



The VOICE

Your independent news source

Greater Shasta County, CA

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Did you know...

- There were **6** single family home permits issued in the City of Redding in May 2019, for a total of **40** so far in 2019, and **13** Carr Fire single family rebuild permits issued in May 2019, for a total of **55** so far in 2019. There were **3** permits issued for commercial buildings in May 2019, for a total of **8** so far in 2019.
- At least three people have emerged as candidates for the open seat in California's 1st Assembly District, the seat that Brian Dahle held before winning a special election for District 1 Senate in early June. Those people are: **Megan Dahle** (R), wife of Brian Dahle, **Patrick Jones** (R), former Mayor of Redding, and **Joseph Turner** (R), former Lassen County GOP Chairman. No election date has been announced yet.
- Redding's **sign ordinance and regulations** relating to the size, location, display period, and aesthetics of banners is currently being reviewed by Development Services staff. During this review, they will seek input of stakeholders (those businesses who rely on signs for marketing and directional purposes) before making any recommendations for consideration.

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Shasta Strong Indeed! Building and Rebuilding Activity Very High

If you live in and around the Redding area, it's impossible not to notice how much building activity is going on these days, both commercial and residential. This speaks volumes to how resilient our community has been as we recover from the devastating Carr Fire, which is approaching its one year anniversary in July.

First, as we approach that Carr Fire one year anniversary, things are really looking **strong** on the West side of Redding for residential building. There have been a total of **77 permits** issued for Carr Fire home rebuilds (October 2018 through May 2019). So far, 2 of those homes are completed and have received their final inspections, with another 12 homes to receive their final inspection in the next month. There are also an additional 24 home plans under review but not yet approved. And, the Weyerhaeuser distribution center off Iron Mountain Road, which had seven buildings destroyed in the Carr Fire, celebrated its grand re-opening on 6-18-19.

In Shasta County, there have been a total of **100 permits** issued and 6 permits ready to issue for Carr Fire single family home rebuilds, and 32 plans under review. There have been 11 permits issued for mobile homes, and 5 plans under review. So far, 2 single family homes and 5 mobile homes are completed with final inspections.

And there are some other new residential housing projects now under construction in the Redding area that include:

- Seven Bridges subdivision, with 34 lots in phase one, located between Gold Hills Golf Course and Tierra Oaks Golf Course on Oasis Road.
- Riverway Villas subdivision, with 36 multi-family residential units at 2375 Star Drive in Redding.
- Epick Homes 26 lot subdivision off of Hope Lane in Redding.

Second, there are multiple **commercial projects** permitted and/or under construction. These include:

- Shasta County's new \$170 million Courthouse Project in downtown Redding being built on 2 acres bounded by Court, Oregon, Butte and Yuba Streets.
- The former Dicker's Department Store site renovation, also in downtown Redding, by K2 Development into a \$38 million four-story commercial-residential building.
- The former Sears store at the Mt. Shasta Mall renovation.
- The Churn Creek MarketPlace located at the northeast corner of I-5 and Bonnyview Road, which is now constructing an IN-N-OUT Burger restaurant, Save Mart grocery store, Ross Dress-For-Less store, and (soon to be) Les Schwab Tire Center.
- A new Kentucky Fried Chicken restaurant at 135 Lake Blvd.
- A new Home 2 Suites By Hilton Hotel at 5184 Caterpillar Road.
- Hiline Homes new construction office at 3642 Electro Way and new sales office/showroom at 3652 Electro Way.
- A new warehouse and office building at 6714 Lockheed Drive.
- The new Redding VA Outpatient Clinic on Knighton Road broke ground on May 29th.

Yes, we are Shasta Strong, indeed! Things seem to be really looking up around here.

