



# CITY OF REDDING

## DEVELOPMENT SERVICES DEPARTMENT

PLANNING DIVISION

777 Cypress Avenue, Redding, CA 96001-271

P.O. Box 496071, Redding, CA 96049-6071

530.225.4020 FAX 530.225.4495

**RECEIVED**

**APR 11 2008**

April 2, 2008  
S-101-121

**M.H. & A.**

Mr. Seth Merewitz  
M & N Ranch, LLC  
555 Capitol Mall 9<sup>th</sup> Floor  
Sacramento, CA 95814

Subject: Tentative Subdivision Map S-14-06 and Planned Development Plan PD-7-06  
Tierra Knolls Subdivision

Dear Mr. Merewitz:

At its regular meeting of March 25, 2008, the Redding Planning Commission granted approval of Tentative Subdivision Map S-14-06 and Planned Development Plan PD-7-06, Tierra Knolls Subdivision, to divide 112 acres into 93 lots for development of single-family homes on property located at 12590, 12628, 12750, and 12900 Old Oregon Trail in an "RE-1-PD" Residential Estate District with Planned Development Overlay District and "RE-2" Residential Estate District. Approval of the project is subject to the attached list of conditions. Your approval becomes effective April 5, 2008.

Please note that the tentative map will expire on April 5, 2011, unless it is extended. Any request for extension must be submitted prior to the expiration date.

If we may be of further assistance to you, please contact Zach Bonnin at 225-4020.

Sincerely,

A handwritten signature in black ink, reading "Douglas DeMallie".

Douglas DeMallie, Planning Manager  
Development Services Department

DD:amf  
Permits08\Subdivision\S01406-PD0706ltr.wpd  
Attachment  
c: Ed Whitson  
Electric Department  
Engineering Division  
Building Division  
Field Operations  
Fire  
GIS  
File

**Tentative Subdivision Map Application S-14-06**  
**Planned Development Application PD-7-06**  
**Tierra Knolls Subdivision**  
**Conditions of Approval**

***General Requirements***

**\* Conditions marked with an asterisk are also environmental mitigation measures.**

**\*\* Conditions marked with a double asterisk are to be indicated on the final map as notes.**

1. Approval is granted to develop the 93-lot Tierra Knolls Subdivision and Planned Development. The final map shall be prepared and development commenced in accordance with the tentative map and related planned development plan as approved by the Planning Commission on March 25, 2008. The requirements of these conditions shall prevail in the event that there is any inconsistency between a condition and information or data presented on the tentative map or in the planned development plan. Implementation of these conditions shall also be in conformance with the project Development Agreement regarding the exchange of land to occur to facilitate the entrance drive.
2. The developer shall note that Section 711.4 of the State Fish and Game Code requires payment of a fee to the County Clerk for filing a Notice of Determination for an environmental document; payment of this fee is the responsibility of the project proponent.
3. In accordance with Section 18.40.040 of the Zoning Code (Compliance With Map Requirements), all conditions applicable to postsubdivision construction (as marked with an asterisk\*\*) shall be noted on the final map under a "Statement of Conditions" to provide notification to future property owners of building limitations and other requirements for the subdivision.
4. Acquisition of all off-site interests in title or easements necessary to satisfy the requirements of the subdivision approval shall be the responsibility of the developer. In the event the developer is unable to acquire such interests, the developer may petition the City Council for adoption of a resolution initiating eminent-domain proceedings over the lands needed for the off-site improvements. The developer shall bear all costs for such proceedings, including attorney fees, court costs, and land-value costs.
5. The developer shall dedicate to the City all necessary right-of-ways and easements to provide public access and utilities and as otherwise necessary to facilitate the development requirements of the subdivision.
6. Prior to issuance of a grading permit for each phase of development, the developer shall secure approval of improvement plans for street, utility, and drainage infrastructure from the City Engineer. Unless otherwise noted herein, public improvements required for the current phase of development shall comply with City Public Works Construction Standards or equivalent standards as approved by the City Engineer or affected private-utility company.
7. The applicant shall note that the project site is within the North Redding Traffic Impact Fee Zone (NRTIFZ). This district requires the payment of traffic impact fees in addition to the Citywide traffic impact fees at the time of issuance of a building permit. The NRTIFZ satisfies the mitigation measure that requires the applicant to enter into an agreement to participate in the district prior to recording the final map. The current fee is \$4,058 per single-family dwelling unit and is subject to annual adjustments reflecting increases in the Construction Cost Index. \* \*\*

