



2024-2025 Grand Jury Final Report

Burney Falls

2024 – 2025 SHASTA COUNTY GRAND JURY



Front Row (left to right): Cindy Crockett, Heidi Schmidt, Shelley Tirri, Kathleen May
Second Row: Jim Morton, Sue Wolf, Jan Campbell, Beth Woodward, Douglas Cook, Marcus Partin
Back Row: Lee Forsythe, Lynn Hill, Patti Bolton, Martin Redmann, Mel Rube, Jason Sapp
Not Pictured: Jace Keeton, Kathy Synder

Front and back cover photos, courtesy of Sue Wolf
Grand Jury group photo, courtesy of David Maung, Shasta County Public Information Officer

2024 - 2025

SHASTA COUNTY GRAND JURY

Final Report



June 17, 2025

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Shasta County

GRAND JURY

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The Honorable Tamara L. Wood
Shasta County Superior Court
1515 Court St., Rm 610
Redding, CA 96001

June 17, 2025

Dear Presiding Judge Wood,

It is with great pleasure and on behalf of the 2024-2025 Shasta County Grand Jury, that I present the grand jury's consolidated final report to you and to the citizens of Shasta County. We hope these reports will help inform the public and contribute to improved local government.

The members of this year's grand jury represent a diverse group of dedicated individuals from across the county. They have spent countless hours researching, evaluating, deliberating, and writing reports. They toured several government facilities and conducted interviews with elected officials, government employees, and other members of the community. It has been an honor for me to work side-by-side with these stalwart citizens.

The jury appreciates the cooperation of the many public officials who responded to our questions, interview requests, and requests for documentation. We would also like to acknowledge the immeasurable assistance from Molly Schneider, Karen Jahr, and Marsha Caranci of the Civil Grand Jurors' Association of California for their training sessions, manuals, and willingness to answer a plethora of questions during our term.

We thank our legal team, Chief Deputy DA Emily Mees and Sr. Deputy County Counsel Patricia Webber for promptly answering our legal questions and reviewing our reports. We are incredibly thankful to County IT Specialist Michael Stock who answered all our IT questions with grace and understanding. We also greatly appreciate Senior Administrative Analyst Jenn Rossi and Agency Staff Services Analyst Chaz Laws for their help in connecting us to County Administration. A special thanks goes to Superior Court Executive Officer Cody Jones and Assistant Court Executive Officer Dawn West for their timely responses whenever we needed Court assistance.

Serving on this year's grand jury has had a lasting impact on all the jurors. It has been a true honor and privilege to serve as the foreperson of the 2024-2025 Shasta County Grand Jury.

Sincerely,

Susan (Sue) Wolf
Foreperson
2024-2025 Shasta County Grand Jury

WHAT IS THE GRAND JURY?

GRAND JURY HISTORY IN CALIFORNIA

A “Grand Jury” derives its name from the fact that it usually has a greater number of jurors than a trial jury. The first California Penal Codes contained statutes providing for a grand jury to be impaneled quarterly at the same time as the trial jurors were drawn. Early grand juries investigated local prisons, conducted audits of county books, and pursued matters of community interest.

The California State Constitution requires the Superior Court in each County to impanel at least one grand jury each year. Grand juries are governed and guided by California Penal Code Section §925. The Code authorizes the grand jury to investigate and report on the operations of any local governmental agency within the County. State law requires that the grand jury investigate and issue at least one report on the operations or functions of County government each year.

THE SHASTA COUNTY GRAND JURY

The grand jury is an independent body comprised of 19 Shasta County citizens. It functions as an arm of the Judicial Branch of government operating under the guidance of the Presiding Judge of the Shasta County Superior Court. The grand jury investigates the operations of local government agencies and officials, ensuring that their activities are authorized by law and services are efficiently provided. Members of the grand jury are volunteers selected through an application and interview process by the Superior Court in conjunction with members of the Shasta County Grand Jury Association and serve for one year.

The grand jury acts as a watchdog for the County helping to provide transparency into local government. Empowered by the judicial system, it is a fact-finding body that develops meaningful solutions to a wide range of government problems which, in turn, facilitates positive change in the County. The grand jury examines statutory aspects of the City governments, County government, special districts, local agency formation commissions, school districts, housing authorities, and joint powers agencies, established by or operated on behalf of a public agency.

All communications with the grand jury are confidential. Because the grand jury is exempt from the State’s open meeting law (the Brown Act), actions are taken by a vote of the Grand Jury in accordance with their own rules and procedures. The ability to internally police itself allows the grand jury to operate completely independent of external pressures.

The grand jury receives and considers investigative topics from residents through requests for investigation, issues in the news, and jury member interests or concerns. All referrals and considerations of the grand jury are kept confidential. Advice of County Counsel, the District Attorney, and the Court is available to assist the jury as needed.

The grand jury can issue individual reports throughout the year, although final reports are issued immediately after the end of the grand jury's one-year term. The reports contain the jury's investigation findings as well as recommendations to elected officials and governing boards aimed at improving the operations of local government. Responses to the findings and recommendations are required within 60 to 90 days.

CONSIDER BECOMING A GRAND JUROR

As a grand juror, you will have the opportunity to learn more about how city and county government as well as special districts operate and interact with local officials. You will have the unique opportunity to help make local government more responsive and efficient.

Grand jurors are agents of change in our local communities. We come from all walks of life and bring a broad range of experience, talents, and interests to the table. We share in a dedication to democratic ideals and are willing to devote our time and energies to improving government operations.

TWO WAYS YOU CAN HELP

1. See Something, Say Something

The Shasta County Grand Jury encourages the public to share concerns about our county, municipal, school and special district operations. A Request for Investigation form is available on the Shasta County Grand Jury website at www.shastacounty.gov/grand-jury/page/request-investigation.

Apply to Become a Grand Jury Member

Qualifications and applications for grand jury service are also listed on the Shasta County Grand jury website at www.shastacounty.gov/grand-jury.

To contact the Shasta County Grand Jury, you can call 530-225-5098 or send correspondence to:

Shasta County Grand Jury
PO Box 992086
Redding, CA 96099-2086

2024-2025 SHASTA COUNTY GRAND JURY

COMMITTEES AND ACTIVITIES

COMMITTEES

- City Government
- Complaint
- Criminal Justice and Public Safety
- County Government
- Editorial and Continuity
- Local Agencies and Districts
- Social

ACTIVITIES

In addition to reviewing over 24 formal citizen complaints, this year's grand jury looked at multiple local, city and county organizations. This involved attending various public meetings, touring facilities, conducting interviews, and additional research. Due to various reasons, not all inquiries resulted in a report.

Per mandate, the grand jury toured the Shasta County Jail and Sugar Pine Conservation Camp, and reviewed county audits for 2023-2024 and 2024-2025.

THE SHASTA COUNTY JAIL: WHAT'S HAPPENING ON THE INSIDE? The Legislative Impact on Our Local Jail

May 7, 2025

2024-2025 Shasta County Grand Jury

SUMMARY

Five in-custody deaths occurred at the Shasta County Jail within a thirteen-month period. Does this sound excessive? It did to the Shasta County Grand Jury, so an investigation was started.

As more information about these deaths was uncovered, more questions arose. Did they have anything to do with AB109 or Prop 36 legislation? Did the inmates receive necessary services for drug, alcohol, and mental health issues? Is there an increased felon population at the county jail? If so, does this cause an increased danger? Are there different ways to manage Shasta County inmates? How does our jail compare to other California counties?

Beginning in September 2024, the Shasta County Grand Jury interviewed Sheriff's Department personnel, reviewed dozens of documents, articles, websites, and legislation to uncover the answers. The answers led the grand jury's investigation in new directions.

BACKGROUND

In September 2024, an inmate died at the Shasta County Jail. The Shasta County Grand Jury learned that this was the fourth in-custody death within a nine-month period between December 2023 and September 2024. This was confirmed through the local news and the Sheriff's Office. The grand jury launched an investigation to learn if this was a higher-than-average amount of in-custody deaths for the Shasta County Jail. During the investigation the grand jury learned of another in-custody death that occurred in January 2025.

This makes five in-custody deaths in a thirteen-month period at the Shasta County Jail.

The grand jury wanted to learn more about jail operations and the circumstances around these in-custody deaths for a better understanding of why they happened. The grand jury was also interested in learning about the laws in relation to the jail's operations, procedures, and population.



METHODOLOGY

The Shasta County Grand Jury did the following as it pertained to the abovementioned investigation:

1. Read local news articles about the in-custody deaths at the Shasta County Jail.
2. Submitted Record Requests to the Shasta County Sheriff's Office and Redding Police Department.
3. Reviewed documentation and information provided in response to the records requests.
4. Interviewed Shasta County Sheriff personnel.
5. Reviewed national and state corrections websites.
6. Analyzed state and federal legislation.
7. Reviewed the Sheriff's presentation on January 14, 2025, to the Board of Supervisors.
8. Reviewed articles concerning crime and prison legislation.

NARRATIVE

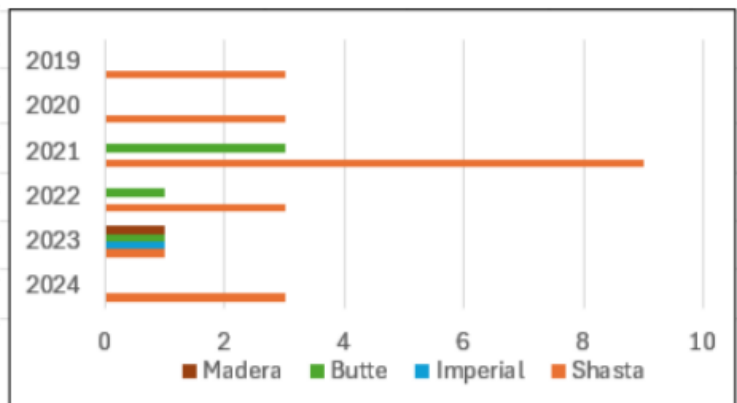
In-Custody Deaths and Population

In 2019, the US Department of Justice reported that the average of in-custody deaths at local jails is .167% of daily population. The same report stated that in California the annual average of jail in-custody deaths is .22%, which is less than one per year.

At the Shasta County Jail, five in-custody deaths occurred within thirteen months of each other. Data was gathered from three other California counties with similar demographics and jail populations. This information was used to compare the number of in-custody deaths.

**COUNTY JAILS
NUMBER OF IN-CUSTODY DEATHS**

	Madera	Butte	Imperial	Shasta
2019	0	0	0	3
2020	0	0	0	3
2021	0	3	0	9
2022	0	1	0	3
2023	1	1	1	1
2024	0	0	0	3
6 year total	1	5	1	22



Based on the above numbers and the following formula, the Shasta County Jail should average less than one in-custody death per year.

- Average number of Shasta County Jail inmates in 2024 was 398
- Multiply that by the California percentage of .22
- The average in-custody death for Shasta County should be .87, which is less than one per year

$$398 \times .0022 = .87$$

This data shows that in five of the six most recent years, Shasta County has had a higher number of annual in-custody deaths than the three comparative counties and state and federal averages. The average number of Shasta County jail deaths for those six years is 3.7 per year. The grand jury investigated the circumstances around the most recent deaths.

In-Custody Deaths Circumstances

Through records requests and interviews, the Shasta County Grand Jury learned that of the five deaths being investigated, three died in their detention cells (where inmates are housed), one died in a sobering cell (a place for arrestees who are under the influence to stay until they are no longer a threat to themselves or others), and one died while in the jail's medical unit (where inmates receive medical care and treatment). It is part of the jail staff's practice to administer Narcan to inmates when they are found unconscious, in addition to CPR and other lifesaving first aid techniques. Narcan was used in three out of the five deaths; both the inmate who died in the medical unit and the most recent death were deceased when found.

The coroner's office indicated that two of the five in-custody deaths were deemed accidental overdoses of fentanyl and a third to be from natural causes. At the time of this report, the autopsy reports for the other two deaths in question were not yet released. Therefore, it cannot be confirmed that these deaths were caused by drug overdoses. However, based on information from interviews and documents reviewed, it seems likely that these in-custody deaths, along with the three described above, had to do with the inmates' addictive, illicit, and risk-taking behaviors. In other words, the deaths were due to their lifestyles both in and out of jail. As additional causes of in-custody deaths are learned, further investigation may be warranted.

Jail Housing

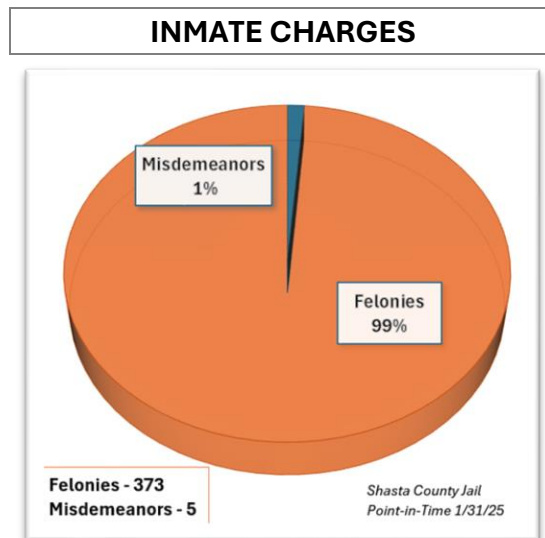
In researching the in-custody deaths at the Shasta County Jail, other information was uncovered. The Shasta County Jail could technically house up to 484 inmates; however, due to the California court-ordered population capacity, only 90% of jail beds in Shasta County are allowed to be filled at any given time. Additionally, there are pods (housing units) that could sleep up to 40 inmates that are only housing seven due to the inmates' mental health issues. In other words, spaces designated for multiple inmates are being used for single inmates due to their mental illness, behavior, and/or conviction status. Although there are fewer inmates due to those who require more isolated housing, full staffing is still necessary to ensure the safety to other inmates and jail staff. In 2024, the average daily population at the Shasta County jail was 398 inmates.

