the character of the community have occurred subsequent to the adoption of the Specific Plan that warrant amendments as requested.
- ▶ The requested amendment will benefit the Specific Plan area and/or the City.
- ▶ The amendment is consistent with the General Plan.
- ▶ The amendment will not adversely affect adjacent properties and can be properly serviced.
- ▶ Where applicable, the physical constraints of the property area are such that the requested amendment is warranted.

#### **7.5. Mitigation Monitoring**

The California Environmental Quality Act requires all State and local agencies to establish reporting and monitoring programs for projects approved by a public agency whenever approval involves adoption of either a "Mitigated Negative Declaration" or specified environmental findings related to environmental impact reports. The Mitigation Monitoring and Reporting Program (MMRP) is intended to satisfy the requirements of CEQA as they relate to the Final EIR for the Oasis Road Specific Plan. This monitoring program is to be used by City staff and the project developers in ensuring compliance with adopted mitigation measures during project implementation. Monitoring and documenting the implementation of mitigation measures will be coordinated by the Planning Division staff, who will monitor mitigation implementation as outlined in the MMRP for the Oasis Road Specific Plan.

#### **7.6. Infrastructure Financing for Specific Plan Implementation**

The California Government [Code Section 6545(a)(4)] requires that the Specific Plan include a program of implementation measures for financing of needed public improvements. In order for the Specific Plan area to develop in a manner consistent with the Specific Plan principles, means must be found to fund infrastructure, such as major roads and circulation improvements, water supply and storage, sanitary sewer, and storm-drainage facilities. These and other improvements are needed to serve future development within the planning area and, in some cases, are required in advance of such development.

Chapter 5 of the Specific Plan has outlined some of the prerequisite improvements, including the construction of major off-site drainage facilities, water supply/storage improvements, and sewer infrastructure. In addition, Chapter 5 describes the major circulation improvements which will be needed.

## 7.7. Financing Utility Infrastructure

The various infrastructure improvements in the Specific Plan area can be divided into three areas—citywide master infrastructure system components; Specific Plan area facilities; or local-serving improvements, where the facilities will generally benefit property owners in the immediate area of the improvement. These divisions will be the basis for the identification and separation of facility-funding obligations. Only funding for master infrastructure improvements and/or facilities providing benefits to the Specific Plan area will be considered in the creation of areawide financing programs.

If property owners do not participate in the available collective options to finance this infrastructure, the development of the Specific Plan area will proceed more slowly. Individual property owners or developers who wish to move into areas ahead of infrastructure improvements may, in turn, be obligated to shoulder higher infrastructure carrying cost.

### 7.7.1. INFRASTRUCTURE PHASING

Phasing of development in a logical manner for each infrastructure component (see Figures 5-2 through 5-5) can minimize the overall cost of development. However, some major improvements—in particular the Oasis Road/I-5 interchange and overcrossing—may not lend themselves to a phased approach; and a focused effort to construct the facilities at or near their final configuration may be necessary. A facility specific analysis will be required to make a determination on the cost effectiveness of phasing a particular improvement. If property owners are able to collaborate in the financing of larger and more complete facilities, all parties will benefit.

### 7.7.2. UTILITY INFRASTRUCTURE COSTS

The breakdown of costs for major utility infrastructure improvements is outlined in Table 7-1 below; it should be noted that these figures are 2005 cost estimates. The actual cost of infrastructure construction will vary because of construction cost, inflation, right-of-way acquisition, or project-specific design requirements. Section 7.8 details estimated roadway and drainage costs.

**Table 7-1: Estimated Costs for Utility Infrastructure—Oasis Road Specific Plan**

Water	\$ 16,375,186
Sewer	\$ 7,876,157
Miscellaneous Infrastructure (Electric, Gas, Telephone)	\$ 2,774,200
<b>TOTAL COST</b>	<b>\$ 27,025,543</b>

Note: Includes support and contingency costs

### 7.7.3. FINANCING OPTIONS

The following discussion outlines a variety of financing tools available to fund Specific Plan infrastructure. It is not an exhaustive list or necessarily the preferred method for financing.

Implementation of any of these measures, in whole or part, will be dependent on the participation of the property owners and the rate and extent of development activity.