8. The Citywide Transportation Development Impact Fee, in accordance with Chapter 16.20 of the Redding Municipal Code, shall be paid at the time of issuance of a building permit or prior to final inspection by the Building Division, along with all other development fees required by City ordinances or resolutions. The current fee is \$4,752.34 per single-family dwelling unit and is subject to annual adjustments reflecting increases in the Construction Cost Index.\* \*\*
9. Prior to an issuance of an occupancy permit, a traffic signal shall be installed at the Interstate 5/Oasis Road northbound off-ramp intersection, and the northbound off-ramp shall be widened to accommodate a left/thru lane and right-turn lane. Notwithstanding this occupancy limitation, to the extent the developer demonstrates to the satisfaction of the Development Services Director that such occupancy shall not cause the thresholds for significant impact to be exceeded, as set forth in the environmental Initial Study, the City may issue occupancy permits in conformance with the Redding Municipal Code. \* \*\*
10. A fee of \$2,596.01 per lot shall be paid to the City of Redding at the time of issuance of a building permit, to be placed in a fund solely for the purpose of financing the realignment or reconstruction of Old Oregon Trail between La Crescenta Drive and Paso Robles Avenue. The fee shall be adjusted annually on July 1 in accordance with the Construction Cost Index (CCI) as established by the Engineering News Record.\*\*
11. A fee of \$1,490.70 per lot shall be paid to the City of Redding at the time of issuance of a building permit, to be placed in a fund solely for the purpose of financing the future Stillwater Creek gravity sewer trunk lines. This fee shall be adjusted annually on July 1 of each year in accordance with the Construction Cost Index (CCI) as established in the Engineering News Record. In the event any portion of the Tierra Knolls Planned Development is included in a future assessment district established by the City Council for the Stillwater Creek sewer trunk lines, the assessment district fee shall prevail over the fee established by this condition, but lots for which a fee has been paid pursuant to this condition shall receive a credit against any assessment of the amount of the fee paid. \*\*
12. The final map shall not be recorded until the agreement for the land exchange with the City of Redding for the road alignment (Assessor's Parcel No. 075-370-010) is finalized and the property line adjustment is approved and recorded.

***Planned Development and Site Design Requirements***

13. Development of the lots and project features shall be consistent with the exhibits contained in the Planned Development Plan approved in conjunction with the tentative subdivision map and as specified in the approved conditions.\* \*\*
14. The landscape plan shall include a revegetation plan of the disturbed areas associated with road and utility development.
15. Lot configuration and development shall comply with the requirements of the zoning district applied to the property in accordance with Chapter 18 (Zoning Ordinance) of the Redding Municipal Code, with the following exceptions:

The minimum lot width, depth, and sizes of lots shall be as shown on the Planned Development Plan and be as approved on the tentative map. The minimum setbacks shall be:\*\*