The broad definitions of a felony and misdemeanor are as follows:

Felony: a crime punishable by a term of imprisonment of one year or more in a state or federal prison.

Misdemeanor: an offense punishable by fines or by imprisonment of less than one year in a local jail.

On a single day, January 31, 2025, the Shasta County Jail population was 378 inmates. Of those, 373 (98.7%) were charged with felonies, and five (1.3%) were charged with misdemeanors. The percentage of Shasta County Jail inmates with misdemeanors has steadily decreased since 2010, with a corresponding increase in felons. Housing more felons has changed the dynamics within the jail to a harsher, prison-type culture. This includes having “pod bosses” who act similarly to gang leaders. Felons also tend to be more sophisticated criminals, which has led to an increase in the amount of illegal drug use within the Shasta County Jail.



Mental Health and Addiction at the Jail

The Shasta County Jail houses many inmates who have mental illness and/or are addicted to substances. Shasta County has a Medications for Addiction Treatment (MAT) program, which provides medication and behavioral treatment for people with substance abuse disorders. The purpose of the MAT program, in addition to treating addiction, is to reduce drug overdose and ultimately in-custody deaths. Inmates who are already enrolled in the MAT program, at the time they are booked into the Shasta County Jail, are encouraged to continue their participation. However, enrolling inmates into the MAT program during their incarceration presents its own bureaucratic challenges.

Substance abuse, addiction, and untreated mental health issues can lead inmates to self-medicate with illegal substances. This substance abuse can lead to overdoses and ultimately death. Additionally, drugs and alcohol can wear down a person’s body, which can also lead to death. The jail staff’s primary focus is law enforcement whereas some inmates are also in need of behavioral health assistance and/or substance abuse treatment.

The grand jury asked the Sheriff’s department staff about how drugs were getting into the jail. They listed numerous ways. The staff explained that each time they figure it out and change the protocol, a new method of smuggling in drugs is developed. One example of this was when staff learned that drugs were being smuggled in during contact visits, the protocols were changed to allow only non-contact visitation. Another example is the utilization of a body scanner for all inmates upon booking to mitigate illegal contraband entering the jail.

Jail Staffing

While the investigation was underway, the grand jury questioned whether or not the County could staff the jail if all the beds were in use. The Shasta County Sheriff’s Office staffs and operates the jail. At the time of writing this report, there are 20 unfilled positions of the 93 division-allocated FTEs (full time equivalents). It was reported that the jail has been continually understaffed for the past 20 years. Regardless of the number of jail detention officers who are employed in Shasta County, full-time coverage at the jail is still required. Consequently, extensive overtime hours are necessary (see table below). It is inconclusive as to whether or not the staffing levels at the jail contributed to the higher number of in-custody deaths.

Fiscal Year	Shasta County Jail Staff Overtime hours
2020-2021	45,116
2021-2022	45,137
2022-2023	36,367
2023-2024	30,424

Exploring the staffing and overtime at the Shasta County Jail led to research about compensation. Based on the information collected, the starting salary for a Shasta County Sheriff Correctional Officer is comparable to the pay of correctional officers in similar counties (see table below).

Department	Starting Pay
Shasta County Sheriff Correctional Officer I	\$55,608
Madera County Correctional Officer	\$53,239
Butte County Correctional Deputy	\$49,649
Imperial County Correctional Officer	\$44,424

Jail Surveillance

At the time of this report, it was noted that the Shasta County Jail has blind spots with their video surveillance system, including no video surveillance in the jail’s booking area. Jail staff provide hourly checks on inmates in which they walk through the areas where the inmates are, including housing cells and communal areas. The rest of the surveillance is done electronically; however,

there are still blind spots. Having additional cameras would enable jail staff to provide more extensive surveillance, which could lead to less drug use, and ultimately fewer in-custody deaths.

A security electronics project to add additional video surveillance to the jail was approved by the Shasta County Board of Supervisors and will be implemented in three phases with completion estimated in February 2026. Additionally, the jail staff do not have body cameras for extra surveillance, although they are expected to be issued by April or May of 2025. These changes could lead to more visibility of the inmates and include increased safety for both the inmates and jail staff.

Legislative Impact on Jail Population

To understand changes regarding the Shasta County Jail, the grand jury looked at the historical impact of legislation and propositions regarding California prisons and jails. The following appeared to be the most impactful.

Assembly Bill 109:

California Public Safety Realignment Act of 2011

In 2011, the US Supreme Court ordered California to reduce its state prison population to no more than 137.5% of its capacity within two years. In response, California passed the Public Safety Realignment Act to reduce prison overpopulation. While no inmates were transferred out of prison, AB109 directed certain categories of convicted felons to serve their sentence in county jails rather than state prisons. To house these felons at local jails, lower-level criminals were released back into communities. Enforcement of AB109 did not meet the mandated prison population reduction target within the two-year deadline (later extended to four years). This led to the need for additional methods of reducing prison population.

Proposition 36 (2012):

Change in the "Three Strikes Law" Initiative

In 2012, California passed Prop 36, which revised the ‘three-strikes’ law (reducing the number of criminals who are eligible to be sentenced to 25 to life for a third offense when they had previously been convicted of committing two serious or violent felonies). While Prop 36 did reduce prison population, the capacity target was still unmet.

Proposition 47:

Criminal Sentences, Misdemeanor Penalties

Prop 47, commonly called the “Safe Neighborhoods and Schools Act”, was passed in 2014 and reduced penalties for many drug and property offenses. The dollar ceiling that defined a misdemeanor or felony charge was increased from \$400 to \$950. When certain felony offenses were reclassified to misdemeanors, often times probation was assigned rather than jail time. This reclassification, in 2015, finally met the mandated target for California’s prison population. While Prop 47 met the prison population reduction requirement, burglaries, larcenies, auto theft, car break-ins and retail theft exponentially increased.

Proposition 36 (2024):

Drug and Theft Crime Penalties and Treatment-Mandated Felonies Initiative

In 2024, California passed Prop 36, commonly called the “Homelessness, Drug Addiction, and Theft Reduction Act.” The intention was to reverse some of the rising crime effects of Prop 47. It increased punishment for certain theft and drug crimes and requires some felonies to be served in prison rather than jail.

Prop 36 (2024) also creates a new type of felony (treatment-mandated felony) for multiple hard-drug possession crimes. Under the treatment-mandated process, a convicted person who completes drug and mental health treatment will not serve time in jail or prison and will have their charges dismissed. Treatment would include vocational training, housing, and/or other services with the aim of eliminating addiction and/or homelessness.



Sheriff's Proposal

The anticipated impacts of Proposition 36 (2024) within Shasta County include:

- The possibility of more felons in Shasta County jail due to increased punishment for certain theft and drug crimes.
- The requirement to provide drug and alcohol addiction services for treatment-mandated felons.

At the Shasta County Board of Supervisors meeting on January 14, 2025, Shasta County Sheriff Michael Johnson presented a proposal to mitigate these impacts by expanding the Alternative Custody Program (ACP).

The Shasta County Jail has had an ACP since 1982. Over the past three years, the ACP served 685 offenders. It allows low-level offenders to fulfill their sentence, avoid jail time, keep their job, and live at home. They volunteer in the community at a variety of locations or work on farmland owned by the City of Redding.

The Sheriff's proposal would expand ACP services for the same type of offenders by developing a Corrections and Rehabilitation Campus. At the current ACP, there are no training or treatment facilities. The new campus would include buildings for a Sheriff's office, training facilities and counseling centers. This is not intended to be a residential site.

The intention of expanding the ACP would be to keep more people with substance abuse and mental health issues out of jail. It will also provide accountability for those with low-level, non-violent convictions. The program would include work experience, vocational training, and educational classes. Additionally, drug and alcohol addiction treatment programs would be established.

Some examples provided by the Sheriff’s department of how the programs would positively serve both the Shasta County community and the participating inmates include:

- Reducing fire spread through the Fuel Reduction Project
- Landscaping on county-run cemeteries
- Expanding farm operations to grow fresh produce for the community
- Cleaning homeless encampments
- Training in culinary arts
- Expanding county fleet location and operations
- Maintaining county fleet
- Splitting firewood for veterans (potentially expanding into a commercial enterprise)

The current estimated cost to house an inmate in the Shasta County Jail averages up to \$73,000 per year, not including special inmate needs. The average cost per person served through the ACP is approximately \$18,250 per year.

Location of Sentence	Cost per Day	Cost per Year
In jail	\$180-200	\$65,700-73,000
ACP	\$50	\$18,250

Additional staff would be needed to support the expanded ACP. The Sheriff’s presentation included suggestions on how and where to access additional funding to support the proposal such as applying for funding from the Opioid Settlements Fund and the Behavioral Health Services Act.

FINDINGS

- F1. The in-custody deaths at Shasta County Jail between December 2023 and January 2025 were due to lifestyle, not because of jail procedures.
- F2. The reason Shasta County Jail has a higher average in-custody death rate, in relation to comparable counties and federal and state averages, could not be determined with the data available to the grand jury during the investigation and requires additional research.
- F3. Due to special housing needs, mentally ill inmates or inmates with certain classifications cannot be housed with other inmates; therefore, there is reduced housing for the general inmate population.
- F4. Although Prop 36 (2024) requires mandated drug and alcohol treatment for certain felonies, it does not provide resources to meet this requirement.
- F5. Prop 36 (2024) is almost certain to increase county jail populations, because of the change in misdemeanor/felony classification.
- F6. Since AB109 in 2011, jails are housing felons and releasing inmates with low-level misdemeanors.
- F7. The Shasta County Jail population has shifted to a disproportionately high percentage of inmates with felonies compared to misdemeanors due to California corrections legislation.
- F8. Changes to the Shasta County Jail population has caused inmate behavior to shift toward more of a prison culture.

RECOMMENDATIONS

- R1. Procure and implement use of body cameras for jail staff by September 2025.
- R2. Procure and install additional security cameras in the jail by April 2026.
- R3. Expand current Alternative Custody Program based on Sheriff Johnson's proposal.
- R4. Pursue applying for part of the \$38.9 million California Abatement Accounts Fund (Opioid Settlements Fund) to support ACP program costs.
- R5. Pursue applying for part of the \$6.4 million from California Proposition 1 (2024), also known as the Behavioral Health Services Act, to increase mental health and/or substance abuse services for people who are currently incarcerated but could be better served in the Alternative Custody Program.

REQUEST FOR RESPONSES

Pursuant to Penal Code §933 and §933.05, the 2024-2025 Shasta County Grand Jury requests responses from the following elected official within 60 days:

- The Shasta County Sheriff as to F1, F2, F3, F4, F5, F6, F7, F8
- The Shasta County Sheriff as to R1, R2, R3, R4, R5

DISCLAIMERS

Reports issued by the Shasta County Grand Jury do not identify individuals interviewed. Penal Code §929 requires that reports of the grand jury not contain the name of any person or facts leading to the identity of any person who provides information to the grand jury.

When there is a real or perceived conflict of interest involving a member of the Shasta County Grand Jury, that member is required to recuse from any aspect of the investigation involving such conflict; they must also recuse themselves from voting on the acceptance or rejection of that report. One member of the Shasta County Grand Jury was recused from this investigation.

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Note:

- Shasta County Sheriff’s Office email communications to the Shasta County Grand Jury on October 15, 2024, November 13, 2024, December 23, 2024, February 6, 2025, February 7, 2025, and March 3, 2025.

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JUVENILE REHABILITATION FACILITY REPORT

Transforming The Lives of Youth

May 14, 2025



SUMMARY

California Penal Code Section 919(b) mandates that the grand jury will annually inquire into the conditions and management of all public prisons within the county. Since the Juvenile Rehabilitation Facility (JRF) is under the authority of the Probation Department, it is not considered a prison. However, the grand jury opted to include the JRF as an addendum to the jail inquiries.

The Shasta County Grand Jury made three visits to the facility, interviewed staff and management and interacted with the youth. The grand jury reviewed budgets, staffing levels, medical care, education services, and rehabilitation programs offered.

The grand jury reviewed the guidelines in the California Board of State and Community Corrections Handbook (BSCC) *Title 15, Minimum Standards for Juvenile Facilities*. During the most recent BSCC biennial inspection in 2024, the JRF was found to be in full compliance with or exceeding California Code of Regulations Title 15 guidelines, which included seven minimum standards for mental health services. A list of these minimum standards is included in the Discussion section of this report.

The Shasta County Grand Jury would like to commend the Shasta County Office of Education (SCOE) and Shasta Community Health Center for their work in addressing the mental health and educational needs of the juvenile offenders residing at the JRF.

