

REDDING AIRPORT PARK DEVELOPMENT GUIDELINES AND STANDARDS

PURPOSE AND INTRODUCTION

It is the goal of the City that projects within the Airport industrial area result in a high quality of development which will present a positive image to visitors of the City, maintain property values, and serve to encourage further development of the area.

The following guidelines and standards will be used to advise developers, property owners, and users on the criteria to be used by the Airport Architectural Review Committee in reviewing industrial development plans.

With the exception of tract restrictions and the requirements of the Zoning Code and General Plan, expectations set forth in this document are purposefully general in nature and avoid dictating specific design treatments or themes. This has been done with the belief that creativity and design expertise lie more appropriately with the private sector and that the proper role for the City is to ensure uniform and fair application of the design expectations.

Because of the extreme variance in the size and the nature of industrial projects in the area, it is not possible to develop a list of design guidelines which can be used for every site, and it should be noted that not all of these guidelines will apply to every development plan application. Some of the standards describe situations which will only occur in large projects and will clearly not be applicable to a small building on a single parcel. However, the overall expectation of quality can still be achieved, regardless of project size, type, or location. Questions of applicability of specific standards shall be subject to negotiation between the applicant and the Development Services Department for the City of Redding and the Airport Architectural Review Committee.

SITE DESIGN

Objectives/Expectations

1. Provide pedestrian walkways and spaces that connect parking, building, and public streets.
2. Provide parking areas which reduce the perceived scale of the project and create reasonable walking distances to buildings. For larger-scale buildings, break large parking areas into smaller units clearly defined by landscape, walkways, grade change, or signs.
3. In multiple building projects, avoid monotony and repetitiveness by creating different angles of buildings to the street and varying size and mass of multiple buildings.
4. Limit parking on busy entry drives.
5. Where feasible, incorporate existing oak trees into the site design.
6. Screen ground-mounted mechanical equipment, utility boxes, signal boxes, water-service valves, and other similar items to not be visible from adjoining streets.

BUILDING DESIGN

Objectives/Expectations

1. Use high-quality, durable materials.
2. Provide consistent use of materials, design features, roof detail or design, and trim throughout the project. Treat all sides of buildings which are visible to adjoining streets or the public. Continue any parapet or cornice details used on a street facade on all building walls or terminate them in a logical way.
3. Where feasible, architectural features should be used to enhance energy conservation using such elements as recessed windows, arcades, awnings, and overhangs.
4. Design free-standing buildings, accessory structures, and signs to conform to or complement the main buildings in color, materials, and building scale.
5. Create visual interest through articulation of wall planes, variation of roof forms, building heights, building angles, and building surface or other similar methods.
6. Break long roof lines by vertical or horizontal offsets or changing of roof forms.
7. Screen rooftop mechanical equipment using integral architectural elements to prevent visibility from streets, adjoining properties, or on-site public areas.
8. Choose colors which relate well to one another, to the proposed building and landscape materials, and which are appropriate to the architecture and the surroundings.
9. Vary material and color where appropriate to provide visual interest.
10. Avoid large areas of intense color. Use intense colors principally for accent.
11. Detail projects through the use of accent materials such as tile, brick, or decorative masonry. Minimize the use of painted accents.
12. Use quality materials in freestanding signs to match buildings. Use individual letters for wall signs. Letter height should be appropriate to the building mass and wall or roof plane on which the wall sign is located as well as relationship to street size and vehicle speed.

MINIMUM DESIGN REQUIREMENTS

The following requirements represent City-adopted tract restrictions, as well as requirements of the current Zoning Code and General Plan. The requirements are not all inclusive, and development will be required to meet all development standards that currently are in place or that may be adopted in the future.

1. Building Setbacks.

- a. Airport Road (30 feet).
- b. Knighton Road (30 feet).
- c. Lockheed Drive (30 feet).
- d. Thunderbird Drive (25 feet).
- e. Tower View Court (25 feet).
- f. Fairlane Drive (25 feet).
- g. Side-yard setback (15 feet).*
- h. Rear-yard setback (15 feet).*
- i. An unnamed street setback shall be a minimum of 20 feet for parcels less than 5 acres and 30 feet for 5 acres or larger.

2. Building Setback Exclusions.

- a. Roof overhang subject to approval.
- b. Uncovered steps and walks not wider than 6 feet.
- c. Paving and associated curbing, except that vehicle parking or storage areas shall not be permitted within any required street setback.
- d. Traffic directional signs that exclude an advertising message.
- e. One detached sign not exceeding 15 feet in height which gives only the name of the company and street address, is not closer than 12 feet to any property line nor closer than 20 feet to any driveway, is compatible with the main structure, and does not flash or rotate.
- f. Planters not to exceed 2 feet in height.
- g. Architectural earthwork, light standards, fountains, or aesthetic features.

3. Loading areas and storage areas shall be screened to minimize view from the street and shall not be oriented towards the street. A decorative block/masonry wall or block/masonry and earth berm combination a minimum of 8 feet in height shall be used to screen these areas from view of residentially classified properties and provide a noise barrier.
4. Fencing or walls directly visible from any public street and used to screen storage or loading areas shall be a minimum of 6 feet in height and constructed of a material approved by the City.
5. The height limit of buildings in the “GI” General Industry District is 30 feet.**
6. The height limit of buildings in the “GC” General Commercial District is 45 feet.**

* 1g and 1h were revised based on the City Council's decision not to use the Redding Municipal Airport Area Plan land use/development standards. The "GI" General Industrial zoning district standards, or other more restrictive standards (CC&Rs for the Airport Business Park or Airport Park Subdivision) shall prevail.

** By City Council Resolution 2003-160, the CC&Rs for the Airport Business Park were amended to allow a greater height limit for commercial uses in the “GC” General Commercial District and specify a 30-foot-height limit in the “GI” General Industry District.