- a. Front yard—25 feet.
  - b. Side yard—15 feet.
  - c. Rear yard—30 feet.
16. Prior to recordation of a final map for any development phase of the project, the developer shall create and fund a private homeowners' association to hold and maintain common-area improvements in perpetuity. Each unit of the subdivision shall be required to annex into the association at the time of recording a final map. The articles of incorporation and covenants, conditions, and restrictions for the homeowners' association shall be subject to review by the City Attorney. The homeowners' association shall be responsible for the maintenance of improvements, lands, and facilities, including, but not limited to, the following:
- a. Private streets.
  - b. Interior streetlighting.
  - c. Private open space and trail system.
  - d. All landscape, irrigation, fences, walls, and other improvements within all areas owned in common by the homeowners' association.
  - e. Roundabout entrance features.
  - f. Stormwater facilities.
  - g. Ongoing maintenance of the vegetation fuel-managed open-space areas. The association document shall provide for maintenance of the area and be approved by the Fire Marshal prior to approval.
  - h. The maintenance of the emergency gate at the north end of the subdivision.
  - i. Landscape within the right-of-way along Old Oregon Trail.
17. Formation of the private homeowners' association will obligate each lot owner within the subdivision to participate in the association. The escrow instructions for the sale of each lot shall require that the purchaser and seller of each lot sign a statement that they have read and understand this condition of sale.\*\*
18. Prior to recordation of a final map for the first phase of development, a comprehensive Final Planned Development Plan shall be approved by the Development Services Director. All landscape areas within, and adjacent to, the private-street system shall be constructed and an irrigation system provided at the time of construction of the street improvements. Landscape shall be installed prior to issuance of an occupancy permit. This plan shall consist of:

- a. Any modifications or updates of the Planned Development Plan exhibits.
  - b. Landscape plan for all street and project-amenity landscape.
  - c. Project-entrance and identification-sign features, including the gate at the end of Alicia Parkway.
  - d. Decorative streetlights. The plan shall include distinctive signature streetlights along all interior streets. These shall be designed to be low-profile (e.g., +/-16 feet) on a pedestrian scale and be down-directed as determined through final plan review approval. The private streetlights shall be installed, owned, operated, and maintained by the developer and/or homeowners' association. Metering locations are to be approved by Redding Electric Utility (REU) and are also the installation and maintenance responsibility of the developer or homeowners' association.
  - e. Decorative intersection and traffic-circle pavement.
  - f. Trail facilities, including decorative pavement to highlight road crossings.
  - g. Neighborhood street-tree planting plan.
  - h. Other improvements required by the conditions of approval.
  - i. Central mailbox locations. The mailbox locations shall provide, at a minimum, 4-foot-wide paved-street pullouts along the right-of-way to allow for passing traffic.
  - j. Vegetation management areas as required by the City Fire Marshal.
19. Any common-area perimeter fencing or walls and any retaining walls shall be of decorative material and the design approved through final plan review; standard wood-board fencing will not be approved.
20. The developer shall be responsible for all costs and fees associated with the installation and connection to City water, sewer, and electric utilities to serve commonly held property and improvements to be maintained by the homeowners' association. Such fees include, but are not necessarily limited to, meter fees, connection charges, benefit fees, inspection fees, and development fees. The developer shall be responsible for maintenance of all facilities until such time as the homeowners' association is formed and fees are levied.
21. The private streets, landscape, irrigation systems, and common-area improvements within the developing phase shall be completed by the developer and approved by the City prior to issuance of any building occupancy permit within each development unit.
22. If development of the subdivision is phased, at the time of recording of a final map for each phase, a right-of-way easement to the benefit of any future unit, including the designated remainder as necessary, shall be recorded over all private streets in the developing phase.

23. In conjunction with recordation of a final map, Subdivision Covenants, Conditions, and Restrictions (CC&Rs) shall be recorded, prohibiting the storage of recreational vehicles as described in Chapter 18.31.030-C of the Redding Zoning Ordinance in a front-yard or street-side-yard setback.\*\*
24. Flag lots with shared driveways shall have a reciprocal-driveway easement within the flag portion of the driveways. This shall be noted on the final map.\*\*
25. Assessor's Parcel Nos. 075-370-011 and 075-250-006 and Parcel A shall be merged and shown as 1 parcel on the final map.
26. Deleted.