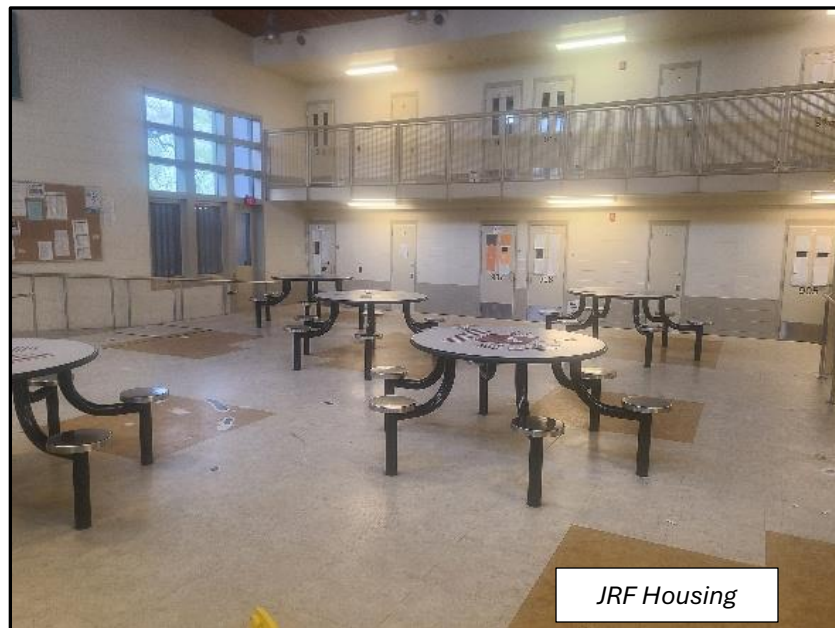
The grand jury found that the JRF is run by a professional, dedicated staff where the youth are well cared for in a state-of-the-art facility.

BACKGROUND

The JRF opened in January of 2014, capable of housing up to 90 residents. However, the current maximum number of juvenile offenders held is 45. Residents vary in age from 12 through 19 years of age. The average length of stay is approximately 20 days.

The Probation Department employs 70 probation officers with 20 being assigned to juvenile offenders. Juvenile Detention Officers (JDO) provide the bulk of youth supervision within the facility, the main focus being education, work ethic, physical development and counseling. The goal is to return the youths to the community as responsible, productive, law-abiding citizens. The JRF provides temporary, secure custody of juveniles who are referred by law enforcement agencies, Probation Department, and Juvenile Court.

The youth are held while awaiting due process through the juvenile court system. The law requires that reasonable efforts be made to keep juveniles at home and in their community, rather than in detention. The youth are only kept in the JRF if public and personal safety issues rise to the level where home release is not feasible, or there is a strong likelihood that the juvenile will not make his or her court appearance. Upon intake, all juveniles undergo comprehensive medical and mental health screenings, after which they are classified according to their arrest status and housed in an appropriate unit, also known as pods.



METHODOLOGY

During its investigation, the grand jury reviewed numerous documents, including:

- State Juvenile Facility Inspections
- BSSC Title 15, Minimum Standards for Juvenile Facilities
- Current Juvenile Probation Budgets
- Medical and Mental Health Services Contracts
- JRF Programs offered

Site Visits

The grand jury made three visits to the Juvenile Rehabilitation Facility.

Interviews:

The grand jury interviewed members of the probation management staff as well as medical staff, educators, Juvenile Detention Officers and interacted with juvenile offenders.

DISCUSSION

Facility

The JRF is a 44,627 square foot building opened in January 2014. The California Department of Corrections paid \$15.05 million of the \$18 million project. The facility has three housing pods with the ability to house up to 90 youths; however, the facility is only funded for a maximum of 55 youths. Both male and female youth are housed at the JRF.

The facility features a secure intake area, medical clinic, multipurpose room, a classroom in each of the three units, and a commercial kitchen. The kitchen staff consists of three full time employees who prepare all meals for the facility.

During the grand jury's second visit to the facility on a rainy day, numerous buckets were placed throughout the facility to catch dripping water from roof leaks. The grand jury also noticed, and was advised by staff, that worn carpets throughout the facility need attention. The grand jury found the facility to be safe, clean and secure.



The BSSC inspects the JRF on an annual basis. In addition, annual inspections are conducted by the local health department, fire authority, and county building inspector. Areas of inspection include mental health/behavioral health, nutrition, environmental/fire safety, education, juvenile court procedures, proper staff training, and staffing of facilities. The grand jury reviewed multiple BSSC inspection reports and found no items of noncompliance. Inspectors found the JRF “fortunate to have such a significant base of collaboratives partners and staff to implement all services for the youth.”

There is currently a 3,000 square foot vocational shop and classroom being built to provide training in trades skills for the juvenile offenders. Training being offered will be welding, industrial sewing, bicycle and auto repair and woodworking. Shasta College and SCOE will be responsible for this vocational training.



Staffing

The JRF Facility meets California’s Title 15 staffing requirements as to safety, security and educational needs of youths. The management and staff appear to be well-trained and committed to working with the juvenile detainees to enable them to become productive citizens. The JRF, at the time of our investigation, had four Juvenile Detention Officer (JDO) vacancies. These shortages cause mandatory overtime for other JDOs to maintain the required staff to juvenile offender ratio.

Education

SCOE operates a fully accredited high school program within the JRF. SCOE provides all educational materials and staffing, including teachers and support staff. The JDOs provide the safety and security for the educational staff at the facility. Youth take courses that lead to a high school diploma or GED certificate. Additionally, college level classes are offered by Shasta College.

The youth receive classroom instruction as required by the State of California Education Code and attend classes weekdays from 8:30 a.m. to 2:30 p.m. Upon release from the facility, the youth can resume their education at their last school attended, or at a school of their choice. The facility is staffed with a principal, three full-time teachers, a resource teacher, and three aides. There have been 99 high school graduates through June 2024. From July 1, 2024, to December

31, 2024, five youths graduated high school in the JRF. Last year, one student at the JRF received an Associates of Arts (AA) degree from Shasta College.

Medical Care

Many of the youth entering the JRF have mental health problems and substance abuse issues. Currently, 56% of the juvenile offenders are prescribed psychotropic medications. To effectively manage those in custody, targeted mental health services are needed. A secondary goal of treatment is to help reduce recidivism, which currently is 12.7%. The medical staff provides quality 24-hour on-site or if required, off-site medical, dental, and psychiatric treatment services to juveniles housed at the JRF.

The JRF procured a Memorandum of Understanding (MOU) with Shasta Community Health Center starting on June 1, 2022. This agreement was in compliance with standards of care, applicable law, the California Department of Public Health (CDPH) standards, and regulations including, but not limited to, the provisions of Title 15 of the California Code of Regulations.

The MOU provides a medical doctor two to three times per week or more as needed, a registered nurse five days a week working 12-hour shifts, and a licensed vocational nurse who covers the night shift. The JRF has a mental health clinician and a psychiatrist on staff who work full-time. Mental health coverage is Monday through Friday, 2 p.m. to 10 p.m. and 24-hour weekend coverage.

As a baseline for determining the minimum standards for mental health services at the JRF facilities in California, the grand jury used the guidelines found in Title 15, "Minimum Standards for Mental Health Services," Section 1347 that lists seven minimum standards for mental health services. The grand jury found that the JRF was compliant in all seven minimum standards. These standards consist of:

- Quick screening for psychiatric problems
- Treatment plans that stabilize juveniles with mental disorders
- Medication support services
- Crisis intervention and the management of acute psychiatric disorders
- Suicide prevention measures
- Transition planning and arrangements for continuation of therapeutic and medication in community settings
- Timely referrals and admission to licensed mental health facilities for juveniles whose psychiatric needs exceed the treatment capability of Juvenile Hall

Budget

The Shasta County Probation Department operates the JRF, but its budget is administered separately from the Shasta County Probation Department Adult Division. The JRF 2024/2025 budget approved by the Board of Supervisors is \$14.1 million, with Shasta County being

responsible for 41% of that budget. The balance of the budget comes from state and federal allocations and grants.

Since 2015, several Northern California counties closed their juvenile detention facilities and are now under contract with the Shasta County JRF to house their juvenile offenders, agreeing to pay a daily bed rate. The counties currently under contract are Trinity, Modoc, Lassen, Siskiyou, Del Norte, Mendocino and Plumas. In the summer of 2024, the Shasta County Board of Supervisors approved the JRF charging a market-based bed rate of \$325 per day for out-of-county juveniles.

Programs

The JRF programs provide a wide variety of educational and treatment services based on the juvenile's risk and needs assessment. The JRF programs are all designed to engage and rehabilitate juveniles. This is done through a variety of interactive social programs that include:

- Social development programs such as basketball and flag football
- Arts and Crafts
- Culinary Arts, including hands on food preparation and safety
- Gardening, Responsibility, and Ownership of Self and Community Wellbeing (GROW)

The juvenile probation department partners with several community-based organizations that provide a variety of services. Victor Community Support Services and HOPE City works with juvenile offenders in and out of custody by providing rehabilitative and treatment services including Aggression Replacement Training (ART), Moral Recognition Training (MRT), and other mental health programs.

During tours of the JRF, the grand jury observed numerous art projects and paintings displayed in the hallways of the facility. The jury also toured the GROW area where they observed the chicken and goats housing area, where eggs will be gathered and used in food preparation. With the assistance of volunteers, the JRF grows vegetables for use in meal preparations. This gardening project teaches the youth a healthy lifestyle by practical gardening, farming, and the therapeutic benefit of caring for farm animals.



FINDINGS

- F1.** The physical facilities at the Shasta County Juvenile Rehabilitation Facility provide a safe, clean, and secure environment for the detained juveniles in compliance with Title 15; however, due to the age of the facility, some infrastructure repairs and upkeep are needed.
- F2.** The Juvenile Rehabilitation Facility is run by a dedicated and professional team who meets the needs of the juveniles.

RECOMMENDATION

- R1.** The Shasta County Board of Supervisors ensures funding is available to make the necessary infrastructure repairs and direct the Chief of Probation to complete noted repairs.

REQUEST FOR RESPONSES

The following responses are required pursuant to Penal Code sections 933 and 933.05 from the following governing body within 90 days.

- The Shasta County Board of Supervisors as to F1 and F2
- The Shasta County Board of Supervisors as to R1

INVITED RESPONSES

The Chief Probation Officer is invited to respond to F1, F2 and R1

DISCLAIMER

Reports issued by the Shasta County Grand Jury do not identify individuals interviewed. Penal Code §929 requires that reports of the grand jury not contain the name of any person or facts leading to the identity of any person who provides information to the grand jury.

When there is a real or perceived conflict of interest involving a member of the Shasta County Grand Jury, that member is required to recuse from any aspect of the investigation involving such conflict; they must also recuse themselves from voting on the acceptance or rejection of that report. One member of the Shasta County Grand Jury was recused from this investigation.

REDDING’S DOWNTOWN PAID PARKING PROGRAM
2024 – 2025 Shasta County Grand Jury
May 22, 2025

SUMMARY

The Shasta County Grand Jury investigated the City of Redding's (City) downtown paid parking program. In January 2023, the “*Downtown Redding Parking Strategy*” was implemented as an integral part of the City’s “*Downtown Redding Specific Plan Update*” dated June 2022. The grand jury’s investigation was prompted by questions and concerns raised by Redding residents, downtown business owners, and members of the Redding City Council regarding paid parking in the downtown area¹.

The grand jury’s investigation sought to identify and evaluate the City’s responses to these concerns. Specifically, the investigation examined the City’s goals and objectives for the parking program and whether these goals are being met.

GLOSSARY

To aid in understanding certain terms in this report, the following definitions are provided:

“Downtown Redding Parking Strategy”—The August 2019 report, developed by parking consultant firms Watry Design, Inc. and SpaceWorks, forms the basis for the City of Redding’s strategic long-term and short-term parking plan, which was implemented in January 2023.

“Strategy Area” – The downtown parking area, bounded by Shasta Street to the north, South Street to the south, West Street to the west, and East Street to the east (*See Exhibit IV*).

“Core Area” – The smaller downtown parking area that falls within the north, south, and east boundaries of the “Strategy” area but is bounded on the west by California St. (*See Exhibit IV*).

“Cost Neutral and Cost Neutrality” – These terms are used interchangeably to refer to the City of Redding’s paid parking program, the objective of which is self-supporting, with all the costs of operating the program covered by revenues generated by the program itself.

“Flowbird” – An application allowing parking software to be downloaded to a smartphone, enabling users to schedule and pay for downtown parking remotely using their debit or credit card.

“Turnover” – frequency with which vehicles enter and exit a given parking area.

¹ David Herenda, “*Redding’s Recent Downtown Parking Program Updates Sees Mixed Reviews Between City Staff*”, KRCR - Redding, May 23, 2024.

BACKGROUND

The City has had paid parking, initially using coin-operated meters, in the downtown area since 1947. Over time, coin-operated meters had become problematic for several reasons.

The original meters:

- accepted only nickels or dimes and could not be easily adapted to other coinage.
- were susceptible to vandalism and theft.
- contained replacement parts that had become increasingly expensive or were no longer available.

As obsolete meters were removed, the City was left with a hodge-podge of metered and unmetered parking spaces, often adjacent to one another, throughout the City. Working meters were largely ignored by people who were confused by the presence of both metered and unmetered spaces in close proximity to one another, believing that the meters present were obsolete and inoperable.

