



EXISTING CONDITIONS SUMMARY

Redding Riverfront Specific Plan | July 2024

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SECTION I: INTRODUCTION

PROJECT OVERVIEW

The City of Redding began an inclusive, comprehensive, and **community-led process** to update a specific plan for the Redding Riverfront area. The new plan will become the **primary planning, design, and regulatory document for the area.**

While the final content of the plan is not known currently, it is envisioned to include a combination of land use policies, development standards and requirements, cultural enhancement and preservation projects, and environmental protection policies and requirements.



PROJECT GOALS

The Redding Riverfront Specific Plan project is being conducted based on the following initial goals, as identified by the City Council:

1. Engage the community in an **open and transparent conversation** regarding the future of the Riverfront area.
2. Identify **opportunities** for potential new uses, areas of preservation, and/or areas of natural resource enhancement.
3. Act as catalyst for **new investment** and high-quality development.
4. Establish clear direction for **design and function**.
5. Consider the area's **history and character**
6. Integrate **civic art and landscape design**.
7. Ensure **adaptability** over time.



RIVERFRONT STUDY AREA

The Redding Riverfront Specific Plan study area is to the west, and adjacent to, the Sacramento River and holds a mix of publicly and privately owned land. The study area has a Northern and a Southern part and is bisected by Highway 44. The northern area includes the Sundial Bridge, Civic Auditorium, Rodeo Grounds, Sheraton Hotel, and Turtle Bay Exploration Park, while the southern area has Aqua Golf Driving Range, Bird Park and Marina RV Park. Adjacent landmarks include the McConnell Arboretum/Gardens, Redding River Trail, Turtle Bay East Open Space, schools, and City Hall.

LEGEND

- | | |
|---------------------|--------------------------|
| Study Area Boundary | Canal |
| Parcels | Educational Institutions |
| Major Roads | Parks and Open Spaces |
| Building Footprints | Major Destinations |
| Northern Riverfront | Boat Ramps |
| Southern Riverfront | |



PROJECT OVERVIEW

The City of Redding is in Shasta County and lies along the Sacramento River. The Redding Riverfront Specific Plan study area is located to the east of the downtown and **divided into a Northern and Southern Riverfront area**, both of which are aimed at being further **planned, developed, and protected**.

The Redding Riverfront Specific Plan planning process is underway, and it will require an **Existing Conditions Analysis**. The Existing Conditions Analysis will provide **information** on the **background, context, and current conditions** of the Redding Riverfront Specific Plan study area.



PROJECT OVERVIEW

In California, a specific plan is one of the many tools for implementing the goals and policies of the City's General Plan.

What a Specific Plan includes:

- Vision, Goals, Policies and Development Regulations unique to the Redding Riverfront Area
- Design Guidelines for new projects
- Economic Analysis and Incentives
- Circulation Plan
(vehicle, bicycles, pedestrians, parking)
- Infrastructure Analysis
(capacity and funding)
- Environmental Analysis

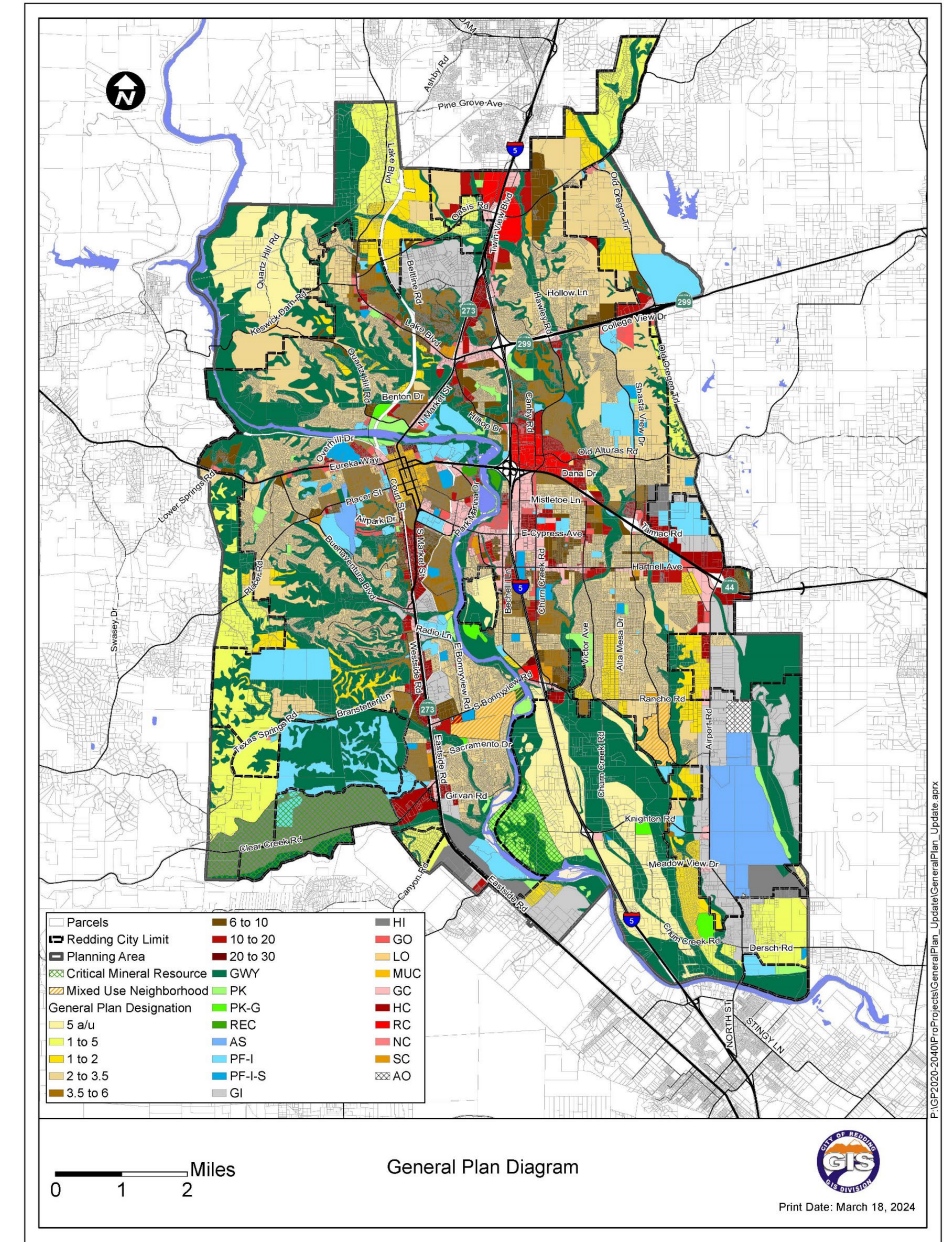
What a Specific Plan does not include:

- Individual public or private development projects
(those are proposed after the Specific Plan is adopted, and they must be consistent with the Plan)

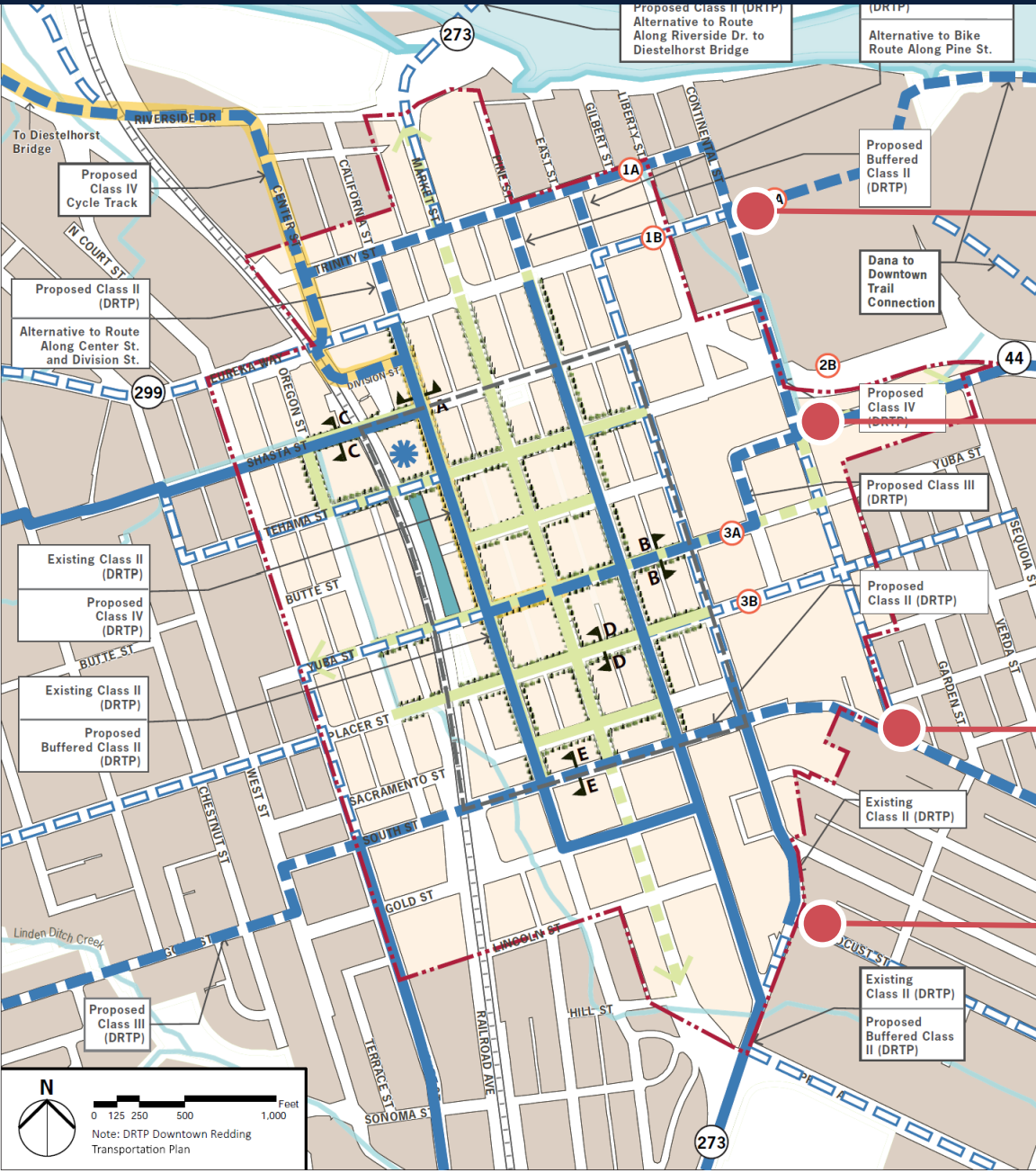
RELATIONSHIP TO OTHER PROJECTS

The General Plan Update 2023-2045 (Adopted March 26, 2024).

- Outline of the long-term vision and policies for the City's growth and development.
- Seeks to build on recent development in Downtown that renews it as the heart of the City.
- Take advantage of abundance of outdoor recreational opportunities.
- Specific focus on the unique setting along the Sacramento River.



RELATIONSHIP TO OTHER PROJECTS | DOWNTOWN SPECIFIC PLAN



The Downtown Redding Specific Plan (April 2022)

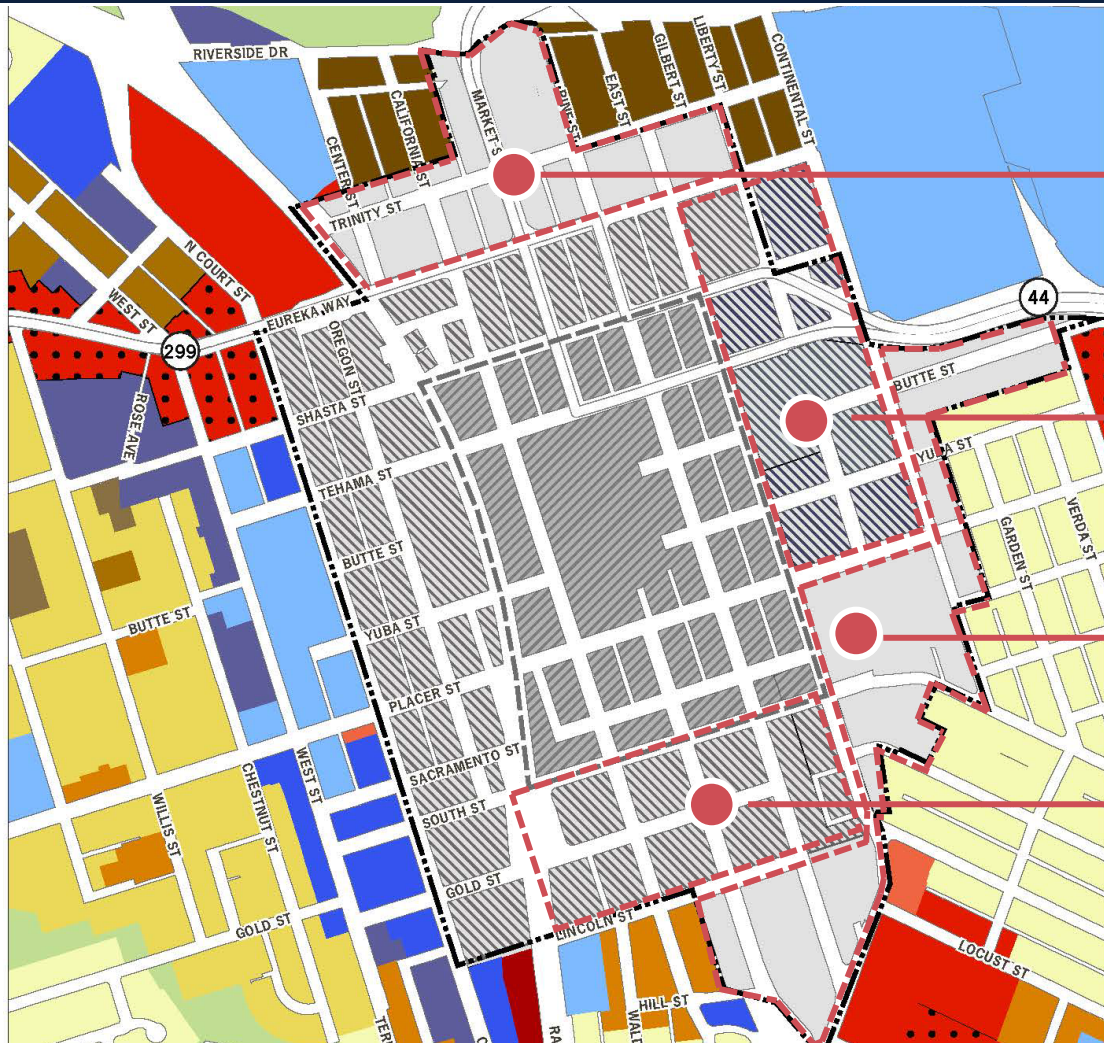
• Proposed Northern Riverfront Connections

- A priority bikeway route along Eureka Way through Memorial Park as a buffered Class II riverfront bikeway.
- A secondary priority bikeway route and Downtown trail connection on Sundial Bridge Dr.

