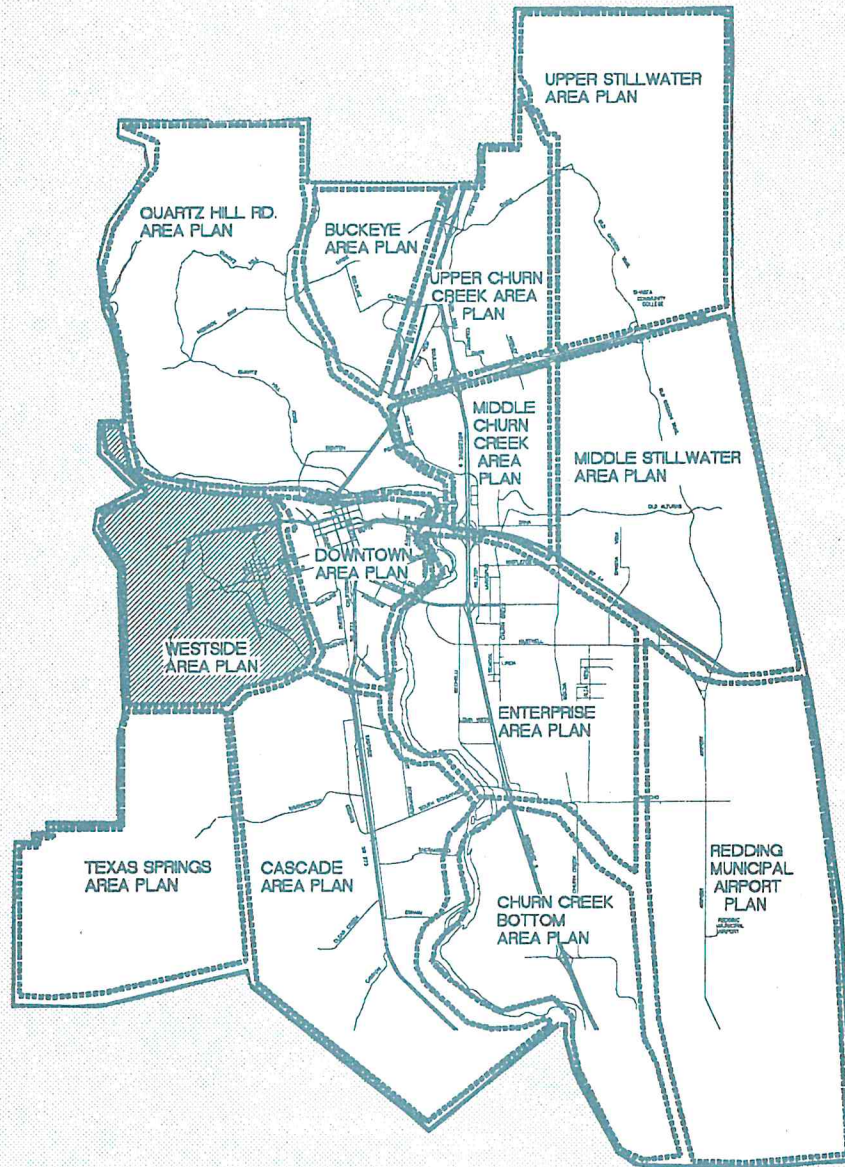


# *WESTSIDE AREA PLAN • BENTON AIRPARK COMPREHENSIVE LAND USE PLAN*

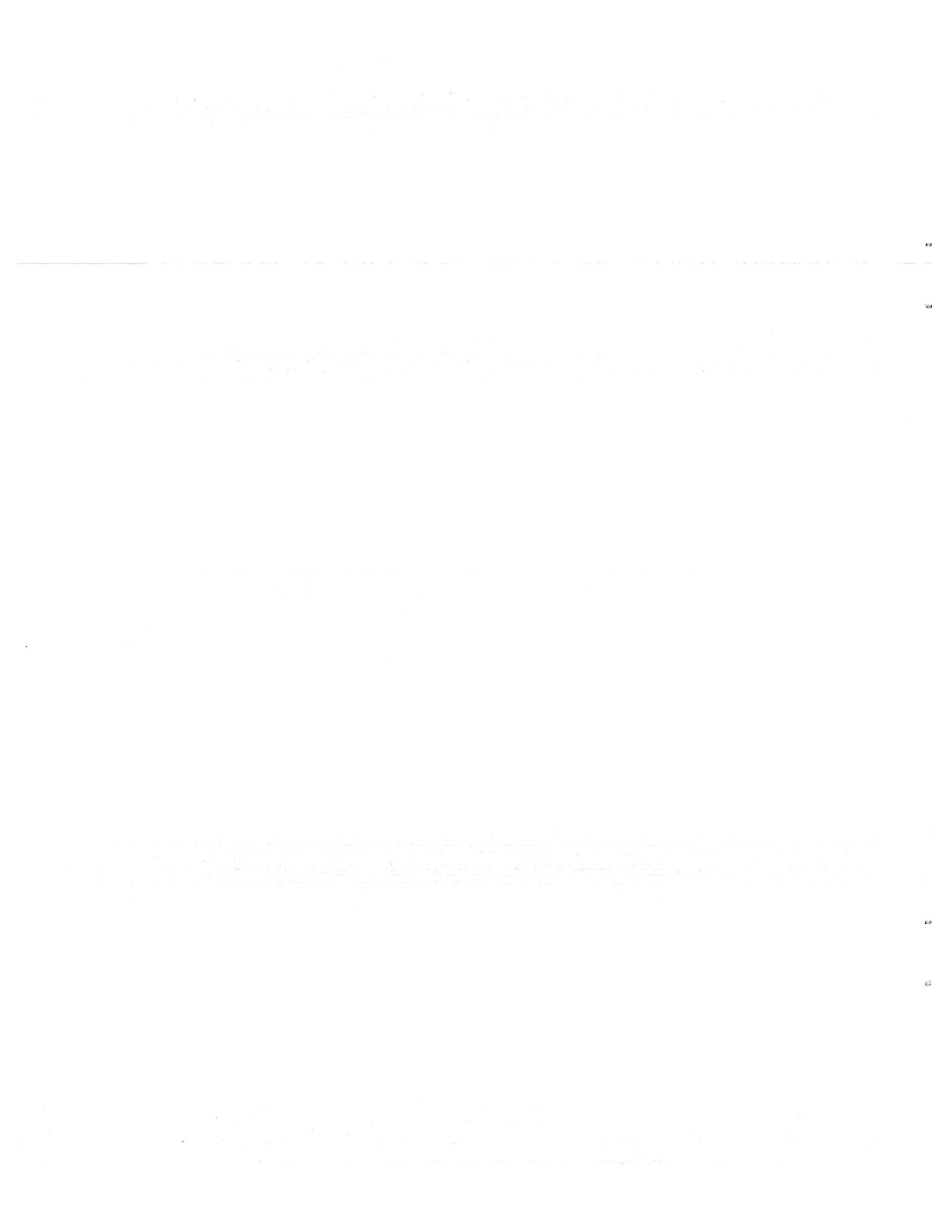
*GPA-10-91*



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*Prepared by the City of Redding  
Department of Planning & Community Development  
October 1993*

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## **TABLE OF CONTENTS**

---

	<i>PAGE</i>
<b>I. INTRODUCTION</b> .....	<b>1</b>
A. Background .....	1
B. Nature of an Area Plan/CLUP .....	3
C. Airport Layout Plan .....	4
D. Objectives of the Area Plan/CLUP .....	6
E. Assumptions .....	7
F. Regulatory Status .....	10
G. Environmental Review .....	11
H. Adoption of the Area Plan/CLUP .....	12
<b>II. EXISTING CONDITIONS</b> .....	<b>13</b>
A. Land Use .....	13
B. Population .....	14
C. Topography and Soils .....	14
D. Water and Sewer .....	17
E. Flooding and Drainage .....	19
F. Police and Fire .....	20
G. Electricity, Gas, Telephone, and CATV .....	21
H. Solid Waste .....	22
I. Street Maintenance .....	23
J. Parks, Recreation and Open Space .....	23
K. Schools .....	23
L. Traffic and Circulation .....	26
M. Air Quality and Congestion Management .....	30
N. Historical and Archaeological Resources .....	31
O. Visual Resources and Community Appearance .....	33
P. Financing Services .....	34
Q. Benton Airpark .....	35
1. Facilities and Operations .....	35
2. Safety .....	37
R. Noise .....	41
1. Traffic and Stationary Source Noise .....	41
2. Aviation Noise .....	44





**TABLE OF CONTENTS, Continued**

---

	<i>PAGE</i>
<b>III. AREA PLAN/CLUP IMPLEMENTATION POLICIES</b> .....	<b>47</b>
A. Land Use Classifications .....	47
B. Conservation and Open Space .....	47
C. Flooding and Drainage .....	51
D. Water Quality .....	51
E. Safety .....	52
F. Sewer and Water .....	54
G. Parks and Recreation .....	55
H. Traffic and Circulation .....	56
I. Historical and Archaeological Resources .....	60
J. Community Appearance .....	62
K. Schools .....	62
L. Air Quality and Congestion Management .....	63
M. Zoning Consistency .....	63
N. Annexations .....	65
O. Noise .....	66
<i>Traffic and Stationary Source Noise</i> .....	66
<i>Aviation Noise</i> .....	67
P. Benton Airpark Safety .....	69

**LIST OF APPENDICES**

Appendix A	Members of Shasta ALUC .....	A-1
Appendix B	Mitigation Monitoring/Permit Compliance Checklist .....	B-1
Appendix C	Chapter 18.48 Benton Airport Approach Zones .....	C-1
Appendix D	ALUC Resolution 79-1 .....	D-1
Appendix E	Model Air Easement .....	E-1





**LIST OF FIGURES**

---

<i>FIGURE</i>		<i>PAGE</i>
1.	Plan Area Location Map . . . . .	2
2.	Benton Airpark Airport Layout Plan . . . . .	5
3.	Water Service Area Boundaries . . . . .	18
4.	Elementary School District Boundaries . . . . .	25
5.	Plan Area Traffic Counts . . . . .	27
6.	RABA Route #2 . . . . .	29
7.	Air Quality/Congestion Management Agency Relationship . . . . .	32
8.	Published Traffic Pattern for Benton Airpark . . . . .	36
9.	Benton Airpark Approach Safety Zones . . . . .	39
10.	ALUC Airport Safety Zones . . . . .	40
11.	Benton Airpark Noise Impact Areas . . . . .	46
12.	Hillside Development . . . . .	50
13.	Roadway Improvement Districts . . . . .	58





**LIST OF TABLES**

---

<i>TABLE</i>	<i>PAGE</i>
1.        Developments in Progress . . . . .	8
2.        Approved Tentative Subdivisions . . . . .	8
3.        Existing Land Use . . . . .	15
4.        Plan Area Population . . . . .	16
5.        Parks and Open Space . . . . .	24
6.        Noise Levels for Major Streets . . . . .	42
7.        Noise Levels for Typical Passenger Automobiles . . . . .	43
8.        Area Plan Land Use Classifications . . . . .	48
9.        Trip Generation Estimates . . . . .	57
10.      Zoning Consistency Guidelines . . . . .	64





## I. INTRODUCTION

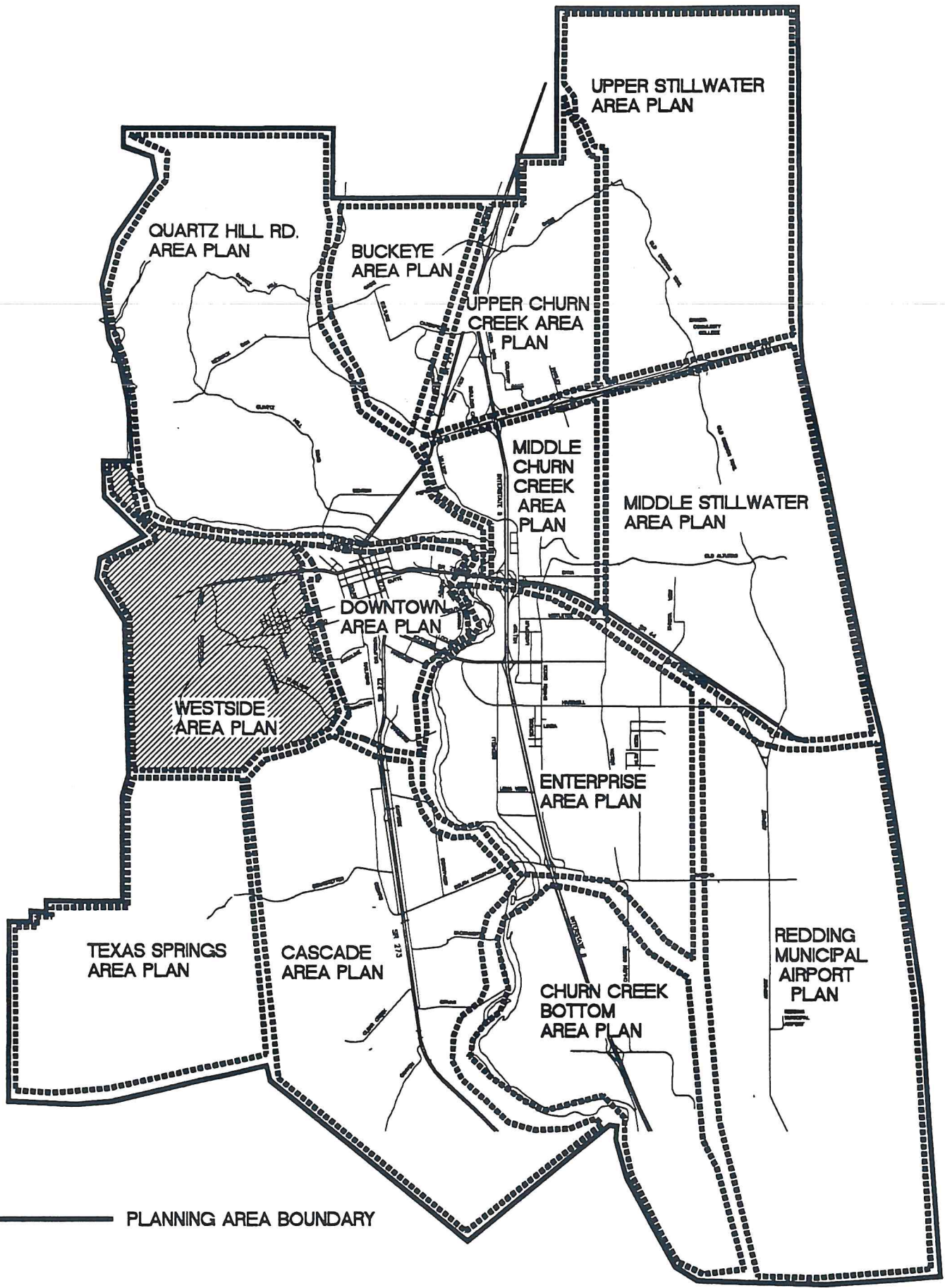
### A. Background

Since 1968, an airport land use commission (ALUC) has been required in each county containing one or more public use airports (Public Utilities Code Sections 21670, et seq.). Each ALUC is composed of seven members: two representing cities; two representing the county; two representing airport operators; and one representing the public. The job of this commission is to "formulate a comprehensive plan that will provide for the orderly growth of each public airport and the area surrounding the airport within the jurisdiction of the commission." The present membership of the Shasta Airports Land Use Commission is presented in Appendix A.

In 1991, the City initiated GPA-10-91, Westside Area Plan, which is intended to serve two purposes. As an Area Plan, it will be a refinement of the Redding General Plan and will establish the future land use and circulation pattern in the area. It will also address the recreation, shopping, employment, and housing needs of the residents living in the area. It is intended that the Westside Area Plan will also satisfy the State law requirement for the Shasta County ALUC to adopt a comprehensive land use plan (CLUP) that provides for the orderly growth of Benton Airpark and the surrounding area.

The Westside Area Plan comprises 4,100 acres, or nearly 6.5 square miles, and is generally bounded on the north by the Sacramento River, on the west by the City's sphere of influence, on the south by Powerline Road and Canyon Creek, and on the east by Olive Avenue. Figure 1 depicts the location of the plan area. The boundary was drawn taking into consideration the following:

- ▶ Benton Airpark and the area it impacts;
- ▶ Noise from aircraft;
- ▶ Runway clear zones;
- ▶ Existing development and potential for future development;
- ▶ Natural boundaries such as canyons, mountains, streams and the Sacramento river;
- ▶ Sphere of Influence boundary;
- ▶ Street patterns and transportation corridors;
- ▶ Neighborhood identity; and
- ▶ Centralized facilities such as parks and schools.



**Figure 1 - Plan Area Location Map**



The existing General Plan in this area has not been comprehensively updated since 1970. Over time, there have developed many inconsistencies between the General Plan and actual construction. In many cases, the "Greenway" classification does not match the actual steep slope topography or floodplains, as determined by the Federal Emergency Management Agency (FEMA). Some General Plan classifications depicted on the existing General Plan no longer are in use as classifications. The Westside Area Plan will "clean up" these inconsistencies and more accurately reflect the present natural and man-made conditions in the area.

**B. Nature of an Area Plan/CLUP**

Area plans are specialized plans that address a particular region or community within the overall Planning Area. An area plan is adopted in the same manner as a General Plan amendment. It refines the policies of the General Plan as they apply to a smaller area and is implemented by ordinances such as those regulating land use and subdivision.

An area plan must be internally consistent with the General Plan. The Redding General Plan is comprised of seven mandatory and two optional elements, as follows: Land Use, Circulation, Housing, Noise, Safety, Seismic, Conservation and Open Space, Scenic Highways, and Recreation. The policies contained in the Upper Churn Creek Area Plan are consistent with policies in these documents, which are incorporated herein by reference. Copies of the General Plan and its individual elements are available for purchase and/or review at City Hall in the Department of Planning & Community Development, 760 Parkview Avenue, Redding, California 96003.

The City of Redding completed a comprehensive revision of its Land Use Element of the General Plan in 1992. An important component of this action was the adoption of a work program which over a ten-year planning period will develop new or revise existing area plans covering the City's entire Planning Area. The Westside Area Plan/CLUP is the first of thirteen new or updated area plans intended to be a more detailed and focused road map of the General Plan to guide development in the various neighborhoods of the City.

As noted, the Westside Area Plan will also serve as the Benton Airpark Comprehensive Land Use Plan (CLUP). Public Utilities Code Section 21675 describes the CLUP as:

". . . a comprehensive land use plan that will provide for the orderly growth of each public airport and the area surrounding the airport within the vicinity of the airport and the public in general. The commission plan shall include a long-range



master plan that reflects the anticipated growth of the airport during at least the next twenty years. In formulating a land use plan, the commission may develop height restrictions on buildings, may specify use of land, and may determine building standards, including soundproofing adjacent to airports, within the planning area."

### **C. Airport Layout Plan**

The comprehensive land use plan must also include a long-range master plan or an airport layout plan (ALP), as determined by the Division of Aeronautics of the Department of Transportation (Caltrans), that reflects the anticipated growth of Benton Airpark during at least the next twenty years. In July 1991, the City received approval from Caltrans of the airport layout plan for Benton Airpark.

The airport layout plan is depicted in Figure 2 and identifies the anticipated limits of airport operations, existing facilities, and planned future improvements, including:

1. Areas for future hangar development east and west of the runway at the south end of the airport;
2. A future above-ground fuel tank farm west of the runway at the south end of the property adjacent to the future hangar development;
3. A future heliport on the east side of the runway adjacent to the park;
4. A future wind tee west of the runway south of the future hangar development;
5. A runway safety overrun at the south end of the runway that would provide an added margin of safety for overshoots which may occur on Runway 15 takeoffs or landings, and would also enhance safety in the event of undershoots occurring on Runway 33 landings;
6. A fly-in airport campground west of the runway and south of Placer Street that will incorporate tie-down areas, vehicle parking, an open-air covered pavilion, toilet facilities and landscaping; and
7. A California Highway Patrol air operations facility consisting of a hangar/office complex with associated parking apron and facilities. Proposed on the east side of the runway at the south end of the runway and adjacent to Airpark Drive.

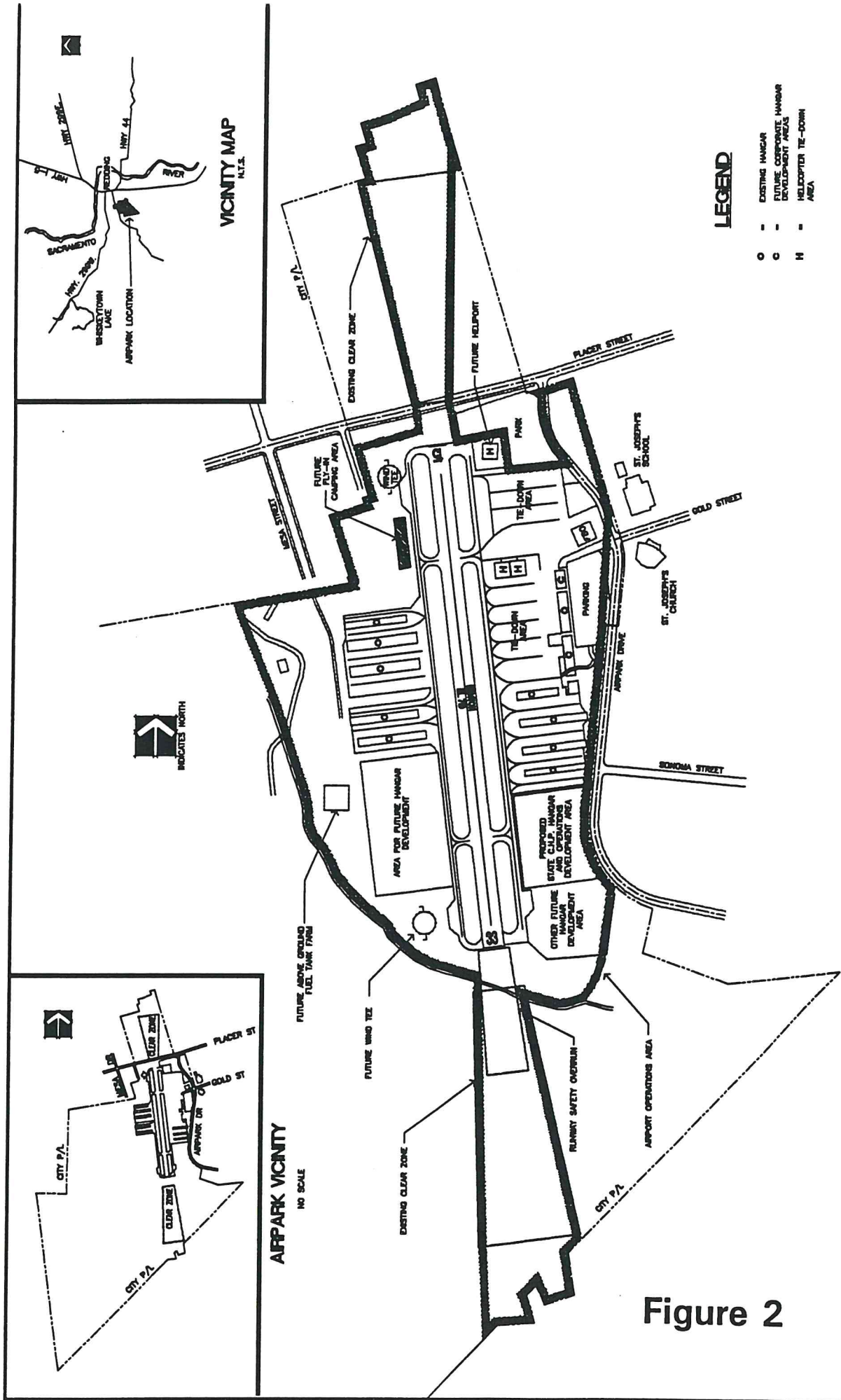


Figure 2

DRAWING NO. SHEET _____ OF _____ JOB NO. _____ DATE _____	<b>CITY OF REDDING</b> <b>BENTON AIRPARK</b> LAYOUT PLAN	<b>CITY OF REDDING</b> ENGINEERING DIVISION DEPT. OF PUBLIC WORKS	APPROVED BY: _____ DIRECTOR OF PUBLIC WORKS  DATED: 6/31 BY: J. SMITH
ORIGINAL SCALE IN INCHES 1" = 200'		NOTICE: THIS PLAN AND SPECIFICATIONS ARE THE PROPERTY OF THE CITY OF REDDING AND ARE TO BE USED ONLY FOR THE PROJECT AND SITE SPECIFICALLY IDENTIFIED HEREON. NO PART OF THIS PLAN OR SPECIFICATIONS ARE TO BE REPRODUCED OR TRANSMITTED IN ANY FORM OR BY ANY MEANS, ELECTRONIC OR MECHANICAL, INCLUDING PHOTOCOPYING, RECORDING, OR BY ANY INFORMATION STORAGE AND RETRIEVAL SYSTEM, WITHOUT THE WRITTEN PERMISSION OF THE CITY OF REDDING.	

#### **D. Objectives of the Area Plan/CLUP**

The Westside Area Plan/Benton Airpark Comprehensive Land Use Plan has been prepared pursuant to State legislation and intends to safeguard the general welfare of the residents within the area of influence of Benton Airpark and to assure the safety of air navigation on and about the environs of the airport. The major objectives of the plan are:

1. To establish a comprehensive planning guide to future public and private development in the plan area;
2. To refine the "Greenway" classification so that it matches actual steep slope topography and floodplains, as determined by the most current Federal Emergency Management Agency (FEMA) information;
3. To eliminate land use classifications which are erroneous or no longer exist;
4. To provide a mixture of housing types and densities and to establish residential land use classifications that reflect existing development densities in established neighborhoods not likely to redevelop during the life of the plan;
5. To recognize the important role of Benton Airpark as a public-use airport and to protect the public investment in the airport;
6. To protect the public from the adverse effects of aircraft noise and to comply with airport noise standards mandated by the State of California;
7. To prevent development that could lead to safety problems for air travelers and persons residing or working in the airport environs;
8. To ensure implementation of the Benton Airpark Airport Layout Plan;
9. To comply with the operational and safety requirements of the Federal Aviation Regulations;
10. To provide an efficient vehicular circulation system which is consistent with the goals and standards set forth in the City's Congestion Management Plan;
11. To preserve the aesthetic qualities of the plan area;
12. To provide a full range of adequate community services;
13. To provide a development pattern that allows for the efficient and financially feasible delivery of urban services;
14. To provide sufficient commercial land for the convenient shopping needs of the plan area;

15. To minimize land use conflicts;
16. To preserve open space and minimize disruption of existing vegetation and wildlife resources on steep slopes and within floodplains;
17. To provide for the active and passive recreation needs of residents of the plan area and those nearby; and
18. To plan for and accommodate a share of the anticipated population growth of the community over the planning period.