***Streets and Circulation***

27. Street-frontage improvements and dedications for Old Oregon Trail between Moody Creek and the project's west property line shall consist of the following:\*
  - a. Dedication of any necessary right-of-way and street widening along the project frontage to achieve:
    - (1) 12-foot-wide free right-turn lane, east of Trenton Drive.
    - (2) 8-foot-wide shoulder.
    - (3) Three 12-foot-wide lanes.
    - (4) 4-foot-wide shoulder on the south side.
  - b. Dedication of a 30-foot property-line radius at the corner rounding with Trenton Drive.
  - c. Construction of vertical curb, gutter, and 5-foot-wide separated sidewalk between Moody Creek and the west property line.
  - d. Construction of vertical curb, gutter, and shoulder on the north side between Moody Creek and Stillwater Creek located 4 feet from the existing edge of lane.
  - e. The owner/developer shall prepare the subbase and furnish all aggregate base and asphalt concrete between the gutter and the existing street section.
  - f. Asphalt overlay work on the existing street section necessary to provide a uniform cross slope.
  - g. Storm-drain improvements to convey the curb and gutter drainage to Moody Creek.
  - h. Necessary signing and striping.
  - i. City-standard decorative streetlights (Construction Standards 557.00 through 574.01) shall be provided along Old Oregon Trail.

28. The Old Oregon Trail/Trenton Drive intersection improvements shall incorporate the following features:
  - a. 390-foot-long northbound left-turn pocket, including the bay taper.
  - b. 340-foot-long southbound free right-turn lane, including the bay taper.
  - c. 330-foot-long approach tapers, with symmetric widening on both sides of the centerline.
  - d. The free right-turn lane will require that the north side of the Old Oregon Trail/Trenton Drive intersection be located no closer than 340 feet from the Moody Creek Bridge.
29. The private streets within the subdivision shall be constructed as follows in accordance with the specifications of the City Engineer:
  - a. Trenton Drive from the project entrance through to its intersection with Ryland Way.
    - (1) A minimum 32-foot curb-to-curb pavement width, incorporating 2 travel lanes and a parking lane on 1 side. "No Parking" signs shall be posted as approved by the Fire Marshal on the opposite side of the street. Signs shall be placed not more than 150 feet on-center, unless specific areas require additional signage, due to corners and other sight-line obstructions.
    - (2) Flush concrete curbs on both sides of the street.
    - (3) 8-foot-wide-minimum landscaped parkway on one side of the street and the drainage ditches beyond. All tree planting within the parkway and project entrance shall be a 15-gallon-minimum size. Tree planting shall include native trees where feasible.
    - (4) 6-foot-wide detached sidewalk or asphalt path on 1 side of the street.
    - (5) The road and bridge over Moody Creek shall be designed to preserve the large oak adjacent to the north side of the creek and the west side of the proposed road.
  - b. All other streets shall be improved to the following standards:
    - (1) A minimum 28-foot curb-to-curb pavement width, incorporating 2 travel lanes with no-parking lane. "No Parking" signs shall be posted as approved by the Fire Marshal. Signs shall be placed not more than 150 feet on-center, unless specific areas require additional signage, due to corners and other sight-line obstructions.
    - (2) Flush concrete curbs on both sides of the street.
    - (3) 8-foot-wide landscaped parkway on 1 side of the street.
    - (4) 6-foot-wide detached sidewalk or asphalt path on 1 side of the street.
    - (5) City-standard cul-de-sacs shall be constructed at all street termini.