In 2016, the City contracted with a parking consultant firm to conduct a study of downtown parking supply and demand in conjunction with the planning consultants who developed the “Downtown Redding Specific Plan Update”. As a result of these studies, the City hosted a series of public meetings through the Fall of 2021 and contracted with a second parking consulting firm to implement the proposed parking strategy. The stated overall goal of the new parking strategy is:

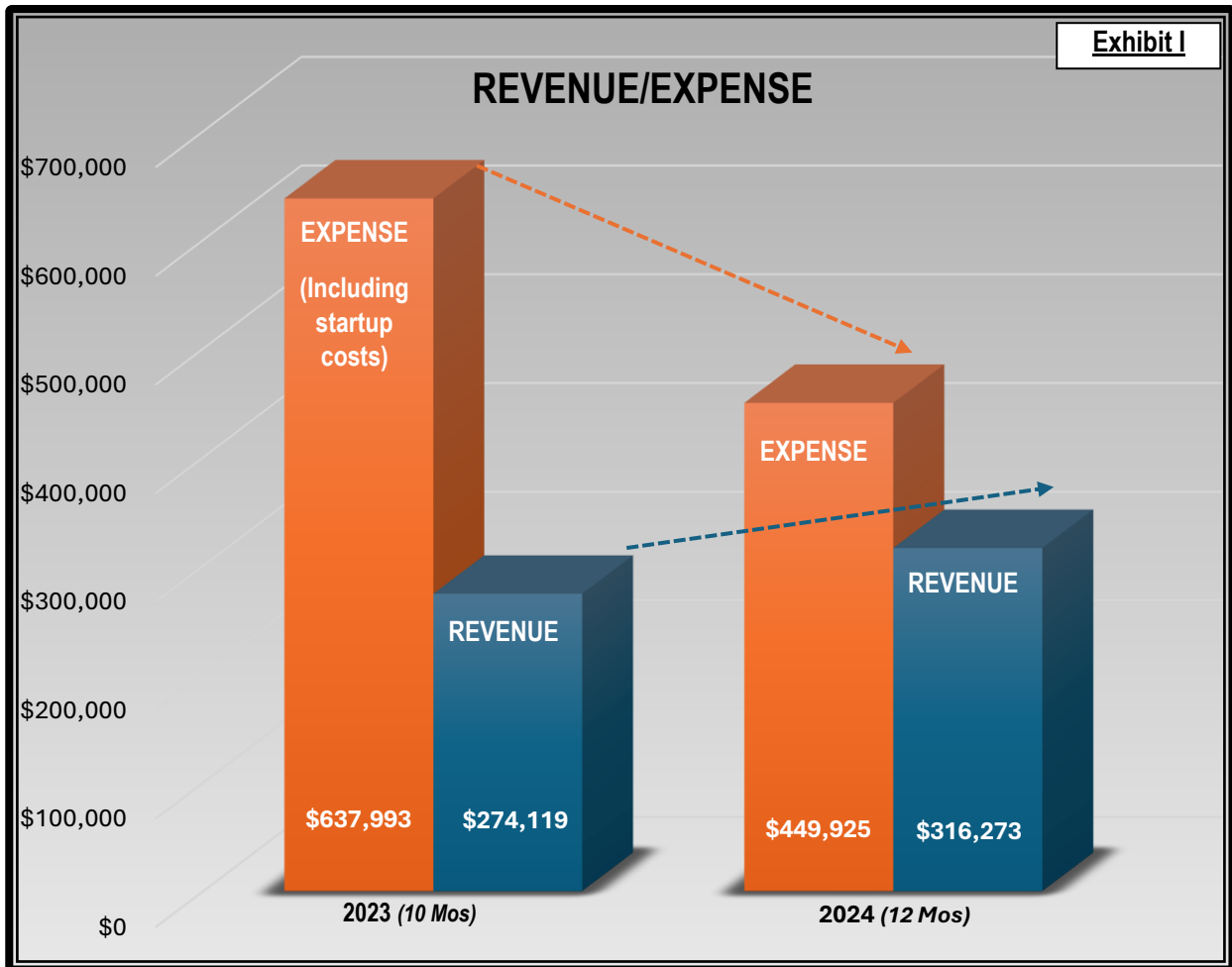
“...to make the most efficient use of all public and private parking spaces in Downtown Redding, while planning for potential future demands that may necessitate the turnover of on-street parking spaces and the use of additional off-street parking”²

Incorporating the consultants’ recommendations and public input, the City prioritized specific objectives in support of the broad goal. Key among specific program objectives are to:

- Replace aging and costly parking infrastructure (e.g., parking structures, leased parking areas, and coin-operated parking meters).
- Develop a parking capacity adequate to sustain space occupancy rates, not to exceed 85% of available spaces.
- Improve parking “turnover” of on-street parking in the downtown Core area.
- Address the need for longer-term parking for downtown employees.
- Implement stated objectives with a self-supporting parking strategy that results in cost-neutrality to the City’s General Fund.

² Watry Design, Inc./PlaceWorks, “Downtown Redding Parking Strategy”, City of Redding, August 2019.

The City’s Public Works Department continuously monitors parking program costs and revenues. *Exhibit I* shows that progress toward the program’s cost-neutrality objective is yielding positive results. Interviews with City staff indicate that, as certain equipment lease and



[Source: City of Redding; Public Works Department, “Parking Operations Reports”, 2023 and 2024]

maintenance agreements expire, cost/revenue breakeven is expected in mid-2027, if not before. The availability of new off-street parking facilities strategically located electronic payment methods, and the issuance of parking permits for downtown employees has been largely achieved. The status of these objectives is monitored as part of monthly cost and revenue analysis conducted within the City’s Transportation Department. *Exhibit II* on the next page shows the percentages of revenue derived from each payment method for 2023 and 2024.

PARKING OPERATIONS 2023 – 2024					Exhibit II
2023 (March-December)			2024 (January-December)		
Payment Method	Frequency of Use	Amount Collected	Payment Method	Frequency of Use	Amount Collected
By Flowbird	19%	\$31,276	By Flowbird	22%	\$44,091
By Meter	62%	\$94,511	By Meter	54%	\$10,4160
By Text	18%	\$31,716	By Text	23%	\$45,921
By Permit	2%	\$37,725	By Permit	2%	\$56,325
Citations*	--	\$78,891	Citations*	--	\$65,776
Total Revenue		\$274,119	Total Revenue		\$316,273

* Citations influenced by other factors are excluded from the percentages.

[Source: City of Redding; Public Works Department, “Parking Operations Reports”, 2023 and 2024]

The grand jury’s investigation found little evidence indicating that objectives related to improved occupancy rates and increased parking turnover are monitored and reported regularly.

(Occupancy, for example, has not been measured, as far as the grand jury could tell, since 2018). Because these indicators are signs of a more effective parking program, regular monitoring and public reporting on these metrics would go a long way toward alleviating some of the public’s concerns about the paid parking program.

Despite the City’s public outreach efforts and perhaps due to the observed lack of published information regarding the achievement of key objectives, citizens, downtown business owners, and City Council members have raised questions about the efficacy of Redding’s paid parking program. Concerns included:

- 1) The necessity for, and cost of, paid parking by downtown visitors and employees
- 2) Cost of the program vs. revenue from the program (*cost neutrality*)
- 3) Inadequate number of parking spaces, including low turnover of parking near/in front of businesses, and lack of longer-term parking for downtown employees
- 4) Difficulty locating pay stations
- 5) Distance between pay stations and parking
- 6) Distance from parking to businesses

METHODOLOGY

The grand jury investigation of the Redding downtown parking program was conducted over several months and included:

- Review of City online and printed publications
- Review of City staff recommendations to City Council
- Review of social media discussions
- Review of local media reporting
- Review of parking consultant reports
- Interviews with employees of the City of Redding and the Redding Chamber of Commerce

DISCUSSION

NECESSITY FOR, AND COST OF, PAID PARKING BY INDIVIDUALS

Patrons' most frequently asked question is, *“Why do we have to pay to park downtown, especially when the City is trying to encourage people to frequent downtown businesses?”*



The answer is simply that parking is not a free commodity. In addition to the opportunity cost of allocating valuable commercial real estate to downtown parking spaces (as opposed to retail, residential, and other commercial uses), there are recurring costs associated with the administration, enforcement, and maintenance of parking facilities.

It is essential to note that the stated objective of the City’s Downtown Redding Parking Strategy, published in August 2019, is not to generate revenue beyond covering the costs of a self-sustaining downtown parking program. Exhibit III shows that Redding’s rates align with those of other Northern California cities' downtown paid parking programs.

Revenue generated from paid parking, including a portion of parking citations, is allocated toward system and facility maintenance, program administration, and parking enforcement. As such, the question facing the City and the public is, who should pay these costs?

Exhibit III	
COMPARATIVE HOURLY PARKING RATES	
Redding.....	\$1.00/hr. M-F, 8:00 am-6:00 pm
Chico.....	\$1.00/hr. M-F, 9:00 am-6:00 pm
Sacramento.....	\$3.00-15.00/hr.* M-Su, Times vary*
San Francisco	\$0.50-10.25/hr.* M-Sa, Times vary*

**Varies by time of day and location*

- (1) **The patrons** (through parking fees) who are using the downtown parking (a *pay-for-use* approach) or;
- (2) **All taxpayers** in the City of Redding (through property and sales taxes), whether or not they use downtown parking facilities.

Based on information gathered from public meetings held throughout the fall of 2021, input from downtown business owners, research on what other cities of comparable size were doing, and recommendations from parking consultants, City officials chose the *pay-for-use* approach to fund downtown parking.

COST OF THE PROGRAM VS. REVENUE FROM THE PROGRAM

From a cost/revenue perspective, the goal is for the downtown parking program to be cost-neutral to the City's General Fund³. The revenue generated by the downtown parking program will be used solely to cover the cost of maintaining and operating the parking program. It is not intended to be an independent revenue source for other City operations. As a key element of the City's downtown parking program, the City's Public Works Department continuously monitors this metric.

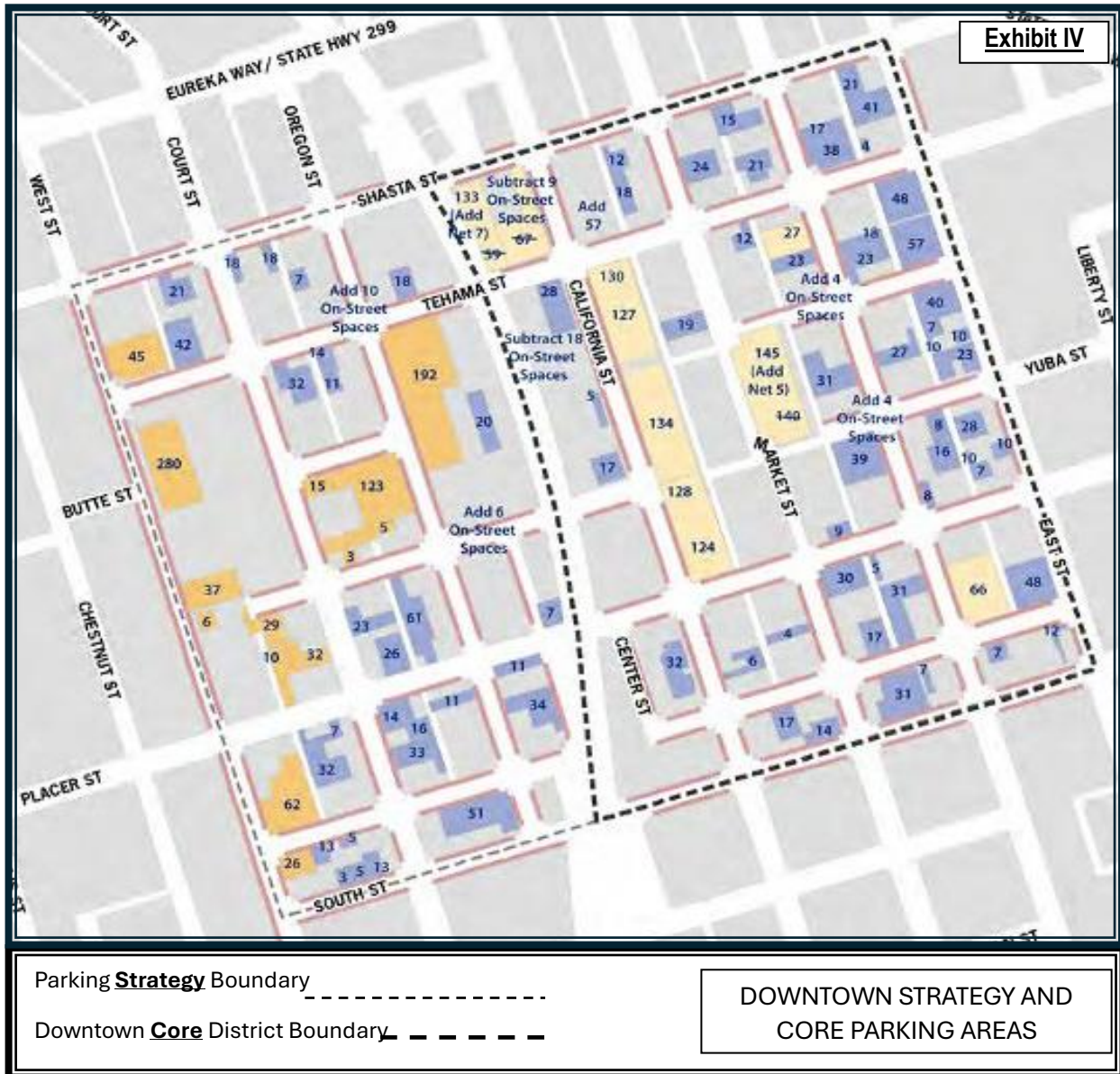
Exhibit I, shown earlier, indicates the cost/revenue behavior from the implementation of the current program from March 2023 through December 2024 and illustrates the relatively high upfront cost of implementation, accompanied by relatively low revenue generated at the outset. The City predicts that a convergence of expenses and revenue (the breakeven point) will occur in mid-2027, if not before, as operating equipment lease costs expire and downtown traffic increases.