#### **E. Assumptions**

The Westside Area Plan/CLUP is based on the expectation that strong development growth pressures will occur in the plan area during the next 20 years. The plan area is located in west Redding and is convenient to Central Redding with its offices and shopping opportunities, Mercy Hospital, Highway 299W, Highway 273, Placer Road, and regional recreation amenities such as Whiskeytown Lake. As a result, the following assumptions are made regarding what will happen:

- ▶ It is assumed that the majority of the area will be served by sewers during the 20-year life of the Area Plan. Presently, sewage disposal in the plan area is by City of Redding sewer or by septic tank. It is also assumed that water will be available to the entire plan area through the City of Redding, Centerville Community Services District, or the Shasta Community Service District. Water service to the plan area is presently provided by these three entities or by well systems. Enlargements or additions to existing sewage and water facilities will be required and will generally be accomplished as development occurs through formation of assessment districts or by individual owner financing.
- ▶ The Westside Area Plan/CLUP comprises 4,100 acres and vacant developable land accounts for approximately 1,092 acres, or 27 percent of the plan area. There are 2,369 dwelling units in the area and the estimated 1992 population is 6,887 persons. In addition to the existing dwelling units, there is the potential to add another 253 units by infill within existing subdivisions, as depicted in Table 1. There are also several approved tentative subdivision maps within the plan area that could result in the construction of 380 additional units, as shown in Table 2.
- ▶ The Area Plan projects development of 5,915 dwelling units at full build-out. It is assumed that infill development within existing subdivisions will occur within the next five years and that



**TABLE 1**

<b>DEVELOPMENTS IN PROGRESS</b>			
<b>Subdivision Name</b>	<b>Recorded Lots</b>	<b>Vacant Lots</b>	<b>Anticipated Units</b>
Almaden Estates	14	8	8
The Knolls	48	28	28
Mary Lake (Units 9 & 10)	57	20	20
Ridgeview	113	77	77
Stoneridge	28	21	21
Sunset Court	9	7	7
Westgate Village	52	30	30
Westside Estates	85	62	62
<b>Total:</b>	<b>406</b>	<b>253</b>	<b>253</b>

**TABLE 2**

<b>APPROVED TENTATIVE SUBDIVISIONS</b>		
<b>Subdivision Name</b>	<b>Total Acres</b>	<b>Approved Lots/Units</b>
Country Heights (Unit 9 & 10)	80	84
Cumberland Heights	4	12
Mary Lake (Unit 11)	7	18
Mary Lake (Unit 12)	23	54
Westridge Estates	74	203
Wheeler Estates	18	9
<b>Total:</b>	<b>206</b>	<b>380</b>



development of the approved tentative subdivisions will occur within the next five to ten years. Overall, it is estimated that 90 percent of the plan area will be developed over the 20-year life of the Area Plan. The major factor limiting development in the western portion of the plan area is the availability of sewer. Generally, properties in this portion of the plan area that are west and south of Mary Lake Subdivision must wait for sewer trunk lines to be extended to serve the area. The timing of sewerline extensions is largely dependent on real estate market conditions, the cost of installing the infrastructure, and the ability to form assessment districts to extend the sewer. The absence of sewer lines may result in large lot development or no development for some properties.

- ▶ It is estimated that the current plan area population is 6,887 persons. At full build-out under the Area Plan, the population could grow to over 17,000 persons. This increase in population will necessitate the development of additional park facilities within the plan area.
- ▶ Within the plan area, it is estimated that 961 elementary school students and 521 high school students are generated from existing development. At full build-out under the Area Plan, these numbers could grow to 2,379 elementary school students and 1,307 high school students. Although the affected school districts have not requested reservation of school sites within the plan area, the increase in number of students will have an impact on area schools.
- ▶ Development at densities proposed under the plan will generate an increase in traffic volumes over existing traffic levels and will impact major arterials inside and outside the plan area. Existing traffic volumes within the plan area are estimated to be 53,000 vehicle trips per day. Under the Area Plan, this figure could increase to 95,353 vehicle trips per day.

As a consequence, it will be necessary to upgrade existing designated arterials and construct new arterials and collector streets to provide adequate capacity and level of service for the projected volumes. Primary among the needed improvements will be the construction of Buenaventura Boulevard between Placer Road and Canyon Creek Road, widening of Placer Road between Airpark Drive and the City's sphere of influence boundary, and the extension of Lakeside Drive around Mary Lake to connect to Eureka Way and installation of traffic signals at various locations. It will also be necessary for the Area Plan to take into account traffic generated from west of the plan area along Placer Road and Highway 299.

- ▶ It is assumed that the Benton Landfill site, which was closed in early 1991, will be capped and security-fencing installed per the closure plan pending approval by the State. The area will not be developed during the life of the plan and is classified as "Public or Institutional" on the Area Plan.
- ▶ Benton Airpark will continue to play an important role as a public-use airport. In addition to other improvements planned at the airport, as discussed in the Benton Airpark Layout Plan, it is expected that the number of based aircraft will increase from 127 to approximately 165 during the life of the plan. Based on the physical constraints of runway length and parking capacity, the number of annual operations during the next 20 years is not expected to exceed 90,000. The current activity level is estimated at 60,000 annual operations.

#### F. Regulatory Status

As envisioned, the Westside Area Plan/Benton Airpark Comprehensive Land Use Plan will serve as a guide for future private and public development in the plan area. As a comprehensive land use plan, it will provide for the orderly growth of Benton Airpark within its boundaries and the area surrounding the airport, and will safeguard the general welfare of the inhabitants within the vicinity of the airport and the public in general.

Periodic updating of the Area Plan will be necessary as conditions in the area change. Once adopted by the Redding City Council and Shasta County Airports Land Use Commission, any additions or deletions from the document will be by General Plan amendment. Such amendments should be referred to the Redding Airports Commission for its review and must be referred to the ALUC before being adopted by the City. The ALUC has 60 days to determine whether the proposed action is consistent with the comprehensive land use plan. If the ALUC determines that the proposed action is inconsistent with the plan, the City Council must either modify the proposed action or overrule the ALUC's determination by a two-thirds vote after a public hearing.

Although the comprehensive land use plan may be reviewed as often as necessary in order to accomplish its purposes, *it cannot be amended more than once in a calendar year*. This is significant since State law allows the City's General Plan to be amended up to four times per year. Since the Area Plan and CLUP are a combined document, amending the General Plan for the area will be limited to once per year.



By including property outside of the City limits in the west and southwest portions of the plan area, the plan also serves to identify the City's land use policy in anticipation of possible annexations. This should also allow coordination of street, park, and utility planning between the different agencies.

A determination of consistency with the Area Plan will be the same as a determination of consistency with the General Plan. If there is a conflict between the Area Plan and the overall General Plan, the more restrictive standard or policy shall prevail. Through adoption as a General Plan amendment, the land use pattern of the Area Plan, as presented on the exhibit at the end of this document, is directly incorporated into the land use map of the Redding General Plan, thereby superseding previous land use designations.

While this plan sets forth many proposals for implementation, it does not establish new regulations nor does it rezone property. The preparation or amendment of any City ordinance, such as zoning, subdivision, building, or other development control, must be enacted separately through the regular legislative process. In the absence of such regulations or when already adopted regulations clearly conflict with the Area Plan/CLUP, the Area Plan/CLUP shall act as a guide for the development of public and private projects and the making of findings of consistency until such time as new regulations are adopted to implement the plan. Regulations contained in this Area Plan do not apply outside the plan area.

#### **G. Environmental Review**

Development of the Westside Area Plan/CLUP is an activity which constitutes a "project" as defined under the California Environmental Quality Act (CEQA). As such, it is subject to all regulations contained under that law.

Draft EIR-1-92 was prepared to evaluate the impacts associated with the Area Plan/CLUP. The notice of preparation was submitted to the State Clearinghouse and responsible agencies in February 1992. Upon completion, the draft EIR was circulated to all affected agencies and interested persons for the mandatory 45-day review period on November 13, 1992. A public hearing to accept public comment on the draft EIR was held before the Redding Planning Commission on January 12, 1993. Notice of the public hearing was published in the Record Searchlight on December 9, 1992 and December 23, 1992. At the conclusion of the hearing, the Planning Commission referred the draft EIR along with comments received back to staff for preparation of Final EIR-1-92. Final EIR-1-92 was certified as adequate by the Planning Commission on June 8, 1993. It is the City's intent that the following policies will guide future environmental studies within the plan area:

1. EIR-1-92 is a program EIR and shall be used for subsequent projects, such as subdivisions or large-scale development plans that are consistent with this Area Plan/CLUP.
2. When subsequent projects are submitted to the City, an Initial Study will be used to determine if additional environmental studies will be needed.
3. If there are aspects of the project that may have a significant effect on the environment and have not been adequately addressed by EIR-1-92, then a supplement to the EIR or a new EIR should be prepared.
4. The mitigation measures listed in EIR-1-92 form the basis for a mitigation monitoring program intended to be utilized during any discretionary permit review in the plan area. A copy of the Mitigation Monitoring/Permit Compliance Checklist is presented in Appendix B.

#### **H. Adoption of the Area Plan/CLUP**

The Redding Planning Commission recommended approval of the Area Plan/CLUP to the City Council at a public hearing conducted on June 22, 1993. Subsequent to that meeting, the City Council conceptually approved the Area Plan/CLUP at a public hearing conducted on July 20, 1993, and forwarded the document to the Shasta Airports Land Use Commission (ALUC) for their acceptance and approval. Shasta ALUC approved the Westside Area Plan/Benton Airpark Comprehensive Land Use Plan at a public hearing held on August 25, 1993 (Resolution No. 94-001). The final action, by the City Council, was to adopt an implementing resolution (Council Resolution No. 93-367) on October 5, 1993.

## II. EXISTING CONDITIONS

### A. Land Use

The plan area comprises 4,100 acres, or approximately 6.4 square miles. Approximately 3,260 acres, or 79.5 percent of the area, is within the City limits. Residential uses and undeveloped land predominate in the area. Vacant developable land accounts for 1,092 acres, or 27 percent of the total area. Residential land use accounts for 1,113 acres, or approximately 27 percent of the total acreage. The plan area includes 2,369 dwelling units: 2,181 single-family residences; 25 mobilehomes located predominantly outside the City limits to the west; and 163 multi-family units consisting of 18 duplexes, a 4- and 9-unit complex at Olive and Eureka Way, a 10-unit complex on Old Eureka Way, and 51- and 53-unit complexes located on Pioneer Drive. Overall, residential densities average 2 to 2.5 dwelling units per acre within the plan area.

Approximately 348 acres, or 8.5 percent of the total acreage within the plan area, can be characterized as Public or Institutional. Centrally located in the plan area are: Redding Fire Station No. 2; the Redding headquarters for the National Guard Armory; the Foothill Water Treatment Facility; and City-owned water storage tanks. Benton Airpark and the Benton Landfill are located on the eastern portion of the plan area. The Eureka Way Electric Substation is located in the northwestern section of the plan area. Shasta and Foothill High Schools, Pioneer Continuing Education School, Manzanita Elementary School, as well as St. Joseph Elementary School, are located in the northeastern portion of the plan area. St. Joseph Mausoleum and Cemetery are located off Eureka Way in the northwestern portion of the plan area.

Churches and hospitals are also categorized as quasi-public land uses and account for 35.6 acres, or less than one percent of the total acreage. Four churches located throughout the plan area include the Church of Jesus Christ of Latter-Day Saints, St. Joseph Church, Seventh-day Adventist Church, and Pilgrim Congregational Church. Other quasi-public uses include: Redding Specialty Hospital (84 beds); Patient's Hospital (6 beds); and a 19.6-acre public shooting facility owned and operated by the Shasta County Peace Officer's Association, which is located off Record Range Road west of Mary Lake.

Park land accounts for 43.1 acres, or one percent of the total acreage within the plan area. Seven designated parks comprising 43.1 acres include Foothill Park (0.5 acres), Rolling Hills Park (1.0 acres), T R Woods Memorial Park (3.0 acres), Benton Airpark (2.3 acres), Mary Lake Park (30.0 acres), Indian Hills Park (1.3 acres), and Ridgeview Park (5.0 acres). Open Space



represents 1,430 acres, or nearly 35 percent of the plan area. This includes land which is over 20% slope, that is within the 100-year floodplain, or dedicated to the City of Redding for passive open space or trail purposes.

Commercial land uses including office/personal service, retail, and service commercial uses, account for less than 1 percent of the land in the plan area. Retail and office/personal service uses are concentrated along the Eureka Way corridor and include medical and dental offices; Sunset Plaza shopping center; a commercial nursery; a dental mall; a mortuary; and fast food restaurants. Professional and medical offices are also concentrated along Airpark Drive. This office district includes several medical offices; the Northern California Highway Patrol headquarters; and CH2M Hill offices, a major employer in Redding. A mini-warehouse facility, a 7-11 retail store, and a neighborhood shopping center are located on Placer Street, west of the Benton Airpark.

Another 870 acres of land is currently under public ownership. The majority of this land will be retained in public ownership and will not be developed further. These include uses such as school sites, public facilities and dedicated parks and open space. It is assumed that approximately 208 acres will not be retained in public ownership and will eventually be developed. Table 3 identifies the land use type and amount existing in the plan area.

## **B. Population**

Redding's population as of January 1, 1993, was estimated to be 75,612 persons; by the year 2000, the population is expected to be around 102,000; and by the year 2010, the projected population is expected to reach 135,000 persons. The City will experience growth through the foreseeable future, however, a gradual reduction of the population growth rate is expected which will be a result of the gradual convergence of housing costs and job growth toward statewide averages as the City gets larger.

The estimated population within the plan area is 6,887 persons. The population figure is based on an assumption of 3.0 persons per single-family household, 2.0 persons per mobilehome and duplex households, and 1.75 persons per multiple-family household, as displayed in Table 4.

## **C. Topography and Soils**

The topography in the plan area is predominantly hilly with approximately 700 acres, or slightly more than 17 percent of the plan area exceeding 20% slope. The northern and western portions of the plan area are foothill, the southern portion canyon/plateau.



**TABLE 3**

<b>EXISTING LAND USE</b>		
<b>LAND USE</b>	<b>ACRES</b>	<b>PERCENT OF TOTAL</b>
<b>RESIDENTIAL</b>	<b>1,113.00</b>	<b>27.15%</b>
Single-Family Residential (2,181 Units)	1,059.20	
Duplex (36 Units)	3.30	
Multiple Family (127 Units)	5.50	
Mobilehome/Trailer (25 Units)	45.00	
<b>SERVICE COMMERCIAL</b>	<b>3.00</b>	<b>.07%</b>
Mini Storage	2.50	
Auto Service	.50	
<b>OFFICE/PERSONAL SERVICE</b>	<b>27.50</b>	<b>.67%</b>
Professional Office	11.50	
Medical Office	16.00	
<b>RETAIL</b>	<b>7.50</b>	<b>.18%</b>
Shopping Center	4.00	
Convenience Store (7-11)	.50	
Restaurant	2.50	
Plant Nursery	.50	
<b>PUBLIC/ INSTITUTIONAL</b>	<b>348.28</b>	<b>8.50%</b>
Public Schools	81.28	
Private School	9.00	
Cemetery/Mortuary	6.50	
Fire Station	2.00	
National Guard Armory	2.00	
Water Treatment Facility	39.00	
Water Tanks	3.25	
Electric Substation	5.25	
Benton Airpark	110.00	
Benton Landfill	90.00	
<b>QUASI PUBLIC</b>	<b>35.60</b>	<b>.87%</b>
Churches	11.00	
Hospitals	5.00	
Firing Range	19.60	
<b>PARKS/RECREATION</b>	<b>1,473.10</b>	<b>35.93%</b>
Parks	43.10	
Greenway	1,430.00	
<b>DEVELOPABLE VACANT LAND</b>	<b>1,092.02</b>	<b>26.63%</b>
<b>TOTAL:</b>	<b>4,100.00</b>	<b>100.00%</b>

Source: Department of Planning & Community Development - July 1992

**TABLE 4**

<b>PLAN AREA POPULATION</b>			
<i>Residential Classification</i>	<i>Number of Units</i>	<i>Population Factor</i>	<i>Population</i>
Single Family	2,181	3.0	6,543
Mobilehome/Trailer	25	2.0	50
Duplex	36	2.0	72
Multiple Family	127	1.75	222
<b>TOTAL:</b>	<b>2,369</b>		<b>6,887</b>

*Source: Department of Planning and Community Development - July 1992*

Canyon/plateau terrain predominates south of Placer Road in the drainages of Canyon Hollow Creek and its tributaries, and is also located in the northern portion of the plan area north of Eureka Way where the Sacramento River floodplain rises steeply to plateau, and the drainages of Jenny Creek and Salt Creek cut through the terrain. Canyon/plateau terrain is typified by steep ravines with slopes of 30-50% rising to relatively level ridgetop areas.

In the western portion of the plan area, rolling plateau in the Mary Lake area rises to foothills along the western edge with slopes ranging from 3% around Mary Lake to 40% on the hillside south of Record Lane.

East of Buenaventura between Placer Road and Eureka Way, the terrain is hilly with slopes to 30% in the area of the foothill reservoir. The eastern edge of the plan area slopes downward toward the valley floor below at slopes of 6% or greater.

Elevations in the plan area range from a low of 500 feet above mean sea level (MSL) in the canyon bottoms and the Sacramento River floodplain to a high of 1,080 feet above MSL in the foothills in the western portion, with an approximate 700 foot elevation predominating in the plateau areas. East of Buenaventura between Eureka Way and Placer Road, elevations in the hills surrounding the foothill reservoir reach approximately 900 feet.

In 1974, Shasta County soils were surveyed in a cooperative effort by the University of California Agricultural Experiment Station, the U.S. Forest Service, and the California Division of Forestry. The survey provides a good inventory of soil patterns, types, qualities, and characteristics, which are useful in identifying potential problem areas, such as those associated with erosion, landslides, and soil expansiveness.

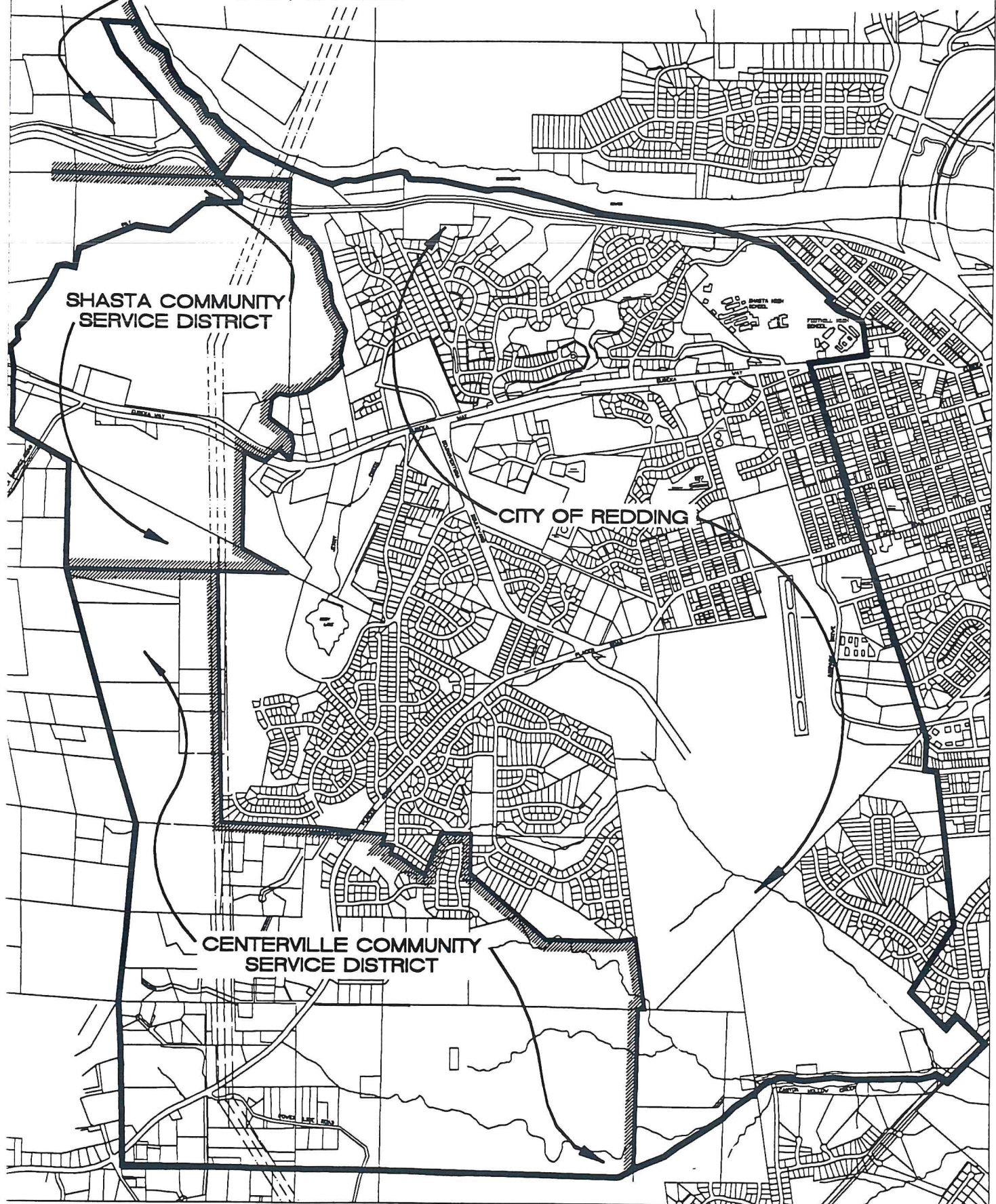
The soils in the plan area fall into nine different soil series, representing over twenty different soil classifications, and are graphically depicted and described in more detail in Environmental Impact Report EIR-1-92. As a general rule, soil classifications that have high or very high erosion potential are contained within the "Greenway" classification as depicted on the Area Plan.

#### **D. Water and Sewer**

Water service to the bulk of the plan area is primarily provided by the City of Redding. The southwest portion of the plan area is served by the Centerville Community Service District, and the Shasta Community Service District serves the northwest portion. Figure 3 depicts the service boundaries of the three entities. The City's service area boundary reflects the approved Bureau of Reclamation main contract boundary for Redding.



COUNTY SERVICE AREA  
# 25 / KESWICK



**Figure 3 - Water Service Area Boundaries**



As areas within the Centerville CSD boundary are annexed to the City of Redding, water will continue to be provided by Centerville CSD pursuant to the terms of Annexation Agreement #1655 between the City of Redding and Centerville CSD, which was executed May 2, 1983. Per this agreement, should Centerville CSD be unable to provide adequate water service at some future date, water will be made available from the City of Redding in accordance with adopted standards, policies, and payment of fees or connection charges.

Virtually the entire plan area is within the City's Regional Sewer Service boundary, as depicted in the 1987 Master Sewer Plan. The outlying areas in the western portion of the plan area and newly annexed areas along Placer Road, where sewer service is not presently available, are served by on-site septic systems. Approximately 140 units presently rely on septic systems. The 1987 Master Sewer Plan identifies the facilities which will be needed to serve the area, and is based upon development under the existing 1970 General Plan.

Within the Regional Sewer Service boundary, sewer service will be provided by the City in accordance with adopted policies, standards, and charges. Sewer service to areas south of Mary Lake Subdivision, on both sides of Placer, will require the westerly extension of the Canyon Creek trunk line from its present location at the intersection of Canyon Creek Road with Blue Gravel Canyon. Timing of trunk-line extensions depends on how quickly the area develops and what annexations occur. Sewer lines are extended by property owners in accordance with the Master Sewer Plan through an assessment district when they want service.

As noted, the 1987 Master Sewer Plan is based upon the existing General Plan. The portion dealing with the Clear Creek Watershed is expected to be updated within the next two years and will incorporate changes to the General Plan and sphere of influence.

#### **E. Flooding and Drainage**

Flooding potential exists along the northern boundary of the plan area, adjacent to the Sacramento River and along Jenny Creek and Mary Lake. The plan area also contributes to flooding potential outside the area, such as Canyon Creek at Highway 273. Lands along the Sacramento River are prone to flooding which occurs during intense rain storms from September to April. Storm flow is intensified when the ground is frozen or saturated and little infiltration occurs, or when melting snow is added to storm runoff.

The Federal Emergency Management Agency (FEMA) has mapped the 100-year floodplain of the Sacramento River, Jenny Creek and Mary Lake. The floodplain is the area where there is a one-percent chance that inundation would occur in any given year. These areas are depicted as "Greenway" on the Area Plan. The Area Plan also delineates "Greenway" for probable floodplain areas of Salt Creek, Middle Creek, and portions of the Canyon Hollow tributary which have not been mapped by FEMA. The Canyon Creek area is also the headwater for Calaboose Creek and Linden/Parkview Ditch, downstream from the plan area. Because development in a floodplain can impair flood flows causing flooding in upstream areas, the State Reclamation Board has statutory authority to regulate uses of and construction in designated floodways. The City of Redding uses subdivision controls, use permit conditions, and zoning district overlays to limit inappropriate development in floodplains.

#### **F. Police and Fire**

Within the City limits, police protection in the plan area is provided by the Redding Police Department. Outside the City limits, law enforcement in the plan area is provided by the Shasta County Sheriff's Department. The area is patrolled by Beat 6 of the Redding Enforcement Division, dispatched from the Knighton Substation located at Knighton Road and Interstate 5. As portions of the plan area are annexed into the City, the Redding Police Department would become responsible for law enforcement.

In an effort to consolidate 911 call taking and public safety dispatching of law enforcement, fire and rescue services, the Cities of Redding and Anderson and the County of Shasta have jointly formed the Shasta Area Safety Communications Agency, SHASCOM. The agency will operate a joint dispatch center and consolidated records facility that will greatly increase coordination between agencies during emergencies. The new SHASCOM dispatching facility will be located within the plan area on a site south of Placer Street and west of the Benton Airpark, adjacent to the National Guard Armory. It is now in the design phase and expected to be constructed and in operation by late 1993.

Fire constitutes a tremendous hazard to the Redding Area. Two types of hazard exist: wildland fires, primarily in the steep canyon areas; and structural or developed area fires. Both types pose a threat in the plan area. In developed areas fire is for the most part due to faulty construction, inadequate electrical or heating systems, or carelessness, rather than natural causes. Fire danger is both from fire directly, and indirectly from wind blown cinders which could set shake roofs on fire or start secondary fires.