• Proposed Southern Riverfront Connections

- A priority bikeway route along Yuba and Butte Streets to Park Marina Drive as a Class IV and III bikeway and
- A secondary priority pedestrian route along Yuba and Butte Streets.
- Priority Bikeway Route along South Street to Park Marina Drive as a Class II bikeway.
- Secondary priority bikeway on Placer and Locust St. to Park Marina Drive as a Class II bikeway.

RELATIONSHIP TO OTHER PROJECTS | DOWNTOWN SPECIFIC PLAN



The Downtown Redding Specific Plan (April 2022)

Proposed Northern Land Use Districts

- Downtown Mixed-Use District is located north of Eureka Way.
- Midrise buildings are allowed on blocks north of Placer Street to Eureka Way.

Proposed Southern Land Use Districts

- Downtown Mixed-Use District is located adjacent to the Garden Tract neighborhood.
- Midrise buildings are allowed between Lincoln St. and South St.

Downtown Core District Boundary

Downtown Specific Plan Area





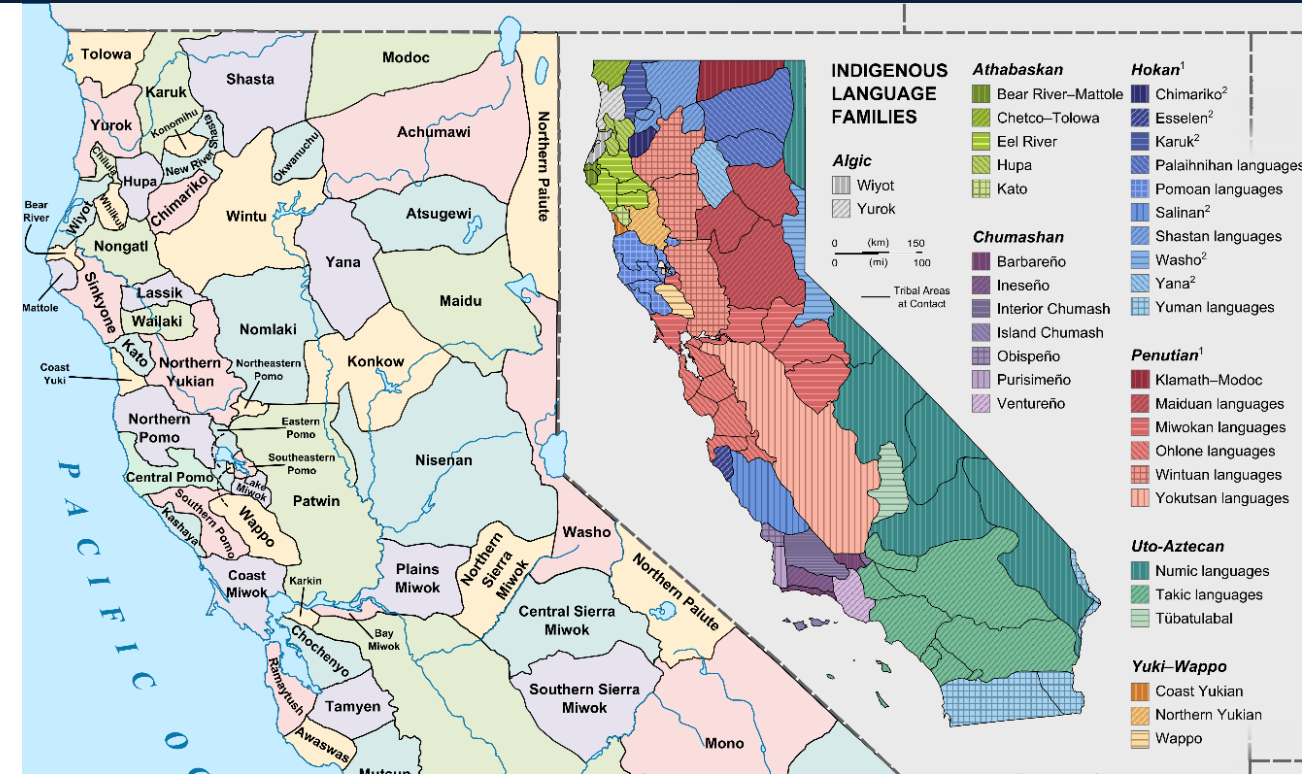
SECTION II: RIVERFRONT CONTEXT

HISTORY | INDIGENOUS

The Redding area was originally settled by Native Americans of the Wintu Tribe. Settlements of the **Wintu Tribe** stretched from the **slopes of Mt. Shasta** in the North **along and around the** Sacramento River down to the vicinity of present-day Chico.

Present day Northern Wintu Groups in and around Redding include:

- Norelmuk Wintu Nation
- Redding Rancheria
- Winnemem Wintu
- Wintu Tribe of Northern California
- Unaffiliated (northern Wintu People)



HISTORY | SPANISH AND EARLY CALIFORNIA

Present day Redding is a result of the **Rancho Buena Ventura** land grant given to Pierson B. Reading in 1844. This land grant, issued by then-California Governor Manuel Micheltorena, encompasses present day towns of Anderson, Cottonwood and Redding in the northern part of California.

In 1868, the **Central Pacific Railroad** bought property in Poverty Flats for a norther terminus which reached the area in 1872. The railroad built the town of Redding which was incorporated in 1887.

In the early 1900's, the town grew due to **copper and iron mineral extraction**. This industry made Redding a more prosperous community, but also produced environmental pollution. The mining industry declined in the 1920's



HISTORY | AGGREGATE MINING AND SHASTA DAM

Flood control became a necessity for the town as Redding grew. In the winter, torrential rains would cause tremendous flooding that drowned livestock. **Shasta Dam** is a result of this necessity and the potential to harness hydroelectric power.

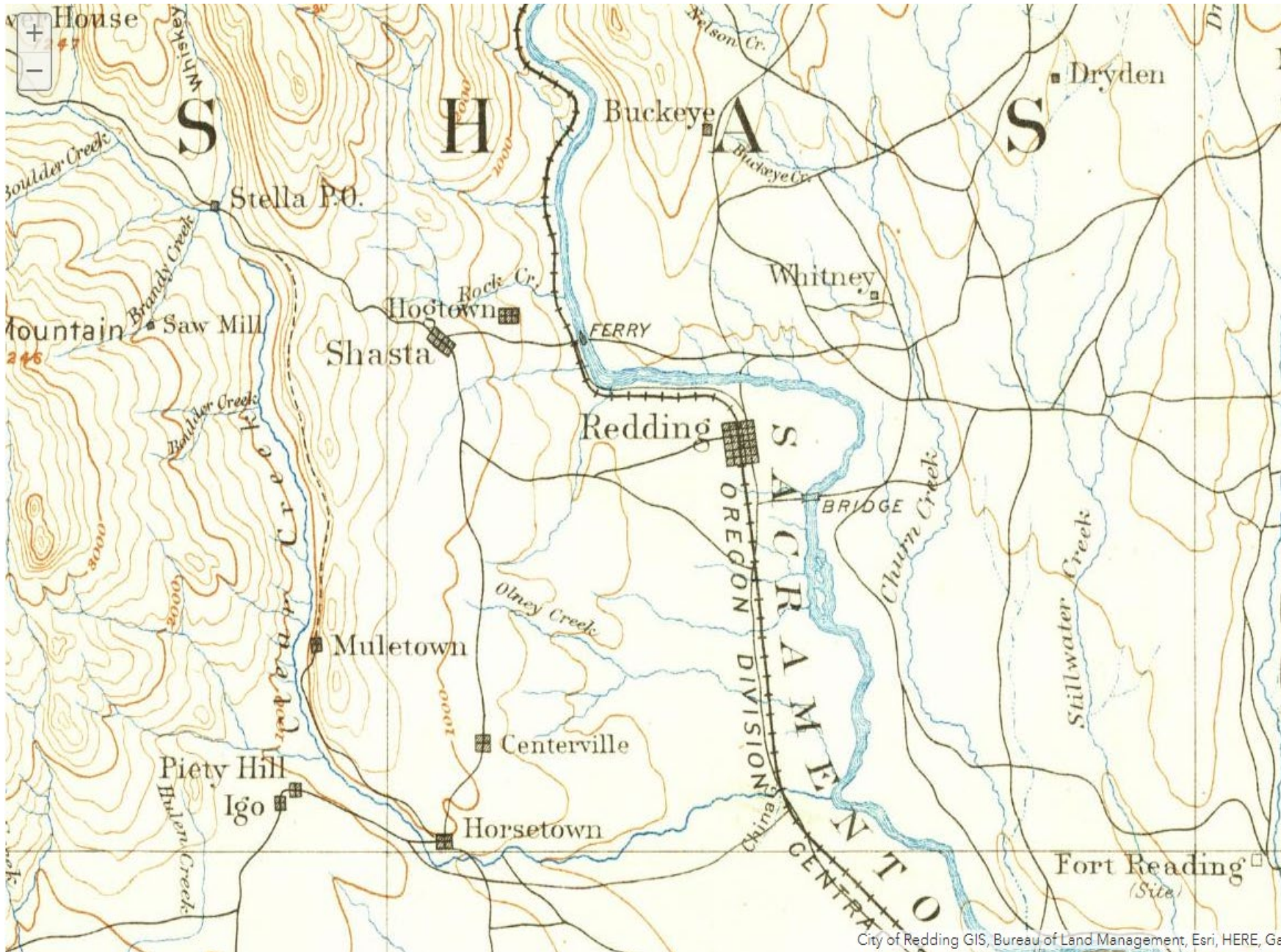
Completed in September 1944, Shasta Dam took six years to build with its height being taller than the Washington Monument and its spillways three times the height of Niagara Falls.



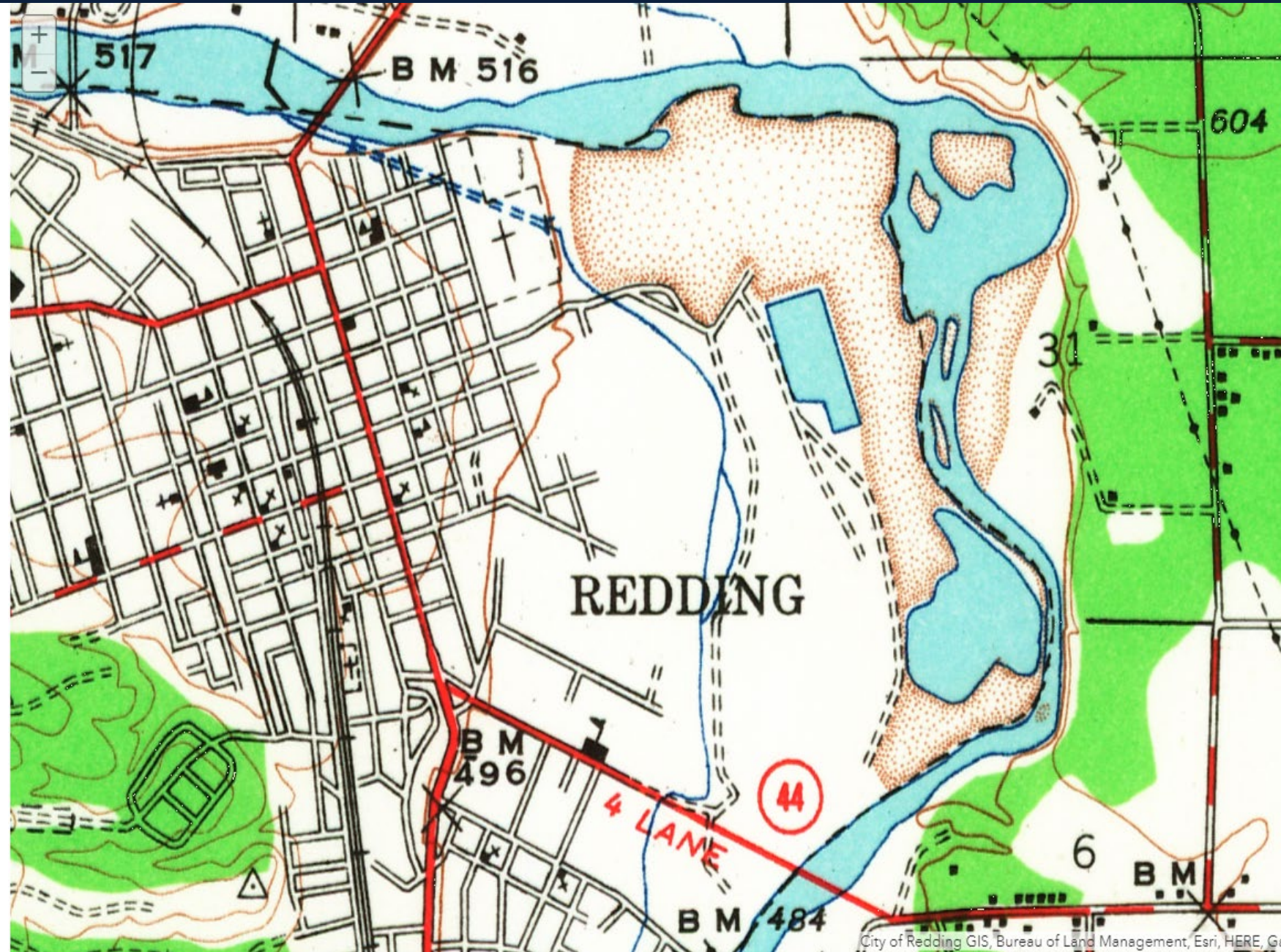
HISTORY | AGGREGATE MINING AND SHASTA DAM