### ***Assessment Districts***

California law authorizes a variety of assessment procedures which can be employed to pay for development of major capital improvements. Financing is arranged through the assessment district from the sale of bonds which are funded by assessments typically collected with annual tax bills. Obligation for payment of the principal and interest on the borrowed funds is shared by the owners of property within the assessment district. Approval of the assessment district requires the consent (or lack of protest) of a substantial majority of the property owners in the district. Financing improvements of areawide benefit through assessment proceedings provides an opportunity to construct the needed facilities in advance of development.

An assessment district is a means by which the planned storm-drainage facilities, the water-supply facilities, the wastewater facilities, and the necessary street improvements could be financed. Those property owners agreeing to participate in the assessment district could be relieved of the responsibility for payment of a portion or all of the corresponding City development fees that would otherwise be collected for facilities that are part of adopted master plans. They could also receive reimbursement against their assessment as other properties develop which benefit from the improvements they have helped fund.

### ***Benefit Fee District***

All properties within the Specific Plan area will be included in a "benefit fee" district. Since all properties in the service area (and many properties outside the area) would ultimately benefit from the improvements constructed within the Specific Plan area, they would pay a fee at the time of development equal to their pro rata share of the improvements that have been or will be constructed. The actual fee amounts would be determined based on the costs of the improvements and the level of participation in any assessment financing district that is created. Benefit fees collected within the district can be used to construct facilities directly or, alternately, can be used to reimburse those property owners who participated in an assessment district or directly construct facilities which provide capacity above that needed for their project.

### ***Development Impact Fees***

Redding currently requires payment of development fees in order to provide public facilities and improvements needed to serve new development. These fees help to carry out service-level policies established in the Redding General Plan. Properties participating in an assessment district may be credited for some or all of these fees where the assessment district constructs facilities of citywide benefit in advance. Properties not included in the district would be required to pay their normal development fees, which may then be used to reimburse the assessments of those who participated in the district. Fees currently charged by the City include:

- ▶ Fire Facilities Fees (offset the cost of construction of required expansions to Fire Department buildings).



- ▶ Citywide Transportation Development Impact Fees (offset the cost of construction of new or expanded major circulation projects which carry city wide benefit).
- ▶ Storm-Drainage Impact Fees (pay the cost of constructing a backbone system of major storm-drainage lines and storage facilities of city wide benefit).
- ▶ Water Systems Impact Fees (pay for the construction of water supply and transmission and storage facilities that benefit all residents).
- ▶ Sewer System Impact Fees (provide a means to fund the construction of wastewater collection and treatment facilities having greater than local benefit ).
- ▶ Park In-Lieu Fees and Recreation Facilities Impact Fees (defray the cost of acquiring and developing park, recreational, and open-space facilities).

The above list is not intended to be an all-inclusive list of fees that may apply to a particular project, nor does it cover building permit and planning processing fees.

#### **7.7.4. OTHER FINANCING OPTIONS**

##### ***Mello-Roos Community Facilities Act of 1982***

The Mello-Roos Act authorizes cities to establish districts within which a special tax may be levied to fund public services and improvements. The City can pay for these improvements by means of tax revenue or with bond financing secured by the tax. Formation of the district and the special tax are subject to the voter/landowner protest provisions of Section 53324 of the Government Code.

##### ***Revenue Bonds***

Revenue bonds are bonds designed to finance projects and activities for a specific group of users. These types of bonds are funded by user charges that are applied to debt-service payments. There are numerous types of revenue bonds. The Sewer Revenue Act of 1933 authorizes local governments to engage in bond funding of sewer system projects. Voter approval of project proposals is unnecessary unless 15 percent or more of the property owners or registered voters petition for an election. The Revenue Bond Law of 1941 authorizes local governments, subject to voter approval, to issue revenue bonds to finance a wide range of public facilities.

##### ***Buckeye Redevelopment Area Funding***

A significant portion of the Specific Plan area lies within the boundaries of the Buckeye Redevelopment Area. The Buckeye Redevelopment Project is a cooperative project created by the City of Redding and the County of Shasta in July 2000. The Project Area contains approximately 1,063 acres and is situated in the northwest portion of the City of Redding, where the City's boundary is contiguous to the Shasta County line, with the northern portion of the project area lying within the unincorporated portions of Shasta County. One of the primary goals in forming the project area was to provide a unified effort to remove physical and economic barriers, thereby facilitating improvements and encouraging new development that will benefit both the City of Redding and the County of Shasta.