Within the City limits, fire protection and emergency medical response is provided by the City of Redding Fire Department. The plan area is primarily served by Fire Station No. 2, located west of Benton Airpark at 3491 Placer Street; Fire Station No. 1, located in the downtown area at Shasta and East Streets; and Fire Station No. 3, located east of the southern boundary of the plan area on Canyon Creek Road near its intersection with Westside Road. The planned extension of Buenaventura Boulevard from Placer Street to Highway 273 will call for the realignment of the Canyon Creek Road intersection and the possible closure and/or relocation of this station. The 1991 Fire Task Force recommends construction of a new station on Texas Springs Road in order to serve both existing and newly annexed areas effectively. The Department's ISO rating, or fire insurance rating, is three on a scale from 1-10, where ten is "unprotected" and one denotes maximum protection.

Fire protection in the plan area outside of the City is the responsibility of the CDF through a contract with Shasta County. CDF, in turn, has a contract with the Centerville Volunteer Fire Department to man the CDF fire station located south of the plan area on Placer Road, adjacent to the Olney Park subdivision.

The City and the California Department of Forestry and Fire Protection have entered into a Mutual Threat Zone Agreement that provides that CDF will assist in fire suppression, especially wildland fire, within the "mutual threat zone" around the City. The mutual threat zone is a ribbon of land roughly one-half mile to one-mile wide, both inside and outside the City limits. Conversely, under the agreement, if a fire occurs outside the City limits in the County but inside the mutual threat zone, the City will assist in fighting the fire. The City has also entered into an Automatic Aid Agreement with Shasta County for structure fires.

#### **G. Electricity, Gas, Telephone, and CATV**

Electricity in the plan area is provided by the City of Redding and Pacific Gas and Electric (PG&E). It is the policy of the City of Redding to be sole provider of electric service to electric utility customers within the City limits. As areas annex, City electric service will be made available when electric facilities can be purchased or otherwise provided to the owners in accordance with adopted policies, standards, and charges of the City of Redding and based on a logical extension of the City's electric distribution system. PG&E provides electricity to a portion of the plan area, however, it is unknown how many customers are served.

Pacific Gas and Electric is the sole provider of natural gas to the plan area, with approximately 1,600 customers (1992). Pacific Bell Telephone and,



inside the City limits, Viacom Cablevision service is available to the plan area by extension of existing service lines. Outside the City limits in the Centerville area, cable service is provided by Marks Cable. Pacific Gas and Electric, Pacific Bell Telephone, and Viacom Cablevision maintain underground lines throughout the plan area. The City of Redding Building Division advises all contractors to contact USA Underground Service Alert (1-800-642-2444) prior to excavation, in order to determine if underground utilities are present and their exact location.

## **H. Solid Waste**

During the early part of 1991, the City-owned Benton Landfill reached capacity and was closed. The Benton Landfill closure plans have been submitted to the State and are currently under technical review. The plan includes installation of a final cover, improved drainage facilities, perimeter gas-extraction system, supplemental ground-water monitoring wells, and site security fencing to limit public access. The final cover is expected to be a four-foot-thick earthen cap which will include strict permeability standards and a one-foot-thick vegetative layer.

The City of Redding currently utilizes the Shasta County West Central Landfill located near Igo. A joint use agreement has been entered into in which the County owns but the City operates this facility. It is expected that the City will utilize the County's landfill for a period of 30 years.

Future landfill needs may be met by development of a new site at southwest Oregon Gulch, south of the plan area. The environmental impacts anticipated with the development of the 135-acre landfill site are evaluated in EIR-4-81, Potential Sanitary Landfill Sites at Canyon Hollow and Oregon Gulch, prepared by the City of Redding.

On the site of the recently closed Benton Landfill near the National Guard Armory, the City also operates the Benton Transfer Station which offers a large scale composting operation and several recycling programs. Final closure plans for the landfill, however, will necessitate its closure and subsequent relocation to a site off Viking Way in northeast Redding. Construction of the new facility should begin in the summer of 1993.

In areas under County jurisdiction, solid-waste disposal is assigned to private refuse-collection companies in accordance with franchise agreements. In newly annexed areas, City of Redding solid waste collection will be provided to residents only after five years, per State law, as long as the private provider can match the City's rates and level of service or when the existing collector chooses to discontinue service.

**I. Street Maintenance**

The City of Redding Streets Division of the Public Works Department is responsible for maintaining streets, street sweeping and storm drain maintenance within the City limits. Streets on the County Road Log are maintained by Shasta County Public Works Department. Upon annexation to the City of Redding, existing streets shown on the County Road Log will be maintained by the City only to the extent they are presently improved. State Route 299 (Eureka Way) is maintained by Caltrans.

**J. Parks, Recreation and Open Space**

Within the plan area there are 198.4 acres of designated public recreation land. There are five developed parks comprising 37 acres and two parks representing another 6.3 acres currently under construction and scheduled to be completed by the summer of 1993. There are also 155.15 acres of dedicated open space, including 44.15 acres traversed by the Sacramento River Trail. The existing parks sites and open space areas are depicted on the Area Plan and are listed in Table 5.

Lands designated open space account for 155.15 acres within the plan area and include slopes in excess of 20%, and 100-year floodplains of the Sacramento River, Mary Lake, and Jenny Creek. With the exception of a .2-mile trail between Foothill Boulevard and Eureka Way, trails within the plan area are located within open space areas.

Along the south bank of the Sacramento River, the Sacramento River Trail traverses 44.15 acres of open space. New feeder trails have recently been completed that connect the south side of the trail to Shasta and Pioneer High Schools, Mary Street neighborhood, and the Lower Sunset Terrace Subdivision.

**K. Schools**

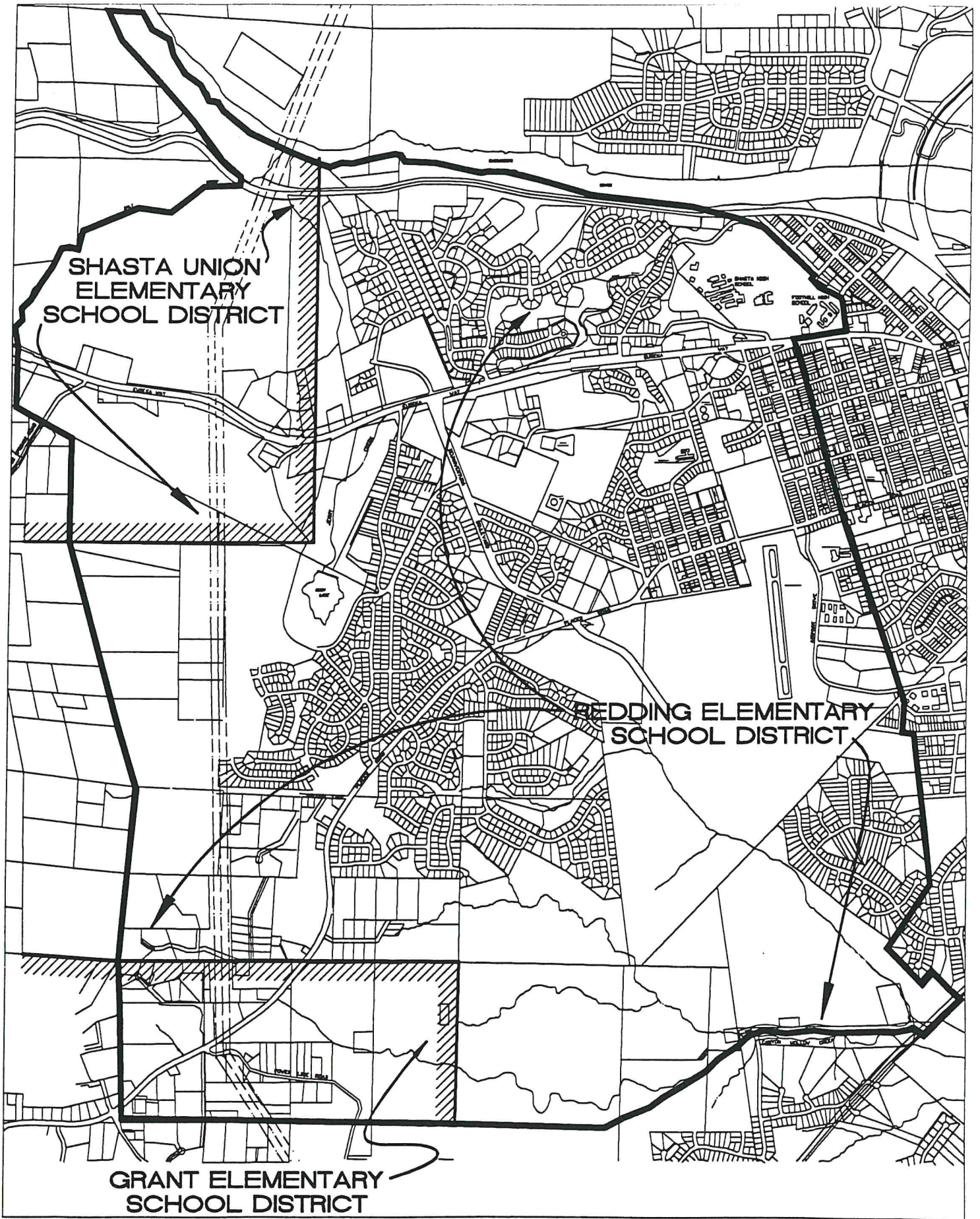
The elementary level education needs of the plan area are currently served by the Redding, Grant, and Shasta Union Elementary School Districts. Figure 4 depicts Elementary School District boundaries.

The Redding Elementary School District provides instruction for the majority of elementary age children in the plan area. Grades K-5 attend Manzanita Elementary School, located between Placer Street and Eureka Way on Manzanita Hills Avenue. Grades 6-8 attend Sequoia Middle School, located to the east of the plan area. Grant Elementary School District provides instruction for a limited number of students residing in the southwest portion of the plan area.

**TABLE 5**

<b>PARKS AND OPEN SPACE</b>		
<i><b>TYPE</b></i>	<i><b>ACRES</b></i>	<i><b>DESCRIPTION</b></i>
<i><b>Mini Parks</b></i>		
Foothill Park	0.5	Open Lawn Area
Rolling Hills Park	1.0	Open Lawn/Paved Pathway
<i><b>Neighborhood Parks</b></i>		
T.R. Woods Memorial Park	3.0	Open Lawn/Basketball Court
Indian Hills Park	1.3	Completed by Summer
Ridgeview Park	5.0	Completed by Summer (Basketball court, playground, lawn area)
<i><b>Special Use Areas</b></i>		
Benton Airpark	2.3	Open Lawn/Picnic Area
Mary Lake Park	30.0	Jogging Trail Around Lake
<i><b>Open Space &amp; Trails</b></i>		
Sunset Terrace	51.0	Ravines/Sacramento River
Sunset West	17.4	Ravines/Sacramento River
Westgate Village	8.3	Buenaventura Boulevard
Mary Lake Open Space	5.2	South of Mary Lake
Mary Lake Lot #9	2.0	South of Mary Lake
Ridgeview Open Space	14.9	Connects Directly With Park
Placer Hills Open Space	4.6	Wisconsin & Remington Avenues
Westside Estates	7.75	Open Space/Boston Avenue
Sacramento River Trail & Open Space	44.15	North Boundary of Study Area
<i>Source: City of Redding Comprehensive Parks and Recreation Plan - September 1991, November 1991, and City Property Inventory 1992.</i>		





**Figure 4 - Elementary School District Boundaries**

Grant Elementary School is located to the west of the plan area at the intersection of Placer Road and Swasey Drive. Shasta Union Elementary School District serves the northwest portion of the plan area with Shasta Union Elementary School located off Highway 299 on Red Bluff Road near the town of Shasta. Both Grant and Shasta Union Schools serve grades K-8. In addition to the above public schools, St. Joseph School, a parochial school located adjacent to Benton Airpark, provides instruction for grades K-8.

The secondary level education needs of the plan area are currently served by three Shasta Union High School District facilities located within the plan area. Shasta High School serves children in grades 9-12. Foothill High School (formerly Nova High School), serves 9th-12th grade students from eastern Shasta County elementary feeder schools. Construction of a new Foothill facility in the Palo Cedro area is anticipated to be completed by the 1994-95 school year. Future use of the Eureka Way facility is yet to be determined by the school district, but may be used for a Shasta High School expansion. Pioneer High School provides an alternative learning setting for students grades 9-12 whose particular life situations are not compatible with the traditional high school educational setting. Students are admitted by referral only and may reside anywhere within the Shasta Union High School District boundaries.

The Shasta-Tehama-Trinity Joint Community College District offers college level classes to Redding and the surrounding communities. Shasta College is a two-year public community college located northeast of Redding along Old Oregon Trail, north of Highway 295.

Redding is also served by Simpson College, a private, four-year, fully accredited liberal arts college that is also located northeast of Redding. Long-range plans for the college show a design capacity of 1,000 students with a current full-time enrollment of 378.

#### **L. Traffic and Circulation**

The plan area is traversed by two major east-west arterials, Eureka Way (SR 299W) and Placer Road, and a network of collector and local streets. A description of the existing roads follows, and Figure 5 displays 1991 traffic volumes for these plan area streets.

- \* *Eureka Way (SR 299W)*, leading into and out of the central business district of Redding, is a four-lane major arterial from Almond Avenue to Ridge Drive. West of Ridge Drive, it is a two-lane rural highway.







- \* **Placer Street/Road** is a four-lane urban road from the eastern edge of the plan area to Airpark Drive and a two-lane urban road from Airpark Drive to the western edge of the plan area.
- \* **Buenaventura Boulevard** is a two-lane north-south collector street beginning north of Eureka Way and continuing south across Eureka Way and Placer Street where it currently terminates at an intersection with Starlight Drive in the vicinity of the City Landfill.
- \* **Lower Springs Road** is a narrow two-lane roadway which connects to SR 299W near the west boundary of the plan area.
- \* **Airpark Drive** is a two-lane collector street connecting Placer Street and Rosaline Avenue near Mercy Hospital.

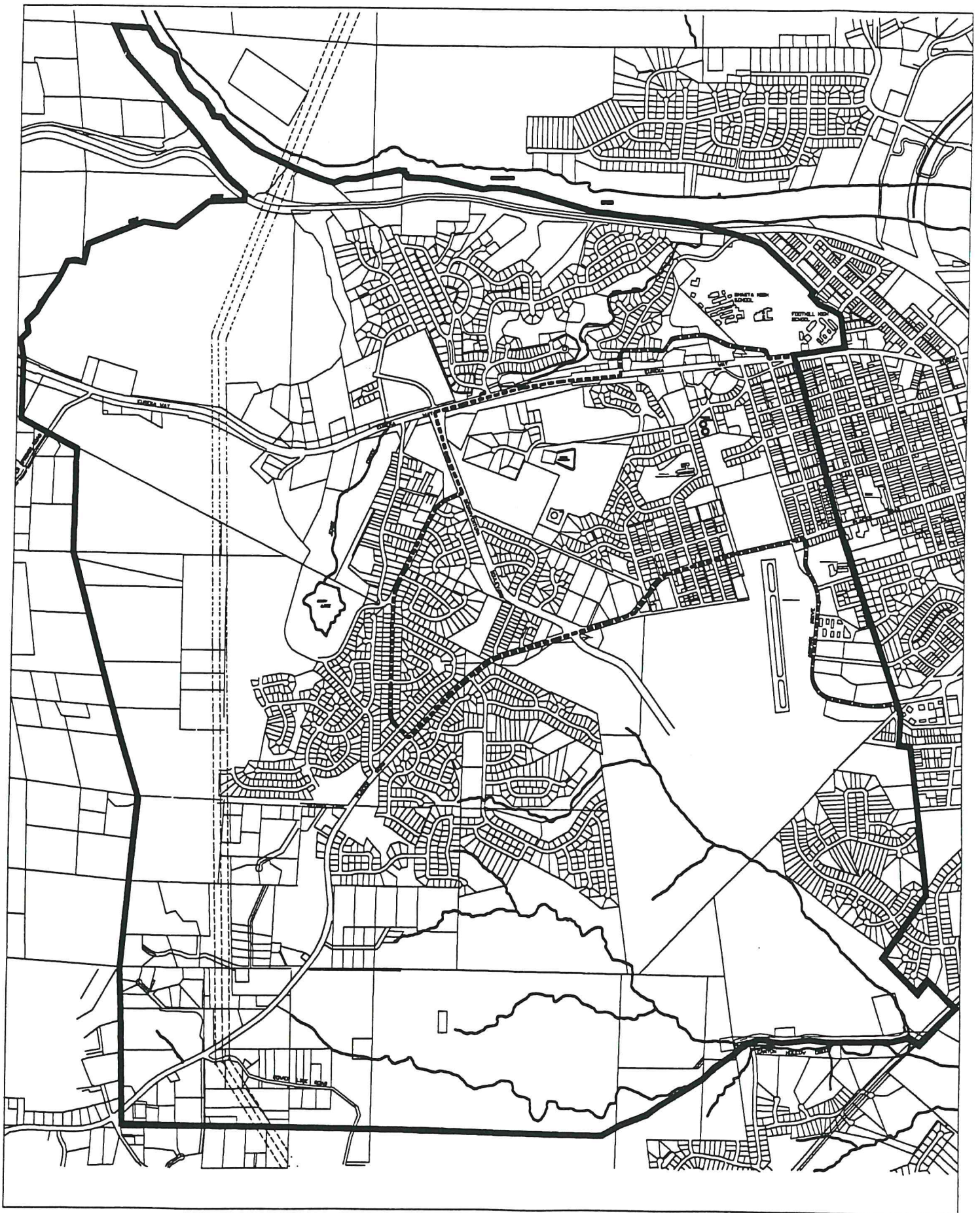
The Circulation Element of the Redding General Plan contains recommended standards for roadways in the City to maintain a Level of Service "C." Level of Service "C" generally is described as a delay of 15-25 seconds at an intersection. Most drivers feel somewhat restricted, but delays are acceptable.

Traffic counts indicate that intersections along Placer Street between Airpark Drive and Wisconsin Avenue and Eureka Way west of Court Street are currently operating at service level "D." All other traffic counts are well within existing road capacities at service level "C," assuming a two-lane road can carry 8,000 vehicles, and a four-lane road 13,000 vehicles, average daily traffic (ADT).

The plan area is served by the City's public transportation system, the Redding Area Bus Authority (RABA). "The Ride," which began service in 1981, serves over 50,000 passengers per month, with 9 fixed routes facilitated by 15 buses. The routes were developed around a pulse system concept, whereby all routes originate and terminate at a single location (the downtown mall). Serving the plan area on an hourly schedule is Route 2, as depicted in Figure 6. The Ride operates Monday through Saturday and makes 16 stops within the plan area.

Bikeway segments located within the plan area include the Sacramento River Trail along the southern bank of the river which provides access for recreational biking, and a bike lane on Placer Street between Pleasant Street to Wisconsin Avenue. In addition, a concrete trail has been completed around Mary Lake for recreational use. The City has recently applied to the Shasta County Regional Transportation Planning Agency for Proposition 116 funds for construction of an East-West Bikeway Project that would link residential areas with schools and provide Sacramento River crossing at





**Figure 6 - RABA Route #2**



three locations. While none of the five proposed segments will be located within the plan area, a proposed future feeder route will extend from the Sacramento River Trail into the plan area behind Shasta High School.

#### **M. Air Quality and Congestion Management**

Shasta County is located in the northern end of the Northern Sacramento Valley Air Basin. The Basin does not attain the State ambient air standards for ozone and particulate matter. Shasta County presently meets the Federal standards for ozone and particulate matter and is unclassified for carbon monoxide standards.

Under existing Federal and State air quality laws, the Shasta County Air Quality Management District (AQMD) is required to adopt and enforce regulations to achieve and maintain ambient air quality standards for ozone, carbon monoxide, and certain toxic air pollutants emitted by industrial and manufacturing sources. The role of the General Plan in air quality planning is most evident by the interrelationship found between air quality, land use, and transportation planning.

The California Clean Air Act of 1988 requires the Shasta County AQMD to prepare plans to bring the County into compliance with State, as well as less restrictive Federal air quality standards. The goal of the Act is to attain State air quality standards by the earliest practical date. The Act sets a goal of achieving a five percent per year reduction in emissions until the standards are met. Shasta County is defined as having a "moderate" air quality ozone problem, with an attainment goal set for 1994. The District adopted an Air Quality Attainment Plan (AQAP) in September 1991 that guides the County's efforts to meet the state ozone standard. The AQAP addresses air pollution controls and management for stationary sources and mobile sources. Included are control measure requirements for indirect and area sources. Indirect sources are development projects which attract motor vehicle traffic. Area sources are small but numerous sources of air contaminants such as consumer products and residential space heating. A key element of the AQAP is a separate document entitled "Transportation Control Measures Plan for Shasta County." It is aimed at reducing ozone and carbon monoxide pollutants by implementing congestion control measures. These include programs such as car pooling and flex work time, along with parking management, traffic flow and road improvements.

Based on the 1987 inventory of emissions, mobile sources accounted for a vast majority of the County's ozone problem. Two chemical classes, namely reactive organic gases (ROG) and nitrogen oxides (NOx), are important precursor chemicals in forming ozone. According to the County's emissions inventory, mobile sources account for 71 percent of ROG and 84

percent of NOx in Shasta County. The Air Quality Attainment Plan is scheduled to be updated during 1994, and progress towards meeting State air quality goals will be measured during that update. If the County does not meet State ozone standards by 1997, a major revision of the Attainment Plan is required under State law.

Closely associated with the Air Quality Attainment Plan and the County's Traffic Control Measure Plan is the Congestion Management Plan (CMP). CMP's are a requirement of Proposition 111 adopted by state voters in 1990 and authorized an increase of nine cents per gallon of gas sales tax to fund transportation improvements. To qualify for the new gas subventions, each county must prepare and maintain a CMP. It must be consistent with the Shasta County AQAP and Regional Transportation Plan. Shasta County's CMP is in final administrative draft form and adoption is expected by summer 1993. The primary goal of the CMP is to find ways to reduce traffic congestion while being consistent with the County's Regional Transportation Plan and the AQAP. As a result, the CMP's transportation management efforts are the same or closely parallel to those found in the Traffic Control Measure Plan.

Failure to implement the AQAP and CMP could have a detrimental impact on funds available to the City for transportation improvements since noncompliance with the requirements of the plans by either the County or the cities of Redding or Anderson could affect funding for the entire County. As a result, the local agencies of our air basin must now coordinate more than ever to effectively manage air quality and traffic congestion planning to avoid exceeding threshold levels of the State and Federal clean air acts, as depicted in Figure 7.

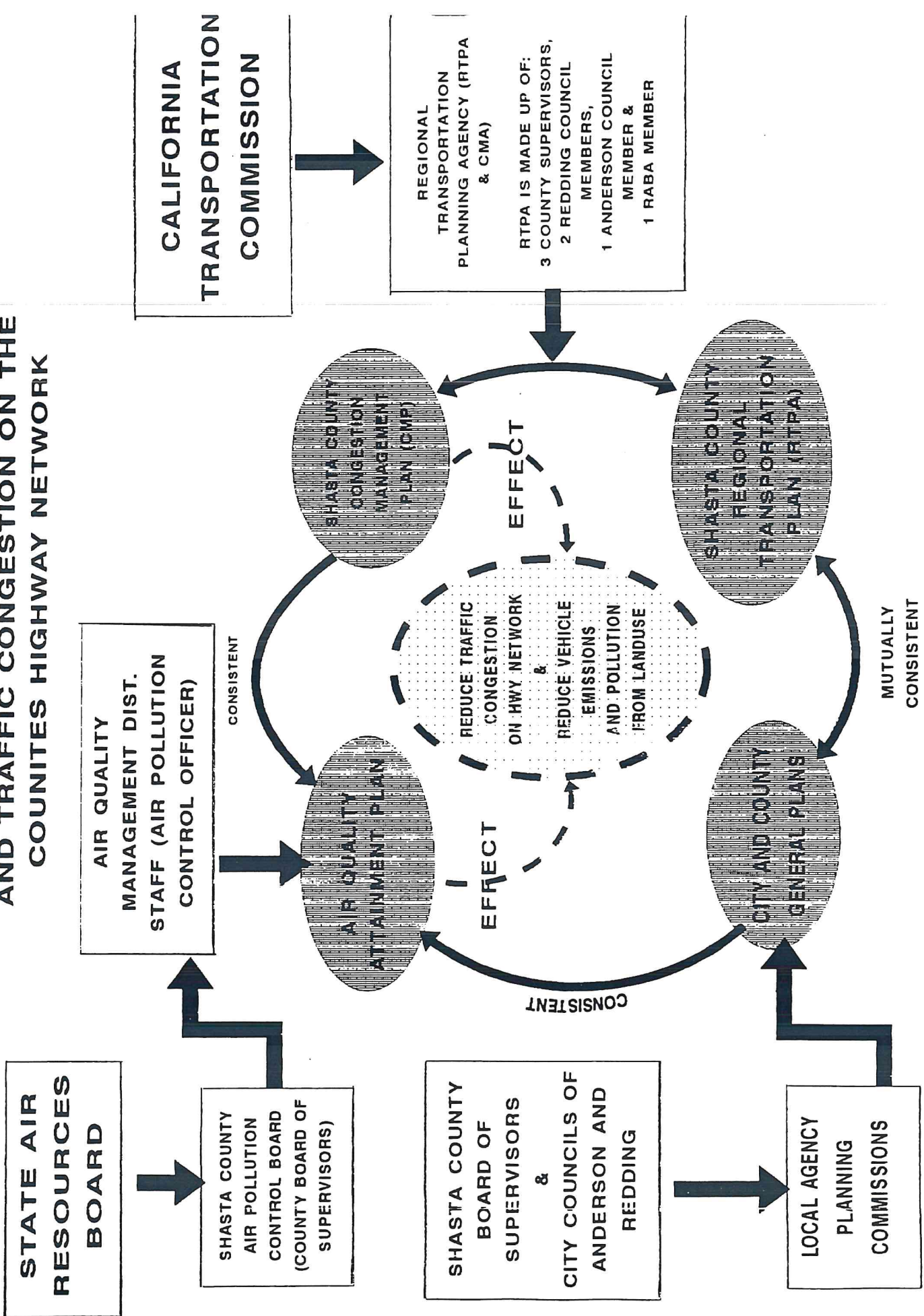
The City of Redding is presently developing an Air Quality Element of the General Plan to set in place goals and standards consistent with the County's Air Quality Attainment Plan and Congestion Management Plan. Adoption of the element is expected by December 1993.