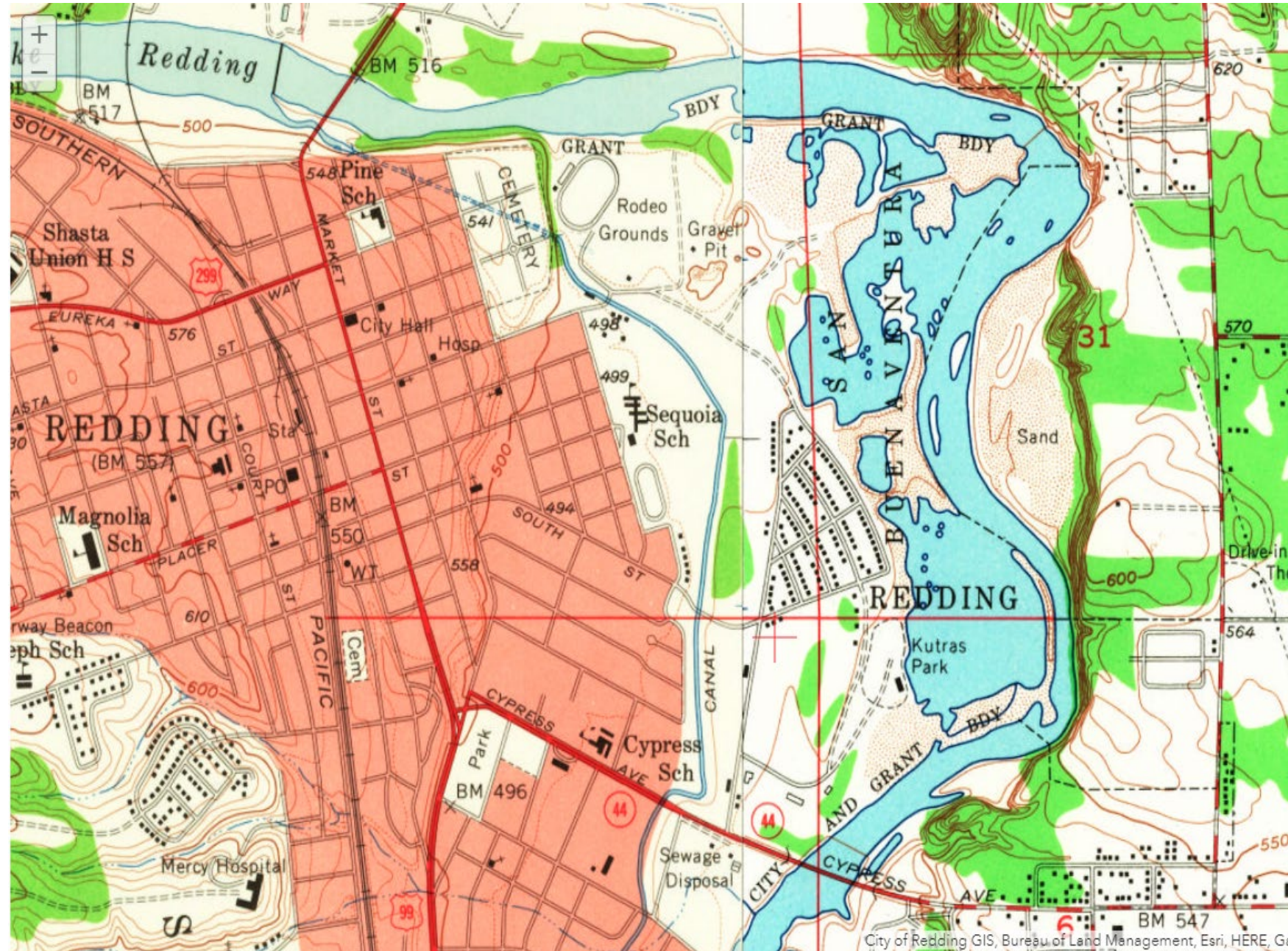
The Redding Riverfront Specific Plan study area was a major location for **gravel extraction** leaving behind pools of water adjacent to the main river channel.

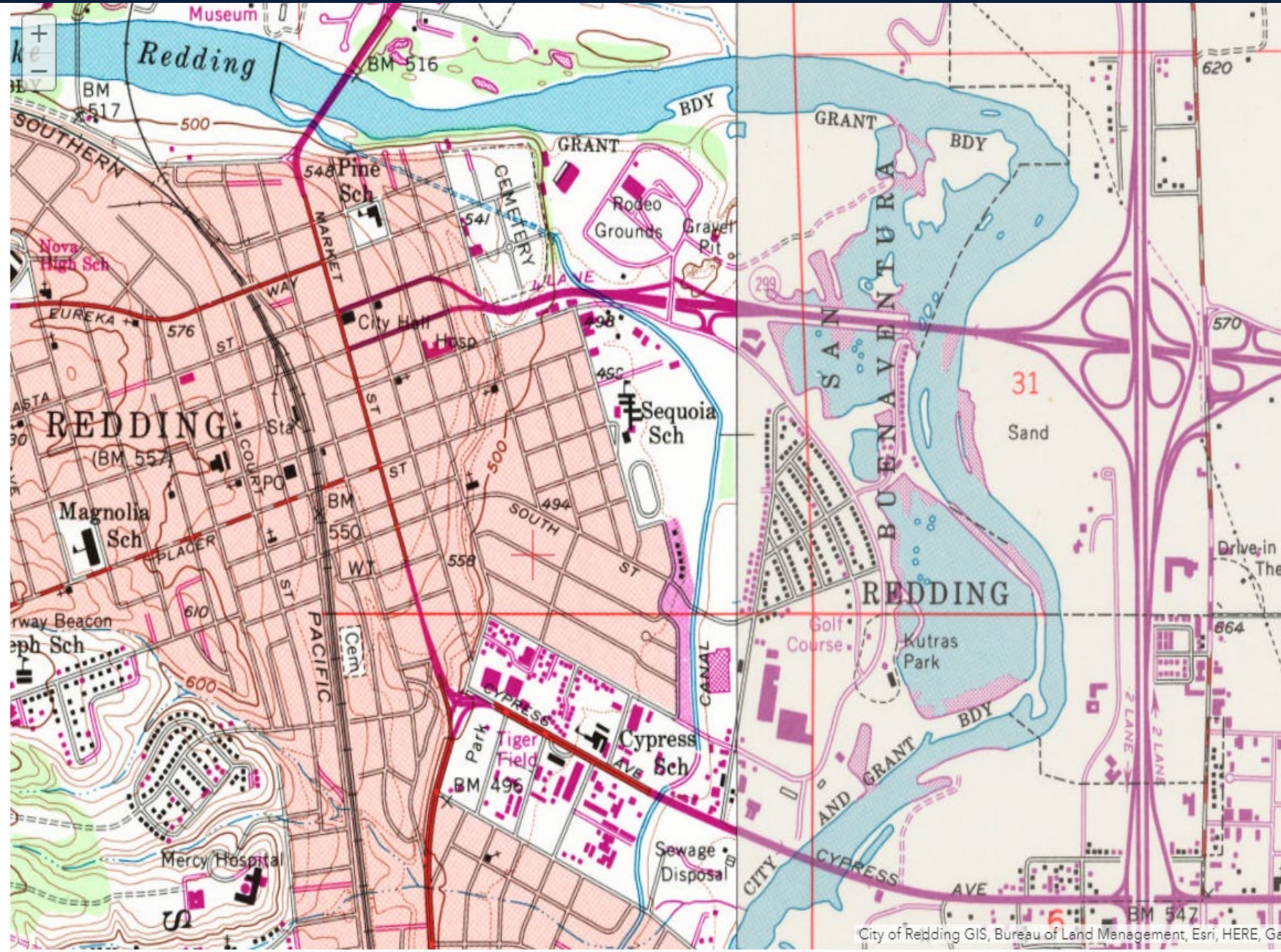


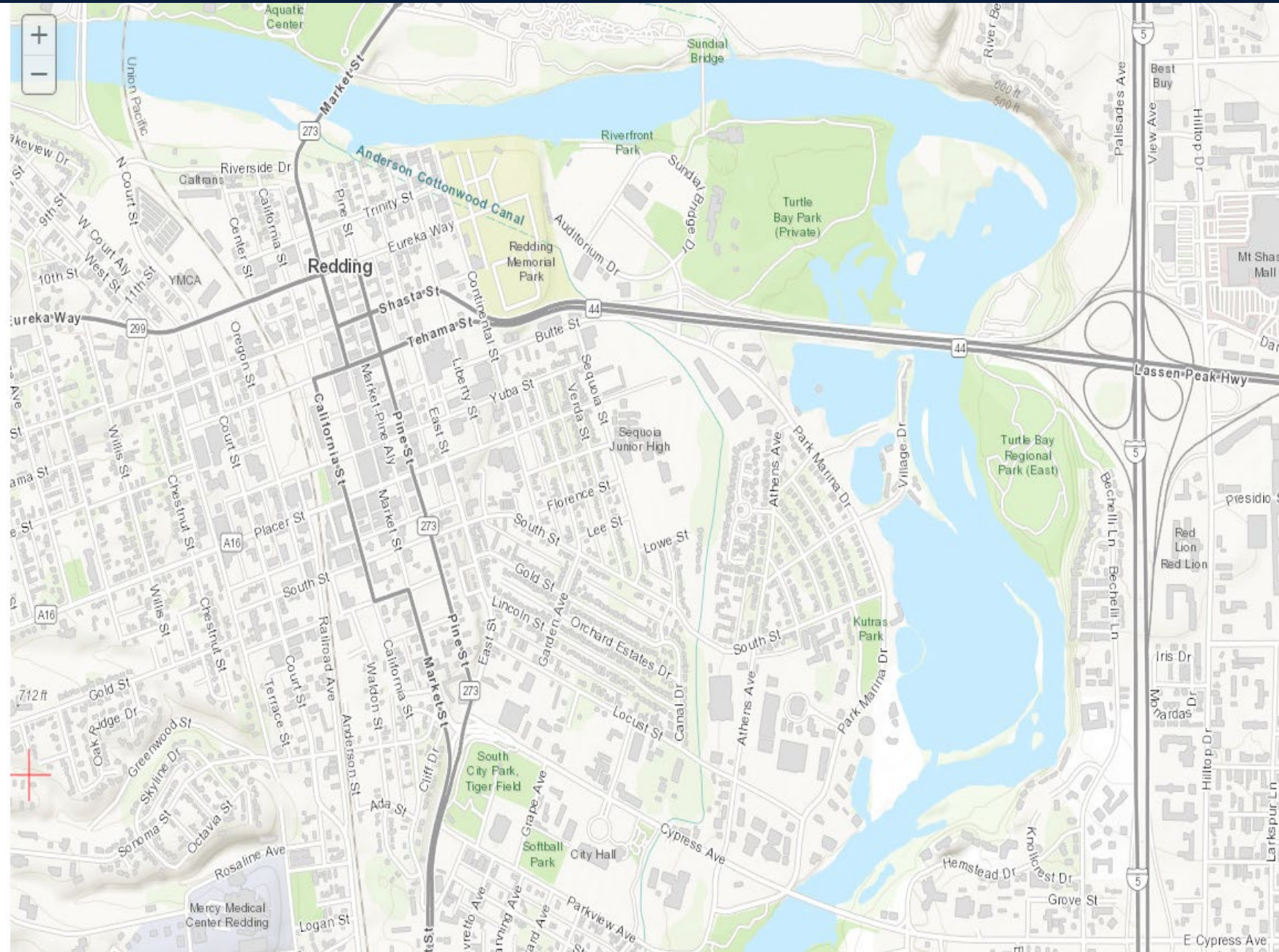








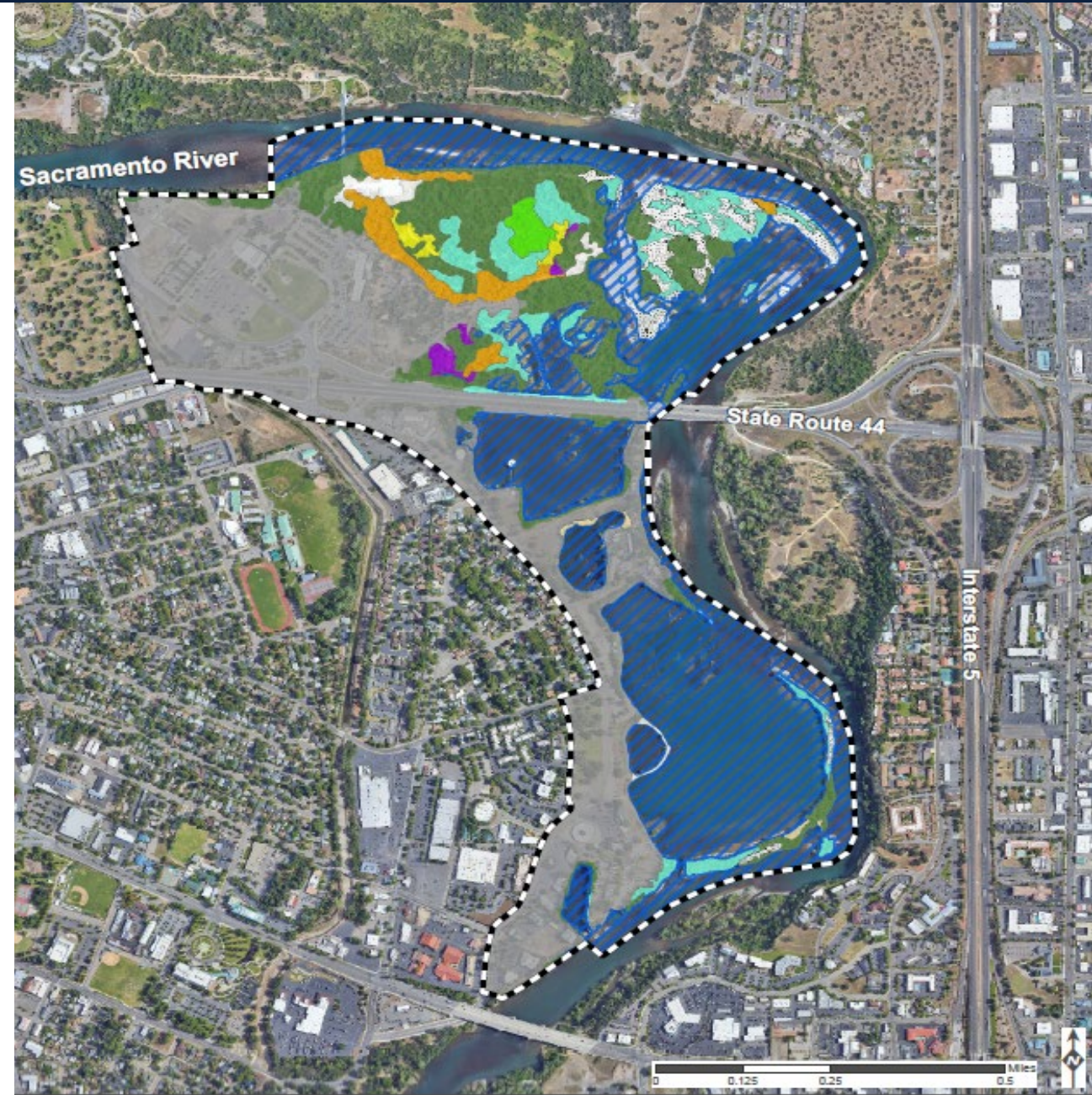




BIOLOGICAL RESOURCES

Over **60 percent** of the study area is considered wetland. There are four sensitive natural communities and several Special Status Species (10 birds, seven bats, and 14 fish) in the study area.