INADEQUATE PARKING SPACES AVAILABLE

This section addresses three concerns: inadequate parking spaces, parking turnover near or in front of businesses, and a lack of longer-term parking for downtown employees. These concerns directly contribute to the perceived lack of available downtown parking.

The "*Downtown Redding Parking Strategy*" categorizes downtown parking into the two areas outlined in *Exhibit IV* on the next page: a larger "Strategy" area and a downtown "Core" area located within the "Strategy" area.

³ Public Works Department, "*Report to the City Council*", City of Redding, October 18, 2022.



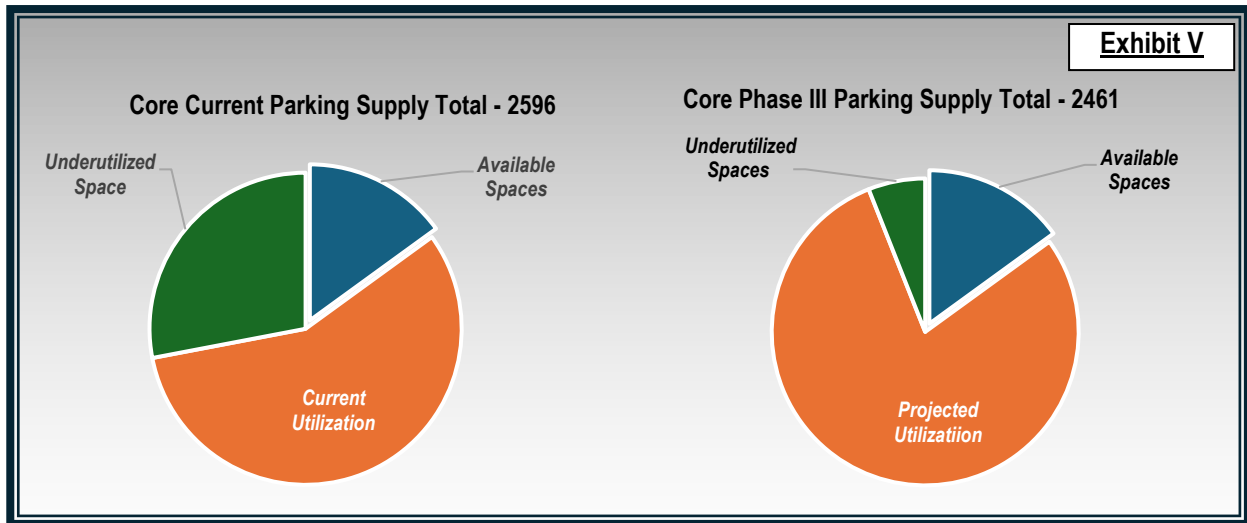
[Source: Watry Design, Inc., “Downtown Redding Parking Strategy”, City of Redding, August 2019]

In May 2017, and updated in 2018, City staff physically counted occupied stalls for the Core and Strategy areas.⁴ The count was conducted on weekdays between 11:00 a.m. and 2:00 p.m. The findings of the count were:

- The Core area was parked at 58% of capacity (1,476 occupied spaces of 2,543 spaces total)
- The overall Strategy area was parked at 55% of capacity (2,504 occupied spaces of 4,598 spaces total)

⁴ Watry Design, Inc., “Downtown Redding Parking Demand Analysis”, City of Redding, September 14, 2018.

These numbers indicate ample parking availability downtown to maintain occupancy at no more than 85%. It is worth noting, however, that (a) the City staff’s counting took place at a time that includes the usual lunch hour, and (b) the Core area, at 58% occupancy, is included within the Strategy area. *(Note: the impact of lunch-hour parking is not addressed in this study.)* The fact that the overall Strategy area, including the Core area, has an occupancy rate lower than the Core by itself indicates a significant underutilization of spaces outside the Core. *Exhibit V* below shows that even with a projected overall decrease in total parking spaces, by eliminating parking areas leased by the City and increasing off-street parking facilities within the Core, parking utilization within the Core will increase dramatically by the final phase of development while still maintaining the goal of a minimum of 15% available spaces.



[Source: City of Redding; Watry Design/PlaceWorks, August 2019]

At the time of the parking consultant’s study in 2019, one of the factors identified as contributing to the perceived lack of downtown parking was the fact that a large number of employees work for extended periods in the downtown Core and occupy on-street parking spaces close to the businesses at which they are employed, including at the curb in front of their businesses. This reduced the turnover of parking spaces and the availability of prime locations, which would otherwise be available for customer parking.

The introduction of time-limited and paid on-street parking significantly impacted these downtown employees. The increase in convenient off-street parking helped alleviate some of the impacts, but the economic burden on employees due to paid parking remained an issue. In response, the City now offers a limited number of monthly parking permits for downtown employees at \$25 per month. The maximum daily cost of parking downtown without a permit is \$10.00 (\$8.00 maximum in parking garages) per day. With a \$25 per month permit, the daily cost [$\$25 \div 20 \text{ workdays/month}$] is \$1.25 per day. The combination of these actions and active enforcement of parking restrictions will impact both the availability of spaces and convenient, longer-term parking for downtown employees. It is also noted that the City, responding to public

input, does provide some time-limited free parking in areas where the visitor only plans to park for a short time. Examples include loading and unloading zones, downtown post office parking, etc.

To encourage adherence to new parking ordinances, Redding is taking a two-pronged (what might be called a “carrot-and-stick”) approach to parking enforcement using some of the latest technology available: First, it makes the payment of parking fees as easy as possible for patrons (addressed in the next section), and second, it is enforcing the City’s parking ordinances.

Paid parking compliance in the downtown Core is enforced by Redding Police Department (RPD) personnel. At the time of this report, a single RPD parking enforcement officer is assigned to parking enforcement. That officer is provided a dedicated parking enforcement vehicle (*Exhibit VI*) with advanced license plate reading (LPR) hardware and software.



This LPR technology can read the license plates of parked vehicles while the enforcement vehicle is in motion and compare those readings with a database of license plate numbers of legally parked vehicles. The database is updated in real-time each time a payment is made through one of the parking pay stations (such as the one circled in the above picture), Flowbird, text, or when a payment expires. License numbers of permit holders are similarly maintained in the database.

Exhibit VII shows that, at the time of this report, parking citations are \$24.50 per violation, which compares favorably with parking fines found in other northern California cities.

Revenue generated by Redding’s parking violations is shared, with approximately \$11.45 (47%) going to the City and \$13.05 (53%), by statute, going directly to the state court system.

Exhibit VII	
COMPARATIVE PARKING FINES	
Redding	\$24.50
Chico.....	\$24.00
Sacramento	\$60.00
San Francisco.....	\$96.00

The pay stations themselves are aesthetically pleasing, blending well into the overall theme being created for downtown. However, these kiosks are not easily identifiable as places to pay for parking. *Exhibit VI* supports this, and it is especially true for the occasional visitor to downtown.

DISTANCE BETWEEN PAY STATIONS AND PARKING

Exhibit VIII illustrates that pay stations are located throughout the downtown area. They are generally no more than a block away from the parking area to which they are assigned. Each pay



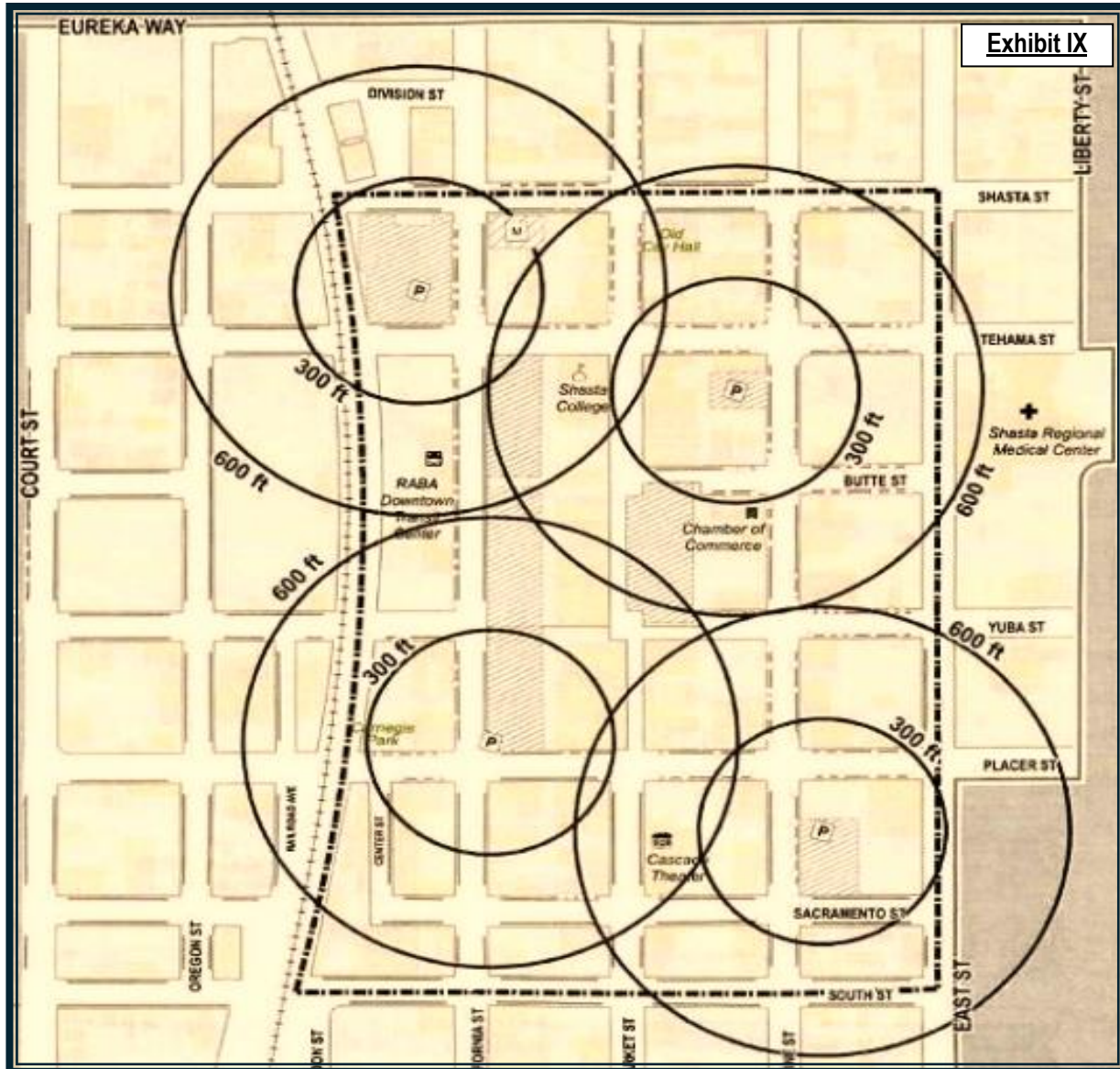
[Source: www.cityofredding.com; "Downtown Parking", City of Redding]

station has a designated parking zone that it covers. Payments can be made at the pay station for that parking zone in cash and/or by credit/debit card, via text message using a smartphone, or through the "Flowbird" application, which can be downloaded and installed on the patron's

smartphone. Payments using the “text” and/or “Flowbird” methods enable fee payment without requiring the driver to leave their parked vehicle.

DISTANCE FROM PARKING TO BUSINESSES

With time-limited on-street parking now available in the downtown Core, concerns have arisen that the distance between off-street parking and downtown businesses is excessive. The 2019 parking consultant’s study addressed these concerns. *Exhibit IX* illustrates the distances from the planned Core-area off-street parking to various elements of the downtown Core.