#### **N. Historic/Archaeological Resources**

The plan area is considered to be historically sensitive in terms of cultural resources. Early historical activities surrounding the west Redding mining district are concentrated in much of this area. As concentrations of gold were discovered in the region, wagon trails between camps and settlements developed. The Lower Road was one of the earliest roads established and linked Red Bluff and the town of Shasta. Canyon House, located at the mouth of Canyon Hollow Gulch, was an important stage stop on the major trail to Shasta. For these reasons, portions of the plan area are particularly sensitive.



**LEGISLATIVE RESPONSIBILITIES OF  
MANDATED MANAGEMENT OF AIR QUALITY  
AND TRAFFIC CONGESTION ON THE  
COUNTIES HIGHWAY NETWORK**



**Figure 7 - Air Quality/Congestion Management Agency Relationship**

Several prehistoric sites have been recorded within the plan area. CA-Sha-219 and CA-Sha-769 were identified in the Archaeological Reconnaissance of the proposed Mary Lake Subdivision, March 1981. CA-Sha-219, located at the mouth of Jenny Creek, is a typical river midden associated with the Wintu occupation. CA-Sha-769 is a smaller campsite, located to the south, in the upper reaches of the Canyon Hollow area. This is the late 1800 or early 1900 reservoir and dam. The site was dedicated to the City of Redding and is now Mary Lake Park. It is an important feature of the subdivision and has not been impacted by development.

The Canyon Hollow area and the seasonal drainages in the area are important both historically and archaeologically. Blue Quartz Mine, also known as Blue Gravel Mine, was located in this area where major trails connected and was once owned by the City. Little information is known about the mine except that it was not a major producing one. The only evidence found, although not recorded, of the Blue Quartz Mine, are cement foundations and some introduced ornamental plants and trees (Archaeological Reconnaissance of the Placer Street-Canyon Hollow Sewer Project, August 1977). Archaeological site CA-Sha-769 is found at the head of the Blue Quartz Mine Gulch.

Historical archaeological investigations were conducted in the summer of 1985 at CA-Sha-1450, an historic gold mining complex (Coyote and Fox). The site was one of six recorded in this area located along the east bank of the Sacramento River. Five rock fireplaces were found in close proximity, along with glass bottle fragments, and are believed to have a time frame from 1877 to 1900.

An archaeological reconnaissance was done in September, 1989, for the Ridgeview and Westside Estates subdivisions (Coyote and Fox). CA-Sha-1803 is an historic site composed of glass bottle fragments, and dish and metal fragments. CA-Sha-1802 consists of a rock feature, which appears to be a collapsed fireplace, and numerous square cut nails, which indicate the presence of a structure. Both are believed to be camps associated with the Lower Road, however, the later also has prehistoric components representing very early occupation of the area. Five artifact concentrations were also noted, although not recorded, due to severe impact done by bulldozing activity.

#### **O. Visual Resources/Community Appearance**

The visual quality of the plan area is enhanced by the contrast between the high plateau foothills to the west, and the stream corridors cutting into the plateau. The topography of the plan area affords the area a wide variety of outstanding visual resources, including views of the Sacramento River, Mount Shasta, the Trinity Alps, and the Lassen Range.

Since much of the area on the upper plateau and in the foothills is undeveloped, view opportunities are generally unspoiled. Mary Lake, Jenny Creek, Canyon Hollow Creek and its tributaries, and the Sacramento River also represent significant visual assets in the plan area. Trees also contribute significantly to the scenic quality of the area.

The visual character of the developed portions of the plan area is varied. Newer development along Airpark Drive and Eureka Way is consistently of good architectural quality with nicely landscaped setback areas. Older development in the vicinity of Placer Road and Pleasant Avenue and along Eureka Way in the eastern portion of the plan area is typically older, of lesser architectural and landscape quality, and lacks continuity in design and theme.

Other contributors to the visual character of the area include Benton Airpark; the Benton transfer station, which will be relocating in the relatively near future; and the Benton landfill, which will be fenced and retained in its natural condition. Additionally, the overhead WAPA 230 kV and City 115/12kV electric transmission lines traverse the west side of the plan area.

**P. Financing Services**

The City of Redding operates five independent enterprises in addition to the more typical tax-based municipal services. These enterprises are the Electric Utility, Water Utility, Wastewater Utility, Solid Waste Utility and Airports Department.

As Enterprise Fund activities, these operations are designed to be completely independent from the City's tax-based General Fund. Each enterprise activity meets operating expenses and the costs associated with developing facilities to meet future needs through the collection of appropriated rates and fees. In this businesslike way, the cost of the services is paid by those who benefit from the services.

In addition to the "businesses" represented by the City's Enterprise Fund activities, there is the more traditional business of providing municipal government services. These services, which are part of the City's General Fund, include police and fire protection, parks and maintenance and administrative services.

These activities, in general, are paid from the City's tax base, although collection of fees for some services helps augment the revenue stream. Redding, like most California cities, relies heavily on two General Fund revenue sources: sales tax and property tax. These two sources together account for about half of the General Fund revenue. Numerous smaller sources, such as service charges and fees for licenses and permits, account for the other half.

## **Q. Benton Airpark**

### **1. *Facilities and Operations***

Benton Airpark is a general aviation airport with reliever status, providing commercial reliever support for the municipal airport. It is located in close proximity to the downtown area of Redding at Placer Street and Airpark Drive. The airport is owned by the City and is the air ambulance service center for Mercy Hospital. The California Highway Patrol bases its Northern California Air Operations from Benton Airport. Built in 1929, the airfield was named for a Redding native, Air Force Lieutenant John W. Benton, who lost his life on a good will tour to Buenos Aires in 1927.

Benton Airpark has a single runway, numbered 15-33. It is 2,422 feet long, 80 feet wide, and oriented roughly north-south. Full-length parallel taxiways are located on both sides of the runway. There are four exits on each side of the runway; these are located at each end, and at two other locations approximately 540 feet from each end. Figure 8 depicts the published traffic pattern for the airport.

The existing building area development at the airport encompasses approximately 18 acres on the east side of the field adjacent to Airpark Drive and five acres on the west side with access via Mesa Street. Most of the principal facilities are situated on the east side, with the west side limited to aircraft parking and storage. Facilities on the east side include:

- ▶ Forty-two covered spaces in five buildings, including 36 spaces in four T-hangar buildings and six spaces in the building shared by the California Highway Patrol and Mercy Hospital.
- ▶ Approximately 54 aircraft tiedown positions, including 30 spaces designated for transient use.
- ▶ A large, fixed base operations hangar with fuel facilities.
- ▶ Parking for more than 150 automobiles.

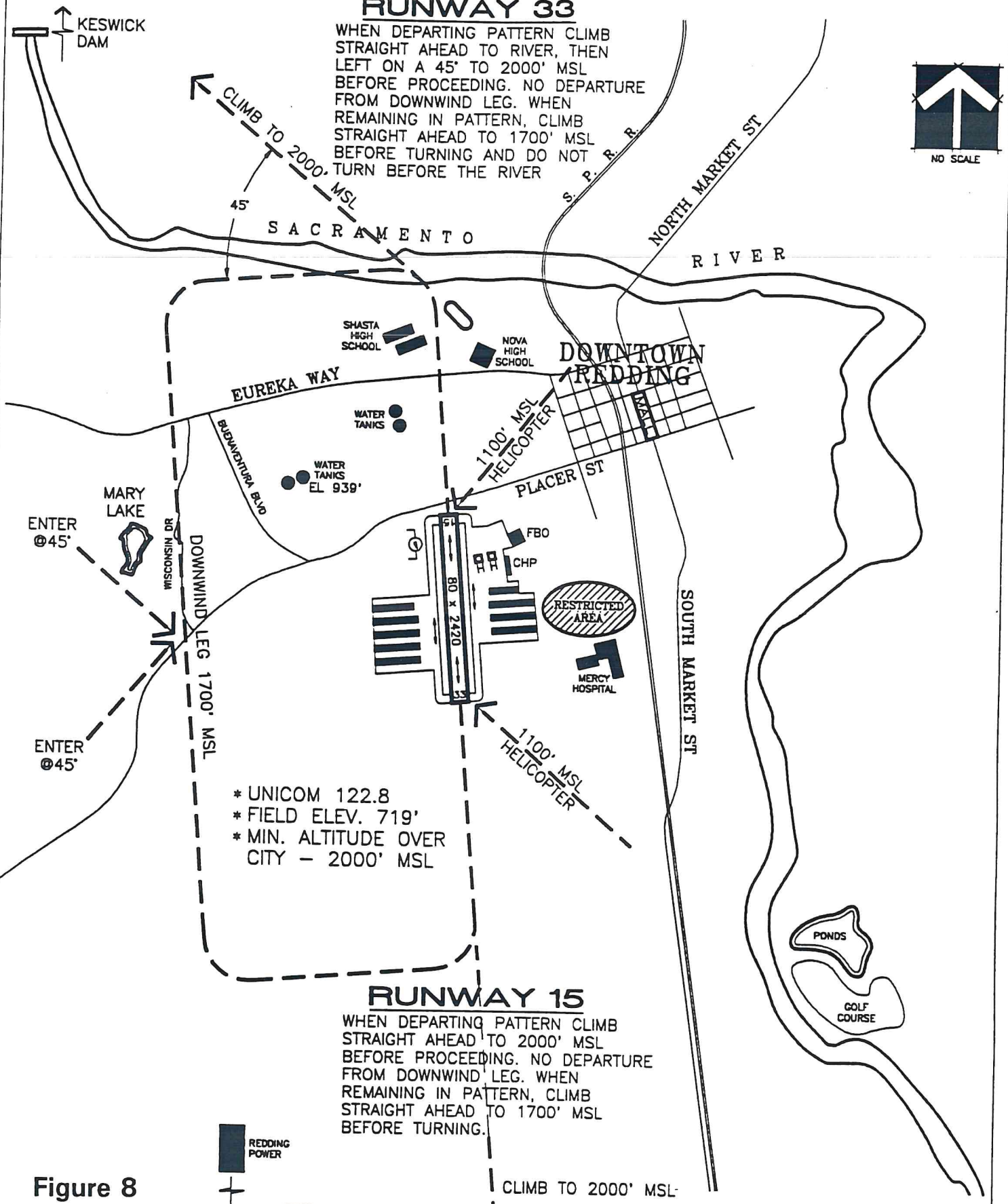
On the west side, facilities include:

- ▶ Sixty covered spaces; 30 in three T-hangars and 30 in two shade hangars.
- ▶ Eight tiedown positions.



# RUNWAY 33

WHEN DEPARTING PATTERN CLIMB STRAIGHT AHEAD TO RIVER, THEN LEFT ON A 45° TO 2000' MSL BEFORE PROCEEDING. NO DEPARTURE FROM DOWNWIND LEG. WHEN REMAINING IN PATTERN, CLIMB STRAIGHT AHEAD TO 1700' MSL BEFORE TURNING AND DO NOT TURN BEFORE THE RIVER



- \* UNICOM 122.8
- \* FIELD ELEV. 719'
- \* MIN. ALTITUDE OVER CITY - 2000' MSL

# RUNWAY 15

WHEN DEPARTING PATTERN CLIMB STRAIGHT AHEAD TO 2000' MSL BEFORE PROCEEDING. NO DEPARTURE FROM DOWNWIND LEG. WHEN REMAINING IN PATTERN, CLIMB STRAIGHT AHEAD TO 1700' MSL BEFORE TURNING.

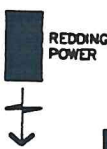


Figure 8

# Benton Airpark Redding, California

Figure 2, Benton Airpark Layout Plan, depicts the location of both existing and planned airport improvements, which are discussed in more detail in Section I.C, on page 4.

The following are basic assumptions regarding Benton Airpark's current activity level:

- ▶ Approximately 127 aircraft are based at Benton Airpark with approximately 60,000 operations per year.
- ▶ Ninety percent of the operations are by single-engine airplanes with essentially all of the remainder by light twins.
- ▶ The day (7 a.m. to 7 p.m.), evening (7 p.m. to 10 p.m.), night (10 p.m. to 7 a.m.) distribution of activity is estimated to be 88%, 10% and 2%, respectively for single-engine planes, and 88%, 11%, and 1% for twins.
- ▶ Runways 15 and 33 are each used 50 percent of the time.
- ▶ Seventy percent of the aircraft flights come from or head toward the south.
- ▶ Only full-stop or stop-and-go landings are allowed. The City's policy is that touch-and-goes are not recommended because of the airport's short runway length and noise-impact concerns.

## 2. *Safety*

In general, areas near airports are exposed to various levels of accident potential depending on the type of aircraft, frequency of overflights, local weather conditions, and flight patterns as they relate to adjacent land uses. Nationwide statistics bear out that the majority of aviation accidents occur on airport property and within the immediate takeoff or landing approach boundaries. Over the past thirty years, there has only been one fatality at this airport and that occurred on the runway itself in 1964 or 1965. In the same time frame, there have been sixteen other accidents at the airport. Five of these have been on the runway, and eleven have been within the clear zone--eight north and three south. There have been no major injuries associated with these accidents. In response to airport safety concerns, land-use planning around airports has included the establishment of "safety zones" in order to minimize the exposure of life and property to aircraft accident hazards.

The predominant local policies governing Benton Airpark safety issues are contained in Chapter 18.48 of the Redding Municipal Code and ALUC Resolution No. 79-1. Chapter 18.48 was adopted by the City in 1962 and establishes airport approach, transition, horizontal, and conical zones for Benton for the purpose of regulating height limits in the vicinity of the airport and, thereby, prevent the establishment of aircraft hazards. The zones are depicted in Figure 9 and a copy of the code is contained in Appendix C.

ALUC Resolution No. 79-1 was adopted in February 1979 and sets forth specific land development policies within defined airport safety zones around public use airports. A copy of this resolution is contained in Appendix D. Basically, the standards contained in the resolution establish land-use restrictions within an airport's projected 1995 55 CNEL noise contour, clear zone, and extended approach area. The standards also contain provisions regarding noise protection, radio, light and glare interference, and structure height near airports. Figure 10 depicts the ALUC safety zones as they apply to Benton Airpark.

Land-use conflicts in the plan area with regard to City or ALUC clear-zone policies do not appear to be a problem. The nearest residential dwellings north and south of the airport are over 3,000 feet from the ends of the runway. In order to meet the City's and ALUC's clear-zone policies, lands north and south of the runway are designated "Airport Service," "Park," or "Greenway" on the Are Plan which precludes residential, commercial, or industrial development on these City-owned lands.

The most significant safety issue facing Benton Airpark is the need for a safety overrun at the south end of the runway. The "Master Plan Technical Report" for Redding Municipal Airport (Hodges and Shutt, 1987), which included an analysis of Benton Airpark, recommends the construction of the overrun. The report states:

"The feasibility of constructing an unpaved overrun or a paved extension of up to 500 feet onto the landfill should be examined. An overrun would provide an added margin of safety for overshoots which may occur on Runway 15 takeoffs or landings and it also would enhance safety in the event of undershoots occurring on Runway 33 landings."

There is approximately a 30-foot vertical difference in elevation between the top of the runway and the top of the landfill. The proposed safety overrun must be designed, constructed, and maintained in a manner that does not impair the integrity of the



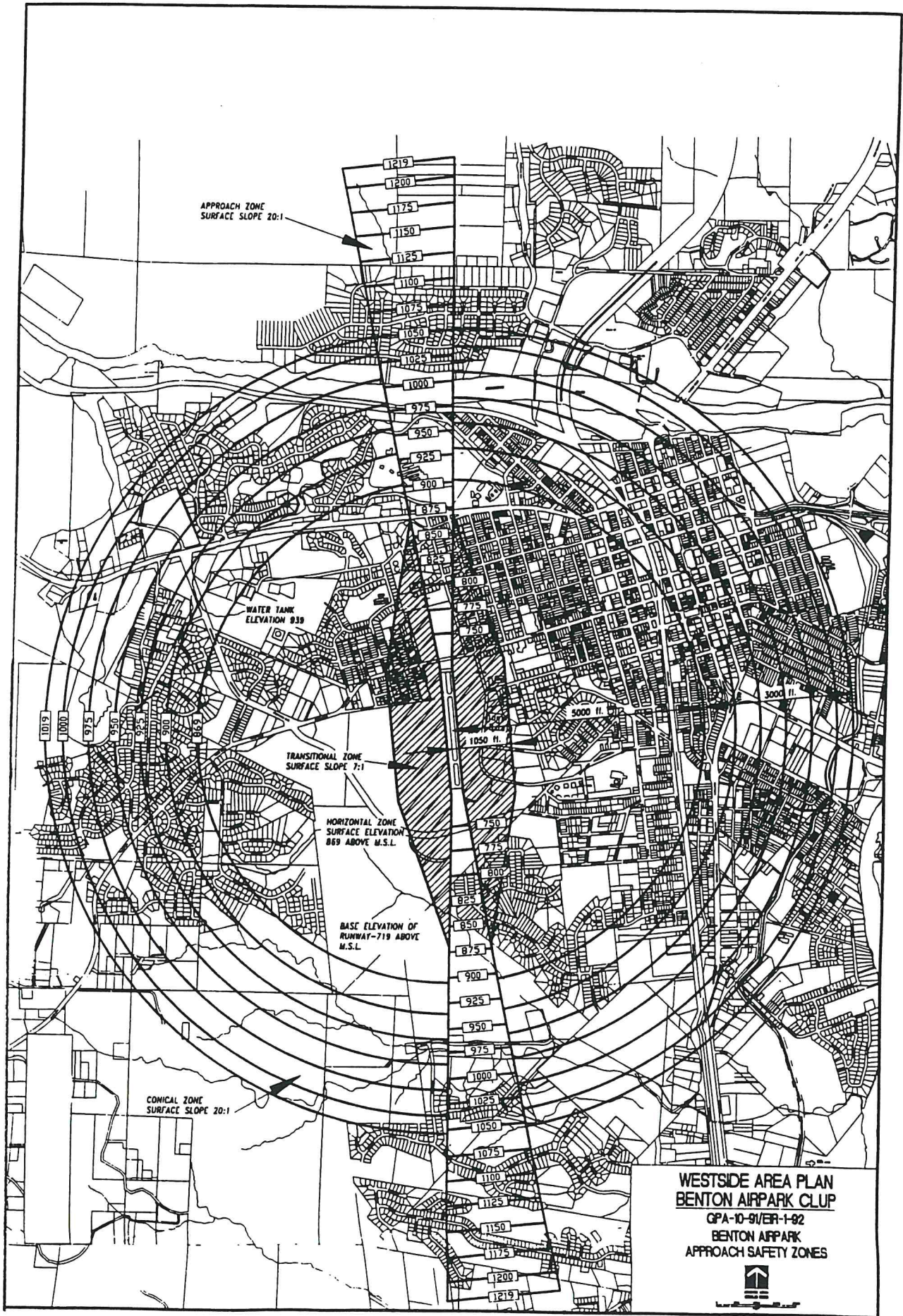


Figure 9



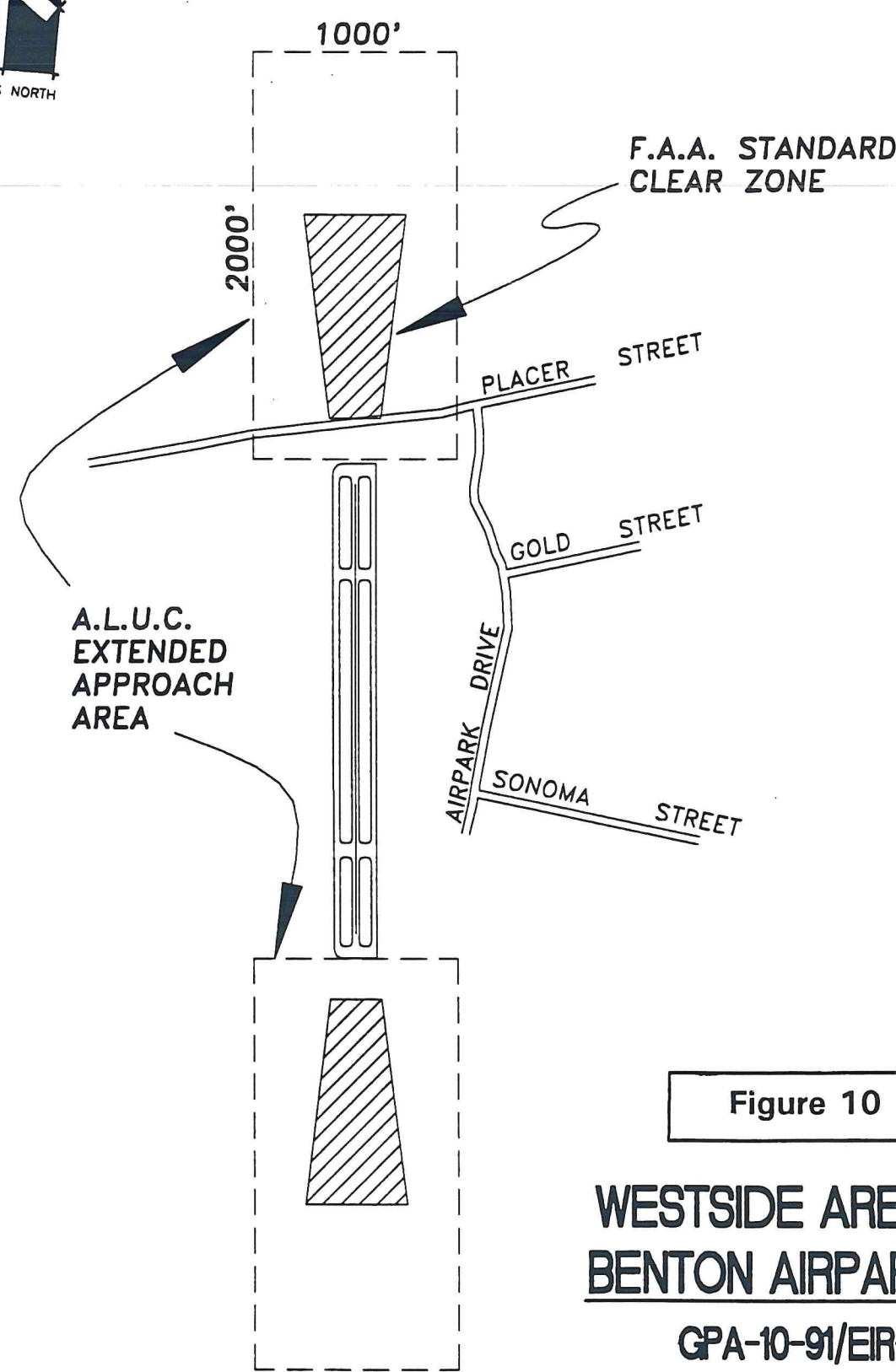


Figure 10

# WESTSIDE AREA PLAN BENTON AIRPARK CLUP

GPA-10-91/EIR-1-92

## ALUC. SAFETY ZONES



landfill cap. The City will be soliciting for a consultant to design the overrun in the next several months. Once the landfill closure plan is approved, the City will submit the overrun plans to the State Water Quality Control Board and the Integrated Waste Management Board for approval, and construction of the safety overrun will follow.

Capping of the landfill will result in the preservation of a large, open field adjacent to the airport that could accommodate emergency landings. The closure plan for the landfill precludes development of any kind on the property for 30 years. Even landscaping and irrigation improvements are prohibited. The land area will be fenced and only indigenous plants and grasses will occur on the site.

## **R. Noise**

### **1. Traffic and Stationary Source Noise**

Vehicular traffic is a significant source of noise within the plan area. Eureka Way (State Route 299), is the major source of noise, however, Placer Street is another significant contributor. Table 6 presents 1980 and projected year 2000 noise levels for these two plan area streets based on 1980 and year 2000 projected traffic volumes.

Noise levels along the major traffic corridors of the plan area are considered moderately high. They are however, generally a result of peak levels from truck and automobile traffic. According to the Environmental Protection Agency (EPA), large and medium trucks contribute more to traffic noise than any other type of vehicle (76-81 db). Next are motorcycles (76-81 db); then buses (71-73 db); and finally, automobiles and light trucks (64-71 db). Caltrans estimates the peak noise emission level of a typical passenger automobile on an average roadway surface as shown in Table 7.

As human activity in the area escalates, it can be expected that the roadways will experience increases in noise levels. Typically, it could be expected that noise levels would drop several decibels during the evening and nighttime hours.

Construction noise associated with development can also contribute to excessive noise levels. However, noise of this type is considered short term and can be mitigated through controlling the hours of construction activity.

**TABLE 6**

NOISE LEVELS FOR MAJOR STREETS Existing and Projected 1980-2000				
<i>Existing 1980</i>			<i>Projected 2000</i>	
Major Highway or Street	Distance from Outer Lane	Noise Level	Distance from Outer Lane	Noise Level
<b><i>Eureka Way (Highway 299 West)</i></b>				
Old Shasta to City Limits	100 feet	67 db(A)	100 feet	70 db(A)
	50 feet	70 db(A)	100 feet	70 db(A)
	150 feet	65 db(A)	270 feet	65 db(A)
	370 feet	60 db(A)	600 feet	60 db(A)
	800 feet	55 db(A)	1,300 feet	55 db(A)
Buenaventura Blvd. to Orange Street	100 feet	67 db(A)	100 feet	69 db(A)
	50 feet	70 db(A)	80 feet	70 db(A)
	150 feet	65 db(A)	230 feet	65 db(A)
	370 feet	60 db(A)	500 feet	60 db(A)
	800 feet	55 db(A)	1,100 feet	55 db(A)
<b><i>Placer Street</i></b>				
Court Street to Almond Avenue	100 feet	64.1 db(A)	100 feet	67.1 db(A)
	25 feet	70 db(A)	50 feet	70 db(A)
	80 feet	65 db(A)	150 feet	65 db(A)
	230 feet	60 db(A)	270 feet	60 db(A)
	500 feet	55 db(A)	800 feet	55 db(A)
Almond Avenue to Buenaventura Blvd.	100 feet	60.9 db(A)	100 feet	65 db(A)
	0 feet	70 db(A)	0 feet	70 db(A)
	40 feet	65 db(A)	100 feet	65 db(A)
	120 feet	60 db(A)	270 feet	60 db(A)
	230 feet	55 db(A)	600 feet	55 db(A)
Buenaventura Blvd. to City Limits	100 feet	61.1 db(A)	100 feet	63 db(A)
	0 feet	70 db(A)	11 feet	70 db(A)
	40 feet	65 db(A)	60 feet	65 db(A)
	120 feet	60 db(A)	200 feet	60 db(A)
	230 feet	55 db(A)	410 feet	55 db(A)

Source: Caltrans Noise Monitoring data presented in Noise Element of the Redding General Plan (1985)

**TABLE 7**

**NOISE LEVELS FOR TYPICAL PASSENGER AUTOMOBILE**

<u>PASSENGER VEHICLE SPEED</u>		<u>PEAK NOISE LEVEL AT 50 FEET</u>
at	30 mph	60 db(A)
	40 mph	64 db(A)
	50 mph	67 db(A)
	60 mph	69 db(A)

*Source: Fundamentals and Abatement of Highway Traffic Noise.*



Another contributor to stationary noise within the plan area comes from the Record Range shooting facility located in the foothills west of Mary Lake. This is a 19.6-acre site owned by the Shasta County Peace Officers Association. It has been in operation since the early 1960's and is utilized by many local law enforcement agencies.