Invasive species such as Himalayan blackberry and yellow star thistle are prevalent. There is also evidence of camping and litter within sensitive communities and habitats.



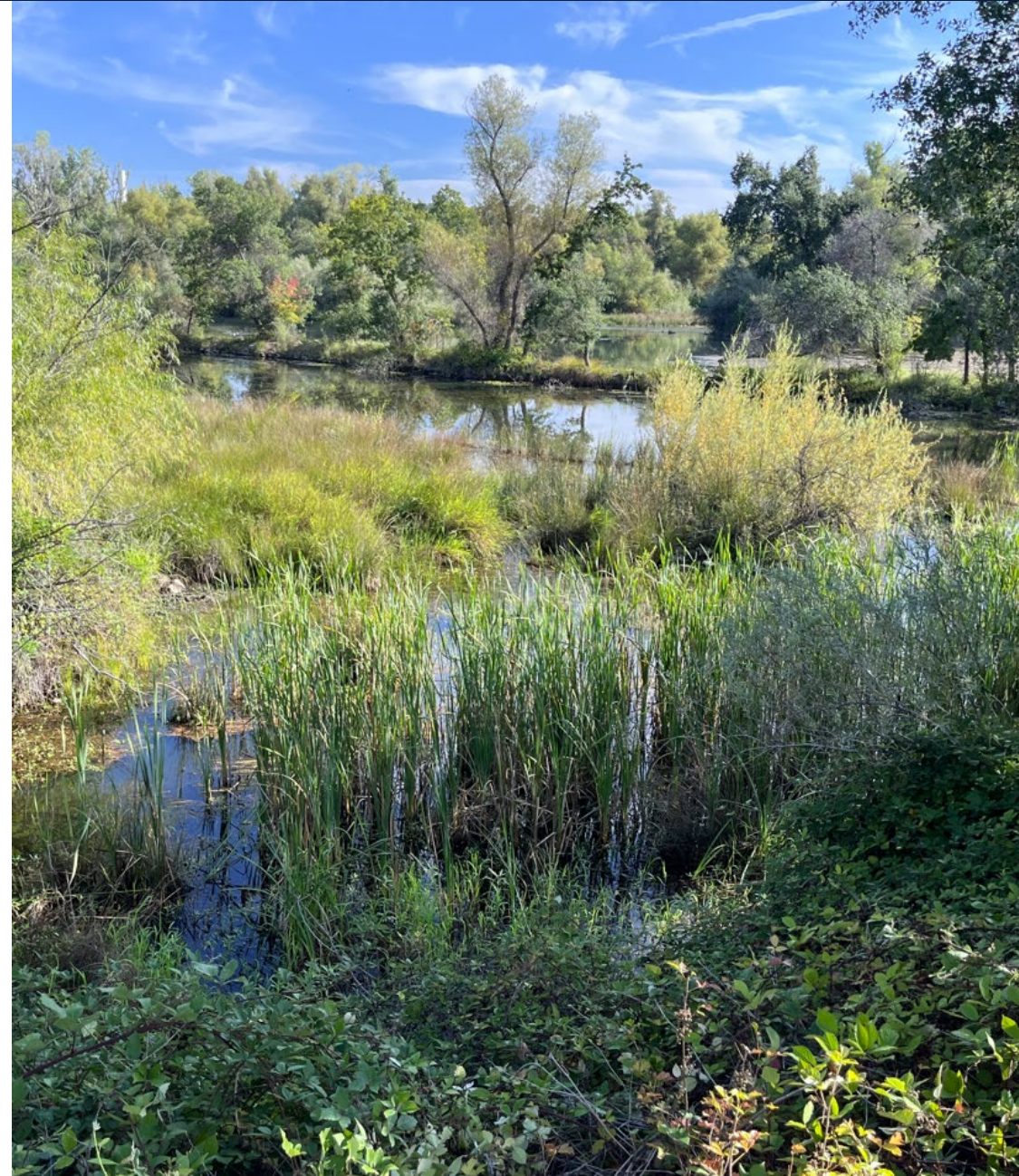
BIOLOGICAL RESOURCES

All wetlands and riparian vegetation are considered Regional Water Quality Control Boards (RWQCB) and California Department of Fish and Wildlife (CDFW) jurisdictional and Waters of the State. The RWQCB takes jurisdiction up to the 100-year flood plain.

The Sacramento River, all lakes, and possibly all ponds and wetlands are considered **US Army Corps of Engineers (USACE) jurisdictional** and Waters of the U.S.

Impacts to wetland habitats will trigger permitting and mitigation requirements.

Regional Water Quality Control Board = RWQCB
California Department of Fish and Wildlife = CDFW



CULTURAL RESOURCES

Mining, dredging, and processing of aggregate for use in Shasta Dam has **severely impacted** resources in the area.

There is a lack of **recorded** prehistoric and historic archaeological sites within the area, but there are two prehistoric resources adjacent to the study area.

There is evidence of **Northern Wintu villages** located on higher elevations on both the north and east banks of the river outside of the study area, suggesting permanent villages were located away from the flood plain.

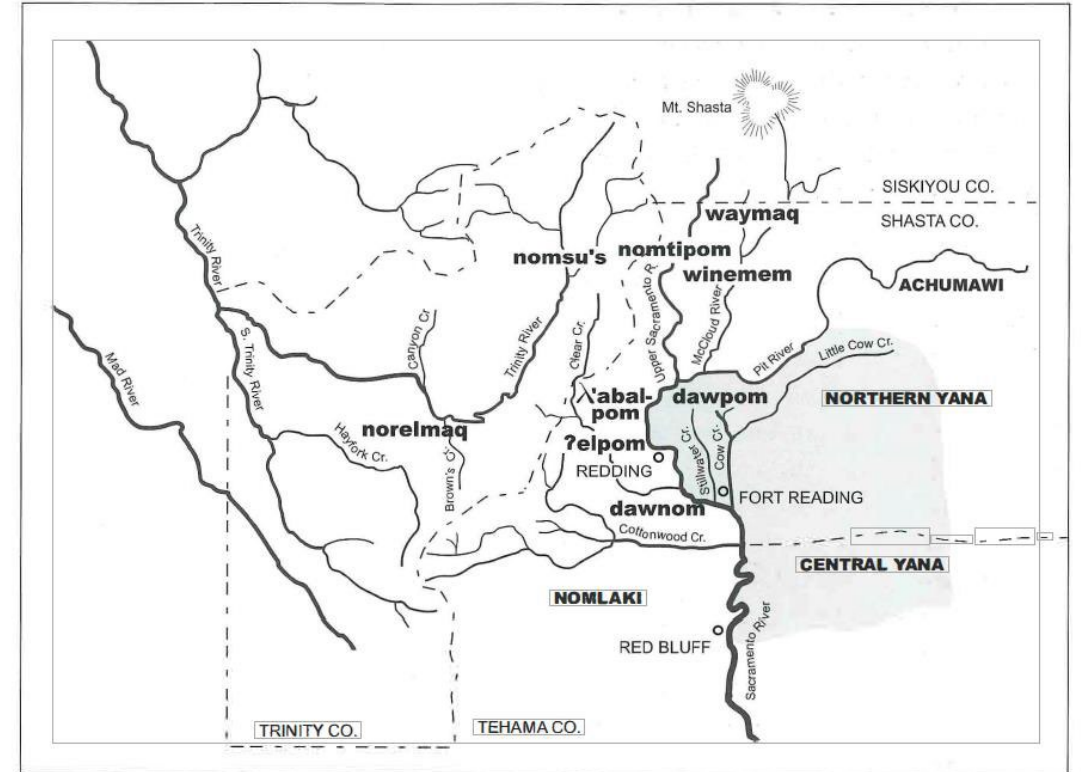


CULTURAL RESOURCES

Nine bands of **Northern Wintu** live within the northern Sacramento River Valley and surrounding mountains.

An Archaeological Resources Review has been prepared that inventories historical information and the relationship to State and Federal environmental regulations. The study showed Wintu resources outside of the Study Area and within the Redding municipal boundaries.

A complete and accurate record of resources in the Riverfront area will be difficult to construct **due to the disruption** caused by the gravel mining and the limited number of written records.



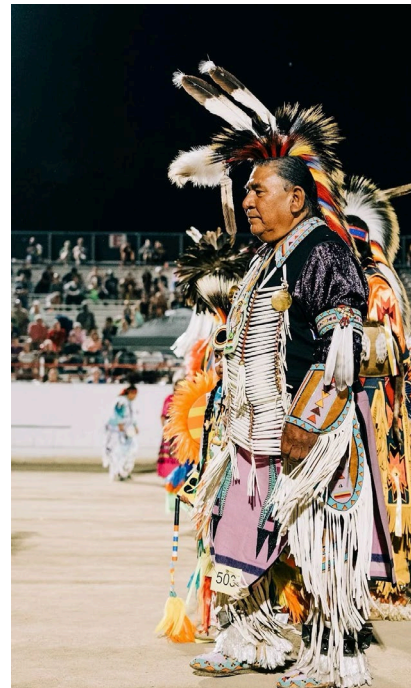
INDIGENOUS PLACE-BASED RESEARCH

The **Place-Based Historical and Cultural** narrative of the Northern Wintu People is a Summary of Wintu oral history, culture, historical events, and records.

The village sites along the north/east side of the Sacramento River identified in written records are not considered a complete list of village sites within the Northern Wintu territory.

Despite the Redding Riverfront area's susceptibility to seasonal flooding, **it is known to the Northern Wintu people as the site** of a large fish camp and permanent village.

The Riverfront area is a source of significant **cultural connection** to the land for the Northern Wintu people.



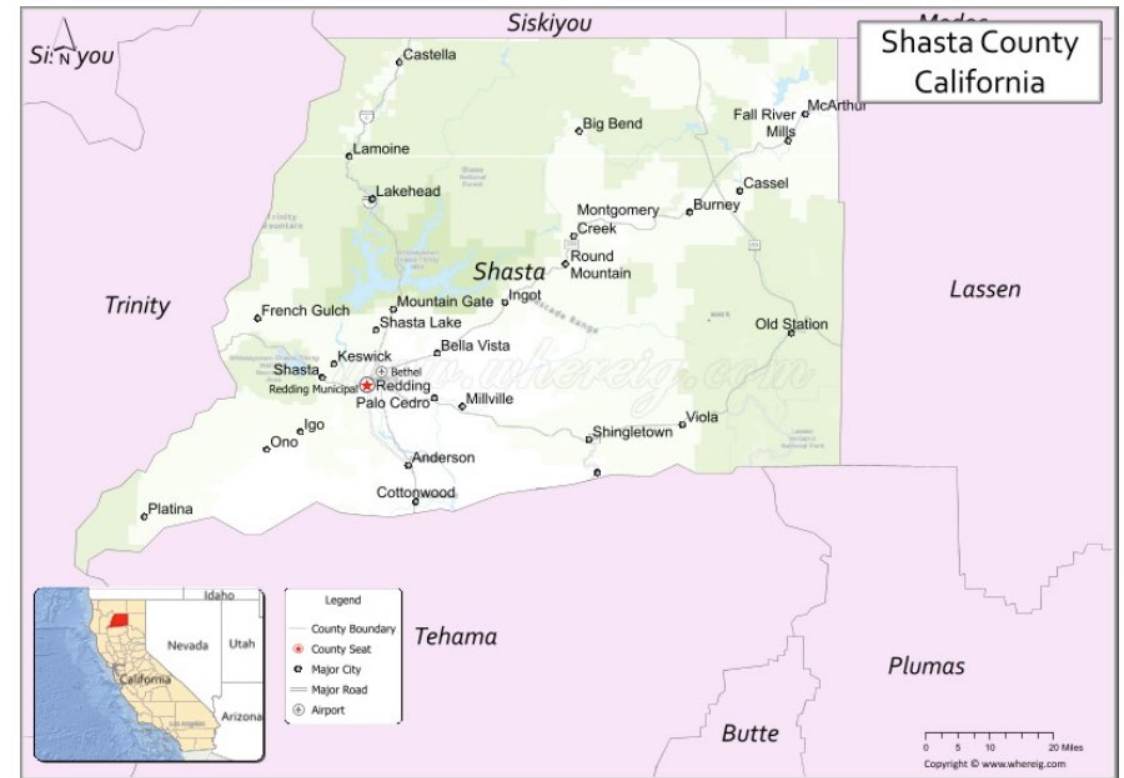
ECONOMIC CONDITIONS | LOCAL AND REGIONAL EMPLOYMENT

Redding contains about 48,000 jobs, or **71 percent of the jobs in Shasta County** (67,600 jobs total). And over 87,200 jobs are located within 20 miles of downtown Redding.

Redding added 5,500 jobs over that last 10 years, a 1.2% annual growth rate. A slightly **higher growth rate than the State average**, but less than the national average.

Healthcare/Social Assistance, Public Administration, Hospitality, and Retail Trade are the largest sectors in Redding. A quarter of Redding jobs are in **Healthcare/Social Assistance. A total of 12,500 jobs in 2023.**

Shasta County Map, California



ECONOMIC CONDITIONS | DEMOGRAPHICS

Caltrans estimates that **net population migration** will continue to be positive in Shasta County.

Fire rebuilding will continue to prop up the construction sector through 2025.

Retail, hospitality, and arts/recreation have largely recovered to pre-pandemic levels.

Tourism spending is projected to grow at an annual rate of 5.6 percent through 2027, below the statewide growth projection of 7.0 percent.