The Redevelopment Plan establishes the intent to utilize financing funded by tax increment, interest income, redevelopment bonds, grants, and other sources to fund partially, or in whole, traffic signals, bridge crossings, road widenings, utility extensions, and other improvements of benefit to the Redevelopment Project Area. The Redevelopment Plan projects redevelopment expenditures of approximately \$20,000,000 for these facilities over the 20-year life of the Redevelopment Plan.

#### **7.7.5. FINANCING ONGOING MAINTENANCE**

##### ***Maintenance Districts***

The City of Redding presently uses maintenance districts to maintain and replace landscape in public rights-of-way, conduct vegetation management in areas of high fire hazard, and to maintain some drainage facilities of local benefit. With the strong emphasis on community design in the Specific Plan, this type of financing will continue to play an important role in the ongoing operation and maintenance of the public facilities constructed within the Specific Plan area.

Maintenance districts can include large areas of multiple ownerships and can establish an annual assessment to be paid by the property owners of the district toward necessary maintenance. The Specific Plan will use Landscape and Lighting (1972 Act) and Lighting and Drainage (1982 Act) assessment districts to fund the maintenance and operation of public facilities within the Specific Plan area.

#### **7.8. Financing Transportation and Circulation**

Outlined in Chapter 5 of the Specific Plan are a wide range of improvements which are needed to ensure convenient, safe, and efficient circulation of people and goods in the Oasis Road area. Some of these improvements will benefit all the residents of the city, and some will provide a more localized benefit. Projects which provide a larger citywide benefit could be funded to some degree by funds derived from the City's Capital Improvement Program. These funds are collected at the time that development occurs and are available to pay for the following types of improvements:

- ▶ The center lanes of a multi-lane (4 or more) street improvement.
- ▶ Excess paving (over a collector street section) on outside and parking lanes.
- ▶ Any traffic signal or safety improvements within the project limits.
- ▶ Median and channelization improvements related to safety.
- ▶ Drainage facilities needed to drain the paved section.
- ▶ Acquisition of land needed to construct the project in excess of that needed to serve adjacent properties.

They cannot be used to pay for curbs, gutters, or sidewalks (except where curbs are part of a channelization project), streetlights, parking lanes or shoulders, traffic lanes, or driveway improvements related to development of a specific property. These facilities are the responsibility of the individual property owner. They also cannot be used to defray the cost of improvements related to facilities which are covered by another funding source.

Since 2001, the City has been collecting transportation impact fees to fund circulation improvements of various types, some of which will benefit the area included in the Specific Plan. At the present time, it is estimated that some \$38 million in impact fees (2005 rates) will be paid by properties within the Specific Plan area for infrastructure necessary to support citywide growth.

The following projects are needed for buildout of the Specific Plan area and are not included in the Citywide Transportation Impact Fee Program. Their estimated costs are shown in Table 7-2 and include right-of-way acquisition; full improvements of the traveled section; medians; joint trenches; bridges (where needed); drainage improvements; curb, gutter, and sidewalk; and streetside landscape.

**Table 7-2: Specific Plan Circulation Improvements Funded by Specific Plan Facility Fees**

Project	Project Cost
I-5 Overcrossing @ Oasis Road	\$ 14,805,000
Twin View/North Twin View Boulevard Improvements	\$ 21,985,480
Oasis Road Improvements	\$ 20,118,250
Cascade Boulevard Improvements	\$ 27,292,928
SE Quadrant Circulation Improvements	\$ 9,318,400
Market Street/SR 273 Flyover	\$ 11,600,000
Signals	\$ 1,800,000
Support Costs (design, contingency, environmental right-of-way acquisition, administration)	\$ 31,486,023
<b>TOTAL</b>	<b>\$138,406,081</b>

\* **TBD:** To Be Determined

Certain of these projects within the Oasis Road Specific Plan area do have an area or citywide benefit and thus legitimately cannot be funded totally by facilities' fees collected within the Specific Plan area. These improvements must be funded with a combination of citywide traffic impact fees, supplemental fees levied on new development outside the Specific Plan area, through special assessment proceedings, or as project-specific mitigation measures. Among these projects are the improvement of Gold Hills Drive, including its signalization with Oasis Road; the Oasis Road/I-5 overcrossing and the extension of Cascade Boulevard to the Mountain Lakes Industrial Park; and the Shasta Gateway Overcrossing.