The Redding Planning Commission has expressed concern regarding potential noise impacts with the Record Range. As the Mary Lake development extends to the north and west, homes will be within 200 feet of the firing points of the range. Impulse noise events from gunfire will be a source of interference and annoyance.

## 2. Aviation Noise

One of the major sources of noise within the plan area originates from Benton Airpark. This facility is operated by the City of Redding for aviation purposes ranging from business commerce and passenger charter to private flying.

Aviation noise affects many people in many different ways. Annoyance is the dominant form of aggravation most people living near or around an airport experience. Speech and sleep interference are also a major concern that can be brought on by aircraft noise. Other less frequently identified effects of excessive noise include hearing damage, psychological problems, and social behavioral problems. There is no conclusive evidence however, to link significant human responses to noise with that from an airport. Generally, trends emerge within a community regarding annoyance levels. Benton Airpark enjoys a good relationship with its neighbors with the City receiving only two to four noise complaints per year. This is due largely to adherence to the published traffic pattern (see Figure 8, on page 36) which was designed for noise mitigation, as well as safety.

The 1987 Master Plan Technical Report prepared by Hodges and Shutt for the Redding Municipal Airport addressed noise impacts relative to Benton Airpark. The airport's noise impact was analyzed in terms of the Community Noise Equivalent Level (CNEL). CNEL is defined as the average equivalent A-weighted sound level during a 24-hour day, obtained after adding five decibels to sound levels in the evening from 7:00 p.m. to 10:00 p.m., and after adding 10 decibels to sound levels in the night before 7:00 a.m. and after 10:00 p.m.

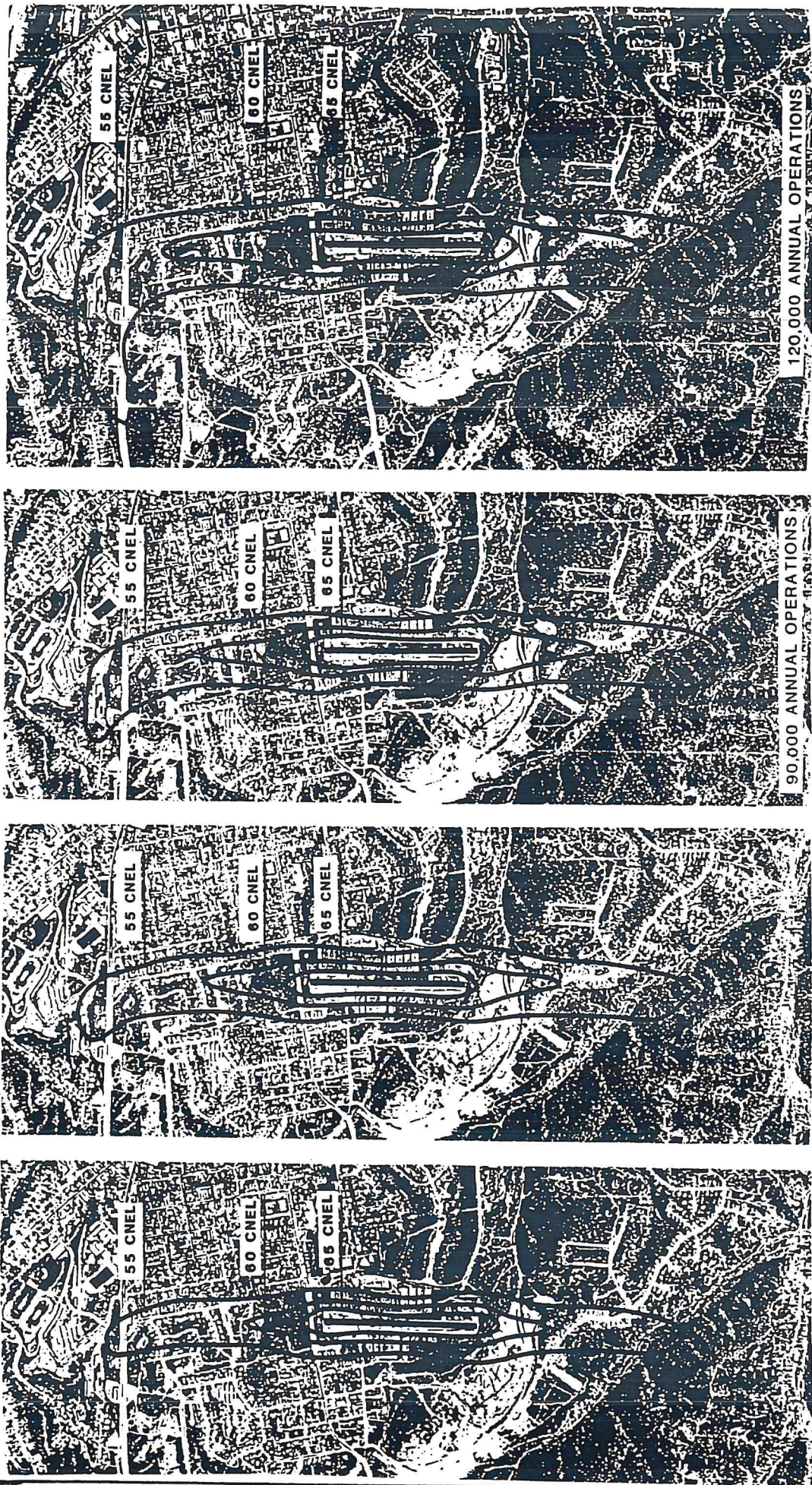
The consultants calculated the noise contours for 90,000 and 120,000 annual operations to assess the potential impact of the airport at higher activity levels. The Federal Aviation Agency's Integrated Noise Model was used to conduct the calculations, and the contours produced for each of the four activity levels are illustrated in Figure 11. The consultants noted that the positive effect of the dropping terrain beyond the end of each of the runways was not reflected in the contours. For that reason, it is assumed that the actual impact at the nearest residential areas would be somewhat less than illustrated because the aircraft would actually be at a higher altitude above the ground than is assumed in the noise model calculations.

Noise Standards for California airports are set forth in Title 21 of the California Administrative Code. This title establishes the level of noise acceptable to a person residing in the vicinity of any airport as the 65 CNEL contour. The Noise Element of the Redding General Plan, however, encourages land-use and planning patterns that discourage residential use within the 60 CNEL contour and also minimize the impacts on noise sensitive uses, such as schools, hospitals and libraries.

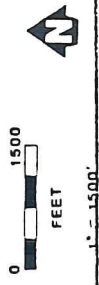
A review of the noise contours prepared by the consultants shows that Benton Airpark's 60 CNEL contour would begin to encroach into residential areas to the north and south when the airport's operational level is somewhere between 75,000 to 100,000 operations. Presently, there are no single-family homes encroaching into the existing 60 CNEL contour.



Figure 11



BENTON AIRPORT  
NOISE IMPACT AREAS





### III. AREA PLAN/CLUP IMPLEMENTATION POLICIES

#### A. Land Use Classifications

The Area Plan depicts a parcel-specific land use pattern with each designation intended to be translated to zoning regulations adopted by the City or County. Table 8 presents a detailed breakdown of land use classifications and acreages and the Area Plan map itself is presented at the end of this report. A description of the land use classifications is presented in the Land Use Element of the General Plan.

#### B. Conservation and Open Space

As the plan area continues to develop, the amount of open space will decrease, however, as compared to other parts of the City, there will be more open space in the plan area because of natural conditions. The designation of floodplains and steep-slope areas in excess of 20 percent as "Greenway" reserves those lands for open space purposes.

Inappropriate or excessive grading adversely affects slope stability, drainage, and aesthetics. Accelerated erosion results in a loss of topsoil and scarification of slopes. The sediment that washes into the area streams can cause flooding problems. Excessive turbidity and loss of oxygen from increased sedimentation can also have significant adverse impacts on wildlife habitat and fisheries.

#### Policies

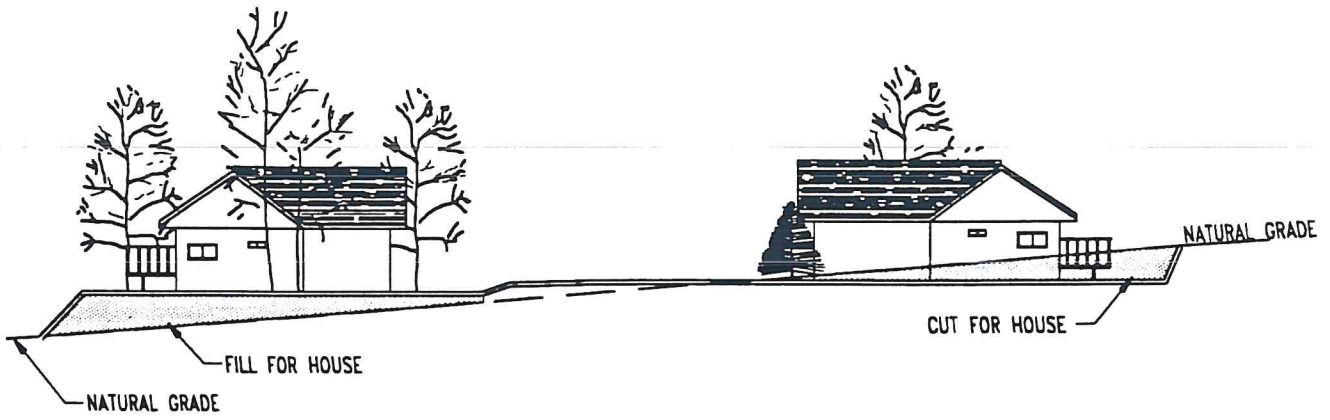
1. All requirements in the City of Redding Grading Ordinance, including revegetation of cut and fill slopes and the use of energy dissipator devices in areas of concentrated storm flow, should be followed. The point of discharge should be the natural drainage courses.
2. Natural vegetation should remain undisturbed, where possible, to reduce erosion.
3. Sediment basins, sediment traps, or similar sediment-control measures should be installed to retain sediment on-site before extensive cleaning and grading operations begin.
4. Development should be restricted from those areas that have slopes exceeding 20 percent grade.



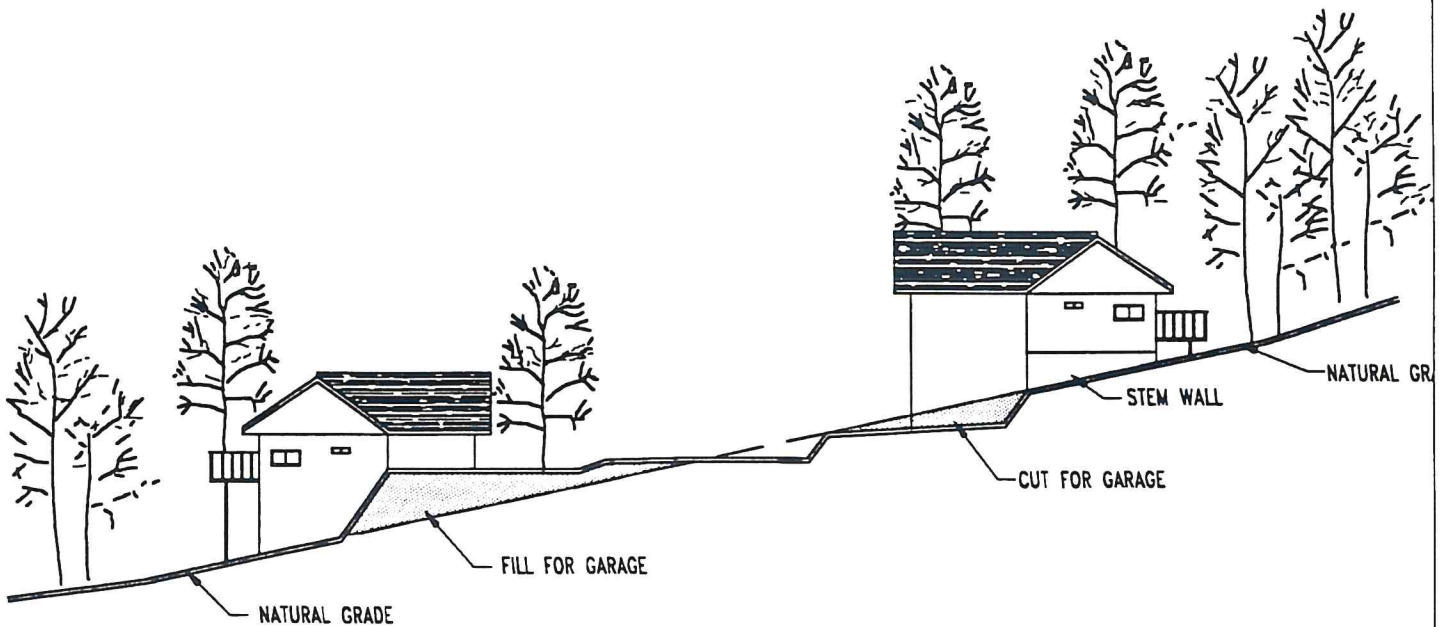
**TABLE 8**

<b>AREA PLAN</b>		
<b>GENERAL PLAN CLASSIFICATIONS</b>		
<b>CLASSIFICATION</b>	<b>ACRES</b>	<b>UNITS</b>
Residential 1.0 units per acre	90	90
Residential 2.0 units per acre	579	1,158
Residential 3.0 units per acre	1,356	4,068
Residential 4.0 units per acre	8	32
Residential 6.0 units per acre	73	438
Residential 9.0 units per acre	3	27
Residential 18.0 units per acre	3	54
Residential 24.0 units per acre	2	48
Service Commercial	3	
Retail Commercial	26	
Office	80	
Office/Residential	6	
Airport Service	115	
Public/Institutional	265	
Greenway	1,430	
Parks	61	
<b>TOTAL:</b>	<b>4,100</b>	<b>5,915</b>

5. The formation of storm-water improvements and maintenance districts should be encouraged within watershed tributary areas for the purpose of reducing storm-water sediment damage and water turbidity.
6. Construction activities disturbing more than five acres shall obtain a General Construction Activity Storm Water Permit from the Regional Water Quality Control Board.
7. Enforce the City's Tree Preservation Ordinance (Chapter 18.65) which requires the preservation of existing trees, where feasible, and the replacement or transplanting of trees removed, where appropriate.
8. Where necessary, a California Department of Fish and Game 1603 stream bed alteration permit shall be obtained for all proposed projects which will involve alteration of any natural watercourse in the plan area.
9. The environmental review process for individual development proposals will identify whether or not wetlands occur on the property. If wetlands are present, appropriate permits shall be obtained from Fish and Game and the Army Corps of Engineers.
10. Enforce Council Policy 1704, which establishes tentative subdivision map review criteria aimed at stream and riparian-habitat protection, shall be enforced. The Policy requires: (1) The identification of all streams, including their banks and the outside edges of the associated riparian habitat; (2) the delineation of a riparian buffer of between 50 and 300 feet wide; (3) possible requirement for non-developable "filtering strips"; and (4) grading information.
11. Until adoption of a hillside development ordinance by the City, the following building-site development standards should apply:
  - ▶ Building sites on natural slopes up to 8 percent can utilize conventional residential-lot padding and standard stem-wall foundations, as generally depicted in Figure 12.
  - ▶ Building sites on grades of 8 percent to 20 percent shall utilize split-level residential design with combinations of stem-wall and "pier" foundations. This will minimize the effects of large-scale pad grading.



SLOPES LESS THAN 8%



8% TO 20% SLOPE

Figure 12 - Hillside Development



12. Dedication to the public of open space consistent with the "Greenway" classification of the Area Plan shall be required as a condition of development approval on parcels affected by steep slope or adjacent to plan area streams.

### **C. Flooding and Drainage**

The Federal Emergency Management Agency (FEMA) has mapped the 100-year floodplain of the Sacramento River, Jenny Creek, and Mary Lake. These areas are designated as "Greenway" on the Area Plan and zoned either "U" Unclassified (Mary Lake and the northernmost section of the Sacramento River) or "FP" Flood Plain Combining District.

The City uses subdivision controls, use permit conditions, and zoning district overlays to limit inappropriate development in floodplains.

#### **Policies**

1. Enforce the City's "FP" Floodplain Combining District Ordinance and minimize development within the 100-year floodplain.
2. Within two years, the Department of Planning and Community Development should rezone the 100-year floodplain in the plan area to include the "FP" Floodplain Combining District.
3. Maintain "Greenway" designations along identified floodways.
4. Avoid fills, channelization, or excavations that increase flood velocity, raise flood levels, or undermine stream banks.

### **D. Water Quality**

The quality of surface and ground water is very good to excellent in the Redding area. The Conservation and Open Space Element observes that the use, conservation, supply and distribution of water are not currently considered to be critical issues; however, without proper management, Redding can expect these issues to be growth restrictive in the future.

As development occurs, water quality in area streams, Mary Lake, and the Sacramento River may be adversely impacted, due to grease, oils, and other urban pollutants washed into water courses by storm water runoff. Grease traps can significantly decrease the quantity of urban pollutants entering surface waters. It is an objective of the Conservation and Open Space Element to encourage the development of storm water detention ponds as part of the subdivision design process to permit settlement of urban storm water and, where possible, promote sheet flow through green belt areas in

lieu of direct discharge. With these, or other measures to reduce the quantity of urban contaminants that enter streams and rivers, significant impacts on water quality would be minimized. In addition, City Council Policy 1704 establishes policies aimed at establishing review criteria for water quality and stream and riparian-habitat protection.

### Policies

1. Minimize removal of vegetation.
2. Maximize on-site storage and disposal of storm runoff in new subdivisions through the use of swales, dry wells, and drip-line trenches for roof drain spouts, and similar methods.
3. Where appropriate, route storm waters to detention basins prior to discharge to receiving streams. This would attenuate peak discharges and assist in removal of many pollutants, as even small basins may have good trap efficiencies.
4. Parking areas for new commercial buildings should be equipped with grease traps in order to reduce impacts on water quality.
5. Require construction activities disturbing more than five acres to obtain a General Construction Activity Storm Water Permit from the Regional Water Quality Control Board.
6. Employ energy dissipators at the point of discharge to reduce water velocity.

### **E. Safety**

As the plan area continues to develop, there will be a need to provide additional fire protection and police services. Access to the northwestern and southern portions of the area is poor due to steep canyons and lack of paved roads.

The plan area is classified as a "Very High Hazard Area" for wildland fires. Any wildland fire in this area can be expected to rapidly grow in size and begin to threaten structures in a short period of time. Continued residential development at two and three units per acre will serve to reduce wildland fire hazard through the elimination of the fuel source; by improving access with the construction of new streets; and by increasing the availability of water and number of fire hydrants. However, in the canyon areas, the hazard will remain and be compounded by proximity to residential development. The Area Plan designates the ridgetops of the plan area for development and maintains the canyons as open space. The major concern is where dwellings back up to those areas of natural vegetation.

Although the Redding area is rated as a low earthquake severity expectancy area by the California Division of Mines, seismic activity from distant areas could result in severe ground shaking, significantly impacting structures in the plan area.

Policies

1. Fire resistant roofing materials should be utilized in high hazard areas per City requirements.
2. Brush should be removed a minimum of 30 feet from around all structures on private property.
3. Generally, cul-de-sac streets should not exceed 800 feet in length, and should have a turn-around with a radius of at least 55 feet. Where cul-de-sac streets exceed 800 feet, other measures may be necessary to reduce risk.
4. Use spark arrestors on all chimneys, flues, and stove pipes.
5. Wherever feasible, at least two points of access should be provided to each residential subdivision.
6. Rear-yard fences abutting open space areas should be constructed of non-combustible materials.
7. On-site and street-side fire hydrants are to be installed in accordance with the Uniform Fire Code in locations approved by the City Fire Marshall. The maximum spacing between hydrants is 300 feet in commercial development, 400 feet in multiple-family development; and 500 feet in single-family development. The fire hydrants shall have a water source meeting Insurance Services Office (ISO) and City of Redding standards. In no case shall the water mains be less than six inches.
8. Loop water lines and provide adequate size water mains to meet both fire-flow requirements and domestic pressure needs.
9. Restrict development on unpaved easements and streets.
10. Development projects involving the dedication of open space land should be conditioned to require the one-time clearing, brushing, and shaping of a 15-foot-wide firebreak along the property lines of lots adjacent to steep public open-space areas to allow for the passage of weed-abatement equipment and emergency/fire department equipment.



11. Fire access easements (20-25 feet wide) to open space areas should be provided at intervals of one-quarter mile.
12. The plan area should remain in the "State Responsibility Area" protected by the California Department of Forestry and Fire Protection for wildland fire control until such time that subdivision development lessens potential for large damaging wildland fire.
13. Driveways over 150 feet should be required to have a turn-around constructed per City Fire Department specifications.
14. Construction, including seismic requirements for snow load and wind shear, shall be in accordance with the adopted Uniform Building Code.

**F. Sewer and Water**

Sewer service is presently available to the majority of the plan area, however, there will be significant extensions necessary to serve the northwest and southwest portions of the plan area. The outlying areas in the western portion of the plan area or newly annexed areas (such as the Powerline Road area) not served by public sewer service are presently served by on-site septic systems. Water service is available to the entire area.

*Policies*

1. Establish benefit fees and assessment districts as necessary to fund improvements.
2. Utility lines serving new development shall be extended and constructed in accordance with the master water and sewer plans.
3. Parcels developing without sewer or water service shall meet Shasta County Health Department standards for septic disposal and wells. Minimum parcel sizes may need to exceed those established by this plan in accordance with the requirements of the Health Department. Where sewer service is expected to be available in the near future, dry sewer lines shall be installed.
4. Water systems should be installed that are adequate to meet domestic and ISO fire-flow requirements.

## **G. Parks and Recreation**

During 1991, a study was undertaken to inventory existing recreational facilities within the Redding Planning Area, assess the recreational needs and make recommendations to meet those needs. The resultant Comprehensive Parks and Recreation Plan was accepted by the City Council November 1991, but has not been formally adopted.

The Comprehensive Parks and Recreation Plan recommends the development of two additional neighborhood parks within the plan area. Falls Creek Park would be developed on a 5.2-acre site south of Mary Lake within the Mary Lake Subdivision, Units 7 and 8. The site was acquired by the City through open space dedication which would generally prohibit active park use other than trail development and, therefore, would require acquisition of an additional two acres for park development. Placer Hills Park would be developed on a City-owned site north of Benton Airpark west of the runway clear zone. Both sites are depicted on the Area Plan.

The Plan also recommends that the City use land beneath the power lines that traverse the western edge of the plan area for a trail system and passive open space. This is a segment of the proposed 32-mile Redding Loop Trail that extends through the area. The Area Plan depicts the land beneath the power lines as "Greenway" to accommodate for the future development of the trail.

The Recreation Element of the General Plan calls for the future development of Blue Gravel Trail through the Canyon Hollow area. Feasibility of developing a trail in conjunction with the Buenaventura extension is being considered as part of the current Buenaventura Plan Line study. The area outside of the future road right-of-way is depicted as "Greenway" on the Area Plan.

### **Policies**

1. Review subdivisions and streets for consistency with the Recreation Element and their impact upon planned trails and parks.
2. When land is dedicated for park purposes, pursuant to Chapter 17.42 of the Municipal Code, the residential credit for the dedicated area may be transferred to the remainder of the subdivision, provided the intent of the General Plan and zoning is retained.
3. Neighborhood parks shall be developed in the residential areas as depicted on the Area Plan, as per Chapter 17.42 of the Municipal Code.

## H. Traffic and Circulation

It is estimated that the plan area currently generates 53,000 vehicle trips per day, based on existing land use. Full development of the plan area under the Area Plan will generate an estimated 95,353 vehicle trips per day, as depicted in Table 9. These projections are based on the standard traffic generation factor of 10 daily trips per single-family residence and 7 daily trips per multiple-family residence. Factors for commercial, industrial, and other land use classifications are explained in Table 9. It should be noted that full buildout is not anticipated to occur until beyond the year 2000, and that these trips will be dispersed throughout the planning area and do not represent traffic on any one individual street.

A Citywide Transportation Development Impact Fee was adopted in 1990 authorizing payment of fees upon issuance of building permits for projected transportation improvements identified by the Traffic Impact Fee Facility Plan as being needed within the next ten years. The southerly extension of Buenaventura Boulevard and signals for the following intersections are identified by the Facility Plan:

- ▶ Eureka Way and Buenaventura Boulevard
- ▶ Placer Street and Airpark Drive
- ▶ Placer Street and Buenaventura Boulevard
- ▶ Placer Street and Pleasant Street

Three zones of benefit have also been established for the extension of roadways within the plan area as depicted in Figure 13. The extension of Summit Drive to the intersection of Buenaventura Boulevard and Canyon Creek Road is covered by the Summit Drive Benefit Area, Canyon Creek Road to Placer Road is the responsibility of Canyon Creek Road Benefit Area, and Buenaventura Boulevard from its present terminus south to Canyon Creek Road is the responsibility of the Buenaventura Benefit Area. A per unit fee is assessed at the time of development.

### Policies

1. When a development project will have a direct or cumulative impact on the street system require as a condition of development approval, require full right-of-way dedication and construction of full or partial plan area street improvements for the following circulation improvements:
  - ▶ Extend Buenaventura Boulevard south of Placer Street through Blue Gravel Canyon to connect with the recently completed segment of Canyon Creek Road intersecting with SR 273.