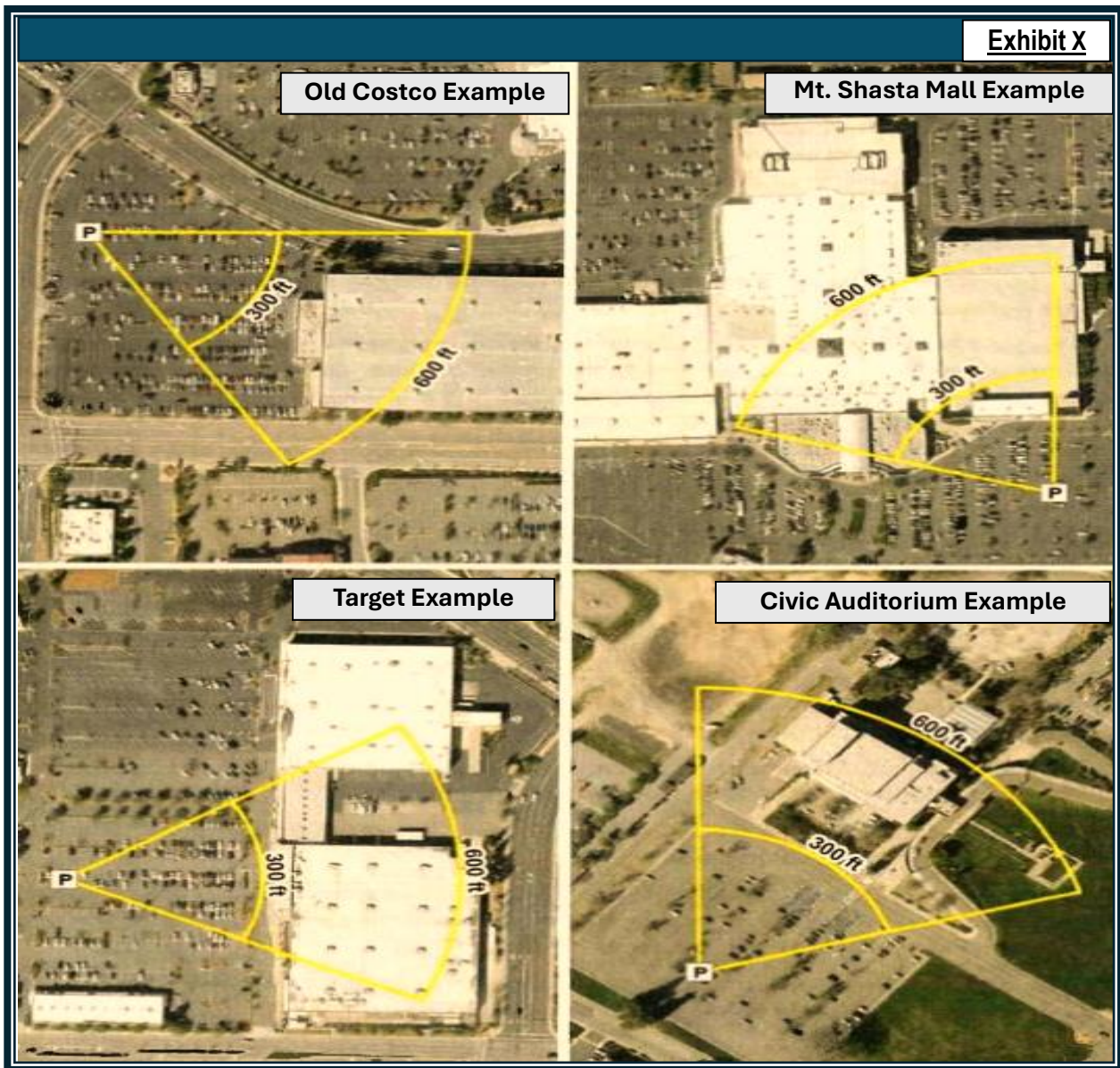


[Source: Watry Design/PlaceWorks, “Downtown Redding Parking Strategy”, City of Redding; August 2019]

As of this report, the planned off-street parking areas are now in place. Patrons visiting businesses in the downtown Core can, by selecting off-street parking facilities nearest their

ultimate destination, be within no more than 600 feet (approximately two City blocks) of their destination. The difficulties the grand jury encountered in its investigation were not so much the distances from parking to the target destination, but rather, locating off-street parking nearest the target destination.

Exhibit X shows parking distances from the most remote parking locations using four local shopping and entertainment examples. The spaces at each venue are located at distances from the venue’s main entrance, which aligns with those indicated in the 2019 parking consultant’s study concerning off-street parking in the downtown Core. However, as previously discussed, the



[Source: Watry Design/PlaceWorks, “Downtown Redding Parking Strategy”, City of Redding; August 2019]

challenges users face downtown may stem more from drivers struggling to locate the nearest

parking area for their intended destination rather than the actual distance of the nearest off-street parking to their destination.

FINDINGS

The Shasta County Grand Jury has found that:

- F1. The City's Transportation Department staff monitors cost and revenue performance, as well as payment methods used, to measure the success or failure of the program's financial objectives. The grand jury found no evidence that monitored results are regularly communicated to the City Council and the general public, so it is unclear if objectives are being met.
- F2. Two key goals of the parking program (*maintaining an available parking capacity of 15% or greater* and *improving parking turnover*) are not being regularly monitored or reported. Failure to monitor these two metrics leaves open the question of whether the City's objective of achieving the "*most efficient use of all public and private parking spaces in downtown Redding*" is being met.
- F3. Entrances to off-street parking are not always clearly marked, contributing to (a) difficulty locating off-street parking, (b) the perception of a lack of downtown parking, and (c) drivers parking at distances greater than necessary from their destination. These issues contribute to the perception of excessive walking distances when closer parking might have been available.
- F4. Parking signage is not always visible. Signs themselves are small or inconspicuous. Additionally, in some cases, a sign is only visible from one direction when there are vehicular approaches from multiple directions. Without proper signage, locating convenient parking contributes to the perception of excessive walking distances.
- F5. Pay station kiosks are often not clearly visible because they tend to blend into the surrounding background. As a result, visitors to downtown find it difficult to locate their closest pay station. This is especially problematic for new or occasional visitors to the downtown area.
- F6. In many cases, a driver, once in a lot, cannot see the kiosk associated with that lot because it is hidden behind other parked vehicles. This inability to locate the appropriate pay station is a source of frustration and may even lead to the driver not knowing they are in a paid parking lot.

RECOMMENDATIONS

The Shasta County Grand Jury recommends that:

- R1. On or before July 1, 2025, the Redding City Council direct the City Manager to implement, by December 31, 2025, a process of monitoring and reporting key metrics (*including parking occupancy and parking turnover rates*) to the City Council on at least a quarterly basis.
- R2. On or before July 1, 2025, the Redding City Council direct the City Manager to ensure that all entrances to off-street parking lots are clearly identified by December 31, 2025, including signage indicating that those lots are paid parking facilities.
- R3. On or before July 1, 2025, the Redding City Council direct the City Manager to ensure that conspicuous “*You Are Here*” type signboards are installed at each off-street parking lot and at various on-street locations throughout the downtown Core by December 31, 2025. These signboards should indicate the location of the nearest pay station and any other relevant parking information. This would significantly improve visitors’ ability to locate the appropriate pay station for each parking zone and clarify any parking restrictions for that zone.
- R4. On or before July 1, 2025, the Redding City Council direct the City Manager to ensure the modification of the size, color, and placement of informational and directional parking-related signs by July 1, 2026, to make them more obvious to visitors in the downtown Core.
- R5. On or before July 1, 2025, the Redding City Council direct the City Manager to ensure directional and/or informational signage is installed by December 31, 2025, that is clearly visible from the direction of each approach when there are multiple vehicular approaches to a parking area.
- R6. On or before July 1, 2025, the Redding City Council direct the City Manager to ensure pay stations are made more visible by December 31, 2025. Suggested visibility-enhancing improvements include:
 - Adding reflective striping to the kiosk to make it more visible.
 - Changing the color of the kiosk to a more visible color.
 - Adding lighting to each kiosk.
 - Installing raised signage at or above each kiosk similar to that found at some of the on-street pay stations.

SOURCES AND REFERENCES

City of Redding Reports and Available Publications

- Public Works Department, *“Parking Operations,” City of Redding, 2023 and 2024*
- PlaceWorks, *“Downtown Redding Specific Plan Update,” City of Redding, April 2022*
- Public Works Department, *“Report to Redding City Council”, City of Redding, April 16, 2024*
- Public Works Department, *“Report to Redding City Council”, City of Redding, August 18, 2022*
- Public Works Department, *“Report to Redding City Council”, City of Redding, September 9, 2024*
- Steven Kincaid, *“Downtown Off-Street Parking”, City of Redding, August 3, 2017*

Local Media Reporting

- anewscafe.com *“Downtown Redding Business People Unhappy With City’s New Parking System”, September 19, 2023*
- KRRCR, David Herenda, *“Redding’s Recent Downtown Parking Program Updates Sees Mixed Reviews Between City Staff”, Redding, May 23, 2024*
- City of Redding, Sonix Podcast, *“Downtown Redding Parking”, January 15, 2025*

Consultant Studies/Reports

- Watry Design/SpaceWorks, *“Downtown Redding Parking Strategy”, City of Redding, August 2019*
- Watry Design/SpaceWorks, *“Downtown Redding Parking Demand Analysis”, City of Redding, August 2019*

Interviews

- City Administrative Staff, City of Redding
- City Transportation Staff, City of Redding
- Administrative staff, Redding Chamber of Commerce

REQUEST FOR RESPONSES

The following responses are required pursuant to Penal Code sections 933 and 933.05:

- Redding City Council, F1, F2, F3, F4, F5, and F6 within 90 days
- Redding City Council, R1, R2, R3, R4, R5, and R6 within 90 days

DISCLAIMER

Reports issued by the Grand Jury do not identify the individuals interviewed. Penal Code section 929 requires that reports of the Grand Jury not contain the name of any person or facts that could lead to the identity of any person who provides information to the Grand Jury.

QUARTZ HILL SUBDIVISION DEVELOPMENT TRANSPARENCY, IS IT CLEAR?

May 29, 2025

2024-2025 Shasta County Grand Jury

SUMMARY

The Shasta County Grand Jury launched an investigation into an allegation of a lack of transparency by the City of Redding, prompted by a citizen complaint. The complainant alleged that the City of Redding failed to provide adequate public notice and information regarding the City's planned development of a parcel of undeveloped land in Northwest Redding. The approximately 113-acre property identified as 850 Quartz Hill Road falls within the city limits devastated by the 2018 Carr Fire. The neighboring residents raised concerns primarily focused on fire evacuation and traffic flow safety if the city were to pursue residential development on that property. Residents felt these concerns were not adequately addressed.

The development process for the City of Redding is complex and lengthy; including preparation and submission of a detailed grant application, pre-development planning, and the process required to obtain subdivision approval. Requirements to notify impacted neighbors of a development are clearly mandated as part of the "California Subdivision Map Act and California Environmental Quality Act". The investigation found the proposed subdivision, planned for approximately 120 single-family homes, is currently in the initial pre-development stage. Although public input is not required at this stage, the City of Redding has provided opportunities for public engagement. The grand jury concludes that there is room for improvement by the City to address concerns of nearby impacted neighbors, and concerned citizens, as well as their ability to access public engagement opportunities.

BACKGROUND

To assist in understanding certain terms contained within this report the following definitions are provided:

Definitions

"CEQA" - California Environmental Quality Review Act, requires state and local government agencies to evaluate potential environmental impacts of proposed projects and to inform decision-makers and the public about these impacts, and to avoid or mitigate them, if feasible. Under CEQA, California public agencies must proactively engage the public in the environmental review process through scoping meetings, public notices that include review and comment periods, ensuring transparency and allowing for informed decision-making.

"City" - City of Redding, including the former Redding Redevelopment Agency.

"Density" - the number of household units allowable within a specific development, which may be expressed for an entire development or per unit of measure (i.e., per acre). Higher density means more units within a given area.

"Entitlement" - legal permissions or approvals needed from government agencies for a property to be developed or used in a specific way. They are essential for developers and landowners before any construction or change of use can begin.

"General Plan" - a comprehensive legal document outlining a community's long-term vision for land use, development, and resource protection. It is required by state law and serves as a guide for land use decisions and development activities. All cities and counties in California are required to develop a general plan.

"Grant" - funds from the Federal Department of Housing and Urban Development provided to California for communities impacted by fires, known as the Community Development Block Grant, Disaster Recovery (CDBG-DR) funds. It is administered by the California Department of Housing and Community Development.

"Home Hardening" - a process that makes a home less likely to be damaged by a wildfire. It includes using non-combustible building materials, closing gaps under shingles to prevent embers from entering, creating a fuel-free area around the home, and installing fire-resistant landscaping.

"Infrastructure" - improvements to real property in preparation for use development. This includes streets, power, water, wastewater disposal, gutters, sidewalks, drainage, fire hydrants, lighting, etc., making an undeveloped property "builder-ready" for construction.

"Pre-development" - the process of assembling feasibility information and studies necessary in connection with development application for land use approval. It evaluates the needs, resources, legal requirements, and considerations necessary for development.

"Property" - the undeveloped land parcel owned by the City of Redding, consisting of approximately 113 acres, commonly known as 850 Quartz Hill Rd, Redding, CA. (Shasta County Assessor's Parcel Number #115-170-001).

"Public Engagement" – a procedure for involving members of the public in decisions that impact the community.

"Subdivision Map Act" - state law designed to regulate the subdivision of land to ensure orderly growth and development. Its primary purposes include protecting public health and

safety, promoting smart land use, public participation, environmental protection, and property rights and disputes.

"The Peaks" - the proposed subdivision development name for the Property.

"Workforce Housing" - also known as affordable housing, is housing for households with incomes below 80% of area median income (AMI).

Property History

The City acquired the Property in July 2003 from a private owner who was delinquent in taxes and assessments (bonds, water, and sewer). The Property was purchased by the City, pursuant to City staff recommendation, for \$2,500 plus substantial delinquent taxes and assessments.