### **Principles: Infrastructure and Circulation System Financing**

- 7.8.a. The City shall ensure that new development within the Oasis Road Area will fund all the public-facility costs which it generates where such improvements do not provide a citywide benefit. It shall also ensure that development contributes its fair share to needed long-term improvements to the main line of Interstate 5 as determined by a nexus study prepared by or for Caltrans.
- 7.8.b. Except for facilities which benefit the entire City, such as master storm-drain system facilities, improvements necessary to service the Specific Plan area shall rely primarily on private financing techniques, rather than general fund financing.

- 7.8.c. Public infrastructure cost shall be allocated to property within the Specific Plan area based on benefits received.
- 7.8.d. Use pay-as-you-go financing to the extent possible. Use debt financing only when essential to maintain adopted service standards or when the City Council finds that such financing techniques will provide a substantial benefit to the City.
- 7.8.e. Establish a satisfactory mechanism for equitable financing of capital improvements in the Oasis Road. Options include:
- ▶ Development fees based on a public-facilities improvement plan which determines and allocates costs to individual property owners based on benefit and impact.
  - ▶ Assessment districts.
  - ▶ Master development agreements with arrangements for reimbursement by subsequent projects which would benefit from project improvements, such as waterline or transportation facility oversizing.
  - ▶ Mello-Roos Facility Financing District(s).
- 7.8.f. Establish satisfactory methods of providing consistent and reliable financing of maintenance for sound walls, streetlighting, landscape, and other facilities. Where possible, use Landscape and Lighting Districts and Lighting and Drainage Districts as allowed by State law.
- 7.8.g. As a condition of approval, require development projects in the Specific Plan area to fund appropriate oversizing of facilities subject to reimbursement from future developments benefiting from oversizing.
- 7.8.h. If bonds are issued for infrastructure improvements, the following standards should be applied by the City:
- ▶ Security for bonds should be provided well in excess of the bond value at a level determined by the City, but typically no less than a 3:1 ratio.
  - ▶ Any annual special assessment or special tax should not exceed a limited percentage of property value as determined by the City.

Developers will be required to arrange private financing for any infrastructure costs that would cause bond issues to fail to meet the criteria established in the Specific Plan.