**TABLE 9**

<b>TRIP GENERATION ESTIMATES</b>			
<i>EXISTING CONDITION</i>			
<b>LAND USE</b>	<b>UNIT FACTOR</b>	<b>DAILY GENERATION RATE</b>	<b>DAILY TRIPS</b>
Single-Family	2,181 units	10/unit	21,810
Multiple-Family	163 units	7/unit	1,141
Mobilehome	25 units	8.5/unit	213
Mini-Storage	2.5 acres	2.6/1,000 sf	71
Auto Service	.5 acres	27.2/1,000 sf	148
Professional Office	11.5 acres	17.7/1,000 sf	2,216
Medical Office	16.0 acres	34.2/1,000 sf	5,959
Super Market	2.0 acres	93.7/1,000 sf	2,041
General Merchandise	2.0 acres	50.2/1,000 sf	1,093
Fast-Food Restaurant	2.5 acres	316/1,000 sf	8,603
Convenience Store	.5 acres	443.5/1,000 sf	2,415
Plant Nursery	.5 acres	85.6/acre	43
Day-Care	380 children	2.5/child	950
Elementary Students	872 students	1.0/student	872
High School Students	2,965 students	1.4/student	4,151
Fire Station	2 acres	6.7/1,000 sf	145
Benton Airpark			571
Hospitals	90 beds	11.7/bed	1,053
Churches (4)	60,000 sf	7.7/1,000 sf	462
Firing Range			10
Parks	43 acres	5/acre	215
<b>TOTAL:</b>			<b>54,182</b>
<i>BUILD-OUT OF AREA PLAN</i>			
<b>CLASSIFICATION</b>	<b>ACRES</b>	<b>DAILY GENERATION RATE</b>	<b>DAILY TRIPS</b>
1.0 units/acre	90	10/unit	900
2.0 units/acre	579	10/unit	11,580
3.0 units/acre	1,356	10/unit	40,680
4.0 units/acre	8	10/unit	320
6.0 units/acre	73	7/unit	3,066
9.0 units/acre	3	7/unit	189
18.0 units/acre	3	7/unit	378
24.0 units/acre	2	7/unit	336
Service Commercial*	3	30/1,000 sf	980
Retail Commercial*	26	30/1,000 sf	8,494
Office*	80	17.7/1,000 sf	15,420
Office/Residential*	6	17.7/1,000 sf	1,156
Airport Service**	115		1,142
Public/Institutional***	265	4.9 students****	10,407
Greenway	1,430	0	0
Parks	61	5/acre	305
<b>TOTAL:</b>	<b>4,100</b>		<b>95,353</b>
<p>* Assumes 25% of acreage will be building area.  ** Assumes Benton Airpark traffic will double from current rate of 571 trips per day.  *** Includes Fire Hall, cemetery, and schools located within study area. Assumes a 100 percent increase in high school students and a 20 percent student increase at Manzanita Elementary, St. Joseph Elementary and St. Joseph Day-Care.  **** 2.5/day-care students; and 1.0/elementary students.</p>			
Source: Doug Will, City of Redding Public works; City of Redding Urban Transportation Study 1991.			





**Figure 13 - Roadway Improvement District**



- ▶ Widen Placer Street to four lanes between Airpark Drive and the sphere of influence boundary and realigned between San Francisco Street and Buenaventura Boulevard.
- ▶ Extend Canyon Creek Road westerly from its present terminus to intersect with Placer Road in the vicinity of Thompson Lane to serve future residential access. Right-of-way should be acquired with development approvals for eventual upgrading to four lanes.
- ▶ Realign Airpark Drive by moving the intersection with Placer Street easterly and constructing a future signal when warranted.
- ▶ Construct a two-lane collector street north of Eureka Way opposite Lower Springs Road to serve future residential development.
- ▶ Extend Shasta Street from its present terminus to connect with Manzanita Hills Lane to enhance local access.
- ▶ Extend Summit Drive from its present terminus just south of Starlight Boulevard to the intersection of Buenaventura Boulevard and Canyon Creek Road.
- ▶ Extend Starlight Boulevard northwesterly to connect with the future extension of Buenaventura Boulevard.
- ▶ Extend Lakeside Drive northerly around the west side of Mary Lake to connect with Eureka Way.
- ▶ Extend Foothill Drive westerly to Buenaventura Boulevard parallel to Highway 299 to provide alternative access to Manzanita School.
- ▶ Prevent left-turn movements from Ridge Drive onto Eureka Way if Level of Service is D or below.
- ▶ Widen Eureka Way on the north side between Ridge Drive and Lower Springs Road when the adjacent properties develop.
- ▶ Construct a two-lane collector between Ridgeview Subdivision and future Buenaventura Boulevard.



2. The following intersections should be signalized when warranted and, in the case of signals along Eureka Way (Caltrans right-of-way), when justified by studies for control devices, and when funding is available:
  - ▶ Eureka Way and Buenaventura Boulevard
  - ▶ Eureka Way and Sunset Drive
  - ▶ Eureka Way and Overhill Drive
  - ▶ Placer Street and Buenaventura Boulevard
  - ▶ Canyon Creek Road and Placer Street
  - ▶ Buenaventura Boulevard and Canyon Creek Road
  - ▶ Lower Springs Road and Eureka Way
  - ▶ Placer Street and Airpark Drive
  - ▶ Placer Street and Pleasant Street
3. Plan line studies of arterials should be completed prior to or as a product of development to insure efficient and consistent alignments.
4. At the time of review of development proposals, benefit studies should be undertaken to identify benefits from plan area street improvements and responsibility for participation in the financing and construction of the improvements.
5. Driveway access should be controlled through the development review process on all plan area arterials, existing and planned.
6. A funding plan should be developed to provide revenue for improvements adjacent to the plan area that are not covered by the City-wide Traffic Impact Fee.

#### **I. Historical and Archaeological Resources**

The preservation of historical and archaeological resources is a primary concern of the City. There are numerous identified historical and/or archaeological sites in the plan area. Early historical activities associated with the west Redding mining district took place in several identified locations within the plan area. Several sites associated with Wintu occupation have also been identified, and it is possible that additional

significant archaeological sites may be discovered in areas that have not been previously disturbed. Subsurface construction activities such as grading could result in damage to these archaeological resources.

There are no known historic buildings in the plan area. However, historic resources not identified by the Shasta Historical Society or the California Archaeological Inventory may exist within the plan area. The Office of Historic Preservation has determined that buildings, foundations, and structures 45 years of age or older may be of historic value. Such buildings within or adjacent to future development projects should be examined for their historic value in order to prevent damage or destruction to unidentified cultural resources.

### Policies

1. In potentially sensitive areas, require an archaeological reconnaissance on a project-by-project basis prior to approval of a development project.
2. Projects in areas of known heritage value should be designed to minimize degradation of these resources. Where conflicts are unavoidable, mitigation measures which reduce such impacts should be implemented. Possible mitigation measures may include clustering, buffer zones, and building siting requirements.
3. At the time of development, the sensitive site should be monitored by a qualified person with Native American cultural knowledge of the area during grading, earth removal, or earth disturbance. If any archaeological, historical, or paleontological resources are uncovered, construction activities in the affected area should cease and a qualified archaeologist should be contacted to review the site and advise the City of the site's significance. If the findings are deemed significant, appropriate mitigations should be required prior to resumption of work on the project.
4. In the event that human remains are observed during construction activities, all excavation or disturbance of the site should be halted until the County Coroner has been informed. If the remains are of Native American origin, the Native American Heritage Commission should be notified within 24 hours.
5. Prior to construction, structures, foundations, and buildings in the project vicinity that are 45 years of age or older should be examined for historic significance. Cultural resources identified should be recorded on forms available from the State Office of Historic Preservation and preserved, if possible.

## **J. Community Appearance**

Over 26 percent of the plan area comprises vacant developable land. Another 35 percent is defined as open space, being either contained in steep slope or floodplain areas. Uncontrolled development will result in the loss of vegetation, damage to riparian habitat, destruction of the visual quality of the plan area, and deterioration of water quality. Development within the plan area should occur in a manner that preserves and enhances the natural beauty of the area. Designation of the steep slope and floodplain areas as "Greenway" on the recommended plan is probably the most key element in preserving the visual quality of the plan area.

### **Policies**

1. Enforce the provisions of Chapter 18.65 of the Municipal Code pertaining to tree preservation and replacement planting.
2. Require the formation of landscape maintenance districts in conjunction with subdivisions located on the City's arterial street system pursuant to City Council Policy 803.
3. Enforce the City's sign ordinance, Chapter 18.90. Encourage the application of the City's advertising sign design manual to encourage quality signage and improve the visual appearance of the plan area business corridors.
4. Encourage the use of cluster subdivisions and planned developments to preserve unique natural features and retain larger areas of open space.
5. Enforce Council Policy 1704 which pertains to stream and riparian-habitat protection.
6. Encourage the use of the City's landscape standards manual in the review of new development proposals.
7. The undergrounding of utility lines should be undertaken, where feasible, along public streets at the time of construction.

## **K. Schools**

At build-out under the Area Plan, a total of 2,379 elementary and 1,307 high school students could be generated within the plan area. Most of the elementary students (1,814) would be added to the Redding Elementary School District.



Policies

1. Refer all subdivision proposals to school districts for review and comment.
2. Implement any policy that the City Council establishes on a Citywide basis regarding school funding.

**L. Air Quality and Congestion Management**

By the end of 1993, the City's Air Quality Element of the General Plan and the Shasta County Congestion Management Plan will be adopted. These documents will contain specific policies that comprehensively address air quality and congestion management and will be mutually consistent with each other, as well as the Shasta County Air Quality Attainment Plan.

Policies

1. Enforce Shasta County Air Quality Management District Rule 3:24, Transportation Control Measures, regarding vehicle trip reduction reporting and implementation for significant trip generators.
2. Upon adoption, enforce the policies of the City's Air Quality Element and Shasta County Congestion Management Plan.

**M. Zoning Consistency**

The City's zoning ordinance classifies all property into various zoning classifications or districts which control both land use and development standards. California law requires zoning to be consistent with the City's General Plan. Adoption of the Westside Area Plan/CLUP will result in some inconsistencies between existing zoning and the General Plan. Table 10 generally identifies which zoning districts are consistent with the plan area General Plan classifications.

Policies

1. Within two years, the Department of Planning and Community Development should undertake a comprehensive rezoning program within the plan area to achieve zoning consistency with the General Plan, subject to available funding.
2. Prior to recordation of a final subdivision map, the property owner shall apply to the City to rezone the property in a manner consistent with the General Plan and tentative subdivision map.

**TABLE 10**

<b>ZONING CONSISTENCY GUIDELINES</b>	
<b>GENERAL PLAN CLASSIFICATION</b>	<b>CONSISTENT ZONING</b>
4.0 units per acre or less	U, R-1, PD
6.0 units per acre	U, R-1, R-2, PD
9.0 units per acre	U, R-2, RM-6, R3-40, PD
18.0 units per acre	U, RM-12, R3-25, R3-30, PD
24.0 units per acre	U, RM-18, R3-15, R3-20
Office/Residential (OR)	U, R4-40, R4-30, R4-25, R4-20, PD
Office (OFF)	U, R4-15, R4-20, C-0
Retail Commercial (R)	U, C-0, C-1, C-2
Service Commercial (SC)	U, C-2, C-3, C-6
Public or Institutional (P or I)	All Classifications
Parks (P)	All Classifications
Airport Service	U
Greenway (GW)	U, U-F, FP

## N. Annexations

Recent changes in the tax-exchange formula between the City and County regarding newly annexed lands have resulted in a need to develop a means to recapture lost revenue to fund certain City services to these areas.

In late 1991, the City agreed to the County's tax-sharing formula in which the County receives 100 percent of the base year property tax and 100 percent of all annual property tax increment. The City receives 100 percent of the base and future tax that was previously allocated to the Shasta County Fire Protection District prior to annexation. Agreement by the City was necessary to accommodate future annexations.

In light of the reductions in property tax revenues, the City Council recently determined that each new annexation must form a Mello-Roos district (or equivalent revenue mechanism) with the same boundary as the annexation prior to becoming a part of the City. The Mello-Roos tax will help make up for the lost property tax revenue that the City was required to forego in exchange for annexation approval from the County.

The revenue will be used to help fund the following services:

- ▶ Police protection;
- ▶ Fire and Paramedic services;
- ▶ Recreation program services;
- ▶ Park and parkway maintenance;
- ▶ Flood and storm-drain services;
- ▶ Maintenance and development of facilities for the above; and
- ▶ Administrative costs for the above.

The City Council has established the following Mello-Roos tax formula for fiscal year 1992-93:

Single-Family Structures and Mobilehomes	=	\$250/year
Structures with more than a one-family unit	=	\$200/year per unit
Mobilehome Parks	=	\$200/space per year
Covered Commercial Floor Area	=	10¢ per square foot/year
Covered Industrial Floor Area	=	5¢ per square foot/year
Other Non-Public Buildings	=	5¢ per square foot/year



Inflationary adjustments will be made annually. Payments occur twice a year in conjunction with payment of property taxes. Vacant land would not pay the tax until the land is improved; however, it would be in the district. Future annexations may be required to pay a higher special tax.

Policies

1. Prior to annexation of property within the plan area to the City of Redding, the property owners shall form a Mello-Roos district (or equivalent revenue mechanism) with boundaries coterminous with the boundary of the annexation.

**O. Noise**

***Traffic and Stationary Source Noise***

Vehicular traffic is a significant source of noise in the plan area, particularly along segments of Eureka Way and Placer Street. Noise impacts associated with the new segment of Buenaventura Boulevard between Placer Street and Canyon Creek Road may have a significant impact on the residential areas on both side of Blue Gravel Canyon. As human activity and development increases in the plan area and areas west of town, it can be expected that overall background noise and noise from roadways in the plan area will increase as the population increases.

The Record Range shooting facility west of Mary Lake is another contributor to noise in the western portion of the plan area. The facility is not likely to be relocated in the near future, and in any event, the facility is not located within the City.

Temporary noise impacts would also result from construction activity in the plan area. Construction activities will temporarily increase the ambient noise levels in the construction vicinity. Major sources of construction noise and the typical A weighted sound level at 50 feet are: dump trucks (88), portable air compressors (81), concrete mixers (85), and backhoes (85). Noise levels will decrease with distance and be attenuated by buildings, hills, and vegetation.

Policies

1. Enforce the Noise Element of the General Plan.
2. Construction operations and related travel to and from the construction area should be limited to between the hours of 7:00 a.m. and 7:00 p.m., Monday through Saturday per the Redding Municipal Code Section 16.40.120.

3. As recommended in the Noise Element, a noise analysis should be required of new development in the plan area adjacent to Placer Street and Eureka Way to determine if noise mitigations are necessary to achieve compliance with the State standards. This mitigation measure should apply to Buenaventura Boulevard and Canyon Creek Road. The noise reduction standards for dwellings presented on pages 76 through 83 of the technical appendix to the Noise Element should be utilized when applicable and when recommended under State and Federal laws in Title 24 of the California Administrative Code.
4. Where feasible, provide deeper lots (130 to 150 feet) along arterial streets and highways in the plan area.
5. Require the recording of public-use easements for noise emanating from the Record Range as a condition of approval of future units of the Mary Lake development or other adjacent residential subdivisions.

### ***Aviation Noise***

The best available information estimates that Benton Airpark has 60,000 annual aircraft operations and approximately 127 based aircraft (90 hangar and 37 tie down). The critical constraint of development of the airport is its environmental capacity relative to noise impact. With an activity level in the range of 75,000 to 100,000 operations, the airport's 60 CNEL contour may intrude into residential areas north and south of the airport.

The number of based aircraft at Benton Airpark is expected to increase from 127 to approximately 156 spaces during the next 20 years. Based on the physical constraints of runway length and parking capacity, the number of annual operations during the next 20 years is not expected to exceed 90,000. Using the noise contours developed by Hodges and Schutt, the 60 CNEL contour projected for 90,000 annual operations may encompass three to five single-family residences. There is no potential for additional new residential construction within this noise contour.

The 60 CNEL contour defines the noise impact area of the airport, and the Noise Element discourages single-family land uses within the 60 CNEL contour. At this time, the noise contours developed by Hodges and Schutt represent the best available noise data. However, the noise model did not take into account terrain factors, actual mix of aircraft, and flight track variations, which could result in a reduced noise impact area.

In order to determine if a noise problem will exist in the future, it will be necessary to more accurately estimate the number of annual operations; conduct a new noise survey; and modify the noise model to account for

characteristics unique to Benton Airpark. The refined noise model could then given an accurate picture of the existing and projected noise impact of the airport on the surrounding area.

Caltrans Division of Aeronautics has initiated a program to count aircraft at Benton Airpark. The first 24-hour acoustical counts were taken during two-week periods in March and July 1993. Counts will be taken one more time during the fall of 1993 for a two-week period, and the numbers will be used to estimate the annual number of operations. This will be the first comprehensive attempt at determining the level of operations at the airport. The counting activity is expected to be an ongoing annual event. After these figures become available, a noise survey should be conducted and the noise model employed to refine the noise contours depicted on the Area Plan. If the new data indicates that a noise problem exists or is likely to exist, then appropriate steps will need to be taken to mitigate the problem.

The boundaries of the Westside Area Plan/Benton Airpark CLUP were drawn, in part, taking into consideration the flight pattern of aircraft, noise contours, and areas with potential to suffer from overflight annoyance. The Redding Airports Commission has expressed its concern that new construction within the entire plan area should be required to record avigation and noise easements to the benefit of the airport.

Establishment of an avigation easement and noise easement on a property constitutes the most comprehensive and stringent form of buyer awareness measure. Although the rights associated with most avigation and noise easements are established in other forms (e.g. local airport-vicinity height-limit zoning ordinances and Federal Aviation Regulations), an avigation easement clearly conveys these rights to the airport owner--in this case, the City. It also serves to notify all future owners of affected property that aircraft overflights occur. A copy of a model air easement utilized by the City is presented in Appendix E.

### Policies

1. Require the recording of avigation and noise air easements for new construction within the plan area.
2. Within the next two years, a noise survey shall be conducted and a noise model employed to refine the projected Benton Airpark noise contours depicted on the Area Plan. A noise survey and model run should be conducted every five years thereafter to update the noise contours. This will provide early warning of potential noise impacts.



3. The number of Benton Airpark annual aircraft operations shall be calculated each year. The calculations should include number and type of aircraft, transient or otherwise; the day-evening-night mix; and direction of takeoff and landings.

**P. Benton Airpark Safety**

Construction of a safety overrun at the south end of the runway is the most critical safety need at Benton Airpark. The nearest residential dwellings north and south of the runway are over 3,000 feet away. The lands between these dwelling units and the runway are owned by the City and are classified for "Airport Service," "Greenway," or "Park."

The future above-ground fuel tanks depicted on the airport layout plan are needed to replace existing underground tanks at the Airport. The proposed location is approximately 1,100 feet from the nearest residences. The Fire Department rates the risk of explosion or leakage as minimal due to the strict design requirements imposed for construction.

Policies

1. Enforce the provisions of Chapter 18.48 of the Redding Municipal Code (Benton Airport Zoning Chapter). The Chapter shall be updated within one year by the Department of Planning and Community Development and Airports Director to account for changes in permit processing and review.
2. Apply and enforce the land-use and height restriction policies of ALUC Resolution No. 79-1.
3. Encourage the construction of the runway safety overrun at the south end of the runway. The construction should be accomplished concurrently with the landfill capping project.
4. The future above-ground fuel tank depicted on the Benton Airpark Airport Layout Plan (Figure 2) shall be designed and installed per the requirements of the Fire Marshall.



A P P E N D I X   A

MEMBERS OF SHASTA ALUC





**SHASTA COUNTY AIRPORT LAND USE COMMISSION (ALUC) - 1993**

**MEMBER**

**Maurice Johannessen  
Shasta County Supervisor**

**Trish Clarke  
Shasta County Supervisor**

**Dick Curry  
Shasta County Director of Public Works**

**(Vacant)  
Director Redding Municipal Airport**

**Pete Smolenski  
Anderson City Council**

**Dan Gover  
Member at Large**

**Charlie Moss  
Redding City Council**

**ALTERNATE**

**Molly Wilson  
Shasta County Supervisor**

**Molly Wilson  
Shasta County Supervisor**

**Bill Lyman  
Shasta County Public Works Department**

**Sam McMurry  
Redding Assistant City Manager**

**Don Bloom  
Anderson City Council**

**Dick Nemanic  
Member at Large**

**Mike Dahl  
Redding City Council**





# APPENDIX B

## MITIGATION MONITORING/ PERMIT COMPLIANCE CHECKLIST



**CITY OF REDDING MITIGATION MONITORING/PERMIT COMPLIANCE CHECKLIST  
WESTSIDE AREA PLAN/BENTON AIRPARK COMPREHENSIVE LAND USE PLAN**

Application/Permit Number: GPA-10-91  
 EIR Number: EIR-1-92 Type of EIR: Program

Date EIR Certified: June 22, 1993

EIR Refer. No.	Condition/Mitigation to be Monitored	Department, Person, Agency Responsible	When Should Mitigation Start	When Should Mitigation be Complete	Completed (Date & Name of Responsible Person)
IV.A.1	<p>Condition: SOIL EROSION, SURFACE WATER RUNOFF, AND SEDIMENT DISCHARGES INTO CREEKS</p> <p>Mitigation:                      All requirements in the City of Redding Grading Ordinance, including revegetation of cut and fill slopes and the use of energy dissipator devices in areas of concentrated storm flow, should be followed. The point of discharge should be the natural drainage courses.</p>	Public Works Department	Grading/project design review.	Completion of construction.	
IV.A.2	Grading should be restricted to the period from April 15 to October 15 of any year unless a waiver is granted by the Director of Public Works. A discharge report is to be filed with the Regional Water Quality Control Board. Grading should not occur in areas depicted as open space.	Public Works Department	Grading/project design review.	Completion of construction.	
IV.A.3	Natural vegetation should remain undisturbed where possible to reduce erosion.	Public Works Department	Grading/project design review.	Completion of construction.	
IV.A.4	Sediment basins, sediment traps, or similar sediment-control measures should be installed to retain sediment on-site before extensive cleaning and grading operations begin.	Public Works Department	Grading/project design review.	Completion of construction.	
IV.A.6	Restrict development from those areas that have slopes exceeding 20 percent grade. Establish minimum and maximum cut and fill limits.	Planning/Public Works Departments	Project design review.	Completion of construction.	
IV.A.7	Where feasible, grading plans should indicate phasing and incremental revegetation patterns as each phase is completed.	Public Works Department	Grading permit review.	Completion of review.	
IV.A.8	Encourage the formation of storm-water improvements and maintenance districts within watershed tributary areas for the purpose of reducing storm-water sediment damage and water turbidity.	Public Works Department	Project design review.	Completion of review.	



EIR Refer. No.	Condition/Mitigation to be Monitored	Department, Person, Agency Responsible	When Should Mitigation Start	When Should Mitigation be Complete	Completed (Date & Name of Responsible Person)
IV.A.9	Require construction activities disturbing more than five acres to obtain a General Construction Activity Storm Water Permit from the Regional Water Quality Control Board.	Public Works Department	Grading/design review.	Issuance of permit.	
IV.B.1	<p>Condition: VEGETATION AND RIPARIAN AREA DISTURBANCE</p> <p>Mitigation:</p> <p>Future roadway, bridge, or building construction and landscaping sites and pathways should be planned to minimize to the greatest extent possible removal of mature native trees and other native vegetation considered valuable to wildlife.</p>	Planning/Public Works Departments	Project design review.	Completion of review.	
IV.B.2	The machinery, earthen, or stockpiled materials produced or used during the construction of water systems, storm drainage, buildings, roadways, and bridges should be kept away from the drip lines of trees, vegetated areas, and drainage areas.	Planning/Public Works Departments	Project design review.	Completion of review & construction.	
IV.B.3	Construction activities should be as specifically localized as is feasible to minimize wildlife habitat disturbance. Temporary fences should be erected between construction sites and important wildlife habitat areas, such as riparian corridors to protect the vegetation from being trampled by pedestrians and equipment access and storage.	Planning/Public Works Departments	Project design review.	Completion of construction.	
IV.B.4	Native vegetation should be retained wherever possible, particularly in steep slope areas and 100-year floodplains. Landscaping introduced for beautification should consist of native species wherever possible. Native plants are generally more valuable as wildlife food sources and require less irrigation, fertilizers, and pesticides than exotic species.	Planning Department	Project design review.	Completion of construction.	
IV.B.5	Enforce the City's Tree Preservation Ordinance (Chapter 18.65).	Planning/Public Works Departments	Project design review.	Completion of construction.	
IV.B.6	Where appropriate, an erosion control plan should be required for projects with the potential to increase sediment deposits in the riparian corridors of the study area.	Public Works Department	Grading/design review.	Completion of erosion control plan.	
IV.B.7	Where necessary, a California Department of Fish and Game 1603 stream bed alteration permit shall be obtained	Public Works Department	Grading/design review.	Issuance of permit.	

EIR Refer. No.	Condition/Mitigation to be Monitored	Department, Person, Agency Responsible	When Should Mitigation Start	When Should Mitigation be Complete	Completed (Date & Name of Responsible Person)
IV.B.7 (Cont.)	for all proposed projects which will involve alteration of any natural watercourse in the study area.	Planning Department	Design review.	Completion of design review process.	
IV.B.8	As recommended in the General Plan, to protect riparian habitats and to minimize erosion runoff and interference with surface water flows, no development, except bridges or utilities, should penetrate riparian buffer areas along streams as generally delineated by the 100-year floodplain boundary prepared by the Federal Emergency Management Agency (See Figure 11 in the Draft EIR).	Planning/Public Works Departments	Design review.	Completion of design review process.	
IV.B.9	For biological, as well as aesthetic reasons, riparian vegetation lining the banks of the Sacramento River and its tributaries within the study area should be preserved where possible.	Planning/Public Works Departments	Design review.	Completion of design review process.	
IV.B.10	As established in the Land Use Element, require a setback of at least 50 to 300 feet between development and wetland/riparian habitats to minimize disturbance of natural habitat.	Planning/Public Works Departments	Design review.	Completion of design review process.	
IV.B.11	The environmental review process for individual development proposals will identify whether or not wetlands occur on the property. If wetlands are present, appropriate permits shall be obtained from Fish and Game and the Army Corps of Engineers.	Planning/Public Works Departments	Design review.	If applicable, satisfaction of permit conditions.	
IV.B.12	Enforce Council Policy 1704, which establishes tentative subdivision map review criteria aimed at stream and riparian-habitat protection.	Planning Department	Review of subdivision map.	Completion of review/recording of final map.	
IV.C.1	Condition: WATER QUALITY Mitigation: Provide greenbelts along streams and limit development on steep slope areas to provide a filtering effect from vegetation and along steep slope areas to minimize erosion.	Planning Department	Design review.	Completion of review.	
IV.C.2	Minimize removal of vegetation.	Planning/Public Works Departments	Design review.	Completion of construction.	
IV.C.3	Maximize on-site storage and disposal of storm runoff in new subdivisions through the use of swales, dry wells, and drip-line trenches for roof drain spouts, and similar methods.	Planning/Public Works Departments	Review of subdivision map.	Completion of review/recording of final map.	