The Property was subsequently sold to the Redding Redevelopment Agency (RDA) in July 2008 for \$3.2 million. In 2011, the California Supreme Court upheld a decision that effectively eliminated Redevelopment Agencies, including RDA. In January 2012, the Redding City Council elected to serve as the Successor Housing Agency. At that time, the Property returned to the City and has been held in inventory ever since.

Property Description

The Property has varied topography including steep sloping areas. As such, it is estimated that approximately 70 acres can feasibly be developed. Currently, there are two potential access points to the Property, both via a neighborhood off of Quartz Hill Road. In anticipation of future road development, existing road barriers are located at the western boundaries of Keel Court and Steamboat Street.

The Property was devastated by the Carr Fire and remains burn-scarred at the time of this report. The fire ignited in July 2018 and spread quickly due to the extreme heat and windy conditions, severely damaging the Property and destroying nearby homes. The fire eventually burned over 200,000 acres and 1600 structures, including 1000 homes (266 in the City). At the time, it was the sixth-largest fire in California, resulting in eight deaths and damages of more than \$1.659 billion.

Since the City's acquisition of the Property, the planned future use has been for single-family residential development. A subdivision development on the Property would require an approval process, pursuant to California codes and regulations as well as local ordinances.

This approval process includes:

- laws, local ordinances, environmental studies
- permit and application fees
- a range of analyses that must be reviewed by the governing agency for compliance
- public review, and approval process by the appropriate governing body

- public hearing and notice requirements.

Note: The subdivision approval process in California has become increasingly complex and costly since the 1970's.

Development Funding

In 2018, the Federal Emergency Management Agency (FEMA) announced a presidentially declared disaster, DR-4382, covering Shasta and Lake Counties. A federal allocation of Community Development Block Grant - Disaster Recovery (CDBG-DR) funding was granted to the State of California, Department of Housing and Community Development (HCD). HCD undertook an extensive needs assessment to determine the specific priorities of the affected counties, with the majority of funds being allocated to housing, infrastructure, and economic revitalization.

In 2022, applications for the CDBG-DR grant funds became available. The City was eligible to apply and submitted two applications. One application, in the amount of \$120 million, was to construct a bridge extending Buenaventura Boulevard north to Keswick Dam Road, allowing another access option to the Property and the surrounding area. This application was denied based on two criteria: (1) building a bridge did not meet the Grant funding eligibility requirements and (2) additional egress was not required for new housing development. The second application by the City for Grant funds was for pre-development and infrastructure construction necessary to facilitate a future residential Workforce Housing development. The Grant application requested \$43,156,000, however, only \$22,563,043 was approved.

The awarded Grant agreement was approved and accepted by the Redding City Council on October 12, 2022, with public notice provided on the Council agenda. Of the \$22,563,043 Grant funds, \$2.5 million was designated for pre-development and the balance for infrastructure construction. Initially, the term of the Grant agreement for completion was March 2026; however, the City has requested an extension based upon a delay in initial Grant documentation and has received preliminary approval.

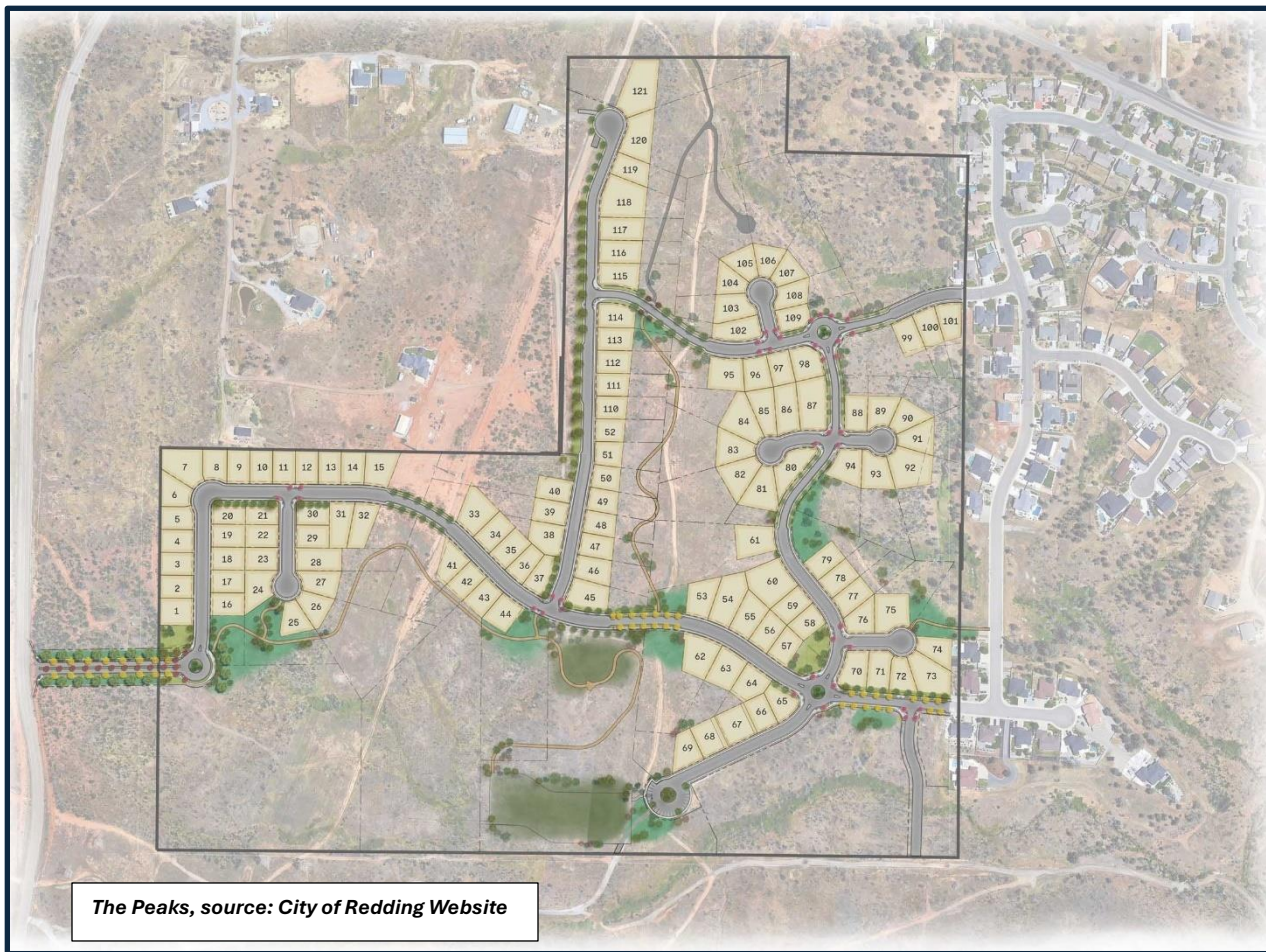
Once the Grant agreement was approved, the City sought a consultant for the preliminary pre-development activities via a Request for Proposal (RFP). The City sought a developer with the capacity, creativity, and commitment to transform the Property into a single-family subdivision under an accelerated timeline. The City Council approved the submittal recommended by City staff as their consultant for Property preliminary pre-development, which was publicly agendized on December 19, 2023.

Currently Proposed Subdivision

Preliminary design of The Peaks currently envisions approximately 120 single-family homes, a park, open space, and connections to the existing Redding trail system. Planned homes are defined as

Workforce Housing whereby at least 50% of the homes within the development are designated for income-qualified buyers. The goal is to maintain consistency of home style and design throughout the new and existing neighborhoods. All planned construction would be of a similar nature throughout the development, comparable in design and size to abutting neighborhood homes. The Peaks is anticipated to be a "fire-safe community" incorporating the latest fire-safe strategies, including Home Hardening.

The City anticipates conducting Planning Commission hearings in 2025 for review of The Peaks subdivision plan. There will be additional opportunities for input, engagement, and education about The Peaks as it transitions from pre-development planning phase to subdivision approval. Upon final approval, infrastructure construction would begin, using the Grant funds.



Once the infrastructure development is completed, the Peaks will be builder-ready. A final subdivision map will include civil engineering plans approved by the City, with drawings reflecting the final constructed project. The individual lots would then be ready to market for home construction.

Public Engagement

The City is a public entity, and as such, community members have the opportunity to engage and be involved in the public meetings, including the City Council and Planning Commission. Public meetings are agendized in advance and the agendas are available online. Meetings are also televised live and recordings of prior meetings are available on the City’s website. The public is invited to speak on agenda items. City Council and Planning Commission meetings also offer an opportunity for members of the public to address their concerns regarding non-agendized items, however, no action can be taken on such items at that time. City Council and Planning Commission members have public contact methods available to the community on the City’s website.

As the neighbors became aware of the potential development of the Property, residents wrote to City staff and attended both Planning Commission and City Council meetings. In 2024, a nearby resident submitted a request for investigation to the Shasta County Grand Jury regarding the City and the Property development.

As indicated above, public engagement in the initial pre-development phase is not required prior to submission of final plans. At the time of this report, the City has conducted public meetings about the potential Property development specifically to address the concerns of nearby neighbors. One was held in December 2024 and another in January 2025; both meetings were attended by nearby residents.



The Peaks subdivision has been the subject of increased media coverage. A special meeting of the City Council was held on March 3, 2025, at the Property (corner of Spinnaker and Keel). It was well

attended, including all council members, senior city staff from multiple departments, media, a pre-development consultant, Shasta County Grand Jurors and many community members. The tour of the site included a visual inspection of the Property, the opportunity to hear from a neighborhood spokesperson, and a brief discussion covering neighborhood concerns and future opportunities to address development of The Peaks.

DISCUSSION

The City's current General Plan was adopted on March 26, 2024. Pre-development planning takes place in accordance with the General Plan and prior to a formal submission to the City of a subdivision plan. The Peaks is currently in the initial pre-development planning phase; therefore, no public engagement is required. During this initial phase, several versions of a plan may be considered. Premature release of any aspect of a subdivision plan before formal submittal could subject the City to liability if the Property were to be developed privately.

The Peaks development is unique in that the City is the Property owner, rather than a private developer. To date, the City has exceeded all required public engagement requirements as noted above.

The number of housing units on a piece of property is regulated by the City's General Plan, which provides a range of housing units allowed per acre. As currently planned, the housing density for The Peaks is less than that allowed per the General Plan. Ultimately, the City's zoning ordinances will provide the enforceable regulations for specific land use and development standards consistent with the General Plan, establishing the density range that must be met.

Advantages of Development by City

As the developer of The Peaks, the City enjoys certain advantages over a private developer, including the creation of a project driven primarily by community priorities, rather than return on investment priorities. Advantages include reduced density, size and location of amenities, design improvements not otherwise required, integration of fire safety strategies such as Home Hardening, additional fire hydrants at optimal locations, wider streets, planned vegetation management, and traffic mitigation measures that exceed requirements. An additional advantage is that the City does not pay County property taxes on City owned property.

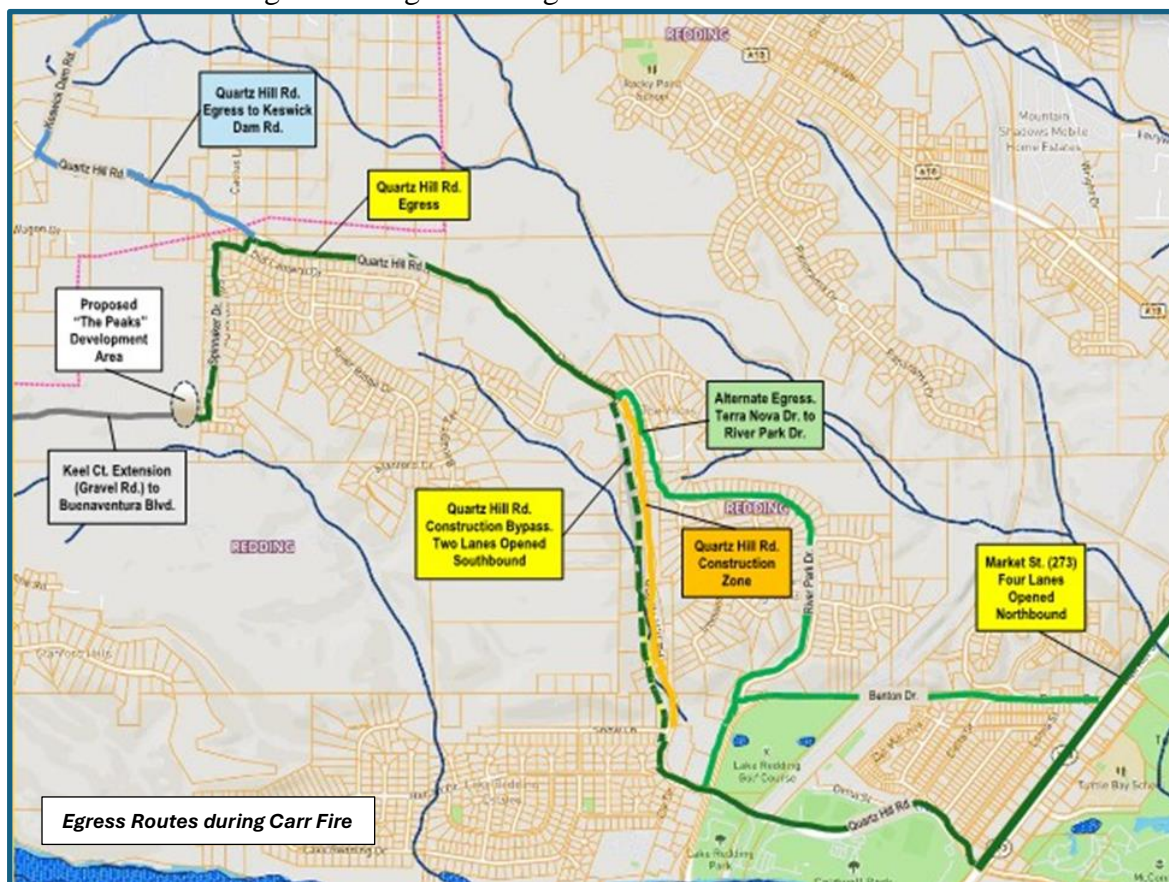
Other advantages of City development of The Peaks include the original Property acquisition, property taxes, design flexibility, and the successful Grant award. The primary focus of the City is not the financial return on investment, as it would be for a private developer. The Grant provides \$22.5 million, which the City would not otherwise have available to increase area Workforce Housing and integrate fire safety strategies. If the City is not successful in developing The Peaks, the infrastructure development portion of the Grant award would be forfeited and not be available to the City for any other use.