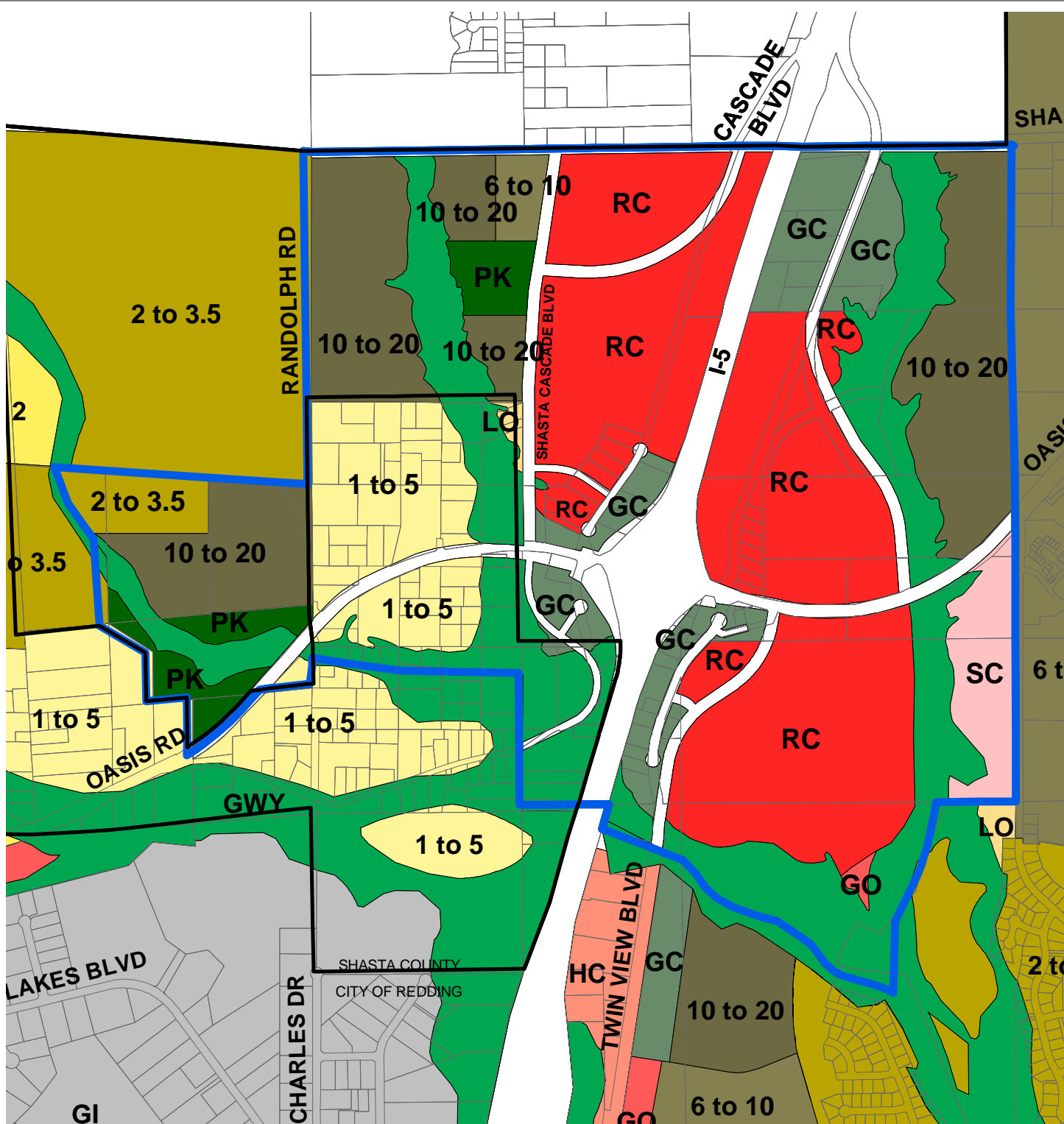
## 7.9. Schools

State funding of new school facilities needed to serve the additional development planned within the Oasis Road area in the future may be limited. However, school districts presently collect mitigation fees for new residential development at the maximum level allowed by State law. School facilities needed to serve future residents of the Specific Plan area will be constructed primarily from these impact fees and State funding sources.

## 7.10. Parks and Recreation Facilities

The City's General Plan Recreation Element, together with the Parks, Trails, and Open Space Master Plan, establishes basic park-development standards. For purposes of determining the appropriate amount of parklands needed in the community, those documents strive to attain 10 acres of developed parkland for each 1,000 residents in the city. As outlined in Chapter 4, the Oasis Road Specific Plan identifies two park sites needed to serve future residents of the area. The following policies will assist in ensuring adequate financing of parkland acquisition and improvements

- 7.10.a. Continue to utilize existing parkland acquisition and development financing mechanisms established by the City, including, but not limited to, the Parkland Dedication and In-lieu fee ordinance, payment of Park Development impact fees, and parkland reservations.
- 7.10.b. Establish additional funding methods to augment existing park acquisition and development financing mechanisms. Options include, but are not limited to:
  - ▶ Development Agreements
  - ▶ Assessment Districts
  - ▶ Mello-Roos Facilities Financing Districts
- 7.10.c. Establish satisfactory methods of providing consistent and reliable financing of maintenance of park facilities. Where possible, use 1972 Act Landscape and Lighting Districts or other mechanisms as may be allowed by State law.