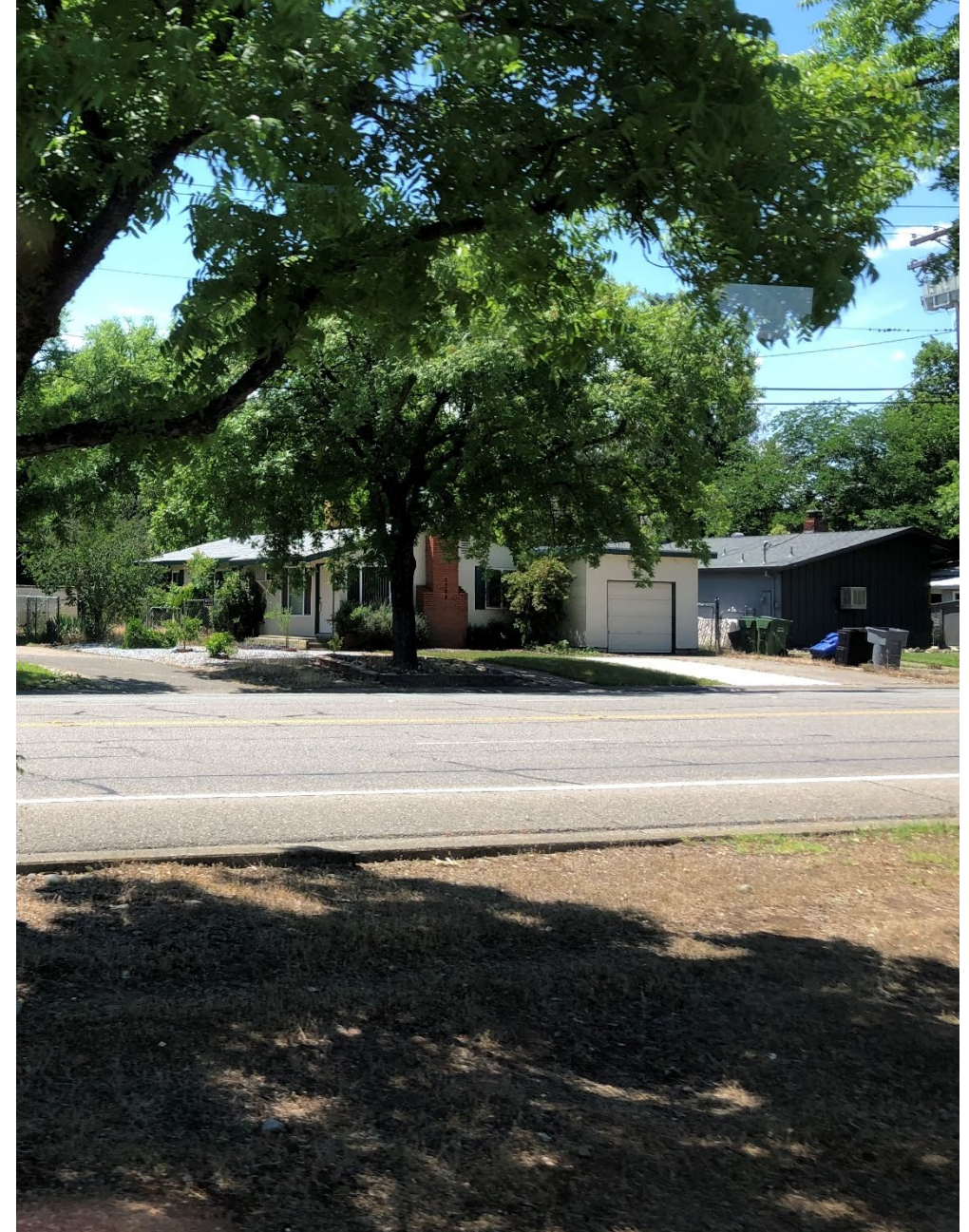


ECONOMIC CONDITIONS | DEMOGRAPHICS

The growth in population (2.4%) versus households (2.9%) in Redding over the last 10 years indicates a relatively minor reduction in household size, while Shasta County saw a more noticeable increase in households (3.6%) than population (1.3%), indicating a **more rapid shift to smaller household size in the County.**

Nearly **43 percent of Redding households are in renter-occupied** housing, while in the County only 32 percent are in renter-occupied housing.

The **share of households in renter-occupied housing has been declining** in both the City of Redding and the County.



ECONOMIC CONDITIONS | DEMOGRAPHICS

between 1940 and 1999, nearly two-thirds of the housing units were constructed in the City of Redding and Shasta County.

The County has **added about four times as many new housing units** over the last 10 years compared to the City (962 in the city vs. 3,968 in the county).

The **income distribution in Redding is similar to the County overall**, with about 20 percent of households earning less than \$25,000, half earning between \$25,000 and \$100,000, and 30 percent over \$100,000.



ECONOMIC CONDITIONS | TOURISM RECOVERY

State tourism spending projections indicate that the **Shasta Cascade region will recover back to pre-pandemic levels in 2023**. This shows the resilience of the community and provides hope for a future that embodies the community's respective vision and principles.



ECONOMIC CONDITIONS | KEY FINDINGS

Based on the Market Assessment research conducted for the specific plan project, the **Northern Riverfront** area could support:

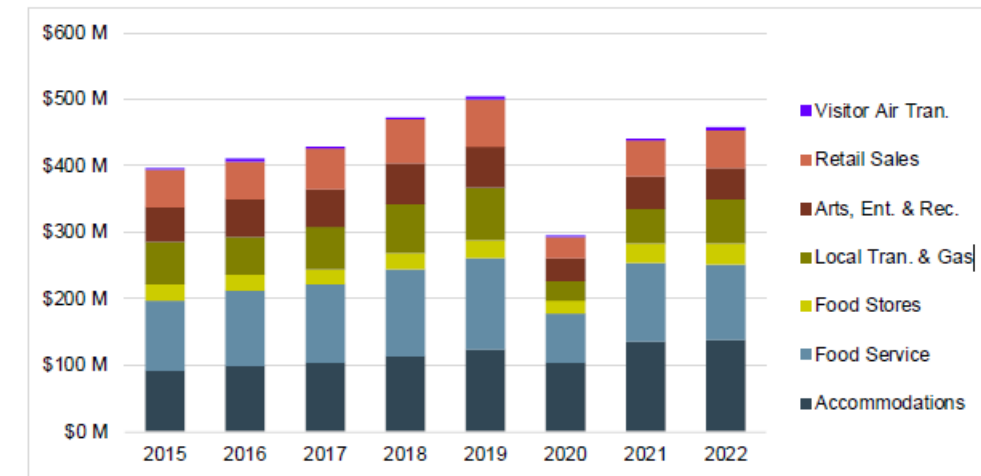
- Performance venue(s)
- Visitor attractions
- Lodging
- Eating and drinking establishments

The **Southern Riverfront** area could support:

- Recreation
- Retail
- Eating and drinking establishments
- Housing



Figure 7. County Visitor Spending by Major Category—All Accommodation Types (\$millions)



ENVIRONMENTAL JUSTICE

The City's adopted Community Health, Wellness, and Environmental Justice Element (EJ Element) recognizes the need to address local community equity and health outcomes.

- include no- and low-impact development policies to reduce pollution burdens in the study area and strategies to address extreme weather events.
- Evaluate opportunities to provide accessible and healthy local housing.
- Emphasize equitably located, distributed, maintained, and broadly accessible public facilities and services and emergency and safety concerns for people and property.
- Considering land uses that increase access to health care and healthy food.
- Promoting opportunities for multi-modal transportation, more parks and open space, and new urban design approaches.





SECTION III: BUILDINGS AND USES

EXISTING USES | GENERAL PLAN LAND USES

The **Northern portion** of the study area is designated as: *Public Facilities/Institutional, Greenway, Recreation, and several smaller parcels are General Office.*

The **Southern Riverfront** area (south of Highway 44) is designated as: *General Commercial, Greenway, Recreation, Multi-Family residential, Park, Limited Office, Recreation, and General Office.*

Legend

[] Study Area Boundary

□ Parcel

▬ Major Roads

▬ River Channel

▬ Water Bodies

▬ Canal

▬ Building Footprints

▬ GWY : Greenway

▬ PFI : Public Facilities/Institutional

▬ GO : General Office

▬ GC: General Commercial

▬ REC: Recreation

▬ PK: Park

▬ RM 6-10: Residential 6-10 unit/acre

▬ RM 10-20: Residential 10-20 unit/acre

▬ RM 3.5-6: Residential 3.5-6 unit/acre

▬ RM 2-3.5: Residential 2-3.5 unit/acre

▬ LO: Limited Office

▬ NC: Neighborhood Commercial

▬ HC: Heavy Commercial



EXISTING USES | MAJOR USES

Although difficult to access downtown, the edge closest to the study area is home **to religious institutions and medical services.**

To the west of the southern riverfront, **single-story retail and commercial uses**, as are interspersed within the Garden Tract neighborhood.

The **Redding City Hall** and associated **civic uses** are located near the southern end of the study area.



- Study Area Boundary
- Parcels
- Major Roads
- Canal
- Parks and Open Space
- Civic Amenities
- Retail and Healthcare
- Religious Institutions
- Educational Institutions
- Boat Ramps
- Amenity Zones



EXISTING USES | REDDING RODEO

Redding Rodeo is a stage where the finest cowboy athletes showcase their skills and compete, ensuring that fans experience the thrill of rodeo action firsthand.

During fire season, the Redding Rodeo limits large events so that in the case of a fire the Redding Rodeo Grounds can serve as a **livestock evacuation center**.

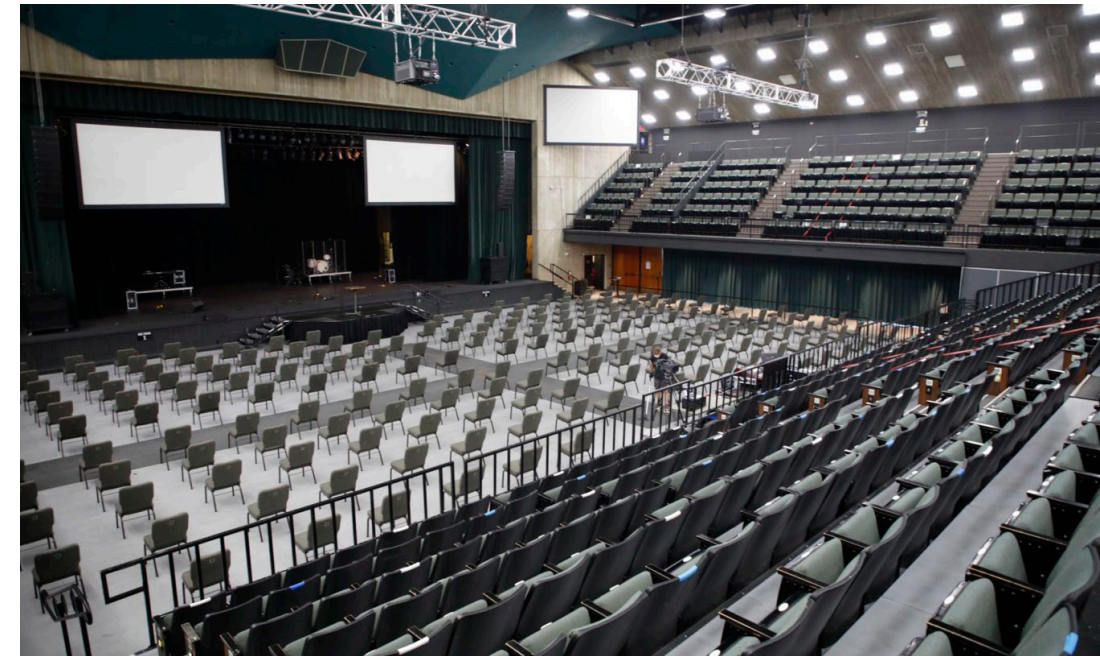


EXISTING USES | REDDING CIVIC AUDITORIUM

The **Civic Auditorium** opened in 1970 to host concerts, trade shows, and business expos to serve as a rental venue for large private and corporate events.

Since 2011, **Advance Redding** has worked to maximize the use of the venue. In 2019, Advance Redding hosted 42 ticketed events, 8 tradeshow, 7 banquets, 6 conferences, and a variety of other local events.

The list of needed **capital improvements** is substantial for the aging building, and includes restroom updates, a new HVAC system, replacing the interior carpet, exterior doors and windows and parking lot repair.



EXISTING USES | TURTLE BAY

The **Turtle Bay Exploration Park** is a 300-acre cultural center located along the Sacramento River featuring a Museum, indoor and outdoor animal exhibits, playground, arboretum and botanical gardens, and the world-famous Sundial Bridge.

The vision for Turtle Bay is a vibrant gathering place where our community is strengthened through education, cultural engagement, and economic growth.



EXISTING USES | SUNDIAL BRIDGE

The **Sundial Bridge** at Turtle Bay is a world-famous pedestrian bridge and public art installation that crosses the Sacramento River in Redding and connects the north and south campuses of Turtle Bay Exploration Park.

Opened July 4, 2004, the bridge links the north and south campuses of Turtle Bay Exploration Park and serves as a new downtown entrance for Redding's extensive Sacramento River Trail system. Access to the Sundial Bridge and surrounding river trails are free to the public.



EXISTING USES | COMMERCIAL

In the Northern Riverfront, the addition of the **Sheraton Hotel** provides hospitality space that works with the nearby event spaces.

The Southern Riverfront includes a modest share of the city's retail. However, it is characterized by relatively **low rental rates** and significant fluctuations in occupancy.



EXISTING USES | RESIDENTIAL

The Southern Riverfront area includes an existing mix of **multi-family**, **single-family** and **mobile home housing**. These residential areas are largely near or adjacent to the Sacramento River and portions of these residential areas are susceptible to seasonal and major event (100-year) flooding.



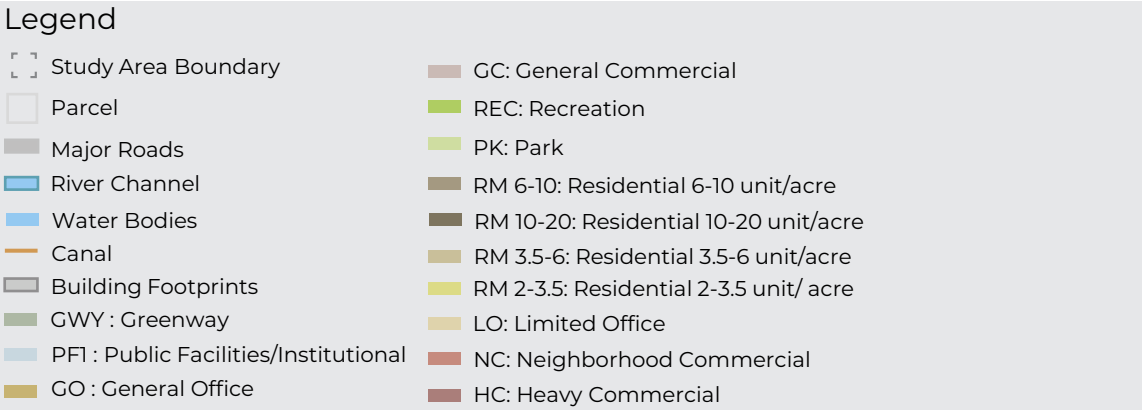
EXISTING USES | SURROUNDING USES

The **Downtown is General Commercial land uses** immediately to the west.

The **Garden Tract neighborhood is the primary residential land uses** between downtown and the study area.

The **southern riverfront has limited commercial and general office land uses** to the west.

Land uses to the east are separated by the **Sacramento River and a large bluff** that overlooks the study area.



EXISTING USES | PARKS AND OPEN SPACE

In the Northern Riverfront area, designated **Open Space** is located along the Sacramento River near Turtle Bay Exploration Park.