Shasta County Development Impact Fees Increase 3.2% on July 2, 2019; Review Underway

Shasta County will be increasing their Development Impact Fees by 3.2%, based on the Building Cost Index, effective July 2, 2019, in accordance with the ordinance that includes an annual inflationary increase/decrease to the Impact Fee Program. Here are the new fees:

July 2, 2019—June 30, 2020	Single—Family	Multi-Family per unit	Commercial p/1000 S.F.	Office p/1000 S.F.	Industrial p/1000 S.F.
Main Fee	\$6,297.16	\$6,030.58	\$ 981.88	\$ 707.24	\$ 442.05
Main Fee + Fire	\$8,251.53	\$7,901.92	\$2,215.87	\$1,577.96	\$ 959.12
Main Fee + Traffic	\$7,702.32	\$6,895.92	\$2,912.14	\$2,988.47	\$2,009.30
Main Fee + Fire + Traffic	\$9,656.69	\$8,767.26	\$4,056.13	\$3,859.19	\$2,526.37

The Countywide traffic fee is included in the chart above. *Not* included in this chart are *additional* Public Works South County traffic impact fees that vary, depending where in the South County area the development actually occurs. *All* development is charged \$976.53 for the Deschutes Interchange. The County's Building Division website has a map showing which of the other South County traffic impact fees is also applied. These additional fees are either \$6,981.02 or \$3,739.50.

It has been ten years since the program was established in 2008. Resource Management Director Paul Hellman, as the department director responsible for implementing the impact fee program, has hired a consulting firm, David Taussig and Associates (DTA), through the Request for Proposal process to select the appropriate expertise to evaluate the status of the program, and to make recommendations for adjusting the current fee structure. In general, the proposed scope of work consists of reviewing the County's current impact fee program, collecting and developing data required to evaluate current fees and to justify the continuation of the program, determine appropriate fee reductions/increases, and prepare a nexus study to provide the legal nexus between the fee recommendations and the facilities needed to serve new development.

The draft scope of work includes the consultant meeting one time with stakeholders, as well as an optional task for the consultant to facilitate focus group meetings. Staff can also meet with stakeholders if the time and budget constraints don't allow for the consultant to do so. If you have an interest in participating in these discussions, which have not been scheduled as of this writing, please contact Mary Machado, (530) 222-5251, mary@shastavoices.com.

Salmon Runner Hits Snag

In April, 2018, the Shasta Regional Transportation Agency (SRTA) was awarded over **\$8.6 million** in capital funding for a new zero-emission intercity bus service between Redding and Sacramento, including a valley feeder. The service, named the "Salmon Runner," will offer four inter-connected round-trips per day, and is designed as a green, affordable transportation option with fares structured so that the highest fare is \$20 and the lowest is \$5. The service schedule coordinates with local transit system connections as well as passenger rail and other intercity bus connections in Sacramento.

In January, 2019, SRTA issued a Request for Proposal (RFP) for the manufacture and delivery of *seven battery electric coach style transit vehicles* and charging equipment. Two proposals were received. Unfortunately, both proposals would *not* be able to meet the service requirements of the Salmon Runner. The prompted SRTA to release a *new RFP* that adds flexibility to the fuel type to include *hydrogen zero-emission buses*, as hydrogen-fueled buses have up to twice the range compared to battery-electric buses.

Although SRTA would like to begin running the service in the fall of 2019, bus manufacturers indicate that the spring of 2020 is a more reasonable time frame. However, if SRTA takes on existing operations of the existing Amtrak thruway bus service, then service could begin sooner with standard buses until the alternatively fueled buses arrive.

An estimated **\$1.2 million** in annual operating expenses was needed for the Salmon Runner and valley feeder service, using battery-electric vehicles. Staff is now developing operating cost estimates for *alternatively fueled vehicles*, such as hydrogen or diesel. Operating revenues will come from several State agencies, the Federal Transit Administration, Congestion Mitigation and Air Quality (CMAQ) funds from Tehama County, and a 20% farebox recovery from bus fares.