Specific Plan Boundary  
 Redding City Limits

SCALE 1"=1600' February 2004

	1 to 5 (A/U)	54.8 AC
	2 to 3.5 (U/A)	12.5 AC
	6 to 10 (U/A)	6.0 AC
	10 to 20 (U/A)	128.7 AC
	GWY (Greenway)	145.1 AC
	PK (Park)	21.9 AC
	GO (General Office)	1.3 AC
	GC (General Comm)	52.7 AC
	RC (Regional Comm)	209.8 AC
	SC (Shopping Center)	20.8 AC
	LO	1.5 AC
	Caltrans ROW	43.5 AC
	City/County ROW	63.1 AC

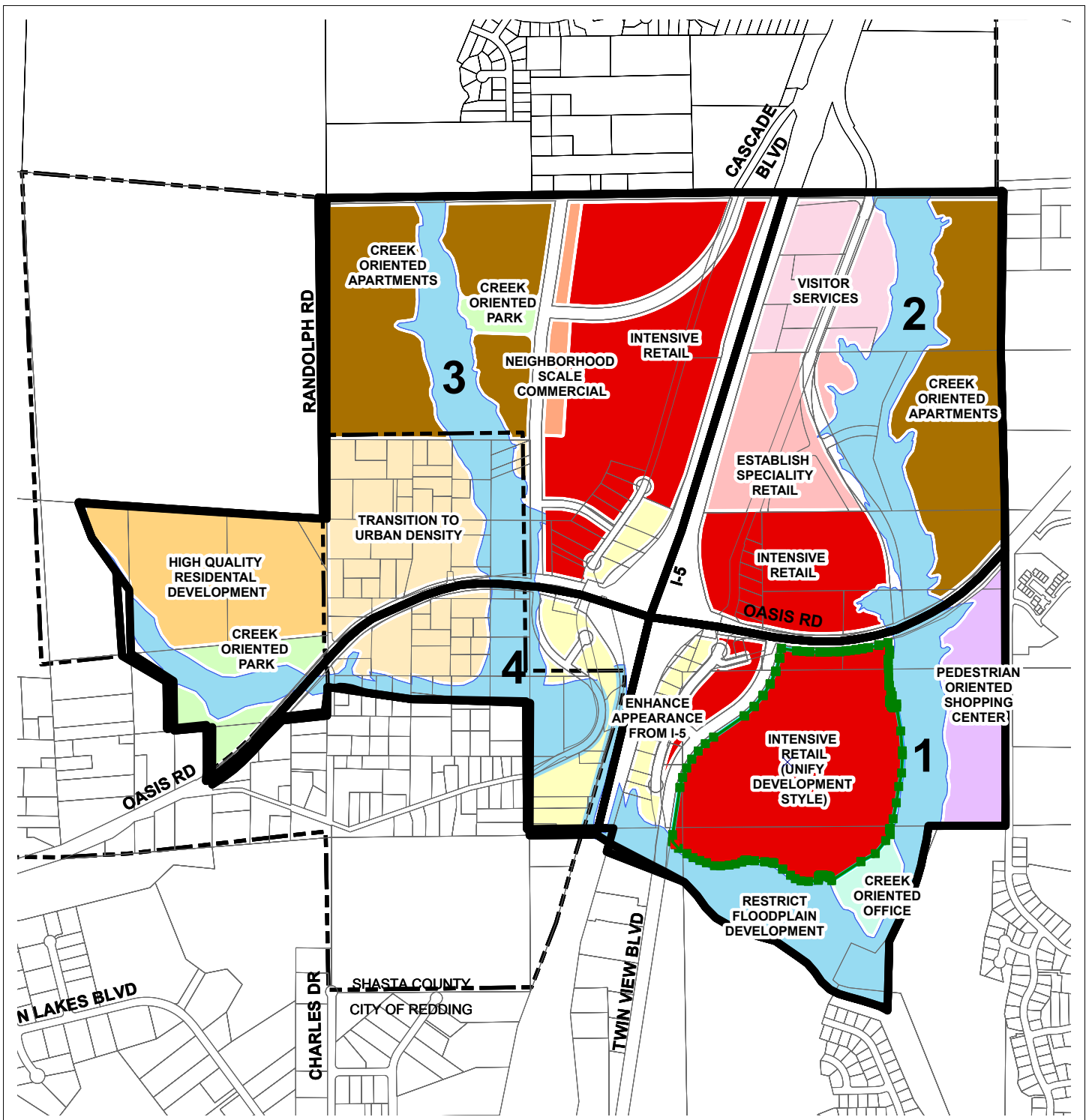
Total Approximate	761.8 AC
Total (excluding ROW)	655.2 AC