In the Southern Riverfront, designated **Park Space** area is adjacent to Park Marina Drive, close to the residential neighborhoods.

Kutras Park is the closest open space within the study area to commercial businesses at the southern end of the study area.

LEGEND

- Study Area Boundary
- Parcels
- Major Roads
- River Channel
- Water Bodies
- Canal
- Land
- Open Space
- Parks
- Boat Ramps



PARCEL SIZES AND DEPTHS











Parcel size within the study area varies greatly.

In the northern riverfront, **large land areas** host event spaces and buildings on large and deep parcels.

In the southern riverfront, **parcels are smaller** with a mix of office and residential parcels

A typical residential parcel in the southern riverfront has frontage that is 75 feet long while other parcels throughout the study area have frontage that is several hundred feet long.



- | | | | |
|---|---------------------|---|--------------------------|
|  | Study Area Boundary |  | Educational Institutions |
|  | Parcels |  | Parks and Open Spaces |
|  | Major Roads |  | Major Destinations |
|  | River Channel |  | Boat Ramps |
|  | Water Bodies | | |
|  | Canal | | |



BUILDING SIZES AND LOT COVERAGE

Most Buildings are located along the western side of the study area closer to Downtown and the City's developed areas.

Buildings range in size from the large Civic Auditorium that is approximately 30,000 gsf to small single-family homes of 1,500 gsf.

The riverfront edge is varied with water access (i.e., boat ramps), open views to ponds and the river, and areas dominated by vegetation.

Large areas are designated as open space with the lot coverage at approximately 6 percent.

LEGEND

- Study Area Boundary
- Parcels
- Major Roads
- River Channel
- Water Bodies
- Canal
- Educational Institutions
- Parks and Open Spaces
- Major Destinations
- Boat Ramps
- Building Footprints
- Downtown



ZONING AND DEVELOPMENT STANDARDS

An open space designation applies to land along the water, adjacent to ponds and the Sacramento River.

The northern riverfront is **exclusively designated as public facility and open space** zoning districts.

The southern riverfront includes a greater variety of zoning categories additional designations (i.e., multi-family residential), general office and general commercial-visitor retail.



ZONING AND DEVELOPMENT STANDARDS

Zoning District	Zoning District Intent	Area in Study Area
PF: Public Facility	Provide areas for public and quasi-public facilities	135 acres
OS: Open Space District	Identify and protect public lands and private lands that are subject to private open-space easements	187 acres
GC-VR: General Commercial-Visitor Retail	To maintain areas on arterial streets, near interchanges, and in existing commercial strips for commercial uses.	33 acres
GO: General Office	Provide sites for professional, business, and personal-service businesses with appropriate and compatible accessory uses.	13 acres
RM-10: Residential Multi-Family	Provide areas for medium- to high-density multiple-family projects and other uses that are compatible with multiple-family development, ideally located near downtown and with access to public transportation and arterial streets.	20 acres
TOTAL ACRES		388 acres

ZONING AND DEVELOPMENT STANDARDS

Zoning District	Base and Maximum Density	Minimum Lot Area and Width	Maximum Lot Coverage	Setbacks	Additional Notes
PF: Public Facility	standards shall be as specified by the site development permit or use permit	standards shall be as specified by the site development permit or use permit	standards shall be as specified by the site development permit or use permit	standards shall be as specified by the site development permit or use permit	
OS: Open Space District	Unlike other districts contained in this title, the "OS" Open Space District is intended as a preservation tool, and as such, uses are limited to those which are consistent with the undeveloped nature of the lands. However, certain open space areas also provide corridors for trails, public utilities, streets, and other necessary public improvements.				
GC-VR: General Commercial-Visitor Retail	<p>≥ 4,000 square feet</p> <p>4,001-20,000 square feet (permit)</p> <p>20,001-30,000 square feet (permit)</p> <p>> 30,001 square feet (use permit)</p> <p>Maximum Density: 60,000 square feet</p>	<p>Lot Area: 7,500 square feet</p> <p>Width: 70 feet</p> <p>Corner Width: 80 feet</p>		<p>Front: 15 feet</p> <p>Side and Rear: None</p> <p>Corner Side: 10 feet</p>	<p>Height Limit: 45 feet</p> <p>Sky plane adjacent to RL, RE, and RS: 45 degrees</p> <p>Maximum Building Size: applies to the main tenant in a multi-tenant center or structure.</p> <p>Within 50' of an RS District: maximum of 2 stories in 50 feet</p>
GO: General Office	<p>≥ 4,000 square feet</p> <p>4,001-20,000 square feet (permit)</p> <p>20,001-30,000 square feet (permit)</p> <p>> 30,001 square feet (use permit)</p>	<p>Lot Area: 7,500 square feet</p> <p>Width: 70 feet</p>		<p>Front: 10 feet</p> <p>Side: 10 feet</p> <p>Corner Side: 10 feet</p> <p>Rear: 10 feet</p>	<p>Height Limit: 50 feet</p> <p>Sky plane adjacent to RL, RE, and RS: 45 degrees</p> <p>Within 50' of an RS District: maximum of 2 stories in 50 feet</p>
RM-10: Residential Multi-Family	<p>10 dwelling units/acre</p> <p>Maximum Density: 3,500 square feet (One dwelling unit per net square feet)</p>	<p>Lot Area: 10,000 square feet</p> <p>Width: 80 feet</p>	Lot Coverage: up to 70 percent	<p>Front: 15 feet</p> <p>Side: 5 feet or 10 feet for two or more stories</p> <p>Corner Side: 15 feet</p> <p>Rear: 15 feet</p>	<p>Height Limit: 45 feet</p> <p>Density: base number of dwelling units permitted shall be computed by deducting any areas subject to flooring from a 100-year storm event and multiplying the remainder by base density of the district.</p>



SECTION IV: STREETSCAPES AND MOBILITY

GATEWAYS AND VIEWS

Much of the study area is visible from Highway 44 as it crosses above the river and through the middle of the study area.

The highway off and on-ramps are the only vehicular entry point into the northern riverfront area and a major entry point to the southern riverfront area.

Sundial Bridge is an additional ped/bike access point into the northern riverfront area.

Cypress Avenue is a major vehicular and bicycle entry into the southern riverfront area.



GATEWAYS AND VIEWS

Sweeping views of the riverfront from automobiles are provided by the raised Highway 44 that bisects the study area.

The Sundial Bridge provides views of the Sacramento River for walkers and cyclists and the bridge and venues draw visitors.

Park Marina Drive has **lookout points to the ponds with the river in the distance**, but little public space provides views or access to the waters edge.



LEGEND

- Study Area Boundary
- Parcels
- Major Roads
- Canal
- Boat Ramps
- Vista points
- Educational Institutions
- Parks and Open Spaces
- Major Destinations



ACCESS AND CIRCULATION


The northern riverfront area has access from Highway 44, with **barriers on all sides** including Memorial Park, the Sacramento River Channel and the highway.


Circulation in the northern riverfront is a **loop road** around the Civic Auditorium with vehicular access to a front drop-off, parking, and rear loading.



Park Marina Drive, between Highway 44 and Cypress Avenue is an **arterial corridor** for the southern riverfront.


Multiple minor roads and residential driveways open onto Park Marina Drive's western side and commercial driveways on the eastern side.



LEGEND



-  Study Area Boundary


 Building Footprints


 Major Driveways
-  Parcels

 Land

 Access Roads
-  Major Roads

 Boat Ramps
-  River Channel

 Water Bodies

 Canal

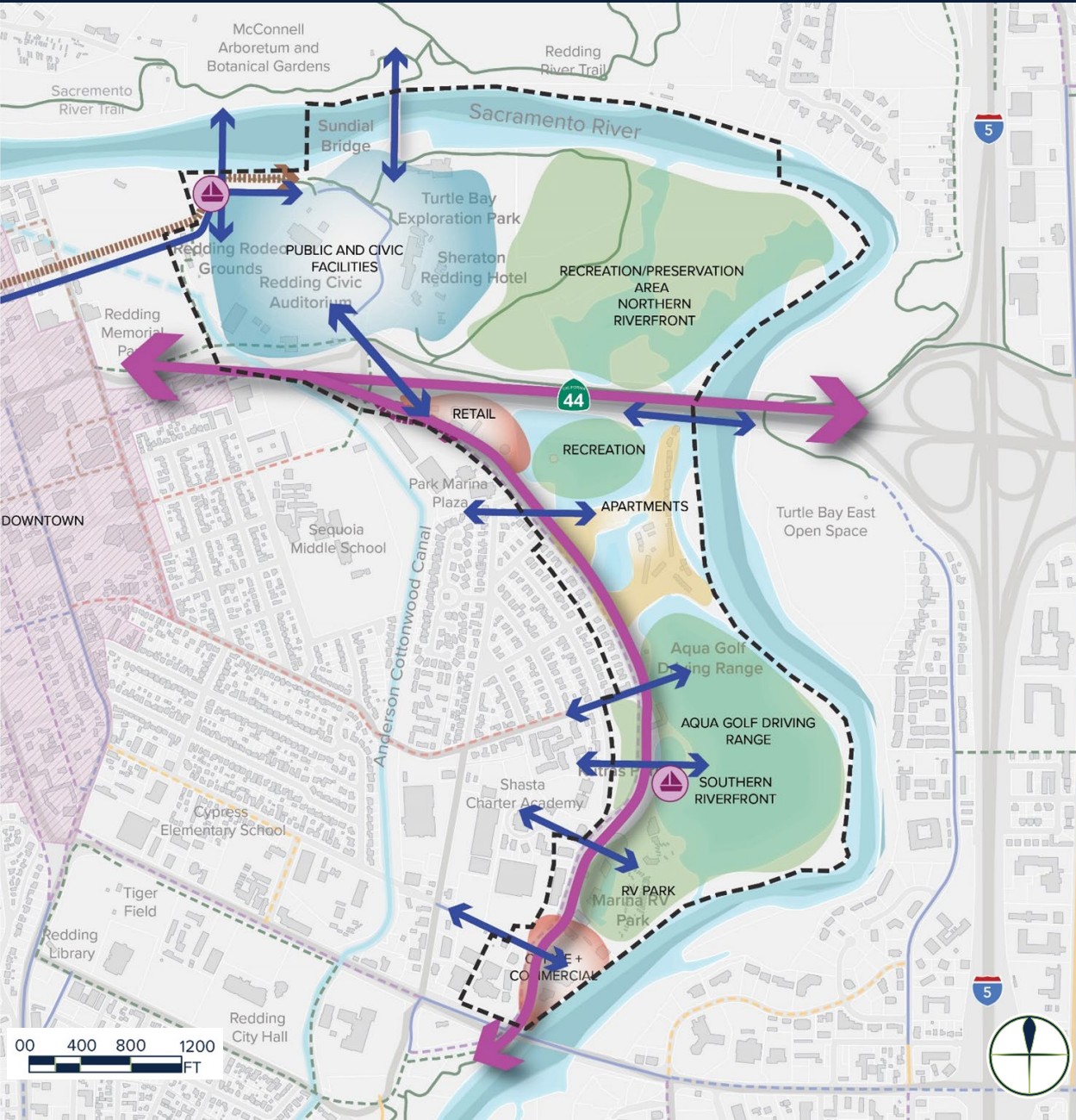
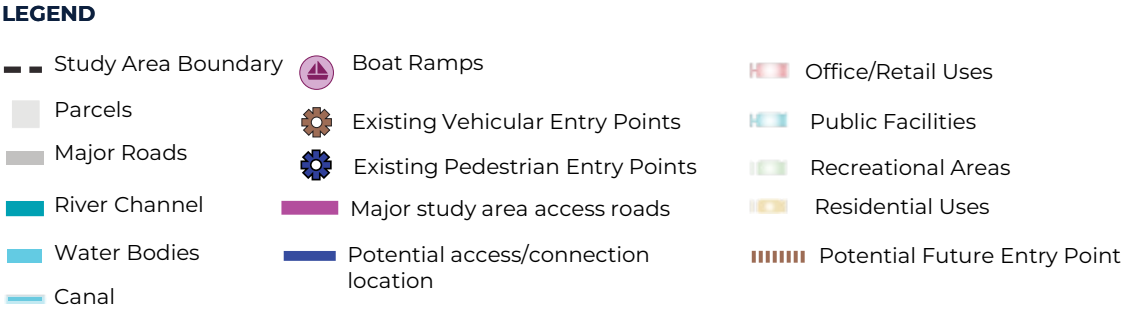


ACCESS AND CIRCULATION

A **new secondary access** for emergency vehicles and bicyclists/pedestrians through the private cemetery has been proposed and the Redding General Plan envisions a potential future multi-modal bridge over the river to the north.

Additional multimodal links to the northern study area and a potential future crossing of the river may increase safety and balanced use addressing barriers on all sides.

The southern riverfront could provide **additional access points to enjoy water views and river access**.



STREETSCAPE DESIGN

In the northern riverfront area, sidewalks are located **along the Redding Civic Auditorium access loop road**.

In the southern riverfront area, discontinuous sidewalks are located along **Park Marina Drive**.

Some residential areas east of Park Marina Drive **do not have sidewalks** and **informal streets** and **parking areas** exist.

Along Park Marina Drive, **less than half of the intersections include crosswalks**.



LEGEND			
	Study Area Boundary		Building Footprints
	Parcels		Land
	River Channel		Sidewalks
	Water Bodies		Crosswalks
	Canal		Existing Freeway
	Boat Ramps		Existing Principal Arterial Roadway
	Unpaved Parking		Existing Minor Arterial Roadway
			Existing Collector Arterial Roadway
			Existing Local Roadway
			Proposed Collector Roadway
			Existing Crosswalks along Park Marina Drive

STREETSCAPE DESIGN

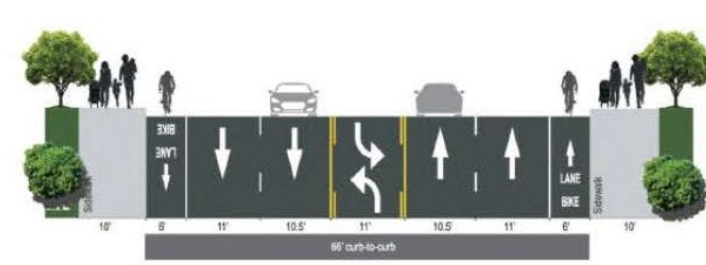
Park Marina Drive currently is designed with **four vehicle travel lanes** (two in each direction) on most segments, provides excess traffic capacity, encouraging higher traffic speeds.

Bicycle lanes are provided in both directions, but sidewalks are limited with gaps on key segments. Bicycle and pedestrian facilities are considered inadequate, and the lighting is poor.

Future redesign concepts that were prepared during preparation of the draft Park Marina Drive Corridor Plan (PMCP) in 2020.