Building and Planning Fee Increases Approved

At the May 21st Redding City Council meeting, Council narrowly approved “in concept” a proposal to increase all building and planning permit fees, looking to provide an additional **\$625,000** in General Fund revenues annually to assist in maintaining four Neighborhood Policing Unit (NPU) officers and three firefighter positions for the City. Council members voted 3-2 to move the concept forward, with Mike Dacquisto and Adam McElvain dissenting.

The discussion and final decision on this “concept” was made at the **June 4, 2019** Council meeting, where the same three Council members voted to make this concept a reality when they **approved** these increases, which had been included by staff in the proposed budget, by adopting a Resolution that approved and adopted the City of Redding Biennial Budget for Fiscal Years ending June 30, 2020 and June 30, 2021.

Then, there was yet another agenda item on the **June 18th** Council meeting that was a **public hearing** “to consider the adoption of a Resolution to adjust the City’s Schedule of Fees and Service Charges.” This fee schedule included the already approved building and planning permit fee increases. Given the fact that Council had already included and approved these fees in their Biennial Budget on June 4th, it was an exercise in futility to speak up against the building and permit fee increases again at a public hearing.

But Shasta VOICES did speak up...again. It just seems that representative government isn’t supposed to work this way. Yes, there were a couple of workshops held over the past several months for the purpose of discussing alternatives for funding the four NPU officers and three firefighter positions permanently. But by definition, “public hearings,” which normally occur **before** Council makes their final decision on the subject matter, are supposed to give the general public an opportunity to weigh in on the subject matter first. That opportunity is not the same as sitting through a “workshop.” And we said so much at the podium, hoping for less confusion and more inclusion in the future.

More Sales Tax Hike Talk By County Supervisors This Time a “Quality of Life” Specific Tax

At the March 12th Shasta County Board of Supervisors meeting, the Supervisors voted to establish a temporary ad hoc advisory committee composed of two members of the Board, Joe Chimenti and Leonard Moty, for the purpose of advising the Board concerning options for a possible **Countywide** transaction and use tax (sales tax) sharing agreement, after gathering input from the cities of Anderson, Redding, and Shasta Lake. This followed notification received on March 5th at the 11th hour prior to the Board of Supervisors meeting that day, from Redding’s Mayor, Julie Winter, that there was already a community group (who remains unnamed) working to put a **one percent general sales tax increase** measure in the city of **Redding** on the ballot in 2019. Since then, Leonard Moty has been replaced on the Supervisor’s ad-hoc committee by Steve Morgan.

The Supervisors had discussed putting a **one-half percent specific Countywide** sales tax measure together for the 2020 election ballot, dedicated to public safety, before learning about the other effort. A one percent general sales tax increase, which could be used for any and all general fund purposes in the City of Redding, could generate as much as \$24 million of additional revenue for the City each year...and Shasta County would expect to be included in that expenditure with a tax-sharing agreement.

The Supervisors decided at that point to back off their own discussion for a Countywide sales tax measure, not wanting two competing measures to come forward at the same time, and hoped to learn more from the Redding community group first.

Fast forward to June 4th—Supervisor Joe Chimenti asked his fellow Supervisors to once again consider talks about a Countywide ballot measure. He felt that few details had emerged about Redding’s potential general tax, and wants to now move forward with discussions for a **one percent specific Countywide sales tax increase measure** (*increased from their initial plan for a one-half cent measure*) for the 2020 election ballot. He believes that this additional “quality of life tax” would benefit the cities of Redding, Shasta Lake, and Anderson, and would cover the entire Justice System.

A specific sales tax requires voters to approve by a two-thirds margin, and the revenues raised must be used for specifically identified purposes only. Chimenti said that a specific tax would guarantee that the revenues raised go to where the ballot measure states it will go, rather than into the general fund, and he believes this is what the voters prefer. A general sales tax requires a simple majority of 50 percent plus one, but the revenues raised can be used in any way that the receiving jurisdiction (city or county) chooses, since that money is put into the general fund.