EIR Refer. No.	Condition/Mitigation to be Monitored	Department, Person, Agency Responsible	When Should Mitigation Start	When Should Mitigation be Complete	Completed (Date & Name of Responsible Person)
IV.C.4	Route storm waters to detention basins prior to discharge to receiving streams. This would attenuate peak discharges and assist in removal of many pollutants, as even small basins may have good trap efficiencies.	Public Works Department	Project design review.	Completion of construction.	
IV.C.5	Parking areas for new commercial buildings should be equipped with grease traps in order to reduce impacts on water quality.	Planning/Building Departments	Project design review.	Completion of construction/final inspection.	
IV.C.6	Require construction activities disturbing more than five acres to obtain a General Construction Activity Storm Water Permit from the Regional Water Quality Control Board.	Public Works Department	Project grading review.	Issuance of permit.	
IV.C.7	Employ energy dissipators at the point of discharge to reduce water velocity.	Public Works Department	Project design review.	Completion of construction.	
IV.C.8	Enforce the provisions of Council Policy 1704.	Planning Department	Review of subdivision map.	Completion of review/recording of final map.	
IV.D.1	Condition: FLOODING AND DRAINAGE HAZARDS Mitigation: Enforce the City's "FP" Floodplain Combining District Ordinance and minimize development within the 100-year floodplain.	Planning/Public Works Departments	Project design review.	Completion of review.	
IV.D.2	Rezone the 100-year floodplain in the study area to include the "FP" Floodplain Combining District.	Planning Department	Not later than July 1994.	July 1995.	
IV.D.3	Maintain a minimum building setback from the 100-year floodplain of the Sacramento River of 30 feet and 15 feet for other creeks.	Planning Department	Project design review.	Completion of review.	
IV.D.4	Ensure that the finished floor elevation of structures in the "FP" District is a minimum of one foot above the 100-year floodplain, as identified by FEMA.	Planning/Building Departments	Project design review/plan check.	Prior to issuance of Building Permit.	
IV.D.5	Maintain "Greenway" designations along identified floodways.	Planning Department	Ongoing	Ongoing	
IV.D.6	Enforce the provisions of Council Policy 1704.	Planning Department	Review of subdivision map.	Completion of review/recording of final map.	



EIR Refer. No.	Condition/Mitigation to be Monitored	Department, Person, Agency Responsible	When Should Mitigation Start	When Should Mitigation be Complete	Completed (Date & Name of Responsible Person)
IV.D.7	Avoid fills, channelization, or excavations that increase flood velocity, raise flood levels, or undermine stream banks. Condition: AIR QUALITY	Public Works Department	Grading/project design review.	Completion of construction.	
	Mitigation:				
IV.E.1	Control dust raised by grading activities. Extra sprinkling should be applied to the soil during periods of high wind.	Public Works Department	Start of construction.	Completion of construction.	
IV.E.2	Disturbed areas should be revegetated or paved, as soon as possible, to reduce dust during construction activities.	Public Works Department	Grading/project design review.	Completion of construction.	
IV.E.3	Encourage efforts aimed at community-wide participation in programs such as ride share and flexible work hours to reduce peak hour traffic volumes.	Planning/Public Works Departments	Ongoing	Ongoing	
IV.E.4	Where feasible, increase setbacks along major arterials, to the greatest extent possible (130 to 150 feet), to reduce the number of persons exposed to high concentration of pollutants.	Planning Department	Project design review.	Completion of review process.	
IV.E.5	Implement roadside landscaping to filter particulates and reduce radiated heat.	Planning Department	Project design review.	Installation of landscaping.	
IV.E.6	Determination of consistency with the Air Quality Attainment Plan developed in accordance with the California Clean Air Act should be made on a project-to-project basis as development occurs within the study area.	Planning Department	Project design review.	Completion of review process.	
IV.E.7	Encourage the use of the existing public transit system through public awareness programs aimed at educating the public to the overall benefits of using the system.	Planning/Public Works Departments	Ongoing	Ongoing	
IV.E.8	Determination of consistency with the Shasta County Congestion Management Program should be made on a project-by-project basis as development proposals are evaluated within the study area. Pursuant to the Congestion Management Plan, a land-use impact analysis may be required.	Planning/Public Works Departments	Project design review.	Completion of review process	
IV.E.9	Encourage the construction of and use of bicycle lanes.	Planning Department	Ongoing	Ongoing	

EIR Refer. No.	Condition/Mitigation to be Monitored	Department, Person, Agency Responsible	When Should Mitigation Start	When Should Mitigation be Complete	Completed (Date & Name of Responsible Person)
	<p>Condition: FIRE HAZARD</p> <p>Mitigation:</p>				
IV.F.1	Fire resistant roofing materials should be utilized in high hazard areas per City requirements.	Building Department	Plan check.	Final inspection.	
IV.F.2	Brush should be removed a minimum of 30 feet from around all structures on private property.	Public Works Department	Beginning of grading.	Completion of grading.	
IV.F.3	Cul-de-sac streets should not exceed 800 feet in length, and should have a turn-around with a radius of at least 55 feet.	Planning/Public Works Departments	Design of project.	Completion of construction.	
IV.F.4	Use spark arrestors on all chimneys, flues, and stove pipes.	Building Department	Plan check.	Final inspection.	
IV.F.5	At least two points of access should be provided to each residential development.	Planning Department	Design of project.	Completion of construction.	
IV.F.6	Rear-yard fences abutting open space areas should be constructed of non-combustible materials.	Planning Department	Conditions of subdivision map.	Completion of construction.	
IV.F.7	On-site and street-side fire hydrants are to be installed in accordance with the Uniform Fire Code in locations approved by the City Fire Marshal. The maximum spacing between hydrants is 300 feet in commercial development, 400 feet in multiple-family development; and 500 feet in single-family development. The fire hydrants shall have a water source meeting Insurance Services Office (ISO) and City of Redding standards. In no case shall the water mains be less than six inches.	Fire/Planning Departments	Design & review of project.	Completion of construction.	
IV.F.8	Development projects involving the dedication of open space land should be conditioned to require the one-time clearing, brushing, and shaping of a 15-foot-wide firebreak along the property lines of lots adjacent to steep public open-space areas to allow for the passage of weed-abatement equipment and emergency/fire department equipment.	Planning Department	Conditions of subdivision map.	Recording of subdivision map.	
IV.F.9	Fire access easements (20-25 feet wide) to open space areas should be provided at intervals of one-quarter mile.	Fire Department	Conditions of subdivision map.	Recording of subdivision map.	
IV.F.10	The study area should remain in the "State Responsibility Area" protected by the California Department of Forestry and Fire Protection for wildland fire control until such time that subdivision development lessens potential for large damaging wildland fire.	Fire Department	Ongoing	Ongoing	



EIR Refer. No.	Condition/Mitigation to be Monitored	Department, Person, Agency Responsible	When Should Mitigation Start	When Should Mitigation be Complete	Completed (Date & Name of Responsible Person)
IV.F.11	<p>Driveways over 150 feet should be required to have a turn-around constructed per City Fire Department specifications.</p> <p>Condition: AIRPORT SAFETY</p>	Fire Department	Design of Project.	Completion of construction.	
IV.G.1	<p>Mitigation:</p> <p>Enforce the provisions of Chapter 18.48 of the Redding Municipal Code (Benton Airport Zoning Chapter). The Chapter should be updated within the next year to account for changes in permit processing and review.</p>	Airport/Planning Departments	Ongoing/ July 1995.	Ongoing/July 1997.	
IV.G.2	<p>Enforce the land-use and height restriction policies of ALUC Resolution No. 79-1 as they pertain to Benton Airpark.</p>	Airport/Planning Departments	Review of development projects.	Completion of construction.	
IV.G.3	<p>Encourage the construction of the runway safety overrun at the south end of the runway. The construction should be accomplished concurrently with the landfill capping project.</p>	Airports Director	Design of project.	Completion of construction.	
IV.G.4	<p>The future above-ground fuel tank shall be designed and installed per the requirements of the Fire Marshall.</p>	Airport/Fire Departments	Design of project.	Completion of construction.	
	<p>Condition: NOISE/AIRPORT NOISE</p>				
IV.H.1	<p>Mitigation:</p> <p>Enforce the land use noise standards of the Noise Element.</p>	Planning/Police Departments	Conditioning of projects/complaint basis.	Ongoing	
IV.H.2	<p>All construction vehicles and equipment should be properly muffled.</p>	Planning/Police Departments	Conditioning of projects/complaint basis.	Ongoing	
IV.H.3	<p>Construction operations and related travel to and from the construction area should be limited to between the hours of 7:00 a.m. and 7:00 p.m., Monday through Saturday per the Redding Municipal Code Section 16.40.120.</p>	Public Works	Beginning of construction.	Completion of construction.	
IV.H.4	<p>As recommended in the Noise Element, a noise analysis should be required of new development in the study area adjacent to Placer Street and Eureka Way to determine if noise mitigations are necessary to achieve compliance with the State standards. This mitigation measure should apply to Buenaventura Boulevard and Canyon Creek Road. The noise</p>	Planning/Building Departments	Conditioning of project/project design.	Completion of plan check.	



EIR Refer. No.	Condition/Mitigation to be Monitored	Department, Person, Agency Responsible	When Should Mitigation Start	When Should Mitigation be Complete	Completed (Date & Name of Responsible Person)
IV.H.4 (Cont.)	reduction standards for dwellings presented on pages 76 through 83 of the technical appendix to the Noise Element should be utilized when applicable and when recommended under State and Federal laws in Title 24 of the California Administrative Code.	Planning Department	Design & review of subdivision.	Completion of review process.	
IV.H.5	Where feasible, provide deeper lots (130 to 150 feet) along major streets.	Planning Department	Design & review of subdivision.	Recording of final map.	
IV.H.6	Require the recording of public-use easements for noise emanating from the Record Range as a condition of approval of future units of the Mary Lake development or other adjacent residential subdivisions.	Planning Department /City Attorney	Design of project/ Building Permit.	Prior to final inspection or recording of final map.	
IV.H.7	Require aviation and noise easements for new construction within the study area.	Airports Director	Not later than July 1995 & every 5 years thereafter.	Completion of study.	
IV.H.8	Within the next two years, a noise survey shall be conducted and a noise model employed to refine the existing and projected Benton Airpark noise contours depicted on the area plan map. A noise survey and model run should be conducted every five years thereafter to update the noise contours. This will provide early warning of potential noise impacts.	Airports Director	Annually	Ongoing	
IV.H.9	The number of Benton Airpark annual aircraft operations shall be calculated each year. The calculations should include number and type of aircraft, transient or otherwise; the day-evening-night mix; and direction of takeoff and landings.	Planning Department	Review & conditioning of projects.	Completion of review process.	
IV.H.10	As a product of development permit review, the City should require the application of noise barriers (e.g. earth berms, block walls and berms, block walls, etc.) as depicted in pages 47-50 of the Technical Appendix to the Noise Element, when feasible in terms of cost, efficiency, and aesthetics.	Planning Department	Review & conditioning of projects.	Completion of review process.	
IV.I.1	Condition: HISTORICAL/ARCHAEOLOGICAL RESOURCES Disturbance Mitigation: Require an archaeological reconnaissance on a project-by-project basis prior to approval of a development project.	Planning Department	Review & conditioning of projects.	Prior to issuance of Building Permit.	

EIR Refer. No.	Condition/Mitigation to be Monitored	Department, Person, Agency Responsible	When Should Mitigation Start	When Should Mitigation be Complete	Completed (Date & Name of Responsible Person)
IV.I.2	<p>Projects in areas of known heritage value should be designed to minimize degradation of these resources. Where conflicts are unavoidable, mitigation measures which reduce such impacts should be implemented. Possible mitigation measures may include clustering, buffer zones, identification of non-disturbance areas, and building siting requirements.</p>	Planning Department	Review & conditioning of projects.	Completion of public review process.	
IV.I.3	<p>At the time of development, the sensitive site should be monitored by a qualified person with Native American cultural knowledge of the area during grading, earth removal, or earth disturbance. If any archaeological, historical, or paleontological resources are uncovered, construction activities in the affected area should cease and a qualified archaeologist should be contacted to review the site and advise the City of the site's significance. If the findings are deemed significant, appropriate mitigations should be required prior to resumption of work on the project.</p>	Planning/Public Works/Building Departments	Start of construction.	Completion of construction.	
IV.I.4	<p>In the event that human remains are observed during construction activities, all excavation or disturbance of the site should be halted until the County Coroner has been informed. If the remains are of Native American origin, the Native American Heritage Commission should be notified within 24 hours.</p>	Planning Department	Start of construction.	Completion of construction.	
IV.I.5	<p>Prior to construction, structures, foundations, and buildings in the project vicinity that are 45 years of age or older should be examined for historic significance. Cultural resources identified should be recorded on forms available from the State Office of Historic Preservation and preserved if possible.</p>	Planning Department	Prior to start of construction.	Completion of construction.	
IV.J.1	<p><b>Condition:</b> TRAFFIC AND CIRCULATION INADEQUACIES <b>Mitigation:</b> Buenaventura Boulevard should be extended south of Placer Street through Blue Gravel Canyon to connect with the recently completed segment of Canyon Creek Road intersecting with SR 273 to reduce the study area's contribution to downtown traffic congestion.</p>	Planning Department	Conditioning of projects.	Completion of construction.	
IV.J.2	<p>Placer Street should be widened to four lanes between Airpark Drive and the sphere of influence boundary and realigned between San Francisco Street and Buenaventura Boulevard to provide adequate lane capacity for increased traffic.</p>	Planning Department	Conditioning of projects.	Completion of construction.	



EIR Refer. No.	Condition/Mitigation to be Monitored	Department, Person, Agency Responsible	When Should Mitigation Start	When Should Mitigation be Complete	Completed (Date & Name of Responsible Person)
IV.J.3	Canyon Creek Road should be extended westerly from its present terminus to intersect with Placer Road in the vicinity of Thompson Lane to serve future residential access. Right-of-way should be acquired with development approvals for eventual upgrading to four lanes.	Planning Department	Conditioning of projects.	Completion of construction.	
IV.J.4	Airpark Drive should be realigned by moving the intersection with Placer Street easterly and constructing a future signal when warranted. This will serve to consolidate Benton Airpark land on both sides of Airpark Drive.	Planning Department	Conditioning of projects.	Completion of construction.	
IV.J.5	A two-lane collector should be constructed north of Eureka Way opposite Lower Springs Road to serve future residential development.	Planning Department	Conditioning of projects.	Completion of construction.	
IV.J.6	Shasta Street should be extended from its present terminus to connect with Manzanita Hills Lane to enhance local access.	Planning Department	Conditioning of projects.	Completion of construction.	
IV.J.7	Summit Drive should be extended from its present terminus just south of Starlight Boulevard to the intersection of Buenaventura Boulevard and Canyon Creek Road to help relieve Grandview Avenue of traffic.	Planning Department	Conditioning of projects.	Completion of construction.	
IV.J.8	Starlight Boulevard should be extended northwesterly to connect with the future extension of Buenaventura Boulevard.	Planning Department	Conditioning of projects.	Completion of construction.	
IV.J.9	Lakeside Drive should be extended northerly around the west side of Mary Lake to connect with Eureka Way.	Planning Department	Conditioning of projects.	Completion of construction.	
IV.J.10	<p>The following intersections should be signalized when warranted and funding is available:</p> <ul style="list-style-type: none"> <li>* Eureka Way and Buenaventura Boulevard</li> <li>* Eureka Way and Sunset Drive</li> <li>* Eureka Way and Overhill Drive</li> <li>* Placer Street and Buenaventura Boulevard</li> <li>* Canyon Creek Road and Placer Street</li> <li>* Buenaventura Boulevard and Canyon Creek Road</li> <li>* Lower Springs Road and Eureka Way</li> <li>* Placer Street and Airpark Drive</li> <li>* Placer Street and Pleasant Street</li> </ul>	Planning/Public Works Departments	Conditioning of projects.	Completion of construction.	



EIR Refer. No.	Condition/Mitigation to be Monitored	Department, Person, Agency Responsible	When Should Mitigation Start	When Should Mitigation be Complete	Completed (Date & Name of Responsible Person)
IV.J.11	Plan line studies of arterials should be completed prior to or as a product of development to insure efficient and consistent alignments.	Planning/Public Works Departments	Design of projects.	Completion of the study.	
IV.J.12	Coordinate plans for construction within street right-of-way with the Redding Police and Fire Departments. Ensure that adequate detour routes are established if through traffic is to be temporarily suspended.	Planning/Police/Fire Departments	Design & conditioning of projects.	Completion of construction.	
IV.J.13	At the time of review of development proposals, benefit studies should be undertaken to identify benefits from study area street improvements and responsibility for participation in the financing and construction of the improvements.	Planning Department	Review of development projects.	Completion of study.	
IV.J.14	Reduce cross-town trips by providing opportunities for shopping, school, and recreational services within the study area.	Planning Department	Ongoing	Ongoing	
IV.J.15	Determination of consistency with the Shasta County Congestion Management Program should be made on a project-by-project basis as development proposals are evaluated within the study area. Pursuant to the Congestion Management Plan, a land-use impact analysis may be required.	Planning Department	Review & conditioning of projects.	Completion of review process.	
IV.J.16	Driveway access should be controlled through the development review process on all study area arterials, existing and planned.	Planning Department	Review of development projects.	Completion of review process.	
	Condition: ADEQUACY OF POLICE AND FIRE SERVICES, UTILITIES, PARKS AND RECREATION FACILITIES, AND SCHOOLS				
	Mitigation:				
IV.K.1	Adhere to the General Plan's Safety Element requirements for open space access, setback requirements, and brush clearing.	Planning Department	Review & conditioning of project.	Completion of the review process.	
IV.K.2	Loop water lines and provide adequate size water mains to meet both fire-flow requirements and domestic pressure needs.	Planning Department	Review & conditioning of project.	Completion of the review process.	
IV.K.3	Where feasible, implement applicable sections of the Uniform Fire Code pertaining to dead-end streets.	Planning Department	Review & conditioning of project.	Completion of the review process.	

EIR Refer. No.	Condition/Mitigation to be Monitored	Department, Person, Agency Responsible	When Should Mitigation Start	When Should Mitigation be Complete	Completed (Date & Name of Responsible Person)
IV.K.4	Establish benefit fees and assessment districts as necessary for the extension and construction of sewer and water lines.	Planning/Public Works Departments	Review & conditioning of projects.	Completion of the review process.	
IV.K.5	Adhere to the policies of the Recreation Element of the City's General Plan.	Planning/Public Works Departments	Review & conditioning of projects.	Completion of the review process.	
IV.K.6	Review subdivisions and streets for consistency with the Recreation Element and their impact upon planned trails and parks.	Planning/Public Works Departments	Review & conditioning of projects.	Completion of the review process.	
IV.K.7	Refer all subdivision proposals to school districts for review and comment.	Planning Department	Prior to conditioning of subdivision.	End of review period.	
IV.K.8	Include as a policy in the Westside Area Plan/Benton Airpark CLUP a requirement to implement any policy that the City Council establishes on a Citywide basis regarding school funding.	Planning Department	Upon action by City Council.	Upon amendment of the Area Plan.	
IV.L.1	<p>Condition: VISUAL EFFECTS/COMMUNITY APPEARANCE</p> <p>Mitigation:</p> <p>Enforce the provisions of Chapter 18.65 of the Municipal Code pertaining to tree preservation and replacement planting.</p>	Planning/Public Works Departments	Review & conditioning of projects/grading permit.	Completion of review/issuance of grading permit.	
IV.L.2	Require the formation of landscape maintenance districts in conjunction with subdivisions located on the City's arterial street system pursuant to City Council Policy 803.	Planning Department	Review & conditioning of subdivision.	Formation of the district.	
IV.L.3	Enforce the City's sign ordinance, Chapter 18.90. Encourage the application of the City's advertising sign design manual to encourage quality signage and improve the visual appearance of the study area business corridors.	Planning Department	Review & conditioning of project.	Ongoing	
IV.L.4	Encourage the use of cluster subdivisions and planned developments to preserve unique natural features and retain larger areas of open space.	Planning Department	Design of project.	Ongoing	
IV.L.5	Enforce the City's trash enclosure standards, Chapter 18.55.	Planning Department	Design of project.	Construction of project.	

EIR Refer. No.	Condition/Mitigation to be Monitored	Department, Person, Agency Responsible	When Should Mitigation Start	When Should Mitigation be Complete	Completed (Date & Name of Responsible Person)
IV.L.6	Enforce Council Policy 1704 which pertains to stream and riparian-habitat protection.	Planning Department	Review & conditioning of subdivision.	Recording of final map.	
IV.L.7	Encourage the use of the City's landscape standards manual in the review of new development proposals.	Planning Department	Design & review of project.	Completion of review process.	
IV.L.8	The undergrounding of utility lines should be undertaken, where feasible, along public streets at the time of construction.	Planning/Electric Departments	Design & review of project.	Completion of review process.	
IV.M.1	<p>Condition: FINANCING SERVICES ON NEWLY ANNEXED AREAS</p> <p>Mitigation:</p> <p>Prior to annexation of property within the study area to the City of Redding, the property owners shall form a Mello-Roos district with boundaries coterminous with the boundary of the annexation.</p>	Planning Department	Review of annexation proposal.	Recording of the community facilities district.	





**A P P E N D I X   C**

**CHAPTER 18.48  
BENTON AIRPARK APPROACH ZONES**





## Chapter 18.48

### AIRPORT APPROACH ZONES

#### Sections:

- 18.48.010 Purpose.
- 18.48.020 Title.
- 18.48.030 Definitions.
- 18.48.040 Zones Established.
- 18.48.050 Height.
- 18.48.060 Use Restrictions.
- 18.48.070 Nonconforming Uses.
- 18.48.080 Permits.
- 18.48.090 Administration of Provisions.
- 18.48.100 Commission - Duties.
- 18.48.110 Appeals to Commission.
- 18.48.120 Violation - Penalty.

#### 18.48.010 Purpose.

- A. This chapter is adopted pursuant to the authority conferred by the State Airport Approaches Zoning Law. It is found that an airport hazard endangers the lives and property of users of Benton Airport and of occupants of land in its vicinity, and also, if of the obstruction type, in effect reduces the size of the area available for the landing, taking-off, and maneuvering of aircraft, thus tending to destroy or impair the utility of Benton Airport and the public investment therein. Accordingly, the following is declared:
1. That the creation or establishment of an airport hazard is a public nuisance and an injury to the region served by Benton Airport.
  2. That it is necessary in the interest of the public health, public safety, and general welfare that the creation or establishment of airport hazards be prevented.
  3. That the prevention of these hazards should be accomplished to the extent legally possible by the exercise of the police power without compensation.
- B. It is further declared that both the prevention of the creation or establishment of airport hazards and the elimination, removal, alteration, mitigation, or marking and lighting of existing airport hazards are public purposes for which the City may raise and expand public funds and acquire land or interests in land.

#### 18.48.020 Title.

This chapter shall be known and may be cited as "Benton Airport Zoning Chapter."

#### 18.48.030 Definitions.

As used in this chapter, unless the context otherwise requires, the following words and phrases shall have the meanings respectively ascribed to them in this section:

- A. "Airport" means Benton Airport.
- B. "Airport Elevations" means the established elevation of the highest point on the usable landing area.
- C. "Airport Hazard" means any structure, tree, or use of land which obstructs the airspace required for or is otherwise hazardous to the flight of aircraft in landing or taking-off at the airport.
- D. "Airport Reference Point" means the point established as the approximate geographic center of the airport landing area and so designated.
- E. "Airport Zoning Commission" means the voting members of the City Planning Commission.
- F. "Height," for the purpose of determining the height limits in all zones set forth in this chapter and shown on the zoning map, the datum shall be mean sea level elevation unless otherwise specified.
- G. "Landing Area" means the area of the airport used for the landing, take-off, or taxiing of aircraft.
- H. "Nonconforming Use" means any structure, tree, or other use of land which is lawfully in existence at the time the regulation is prescribed in the provisions of this chapter or an amendment thereto becomes effective and does not then meet the requirements of the regulation.
- I. "Noninstrument Runway" means a runway other than an instrument runway.
- J. "Person" means an individual, firm, partnership, corporation company, association, joint stock association, or body politic and includes a trustee, receiver, assignee, administrator, executor, guardian, or other representative.
- K. "Runway" means the paved surface of an airport landing strip.
- L. "Structure" means any object constructed or installed by man including, but without limitation, buildings, towers, smokestacks, and overhead transmission lines.
- M. "Tree" means any object of natural growth.

#### 18.48.040 Zones Established.

In order to carry out the provisions of this chapter, there are created and established certain zones which include all of the land lying within the approach zones, transition zones, horizontal zone, and conical zone. Such



areas are shown on Benton Field - Airport Approaches Zoning Map, consisting of one sheet, dated June, 1962, prepared under the direction of the City Airport Director, which is incorporated in this chapter and made a part of this code. The various zones are established and defined as follows:

- A. An approach zone is established at each end of all noninstrument runways for noninstrument landings and take-offs. The approach zone shall have a width of 250 feet at a distance of 200 feet beyond each end of the runway, widening thereafter uniformly to a width of 2,250 feet at a distance of 10,200 feet beyond each end of the runway, its centerline being the continuation of the centerline of the runway.
- B. Transition zones are established adjacent to each noninstrument runway and approach zone as indicated on the zoning map. Transition zones symmetrically located on either side of the runways have variable widths as shown on the zoning map. Transition zones extend outward from a line 250 feet on either side of the centerline of the noninstrument runway, for the length of such runway, plus 200 feet on each end and are parallel and level with such runway centerlines. The transition zones along the runways slope upward and outward one foot vertically for each seven feet horizontally to the point where they intersect the surface of the horizontal zone. Further, transition zones are established adjacent to approach zones for the entire length of the approach zones. These transition zones have variable widths as shown on the zoning map. The transition zones flare symmetrically with either side of the runway approach zones from the base of the zones and slope upward and outward at the rate of one foot vertically for each seven feet horizontally to the points where they intersect the surface of the horizontal zone.
- C. A horizontal zone is established as the area within a circle with its center at the airport reference point and having a radius of 5,000 feet. The horizontal zone does not include the approach zones and the transition zones.
- D. A conical zone is established commencing at the periphery of the horizontal zone and extending to a distance of 8,000 feet from the airport reference point. The conical zone does not include the approach zones and transition zones.