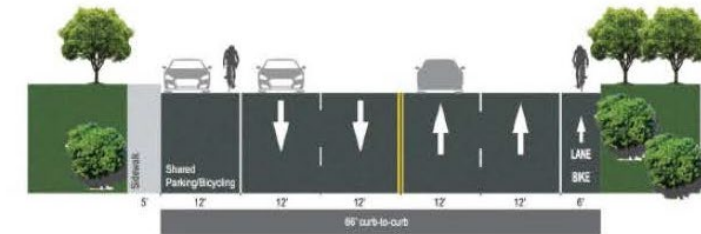
Public access to the Sacramento River is limited. The City's Active Transportation Plan recommends a **multi-use path** on the river side and on-street bicycle lanes.

Figure 4.1 Park Marina Drive near Athens Avenue (Existing)



Source: Park Marina Drive Corridor Plan Visioning Workshop, City of Redding, November 18, 2020.

Figure 4.2 Park Marina Drive near South Street (Existing)



Source: Park Marina Drive Corridor Plan Visioning Workshop, City of Redding, November 18, 2020.














TRAFFIC PATTERNS

The **roads in the study area have more than enough capacity** for acceptable levels of service for automobile travel.

During peak morning hours, **queues have been observed** at two signals along Park Marina Drive and the Highway 44 over-crossing and on and off ramps.

LEGEND

- | | |
|---|--|
|  Study Area Boundary |  Building Footprints |
|  Parcels |  Land |
|  Major Roads |  Boat Ramps |
|  River Channel |  Traffic Signals |
|  Water Bodies |  Traffic Congestion Zones |
|  Canal | |



TRAFFIC COLLISIONS

Traffic collisions in the study area occur most often along **Highway 44** and at intersections along **Park Marina Drive**.

Collision data indicates **Highway 44** has had **severe and fatal injuries** associated with the high-speed corridor.

Less severe injuries occur along both **Park Marina Dr.** as well as **Highway 44**, categorized as other visible and complaint of pain injuries.

LEGEND

- | | | |
|-------------------------|----------------------------|--------------|
| --- Study Area Boundary | ■ Building Footprints | ⚓ Boat Ramps |
| □ Parcels | ■ Land | |
| — Major Roads | ○ Complaint of Pain Injury | |
| ■ River Channel | ● Other Visible Injury | |
| ■ Water Bodies | ● Severe Injury | |
| — Canal | ● Fatal Injury | |





















BICYCLE AND PEDESTRIAN CIRCULATION

The northern riverfront has **both bike and pedestrian trails connecting major destinations**, such as the Sacramento River Trail, Civic Auditorium, and the Turtle Bay East Open Space.

A few standards on-street bike lanes exist in the north by the Civic Auditorium and in the south on Locust St. and Cypress Ave.

Many more **standard bike lanes and separated bikeways are planned** with key links across Highway 44 and along Park Marina Drive.

LEGEND

 Study Area Boundary	 Boat Ramps	PROPOSED
 Parcels	 Building Footprints	 Shared Use Path
 Major Roads	 Land	 Separated Bikeway
 River Channel	EXISTING	 Separated Bikeway or Buffered Bike Lane
 Water Bodies	 Shared Use Path	 Standard Bike Lane
 Canal	 Standard Bike Lane	 Bike Boulevard
	 Signed Shared Roadway	 Signed Shared Roadway



BICYCLE AND PEDESTRIAN CIRCULATION | WALKABILITY

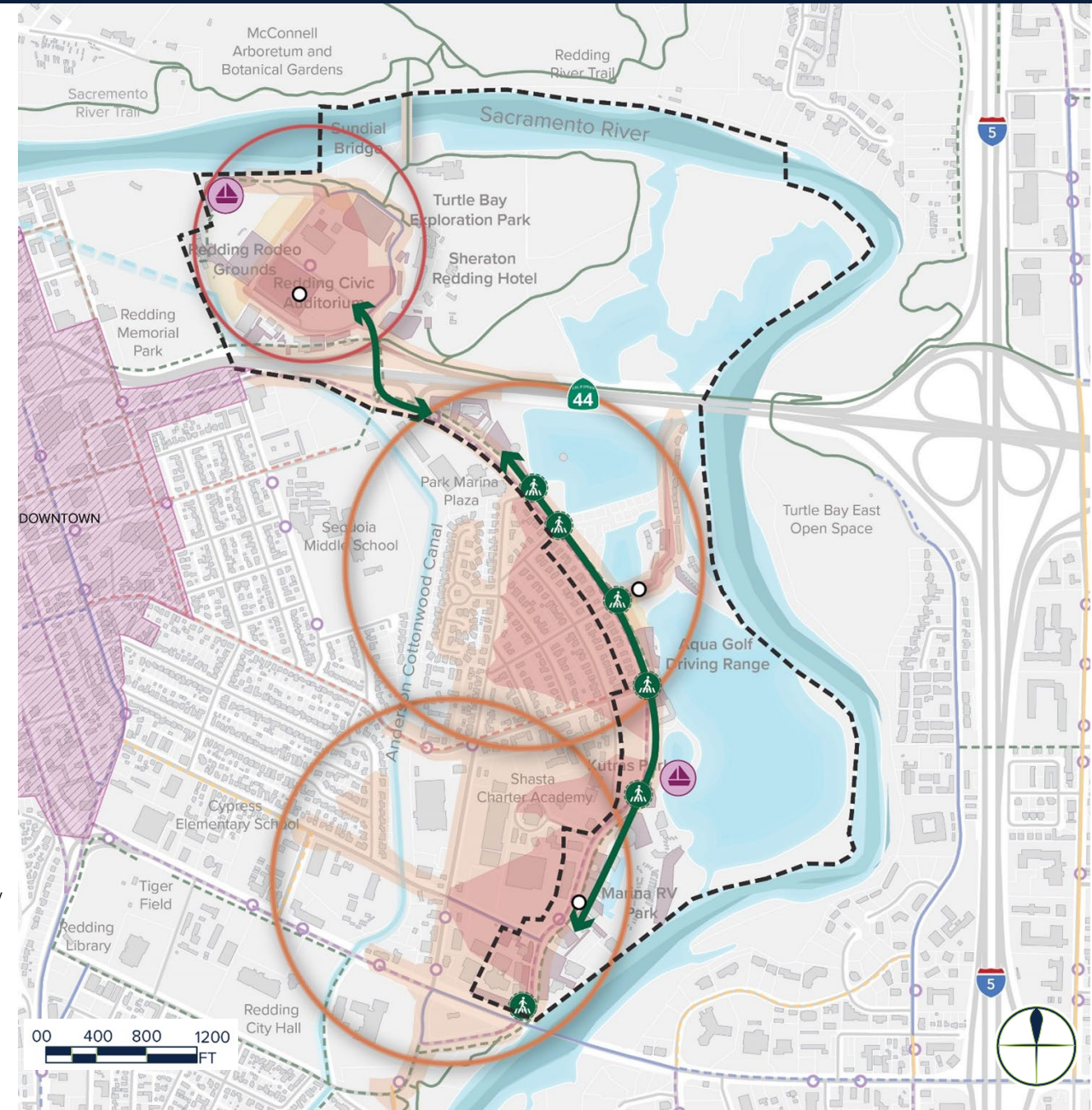
Providing additional access points can **strengthen walkability between the northern and southern riverfront**.

Adding sidewalks, crosswalks, bicycle lanes and transit infrastructure along Park Marina Drive can increase walking and access to services.

Connecting across Park Marina Drive will make walking from homes to the waterfront within the study area easier.

LEGEND

- | | | |
|-------------------------|----------------------------------|--|
| --- Study Area Boundary | ⚓ Boat Ramps | 🚶 Potential new crosswalks |
| ▫ Parcels | ○ Starting points of walk zones | 🚶 Potential improved sidewalks/connections |
| ▬ Major Roads | ■ 5-minute walking-network zone | |
| ▬ River Channel | ○ 5-minute walk circle | |
| ▬ Water Bodies | ■ 10-minute walking-network zone | |
| ▬ Canal | ○ 10-minute walk circle | |

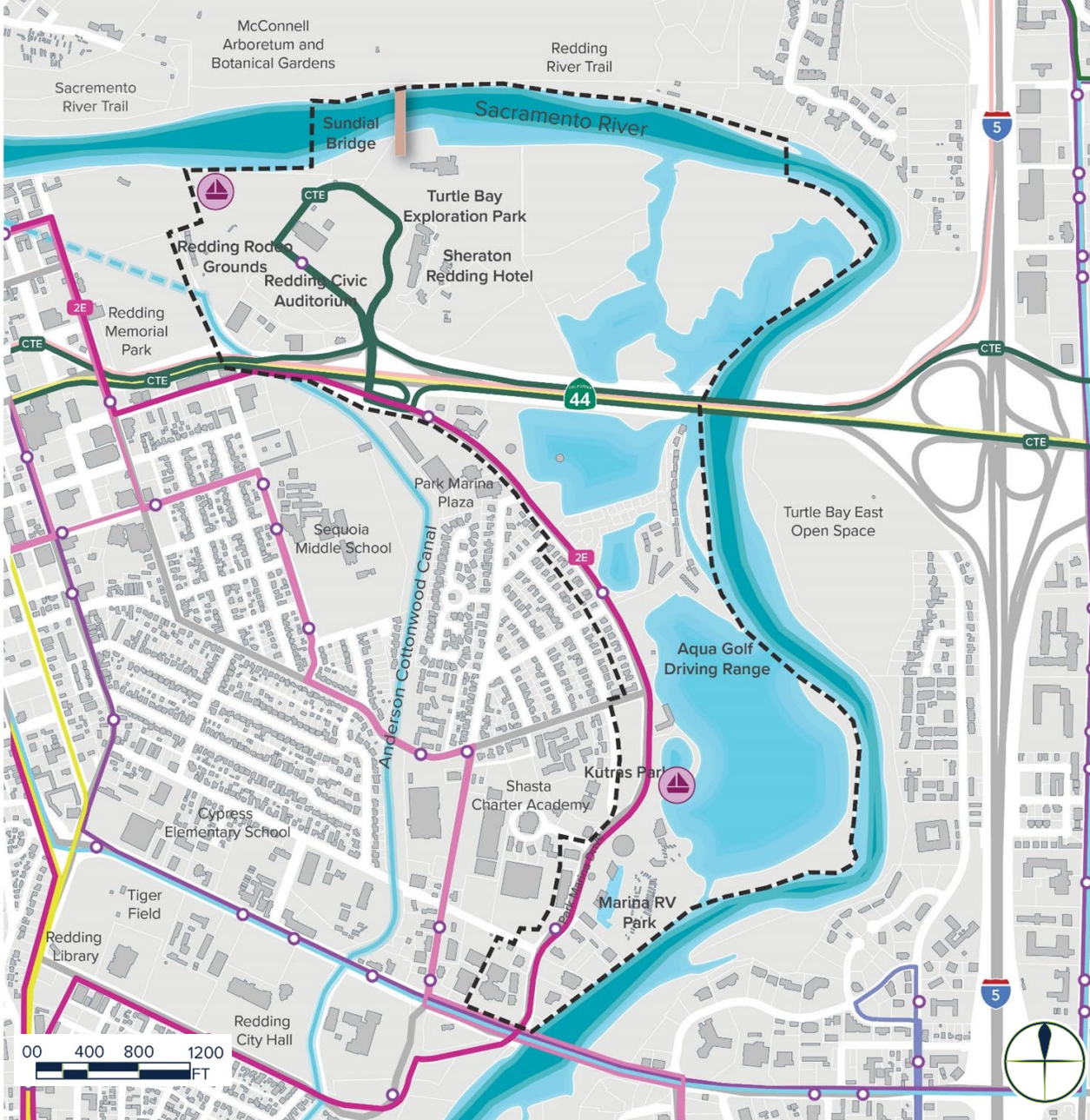


TRANSIT

Bus is the only mode of public transit that serves the study area.

In the northern riverfront area, **a single line of bus transit, the Crosstown Express beginning at the Downtown Passenger Terminal one** loops around the Civic Auditorium, with one stop before terminating at the Canby Transfer Center.

In the southern riverfront, **several bus transit lines are adjacent to the study area** and Route 2E begins at the Downtown Passenger Terminal and travels along Park Marina Drive with three bus stops are located along this road, before terminating at the Downtown Terminal.

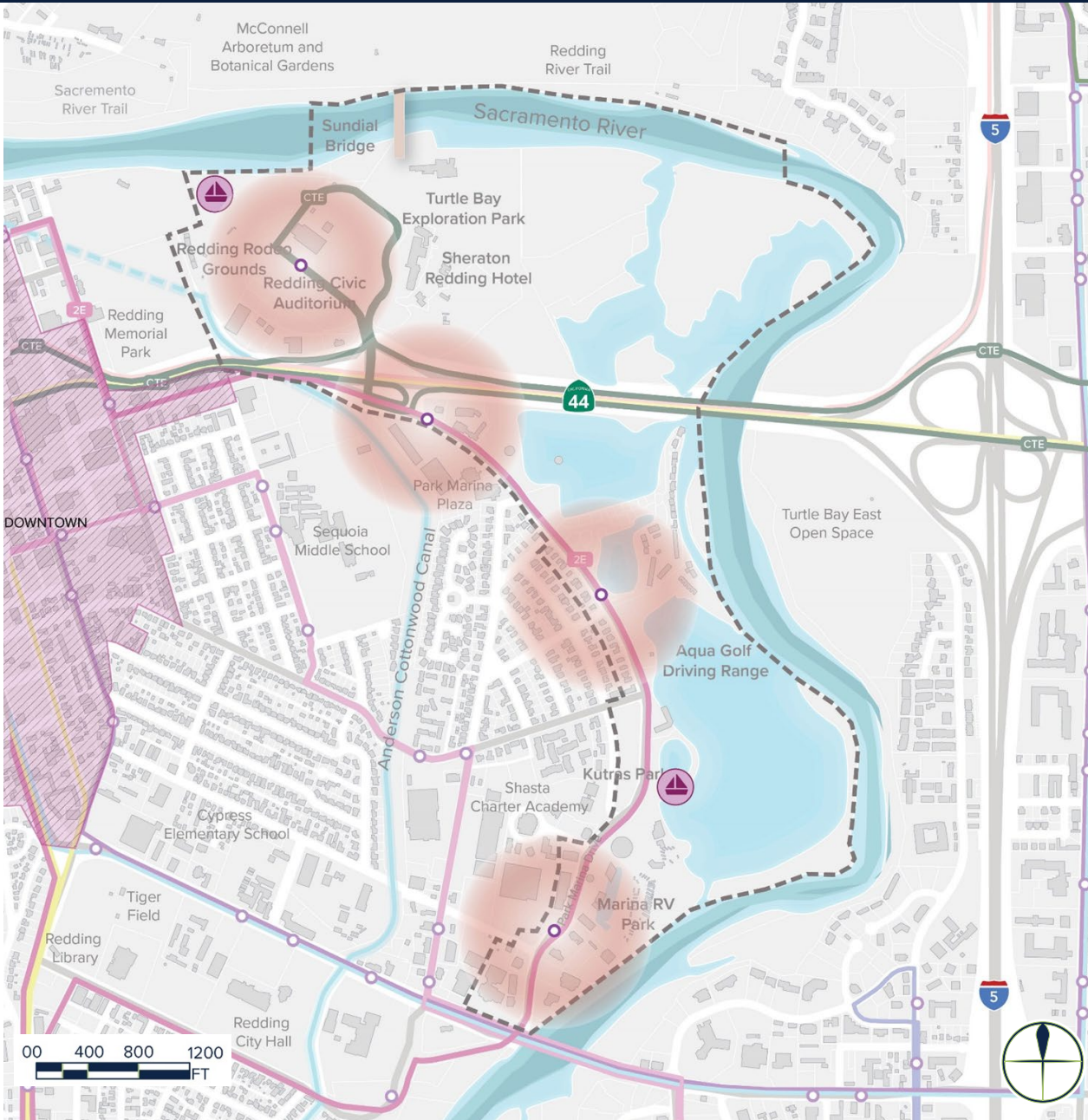


TRANSIT

Providing links to and coordinating service with other lines can augment the transit to the northern riverfront and along Park Marina Drive

Strengthening walking and biking infrastructure and improving bus stops can improve use of transit service.