This would be the third attempt to get local voters to pass a sales tax hike, although the first two attempts were only in the City of Redding — and each time, the proposed increase gets larger. In 2014, voters were asked to approve a **quarter-cent specific tax** increase requiring a 2/3 majority vote, (which failed by a 56% to 44% vote) and in 2016, a **half-cent general tax** increase requiring a simple majority vote (which failed by a 62% to 38% vote).

A **one percent Countywide** sales tax would raise about **\$26 million dollars per year**. If such a measure were to pass, agreements would be reached and codified for some formula (likely a percentage) to determine how much the County, each city, and the Criminal Justice System would receive. The Criminal Justice System would consist of the District Attorney’s office, Public Defender’s office, and the Probation Department. Those discussions should begin publicly in July...stay tuned!!

Updated News and Notes

Shasta VOICES is continuing to monitor and follow many issues of interest to our supporters and the community. As part of our efforts to keep you updated and informed, here is a brief update of some of these issues.

Redding VA Outpatient Clinic Breaks Ground—Former state Sen. Maurice Johannessen donated 15.9 acres of land on Knighton Road, across the street from the existing Veterans Home, for an envisioned state-of-the-art VA Outpatient Clinic many years ago. On May 29th, a long-awaited groundbreaking ceremony was held at this site, which will become a 77,000 square foot clinic, making his vision a reality. The new facility will be significantly larger than the existing 48,000 square foot VA Clinic on Hartnell Avenue, and provide new specialty services. The existing Clinic will continue to provide and expand dental, audiology and vision services, and continue to perform colonoscopies. Local architectural firm Nichols, Melburg & Rossetto Architects and Engineers was selected through the national competition to design the clinic. The new building is expected to be completed and open in late 2021.



City Sells Vacant Land For Mixed-Use Projects—At a special meeting on June 17th, the Redding City Council approved the sale of City owned property at 815 and 825 Parkview Avenue, and 2520 Leland Avenue. After openly marketing the properties at fair-market value since 2012, a full-price offer was received from L.W. Holdings, LLC in the amount of \$168,000. Former Redding Councilman Brent Weaver and developer Jaime Lynn (the principals of L.W. Holdings, LLC) are partnering to develop the properties on Parkview into a mixed-use building, with businesses on the ground floor and apartments above. On the Leland Avenue property, they plan to build two-story row houses. The housing units will likely be a mixture of market rate and affordable units.

Transitional Housing Facility To Be Rehabilitated—In 2004, Redding City Council approved a \$216,000 Home Investment Partnership Program (HOME) loan to the Church of the Redeemed for refinancing of an existing mortgage and rehabilitating their transitional housing facility located at 1871 Kenyon Drive. The facility was to provide up to 14 shelter beds, counseling and training to single men recovering from drug and alcohol abuse, including men recently released from jail or prison who need assistance before reentering the community. The HOME loan was secured by a HOME Rental Program Agreement, which has 6 1/2 years left on the 20 year covenant, with a current loan balance of \$110,000. The City's HOME loan is in the first position on the property.

The City's Housing Division has asked the Church about the possibility of transferring the property to another non-profit that would be able to provide transitional housing services to ***chronically homeless adults***, and they were agreeable and consented to the sale of the property.

A local organization, "Bridges to Housing," helps chronically homeless individuals by providing them temporary housing. Their clients must agree to act as responsible tenants, pay toward monthly rent, accept and work closely with a case manager, and be placed on a waiting list for federally subsidized housing. Bridges still needs to obtain a non-profit status before they are able to pursue this opportunity. Therefore, on June 17th, Redding City Council ***approved*** the purchase of the property by the Redding Housing Authority (RHA). It will be rehabilitated and subsequently leased to "Bridges to Housing" until they are able to obtain their non-profit status. Once this occurs, Bridges will then purchase the property from the RHA and assume the HOME loan. This transfer could maximize the transitional bed usage in the facility for a population that is difficult to serve.

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