#### 18.48.050 Height.

- A. Except as otherwise provided in this chapter, no structure or tree shall be erected, altered, allowed to grow, or maintained in any zone created by the provision of this chapter to a height in excess of the height limit established of such zone. The height limitations are computed from the established airport elevation and are established for each of the zones in question, as follows:
  1. Approach Zones. One foot in height for each 20 feet in horizontal distance beginning at a point 200 feet from the end of the noninstrument runway and extending to a point 10,200 feet from the end of the runway.



2. Transition Zones. One foot in height for each seven feet in horizontal distance beginning at a point 125 feet from the centerline of noninstrument runway, measured at right angles to the longitudinal centerline of the runway, extending upward to a maximum height of 150 feet above the established airport elevation which is 719 feet above mean sea level. In addition to the foregoing, there are established height limits of one foot vertical height for each seven feet horizontal distance measured from the edges of all approach zones for the entire length of the approach zones and extending upward and outward to the points where they intersect the horizontal surfaces.
  3. Horizontal Zone. One hundred fifty feet above the established airport elevation or a maximum height of 869 feet above mean sea level elevation, with a radius of 5,000 feet measured from the airport reference point.
  4. Conical Zone. One foot in height for each 20 feet of horizontal distance beginning at the periphery of the horizontal zone and measured in an inclined plane passing through the airport reference point, extending out from the horizontal surface 3,000 feet measured on a horizontal plane.
- B. Where an area is covered by more than one height limitation, the more restrictive limitation shall prevail.
- C. Nothing in this chapter shall be construed as prohibiting the growth, construction, or maintenance of any tree or structure to a height up to 45 feet above the surface of the land.

#### **18.48.060 Use Restrictions.**

Notwithstanding any other provisions of this chapter, no use may be made of land within any zone established by this chapter in such a manner as to create electrical interference with radio communications between the airport and aircraft, make it difficult for flyers to distinguish between airport lights and others, result in glare in the eyes of flyers using the airport, impairing visibility in the vicinity of the airport or otherwise endanger the landing, taking-off, or maneuvering of aircraft.

#### **18.48.070 Nonconforming uses.**

- A. The regulations prescribed by this chapter shall not be construed to require the removal, lowering, or other changes or alterations of any structure or tree not conforming to the regulations as of the effective date of this chapter, or otherwise interfere with the continuance of any nonconforming use. Nothing contained in this chapter shall require any change in the construction, alteration, or intended use of any structure, the construction or alteration of which was begun prior to the effective date of this chapter and is diligently prosecuted.

- B. Notwithstanding the provisions of the previous subsection, the owner of any nonconforming structure or tree is required to permit the installation, operation, and maintenance thereon of such markers and lights as are deemed necessary by the City Airports Director to indicate to the operators of aircraft in the vicinity of the airport the presence of the airport hazards. The markers and lights shall be installed, operated, and maintained at the expense of the City.

#### 18.48.080 Permits.

- A. Future Uses. Except as specifically provided in this subsection, no material change shall be made in the use of land and no structure or tree shall be erected, altered, planted, or otherwise established in any zone created in Section 18.48.040 unless a permit therefor has been applied for and granted. Each application for a permit shall indicate the purpose for which the permit is desired, with sufficient particularity to permit it to be determined whether the resulting use, structure, or tree would conform to the regulations prescribed in this chapter. If the determination is in the affirmative, the permit shall be granted.
1. In the area lying within the limits of the horizontal zone and the conical zone, no permit shall be required for any tree or structure less than 75 feet of vertical height above the ground, except when because of terrain, land contour, or topographic features the tree or structure would extend above the height limits prescribed for the zone.
  2. In the area lying within the limits of the approach zones, but at a horizontal distance of not less than 4,200 feet from each end of the runways, no permit shall be required for any tree or structure less than 75 feet of vertical height above the ground, except when the tree or structure would extend above the height limit prescribed for the approach zone.

Nothing contained in any of the exceptions set forth in this subsection shall be construed as permitting or intending to permit any construction, alteration, or growth of any structure or tree in excess of any of the height limits established by this chapter, except as set forth in Section 18.48.050.

- B. Existing Uses. No permit shall be granted that would allow the establishment or creation of an airport hazard or permit a nonconforming use, structure, or tree to be made or become higher, or become a greater hazard to air navigation than it was on the effective date of this chapter, or any amendments thereto, or than it is when the application for a permit is made. Except as indicated, all applications for such a permit shall be granted.
- C. Nonconforming Uses Abandoned or Destroyed. Whenever the City Building Inspector determines that a nonconforming structure or tree has been abandoned or more than 80 percent torn down, physically deteriorated, or decayed, no permit shall be granted that would allow the structure or tree to exceed the applicable height limit or otherwise deviate from the zoning regulations.



- D. Variances. Any person desiring to erect or increase the height of any structure, or permit the growth of any tree, or use his property not in accordance with the regulations prescribed in this chapter may apply to the Airport Zoning Commission for a variance from such regulations. Such variances shall be allowed when it is duly found that a literal application or enforcement of the regulations would result in practical difficulty or unnecessary hardship and the relief granted would not be contrary to the public interest, but would do substantial justice and be in accordance with the spirit of this chapter.
- E. Hazard Marking and Lighting. Any permit or variance granted may, if such action is deemed advisable to effectuate the purpose of this chapter and be reasonable in the circumstances, be so conditioned as to require the owner of the structure or tree in question to permit the City, at its own expense, to install, operate, and maintain thereon such markers and lights as may be necessary to indicate to flyers the presence of an airport hazard.

#### 18.48.090 Administration of Provisions.

It shall be the duty of the City Building Inspector to administer and enforce the regulations prescribed in this chapter. Applications for permits and variances shall be made to the Building Inspector upon a form furnished by him. Applications required by this chapter to be submitted to the Building Inspector shall be promptly considered and granted or denied by him. Applications for action by the Airport Zoning Commission shall be forthwith transmitted by the Building Inspector.

#### 18.48.100 Commission - Duties.

- A. The Airport Zoning Commission shall hear and decide appeals from any order, requirement, decision, or determination made by the City Airports Director or Building Inspector in the enforcement of this chapter; hear and decide special exceptions to the terms of this chapter upon which the Commission under such regulations may be required to pass; and hear and decide specific variances.
- B. The Chairman of the Planning Commission shall be the Chairman of the Airport Zoning Commission with meetings of the Commission being held at the call of the Chairman and at such other times as the Commission may determine, but usually concurrently with Planning Commission meetings. All hearings of the Commission shall be public with the City Planning Director keeping minutes of Commission proceedings, records of Commission examinations, and other official actions, all of which shall immediately be filed in the office of the Planning Director and shall be matters of public record.
- C. The Commission shall make written findings of fact and conclusions of law, giving the facts upon which it acted and its legal conclusion from such facts in revising, affirming, or modifying any order, requirement, decision, or determination which comes before it under the provisions of this chapter.



- D. The concurring vote of a majority of the members of the Commission shall be sufficient to reverse any order, requirement, decision, or determination of the City Airports Director or Building Inspector, or to decide in favor of the applicant on any matter upon which it is required to pass under this chapter, or to effect any variation in this chapter.

**18.48.110 Appeals to Commission.**

- A. Any person aggrieved or any taxpayer affected by any decision of the City Airports Director or Building Inspector, if of the opinion that any such decision is an improper application of these regulations, may appeal to the Commission.
- B. All appeals must be taken within a reasonable time as provided by the rules of the Commission, by filing with the Planning Director a notice of appeal specifying the grounds thereof. The Planning Director shall forthwith transmit to the Commission all the papers constituting the record upon which the action appealed from was taken.
- C. An appeal shall stay all proceedings in furtherance of the action appealed from, unless the City Airports Director or Building Inspector, as the case may be, certifies to the Commission, after the notice of appeal has been filed with it, that by reason of the facts stated in the certificate a stay would, in the opinion, cause imminent peril to life and property. In such case, proceedings shall not be stayed except by order of the Commission on due cause shown.
- D. The Commission shall fix a reasonable time for hearing appeals, give public notice and due notice to the parties in interest, and decide appeal within a reasonable time. Upon the hearing, any party may appear in person or by agent or by attorney.
- E. The Commission may, in conformity with the provisions of this chapter, reverse or affirm, in whole or in part, or modify the order, requirement, decision, or determination appealed from and may make the order, requirement, decision, or determination as may be appropriate under the circumstances.

**18.48.120 Violation - Penalty.**

Each violation of this chapter or of any regulation, order, or ruling promulgated hereunder shall constitute a misdemeanor and be punishable by a fine of not more than \$500, or imprisonment for not more than 90 days, or both such fine and imprisonment, and each day a violation continues to exist shall constitute a separate offense.



A P P E N D I X   D

ALUC RESOLUTION NO. 79-1





BEFORE THE AIRPORT LAND USE COMMISSION, COUNTY OF SHASTA. STATE OF CALIFORNIA

IN THE MATTER OF ADOPTION POLICIES FOR LAND USE AND LAND DIVISION NEARBY MUNICIPAL, PUBLICLY OWNED AND PRIVATE, PUBLICLY USED AIRPORTS IN SHASTA COUNTY RESOLUTION NO. ALUC 79-1

Resolution of the Airport Land Use Commission (Designated Body) of the County of Shasta adopting policies to be applied by the Commission and other designated decision-makers for land use decisions and land division decisions nearby municipal or other publicly owned airports and private, publicly used, airports in Shasta County.

WHEREAS, some concerns have been expressed over development of land in close proximity to the airports in Shasta County, and

WHEREAS, the City of Redding has directly expressed interest in working with the County of Shasta on a plan to minimize existing and potential safety and noise effects on urban development around the Redding Municipal Airport and to avoid urban, residential and commercial development of high density nearby the airport and beneath its approach and departure zones, and

WHEREAS, the Shasta County Airport Land Use Commission (Designated Body) has found that there is a need to develop a set of policies for all municipal, publicly owned and private, publicly used private airports in Shasta County for the purpose of avoiding potential land use conflicts and for the purpose of avoiding safety, health and nuisance problems in areas surrounding municipal, publicly owned and private, publicly used airports in Shasta County.

NOW THEREFORE, BE IT RESOLVED THAT, the Airport Land Use Commission (Designated Body) of the County of Shasta hereby adopts the attached policies (Attachment "A"), and

BE IT FURTHER RESOLVED THAT, these policies are recommended to be applied by the elected and appointed officials and staff and appropriate Committees and Commissions of the County of Shasta, City of Redding and City of Anderson, and any other public officials engaged in land use or land division decision processes on lands nearby municipal, publicly owned and private, publicly used airports in Shasta County.

BE IT FURTHER RESOLVED, that it is the intent of the Airport Land Use Commission that no permit needs to be referred to the Airport Land Use Commission for hearing or report if it meets requirements of the policies expressed in Attachment "A" of this Resolution or subsequent amendments thereto. However, interpretations of this policy will be referred to the Airport Land Use Commission.

BE IT FURTHER RESOLVED, that the Commission notes that this action is categorically exempt from the requirements of the California Environmental Quality Act.

The foregoing resolution was adopted upon the motion of Commissioner Oden Seconded by Commissioner Hamans, at the regular meeting of the Airport Land Use Commission held on February 8, 1979 by the following vote:

AYES: Commissioners Hamans, Middleton, Woolery, Fust, and Oden  
NOES: None  
ABSTAIN: None  
ABSENT: None

ATTACHMENT "A" TO RESOLUTION NO. ALUC 79-1

SHASTA COUNTY AIRPORT LAND USE COMMISSION POLICIES

The following policies for land use and land use division have been adopted by the Shasta County Airport Land Use Commission (Designated Body) to be applied to deliberations and decision making by the Commission and are hereby recommended to agencies of Government with regard to application of regulations on lands nearby municipal airports, other publicly owned and private, publicly used airports in Shasta County.

1. It shall be the policy of the Shasta County Airport Land Use Commission (Designated Body) to recommend "Low Human Density" levels and kinds of land uses in all areas affected by the projected 1995 noise levels at or greater than 55 CNEL, or within the Airport Influence Areas otherwise adopted by the Airport Land Use Commission in the vicinity of publicly used airports.
2. It shall be the policy of the Shasta County Airport Land Use Commission (Designated Body) to recommend no residential, commercial or manufacturing land uses within Airport Clear Zones.
3. The Shasta County Airport Land Use Commission (Designated Body) specifically encourages the use of open or enclosed storage and warehousing; trucking yards; new and used implement and vehicle sales, repair, manufacturing and contractors yards; and similar uses in the F.A.A. Extended Approach Area. If the F.A.A. designation has not been made, then the following shall apply:
  - a. In the case of an airport which uses an Airport Hazards Approach Slope of 50:1, that area centered on the projected centerline for a distance of 5000 feet in length measured from the ends of the runway and 2500 feet in width.
  - b. In the case of an airport which uses an Airport Hazards Approach Slope of 20:1, that area centered on the projected centerline for a distance of 2000 feet in length measured from the ends of the runway and 1000 feet in width.
4. It shall be the policy of the Shasta County Airport Land Use Commission (Designated Body) to recommend that no structures designed for human dwellings be permitted to be constructed or moved into the F.A.A. Extended Approach Area. If the F.A.A. designation has not been made, then the following shall apply:
  - a. In the case of an airport which uses an Airport Hazards Approach Slope of 50:1, that area centered on the projected centerline for a distance of 5000 feet in length measured from the ends of the runway and 2500 feet in width.
  - b. In the case of an airport which uses an Airport Hazards Approach Slope of 20:1, that area centered on the projected centerline for a distance of 2000 feet in length measured from the ends of the runway and 1000 feet in width.



ATTACHMENT "A"

5. It shall be the policy of the Shasta County Airport Land Use Commission (Designated Body) to recommend the prohibition of dance halls, bars, restaurants, memorial buildings, churches, schools, theaters, stadiums, government buildings, multiple family or apartment dwellings and to recommend the prohibition of any other use which would congregate ten (10) or more people per acre for parcels 2.5 acres or smaller, parcels larger than 2.5 acres could not congregate more than 25 persons per parcel within the Federal Aviation Administration Approach Area. Density for parcels less than one (1) acre shall be computed one (1) person per 10th of an acre. If the F.F.A. designation has not been made, then the following shall apply:
  - a. In the case of an airport which uses an Airport Hazards Approach Slope of 50:1, that area centered on the projected centerline for a distance of 5000 feet in length measured from the ends of the runway and 2500 feet in width.
  - b. In the case of an airport which uses an Airport Hazards Approach Slope of 20:1, that area centered on the projected centerline for a distance of 2000 feet in length measured from the ends of the runway and 1000 feet in width.

Such prohibition shall also apply to the remainder of the Approach Zone for a width of 1000 feet (500 feet on either side of the projected centerline).

6. It shall be the policy of the Shasta County Airport Land Use Commission (Designated Body) to recommend that any residential structures and restaurants, memorial buildings, churches, schools, theaters, auditoriums and other uses which provide residence or cause the congregation of 25 or more persons which may be constructed within the 55 CNEL area, be constructed to attenuate ambient aircraft noises to interior levels consistent with the Shasta County Noise Element.
7. It shall be the policy of the Shasta County Airport Land Use Commission (Designated Body) that within the Airport Approach and Transition Zones, the affected City and County Planning Commissions, the Board of Supervisors and affected City Councils and Zoning Agencies should require that Conditional Land Use Permits and Tract or Parcel Map approvals require the provision of a Noise Agreement between the property owners/operators and the City and/or County prior to approval of such Conditional Land Use Permit. Said Noise Agreement shall insure that the land owner/operator agrees by contract with the City or County or City and County, not to sue for damages nor to enjoin the operation of the airport due to sounds emanating from the airport and from aircraft operating therefrom. Such contracts shall run with the land.
8. It shall be the policy of the Shasta County Airport Land Use Commission (Designated Body) to recommend that no uses of land be allowed within the Approach, Departure and Transition Zone areas of any publicly used airport which may create radio interference for aircraft communications and navigation systems.
9. It shall be the policy of the Shasta County Airport Land Use Commission (Designated Body) not to recommend approval of permits for structures which would exceed height limits imposed by the applicable Airport Hazards Zoning Ordinance within the Airport Influence Area.
10. It shall be the policy of the Shasta County Airport Land Use Commission (Designated Body) to recommend against the approval of any permit allowing outdoor, or unshielded electrical welding within the Approach, Departure and Transition Zone areas nearby any publicly used airport, except for initial construction or repair of permitted structures within those areas.

ATTACHMENT "A"

11. It shall be the policy of the Shasta County Airport Land Use Commission (Designated Body) to recommend the regular permitted land use of mobile agricultural operations and all agricultural uses and structures not otherwise restricted; except that intense animal and fowl raising operations shall be restricted from an area described as being one-half mile wide and one mile long, centered on the projected centerline of the runway and measured from the ends of the runway.
12. It shall be the policy of the Shasta County Airport Land Use Commission (Designated Body) that all utility lines within the Approach, Departure and Transition Zone areas of public airports be placed underground and that the use of above ground light standards be minimized.
13. It shall be the policy of the Shasta County Airport Land Use Commission (Designated Body) to recommend against prohibition of totally underground structures, and to encourage the use of mitigating plants or structural devices for the attenuation of the effects of noise on persons living or working nearby municipal, publicly owned or private, publicly used airports.
14. It shall be the policy of the Shasta County Airport Land Use Commission (Designated Body) that temporary use permits may be approved by the Board of Administrative Review or Planning Commission for certain land uses within the Airport Influence Area and that the proceedings of such public hearings by the Board of Administrative Review or Planning Commission shall contain the results of a review and recommendation from the affected City and/or County Planning Agency, providing such response is submitted to the Board of Administrative Review or Planning Commission within two (2) weeks of the date of notification to the respective City of County.



TERMS TO BE USED IN THESE POLICIES ARE HEREIN DEFINED:

1. Airport Airspace: Airspace depicted on the applicable Airport Influence Area map.
2. Airport Clear Zone: The runway Clear Zone as defined by the Federal Aviation Administration. Dimensions vary according to airport type and use. (For the Redding Municipal Airport, see document entitled "Airport Master Plan - Redding Municipal Airport".)
3. Airport Hazards Zoning Ordinance: An ordinance which limits the above ground height of structures and facilities within an area mapped on the basis of standards contained in Federal Aviation Regulations, (FAR) Part 77. Standards vary according to airport type and use.
4. Airport Hazards Approach Slope: See Approach Zone.
5. Airport Influence Area: The land area which is determined by the Airport Land Use Commission to be impacted by current or projected operations of the airport.
6. Approach Zone: The area defined as the land beneath the horizontal projection of the runway approach surface established by FAR, Part 77, It begins at the terminus of the Clear Zone and extends, at a prescribed slope, to the point where it intersects the Horizontal Surface.
7. CNEL: Community Noise Equivalent Levels: A weighted system of measurement of sound energy based upon the type of aircraft, the number of flights, and the time of flight occurrence. Interference with residential activity occurs at levels which exceed 55 CNEL.
8. Departure Slope: See Approach Zone.
9. FAA Extended Approach Area: That area adjacent to and extending outward from the end of the runway which is eligible for acquisition with Federal participation. The dimensions vary according to airport classification.
10. Intensive Animal & Fowl Raising Operations: Activities by a producer who employs persons other than members of his immediate family which create a concentration of livestock or fowl apart from the rangeland activity of grazing or feeding, i.e. feed lot operations, commercial egg production, commercial poultry production.
11. Municipal Airport: An airport owned or operated by a City.
12. Publicly Owned Airport: An airport owned or operated by the County of Shasta or other public agencies.
13. Publicly Used Airport: An airport providing takeoff and landing facilities for fixed wing or rotorcraft which is operated for use by the general public.
14. Transition Zone: The side slope area defined by FAR, Part 77 which parallels the runway and slopes upward usually at a ratio of 7:1 for prescribed distance.





A P P E N D I X   E

MODEL AIR EASEMENT





## MODEL AVIGATION AND NOISE EASEMENT

WHEREAS, [property owner]<sup>1</sup>, hereinafter called Grantor, is the owner in fee of that certain parcel of land situated in the [City, County, State] more particularly described and identified in Exhibit A (legal description of property) attached hereto and made a part hereof, hereinafter called "PARCEL" and

WHEREAS, [ ] hereinafter called Grantee, is the [owner and/or operator] of certain properties upon which [airport], described in Exhibit B attached hereto, is located, said properties lying within [City, County, State] and furthermore being in close proximity to said PARCEL; and

WHEREAS, Grantor and Grantee wish to establish provisions so that aircraft using the [airport] shall have the right of flight and the right to cause noise, light, and other effects associated with the operation of aircraft in the airspace over and above said PARCEL.

NOW, THEREFORE, Grantor, for its heirs, executors, administrators, successors and assigns, for and in consideration of the sum of One Dollar (\$1.00) and other good and valuable consideration, receipt and sufficiency of which are hereby acknowledged, hereby grants and conveys to Grantee, its successors and assigns forever:

1. A perpetual public-use avigation/noise easement subject to termination as expressly provided herein, and right-of-way for the free and unobstructed passage and flight of aircraft, of any and all kinds now known or hereafter invented, used or designed for navigation or flight in the air, of the class, size and category operationally compatible with [airport]. Said easement shall be in, through, over and across the airspace of said PARCEL in an airspace as described and depicted in Exhibit C (map of areas protected by easement including description of imaginary surfaces and elevations).
2. The rights herein granted shall include the right in such airspace to allow, make and emit such noise, light, vibrations, fumes, exhaust, smoke, air currents, dust, fuel particles, radio, television, and other electromagnetic interferences, and all other effects as may be inherent to the operation of aircraft for navigation or flight in the air.

<sup>1</sup> Insert appropriate names, titles, etc. in brackets used throughout the model.

3. Grantor hereby fully waives, remises and releases any right or cause of action that it may now have or that it may have in the future against Grantee, its successors, and assigns, and covenants not to sue due to such noise, light, vibrations, fumes, exhaust, smoke, air currents, dust, fuel particles, radio, television, and other electromagnetic interferences, and all other effects that may be caused or may have been caused by the operation of aircraft landing at, or taking off from, or operating at or on [airport]. Said release and covenant shall include, but not be limited to claims, known or unknown, for damages for physical or emotional injuries, discomfort, inconvenience, property damage, death, interference with use and enjoyment of property, diminution of property values, nuisance, or inverse condemnation or for injunctive or other extraordinary or equitable relief.
4. It is further agreed that Grantee as [owner and/or operator] of [airport] shall have no duty to avoid or mitigate such damages by, without limitation, setting aside or condemning buffer lands, rerouting air traffic, erecting sound or other barriers, establishing curfews, noise or other regulations, except to the extent, if any, that such actions are validly required by governmental authority. Grantor reserves such use, rights and privileges in said PARCEL as may be exercised and enjoyed without interference with or abridgment of the rights hereby granted.
5. (a) This grant of easement allows the level of aircraft noise impinging on Grantor's PARCEL to be the lesser of:
  - (1) The annual CNEL reflected on the latest map validated by the [County of ] and filed with the California Department of Transportation, Division of Aeronautics in accordance with §5050 of Title 21 of the California Administrative Code, or
  - (2) The annual CNEL reflected on any subsequent map validated by the [County of ] and filed with the California Department of Transportation, Division of Aeronautics in accordance with §5050 of Title 21 of the California Administrative Code.

(b) There is hereby created an irrebutable presumption that this grant of easement is overburdened by unreasonable use if the noise which impinges on the burdened property exceeds the easement by an amount equal to or greater than 1.5 dB CNEL, and Grantor may seek injunctive relief from the unreasonable use of the easement.

(c) There is hereby created an irrebutable presumption that this grant of easement is so overburdened by unreasonable use that its purpose is defeated if the noise which impinges on the burdened property exceeds the easement by an amount equal to or greater than 3.0 dB CNEL, and Grantor may seek a court finding that the easement is extinguished.

(d) The provisions of subdivisions (b) or (c) shall not apply under the following circumstances: [specify exceptions, if desired].



6. This grant of avigation/noise easement shall not operate to deprive the Grantor, his successors or assigns, of any rights that it may from time to time have against any individual or private operator for negligent or unlawful operation of aircraft.
7. For and on behalf of itself, its successors and assigns, Grantor hereby covenants with Grantee for the direct benefit of the real property constituting [airport] that neither Grantor nor its successors in interest or assigns shall hereafter construct or permit the construction or growth of any structure, tree or other object that penetrates an approved transitional, horizontal, or control surface as described and depicted in Exhibit C or that constitutes an obstruction to air navigation under FAA Part 77; or that obstructs or interferes with the use of the flight easements and rights of way herein granted or that creates electrical interference with radio communication between any installation upon said airport and aircraft, or as to make it difficult for pilots to distinguish between airport lights and other lights, or as to impair visibility in the vicinity of the airport, or as otherwise to endanger the landing, take-off or maneuvering of aircraft. Grantee reserves the right to mark and light as obstructions to air navigation any such building, structure, tree or other object now upon, or that in the future may be upon Grantor's property, together with the right of ingress to, egress from, and passage over Grantor's property for the above purpose.
8. All promises, covenants, conditions and reservations contained in this document are made and entered into for the benefit of [owner and/or operator] of [airport]. These promises, covenants, conditions and reservations shall run with the PARCEL, described and identified on Exhibit A attached, and bind Grantor's heirs, administrators, executors, successors and assigns to the maximum extent now or hereafter permitted by statute or case law and are intended by the parties to comply with California Civil Code §1468. The real property first hereinabove described as the PARCEL is the servient tenement and said [airport] is the dominant tenement. Grantor for itself and its successors and assigns waives all rights under Civil Code §1542. "Successors and assigns" as used in this paragraph includes without limitation: invitees, licensees, permittees, tenants, lessees, and others who may use easement rights reserved herein or use or be upon said PARCEL, and/or their respective officers, agents, and employees.
9. Grantor agrees to defend at its own cost, hold harmless and indemnify Grantee from any liability for or based upon the exercise of the easement rights granted herein.
10. The avigation/noise easement, covenants and agreements described herein shall continue in effect until [airport] shall be abandoned and shall cease to be used for public airport purposes.

Dated: \_\_\_\_\_



Signed: \_\_\_\_\_

\_\_\_\_\_

(Signatures of Grantor)

Source: Derived from Reference 47 and other examples of easements in current use.

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