Concentrating activity near existing stops can help increase use of transit leading to increased service level.



LEGEND

- | | | | |
|---------------------|---------------------|--------------|--|
| Study Area Boundary | Building Footprints | Bus Route 3 | School Express Afternoon |
| Parcels | Land | Bus Route 4 | School Express Morning |
| Major Roads | Bus Stops | Bus Route 5 | Potential activity concentration zones |
| River Channel | Bus Route 2E | Bus Route 7 | |
| Water Bodies | Crosstown Express | Bus Route 11 | |
| Canal | Anderson Commuter | Bus Route 14 | |

PARKING

Some sharing of parking for adjacent land uses occurs in the Northern Riverfront, while the Southern Riverfront is characterized by large expanses of **individual surface parking lots**.

On-street parking is more common in the Downtown and as of 2023, parking fees of \$1/hour are required in this area.

The current diverse mix of land uses and limited access between the Northern and Southern Riverfronts, as well as the Northern Riverfront and the Downtown, is prioritizing automobile travel and resulting in **constrained parking capacity** during major events.



PARKING

Paved parking lots cover approximately **25 acres of land** within the study area.

The northern riverfront area has **several large parking areas** for general use and associated with major venues such as the Rodeo, Civic Auditorium, and Sheraton Hotel.

Overflow parking space is provided on dirt lots and for major events all available area is used, include the lawn.

The southern riverfront area **has many smaller parking areas and uses dirt lots** as overflow parking areas.





SECTION VI: INFRASTRUCTURE

FLOODING

The Federal government maintains the Sacramento River below the **100-year flood level** by regulating the discharge of the Shasta Dam; however, discharge in February 2017 was high enough to cause some flooding.

The **floodplain** is comprised of the floodway, the channel and adjacent overbanks, the floodway fringe, and lands outside the floodway that store but do not convey floodwaters.



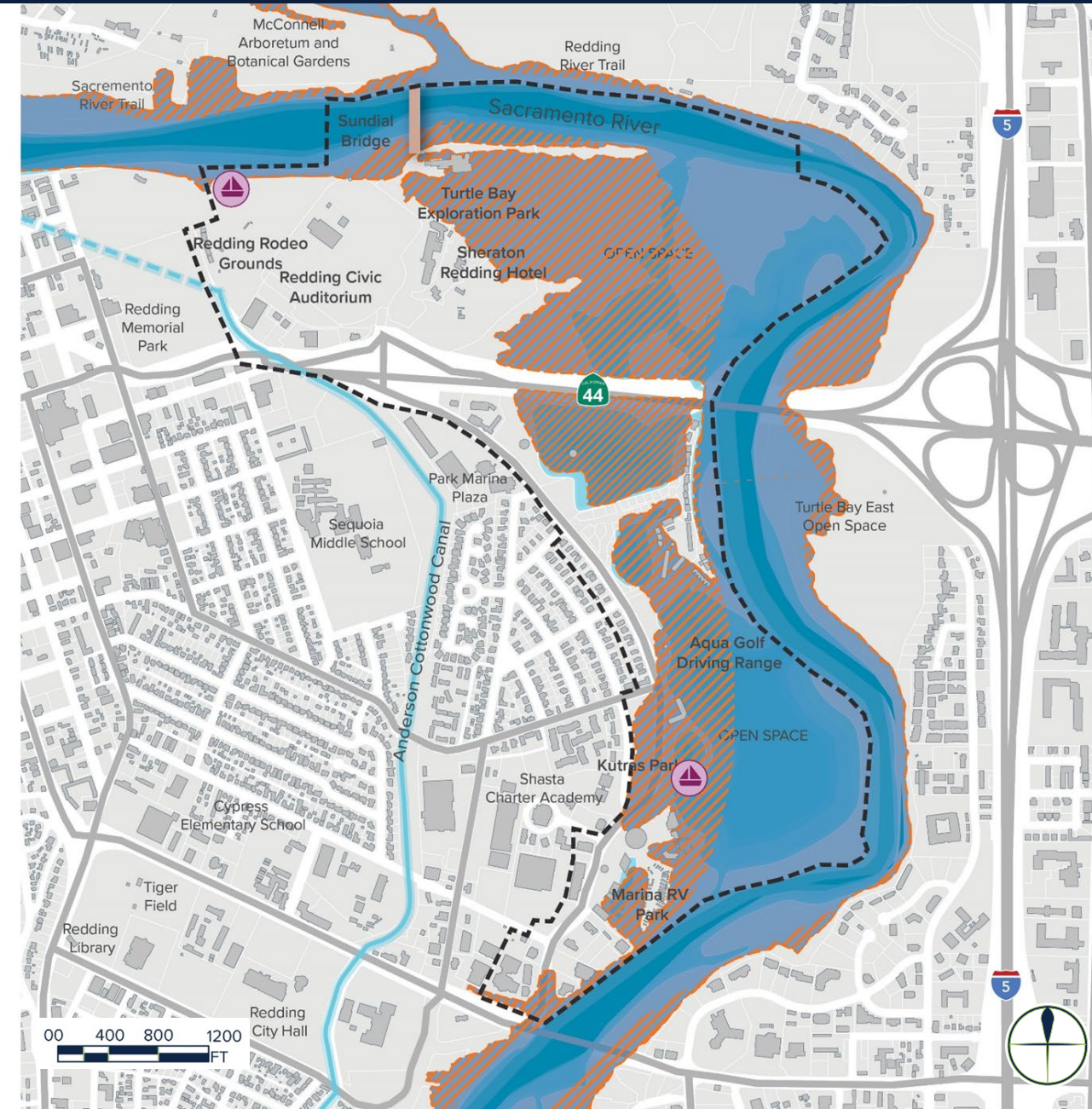
FLOODING | FEMA MAPPING

The shaded areas shows areas susceptible to flooding every 100 years (Flood Rate Insurance Map (FIRM)). Within the shaded areas, much of the **land is identified as greenway or recreation**.

The Regulatory Floodway has no properties are located within its boundaries. Some properties are located within the 100-year floodplain and are **susceptible to periodic flooding**.

LEGEND

- | | |
|-------------------------|-----------------------|
| --- Study Area Boundary | ■ Building Footprints |
| □ Parcels | ■ Land |
| — Major Roads | ■ Sundial Bridge |
| ■ River Channel | ● Boat Ramps |
| ■ Water Bodies | ■ Regulatory Floodway |
| — Canal | ■ 100 Yr. Floodplain |



WATER SUPPLY AND DISTRIBUTION

The City provides **potable water** to buildings within the study area.

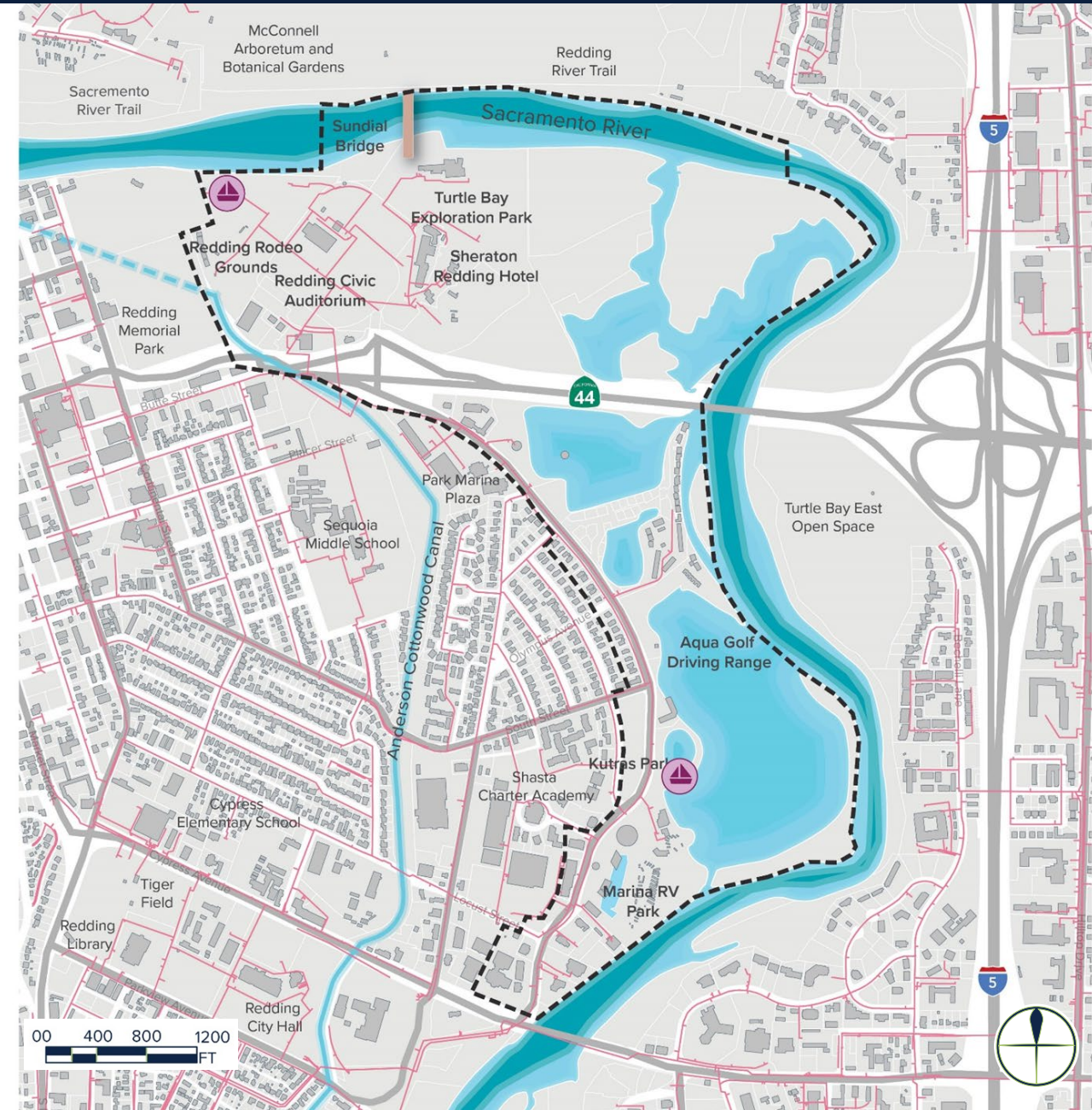
Several **trunk lines cross the Anderson Cottonwood Canal and along the length of Park Marina Drive** to reach the study area,

Water lines **cross the Sacramento River at the Cypress St. Bridge** at the southern edge of the study area.

A General Plan goal is to maintain an **adequate level of service to meet existing and future needs.**

LEGEND

- | | |
|-------------------------|-----------------------------|
| --- Study Area Boundary | ■ Building Footprints |
| □ Parcels | ■ Land |
| — Major Roads | ● Boat Ramps |
| ■ River Channel | — Potable Water Supply Line |
| ■ Water Bodies | |
| — Canal | |



WATER SYSTEM

The **Water Utility Master Plan** identifies capital improvements through year 2040, but changes in proposed land uses in the Northern Area of the RRSP may necessitate:

- A water line intertie to either Continental Street to the west or to North Market Street to the north.
- Internal interties that would allow for much of the Northern Area to be served by either of the 12" lines that cross under Highway 44.
- Renovations, modifications, expansions, or replacements of the existing civic center could necessitate upsizing water lines as well as the potential intertie to North Market Street.
- Changes in proposed land uses in the Southern Area of the RRSP may necessitate an increasing line sizes at bottlenecks or parallel lines.



WASTEWATER SYSTEM

Within, or directly impacting the RRSP area, The **Wastewater Utility Master Plan** includes the following generalized list of future capital improvements is summarized:

- Increase capacity at Westside Interceptor (near the Clear Creek treatment plant)
- Inflow and Infiltration Reduction projects
- Ongoing programmatic replacement of aged facilities
- Treatment plant upgrades to treat biosolids to reduce the amount disposed of at landfills

The City's approach to **storm drain conveyance** is to minimize the need for new or upsized trunklines.



ELECTRIC UTILITY

The result of **Electric Utility** Integrated Resource Plan in November 2023 (IRP) is a list of potential upgrades, changes and mitigations that may be necessary to meet both land development growth and the transition to electric resources. The following future improvements are planned for the Riverfront:

- Upgrading aging circuit breakers and circuit switchers at substations
- Substation projects that enhance safety and security
- Adding automatic shut off switches (reclosers) to mitigate fire hazards
- Replacing aging underground cables



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APPENDICES

This Existing Conditions Summary includes key findings and takeaways from a series of **Technical Memorandums** that have been prepared as part of the Redding Riverfront Specific Plan project. The summary and the memos are designed to help inform both the community planning process and the environmental analysis (that will be conducted later in the project). The list of technical memos include the following:

- Biological Resources and Constraints Study
- Archeological Resources Review Report
- Place-Based Research Memo
- Market Assessment Memo
- Transportation and Mobility Memo
- Utilities and Infrastructure Memo
- Sacramento River Floodplain Memo
- Community Health, Wellness and Environmental Justice Memo

Current versions of each Technical Memo are available to view and download on the project website at:

www.reddingriverfront.org/documents