City of Redding  
 Oasis Road Specific Plan

# Project Alternative Land Use







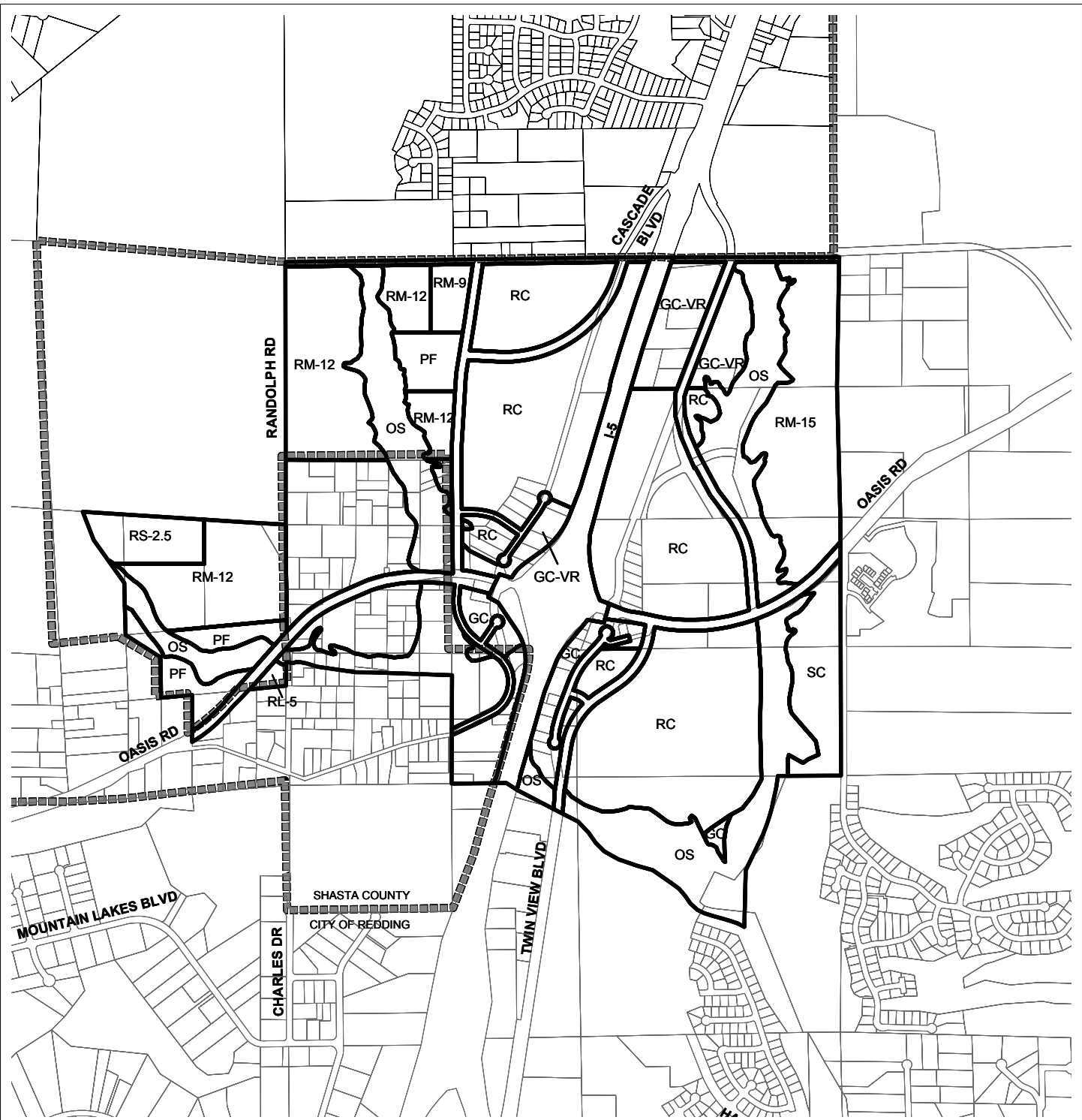
-  Specific Plan Boundary
-  Redding City Limits

City of Redding  
Oasis Road Specific Plan



SCALE 1"=1200' July 2005

**Figure 3-3**  
**Subarea Development**  
**Concepts**



Redding City Limits



SCALE 1"=1600'

October 2004

City of Redding  
Oasis Road Specific Plan

# Figure 3-4 Zoning