The CDBG-DR Grant funding as awarded to the City is not for fire mitigation, rather the funding is intended primarily to assist housing recovery and benefit low and moderate-income households (Workforce Housing) in areas impacted by fire. CDBG-DR grants are specifically for disaster relief, long-term recovery, restoration of infrastructure and housing, and economic revitalization. The applicant is required to use Grant funds as set forth in the approved Grant agreement. The City specifically applied for the pre-development planning for infrastructure development, including the installation of roads and utilities, which would then enable a Workforce Housing project to be constructed.

Concerns of Nearby Residents

The Peaks development has two existing access routes, which meet the requirements for the planned development. Nearby neighbors continue to express concerns regarding fire and traffic flow, specifically ingress and egress. There may be potential for additional egress or an emergency exit from the Property, which could alleviate some residents' concerns, however it is not included in The Peaks' current development plan.

Egress and traffic flow problems experienced during the Carr Fire have left residents with heightened concerns about the development of this area. During grand jury interviews with impacted residents, and as reported in local media reports, it is apparent that many residents remain anxious and fearful as the area continues to be designated a high fire danger.



Quartz Hill Road is a major roadway connecting Keswick Dam Boulevard to the west and Benton Drive to the east (to North Market Street /Highway 273). During the fire, road construction and the path of fire impeded traffic exiting the area. A portion of Quartz Hill Road (approximately three quarters of a mile) was closed due to construction at the time the Carr Fire was moving toward Redding. As reflected in the map above, emergency routing was implemented to the east through an existing subdivision. As the fire approached the city, Keswick Dam Boulevard was closed. When traffic began to back up, Redding Police Department removed the construction barriers on Quartz Hill Road, creating three additional lanes of egress to Benton Drive. To further assist, North Market Street/Highway 273 was changed to four lanes, northbound only.

Note: At the City Council meeting on May 6, 2025, authorization was given to publish a request for proposal seeking qualified consultants for planning and evaluation of the City's emergency evacuation routes.

Alternative to City Development

If the City does not move forward with The Peaks, officials have indicated that they intend to sell the Property from surplus inventory, putting money from the sale into the General Fund. Unimproved and unentitled land parcels have experienced a dramatic reduction in value since the early 2000's. The real estate collapse in 2008 and steadily increasing regulatory control and development restrictions have increased costs, risk, and demand. The Property appraised for \$3.2 million in 2006 and was reappraised in 2011 for \$400,000. Sale of the Property by the City "as-is" (undeveloped) would likely generate a small percentage of potential revenue.

Further, if the Property is sold "as-is", it would remain an unentitled land parcel without subdivision approval. Pursuant to the Surplus Land Act, the City would be obligated to require any private developer to prioritize Workforce Housing. Such a sale would likely result in less desirable impacts for the community than is currently envisioned, such as increased housing density, a smaller (or no) park site, and less uniformity of housing.

The California Density Bonuses and Other Incentives Law ("Density Bonus Law") incentivizes Workforce Housing development by allowing developers to increase density on a project in exchange for including a certain percentage of affordable units. Other incentives include reduced parking requirements and waivers of local standards. If this were to occur, the Property could potentially allow for significantly increased housing units, which could impact fire concerns in terms of traffic and spacing between homes. Even with the increase in density, it is possible that the two existing access points would meet code requirements.

Current and proposed legislation is aimed at solutions to housing demand and affordability. The demand for Workforce Housing in California may have additional considerations beyond increasing density.

Much like the Density Bonus allowed in Workforce Housing, it may streamline the approval process, but potentially reduce public engagement opportunities.

In summary, the possible consequences of The Peaks subdivision **not** moving forward as currently envisioned by the City could result in less desirable alternatives for nearby residents, city taxpayers, and the community. These may include:

1. Loss of approximately \$20 million of the remaining CDBG-DR Grant funds
2. Loss of \$10 million or more in potential sales of developed lots to independent builders, which may result in a loss or reduction of available City services, including public safety
3. If the Property is sold by the City “as-is” to an independent buyer:
 - a. A development which includes Workforce Housing, would likely result in higher density housing than is currently planned, with fewer public engagement opportunities
 - b. The Property may remain undeveloped and the high fire danger nature of the area for nearby residents would remain unchanged.

METHODOLOGY

During the investigation, the grand jury reviewed the following:

Documents

- Read and watched local news reports about The Peaks development.
- Reviewed the *Request for Investigation* submitted to the Shasta County Grand Jury June 24, 2024, included exhibits and attachments.
- Reviewed documentation and information provided in response to records requests.
- Reviewed websites.
- Reviewed applicable local, state, and federal legislation.
- Reviewed The Peaks initial pre-development planning documents.

Site Visit and Public Meetings

The grand jury toured the Property, providing information about the visual appearance and access points to the Property. Additionally, the grand jury attended a Redding City Council meeting on February 18, 2025, and the City Council Special Meeting held at the Property on March 3, 2025.

Interviews

The grand jury interviewed the complainant, a neighborhood group representative, City’s administrative staff familiar with the subject matter including staff from the City of Redding’s Administration,

Development Services, Fire Department, Treasurer, former Redding Redevelopment Agency, and staff from the Shasta County Tax Collector and Assessor offices.

FINDINGS

- F1. Nearby area residents expressed concerns about The Peaks. Although there is no requirement for public notice in the initial pre-development stage, the City responded by providing opportunities for input and engagement.
- F2. There is currently a demand and need for Workforce Housing. Using available CDBG-DR funding, The Peaks development is the City of Redding’s approach to mitigating the Workforce Housing shortage in the City while maintaining control of development in line with City priorities.
- F3. Since profit-oriented objectives of private developers may deviate from community-oriented goals envisioned by the City for The Peaks development, the City has chosen to retain control of the development.
- F4. Due to an ongoing perceived lack of transparency by the City, residents near the Property remain concerned about fire safety and evacuation routes.

RECOMMENDATIONS

The Shasta County Grand Jury recommends that:

- R1. On or before July 1, 2025, the Redding City Council direct the City Manager to schedule an additional public presentation, explaining the City’s vision for The Peak’s development. This should be held by August 31, 2025, and include: the approval process, future public engagement opportunities, alternatives to The Peaks, and potential consequences of those alternatives. Notification of the presentation should be provided, via direct mailing, to residents within 800 feet of The Peaks and to those who have requested project information. The City should issue a Press Release and notify the community of the planned presentation via all the City's social media platforms.
- R2. On or before July 1, 2025, the Redding City Council direct the City Manager to integrate additional feasible alternatives into The Peaks development plan prior to final submission, including ingress and egress options, fire mitigation measures, and a defensible space requirement, which may enhance public safety and exceed planning requirements.
- R3. On or before September 1, 2025, the Redding City Council direct the City Manager ensure the development of programs, such as a *Citizen Academy* or podcast, by December 31, 2025, to encourage and educate citizens on how they can have their voices heard in the City, regarding

land use and property development, along with how constructive participation can help shape the community.

REQUEST FOR RESPONSES

Pursuant to Penal Code, Sections §933 and §933.05 respectively, the 2024-2025 Shasta County Grand Jury requests the responses listed below:

- The Redding City Council as to F1, F2, F3, and F4 within 90 days.
- The Redding City Council as to R1, R2, and R3 within 90 days.

DISCLAIMER

Reports issued by a Grand Jury do not identify individuals interviewed. Penal Code section §929 requires that reports of a Grand Jury not contain the names of any person or facts leading to the identity of any persons who provided information to a Grand Jury.

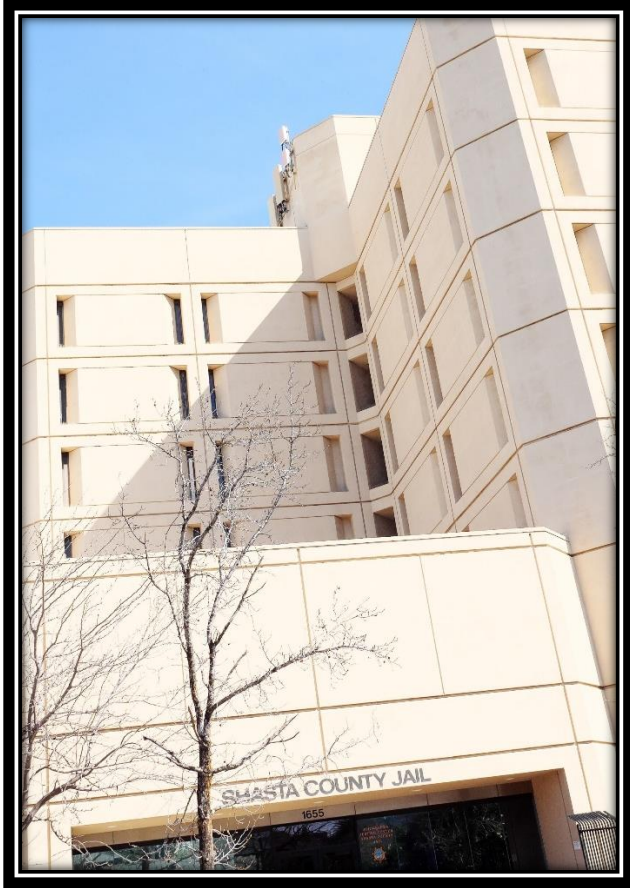
BIBLIOGRAPHY

- City of Redding. “Community Wildfire Protection Plan (CWPP).” Accessed April 10, 2025 www.cityofredding.gov/government/departments/fire_department/community_risk_reduction/community_wildfire_protection_plan.php
- City of Redding. “General Plan 2045”, Adopted March 26, 2024. Accessed April 10, 2025 www.law.cornell.edu/regulations/california/14-CCR-15183
- California Government Code §66410-66413.5, Subdivision Map Act. Accessed April 10, 2025 https://leginfo.legislature.ca.gov/faces/codes_displayText.xhtml?lawCode=GOV&division=2.&title=7.&part=&chapter=1.&article=1
- Cal. Code Regs, Tit 14, §15000 – Authority (limited to when public engagement commences). Accessed April 10, 2025 www.law.cornell.edu/regulations/california/14-CCR-15000
- California Government Code §§ 54220-54234, Surplus Land Act. Access April 10, 2025 https://leginfo.legislature.ca.gov/faces/codes_displayText.xhtml?lawCode=GOV&division=2.&title=5.&part=1.&chapter=5.&article=8
- California Government Code §§ 65915-65918 Density Bonuses and Other Incentives. Accessed April 10, 2025 https://leginfo.legislature.ca.gov/faces/codes_displayText.xhtml?lawCode=GOV&division=1.&title=7.&part=&chapter=4.3.&article=

Notes:

- Allocation Announcement – 2018 Community Development Block Grant – Disaster Recovery Infrastructure Program, August 22, 2022.
- City of Redding email communications to the Shasta County Grand Jury on February 18, 2025, March 7, 2025, and March 13, 2025.
- Community Development Block Grant – Disaster Recovery (CDBG-DR) application by the City of Redding, for Quartz Hill Infrastructure, March 8, 2022.
- Historical property records, including acquisition and transfer documents for the Property, tax records, and Redding City Council, including Redding Redevelopment Agency and Planning Commission agendas, staff reports and meeting minutes detailing the Property, CDBG-DR Grant, and The Peaks development planning.
- Historical Property Appraisals
 - Shaw and Associates, Robert H. Shaw, MAI, November 10, 2003
 - John E. Birmingham, MAI, June 7, 2006
 - RMB Appraisers, Richard A. Murphy, MAI, July 14, 2011
- Media reports regarding The Peaks
- Preliminary Property designs for subdivision, October 1, 2024
- Requests for Proposals (RFP), RFP award dated December 19, 2023, RFPs received from competing applicants for pre-development activities
- Standard Agreement between California Department of Housing and Community Development and City of Redding, for administration of Grant funds, signed August 17, 2023

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*Redding's Famous Eagles
Liberty and Guardian*