- (6) Necessary signing and striping.
- c. Road improvements shall be set back at least 5 feet from the back of any power poles to remain.
- 30. The structural section of all private streets shall meet City standards. All streets and drainage facilities shall be maintained by the homeowners' association.
- 31. Parking shall be restricted to 1 side only on 32-foot-wide streets and prohibited on 28-foot-wide streets and appropriately signed. On the side of the street where parking is allowed, the landscape parkway shall have a maximum slope of 6:1. Signs shall be placed not more than 150 feet on-center, unless specific areas require additional signage, due to corners and other site-line obstructions, as approved by the Fire Marshal.
- 32. Standard street-side drainage facilities or swales shall be provided for all streets to the following standards:
  - a. One-foot deep with a maximum side slope of 4:1.
  - b. Drainage conveyed in channels shall be designed to provide positive flow. Channels, or swales with less than 1 percent slope or greater than 5 percent slope, shall be lined in a manner approved by the City Engineer.
  - c. Storm-drain inlets shall be the City of Redding standard area drains or equal. Pavement or other erosion-resistant material shall be placed around the inlet as approved by the City Engineer.
  - d. Driveway crossings of the swale shall be constructed in accordance with City standards.
  - e. A note shall be placed on the final map, stating that the homeowners' association is responsible for maintaining the flow capacity of the swales (e.g., mowing of weeds, removal of obstructions).
  - f. The location of the swale shall be located at least 6 feet from the edge of pavement, but may weave into the parkway areas and under the sidewalk in locations. The final design will be approved by the Development Services Department at the improvement-plans stage.
- 33. The existing driveway to the Tierra Oaks Sewer Pump Station off Old Oregon Trail shall be eliminated and new access constructed from Trenton Drive, east of Moody Creek, to the satisfaction of the City Engineer. The new access shall have a public-access easement from Old Oregon Trail along Trenton Drive to the existing pump station.
- 34. The project shall provide school bus-stop area(s) and/or turnout(s) if, and as required by, the Gateway Union School District. The location, design, and improvement of said areas shall be reviewed and approved by the Gateway School District and City Engineer.



***Grading, Drainage, and Water Quality***

35. During construction of the subdivision improvements, clearing and grading shall be limited to those areas necessary to construct streets and utility infrastructure. A preconstruction meeting with the grading contractor and a representative of the Development Services Department shall be held prior to commencement of grading to confirm that the areas to be graded are clearly delineated in the field so as to minimize disturbance to trees and vegetation outside these areas.
36. Upon development of individual lots, grading of the lot shall be limited to those areas necessary to provide for driveway access and the proposed building and yard footprint as approved with the building permit. The intent of this condition is to prohibit corner-to-corner lot grading. \*\*
37. Trees to be retained shall be depicted on the subdivision grading improvement plans. Prior to commencement of grading, snow fencing shall be placed around the drip line of the trees or groupings of trees. The protective fencing shall be maintained throughout subdivision construction.
38. Prior to the beginning of any clearing, grading, or site improvement activities, improvement plans for grading, drainage, utilities, and other required improvements shall be approved by the City Engineer and other concerned City of Redding departments. These plans shall be in conformance with Redding Municipal Code (RMC) Title 16.12. Prior to the issuance of a clearing and/or grading permit, an Interim Erosion and Sediment Control Plan shall be included and approved by the City Engineer as part of all clearing and grading permit applications. As-built improvement plans with the Engineer's Declaration are required in conformance with RMC 16.12.
39. Prior to issuance of a grading permit, a Construction Storm Water Permit shall be obtained from, and a Storm Water Pollution Prevention Plan shall be approved by, the Regional Water Quality Control Board.
40. Prior to improvement-plan approval, the applicant shall obtain approval that the final improvement plans are in conformance with the preliminary analysis for stormwater peak flow in accordance with City Council Policy 1806 and the specifications of the City Engineer. Such measures shall address impacts from the 10-, 25-, and 100-year-storm events. The project shall address peak flows to maintain predevelopment levels at all locations downstream of the project. The final drainage report shall be prepared to the format outlined by the City Engineer, stamped and signed by a qualified engineer, and provided to the Engineering Division with submittal of site improvement plans.
41. Prior to approval of a grading permit, discharge agreement (s) shall be obtained and copy(s) provided to the City Engineer from any adjoining property owner whose property would accept concentrated (not sheet) flow from the project storm-drain system.
42. All drainage outlets into Stillwater Creek or Moody Creek are to incorporate water-velocity-attenuation and sedimentation-control devices to minimize erosion.

43. The private on-site storm-drain system and the on-site detention system/basin shall be privately maintained by the homeowners' association.\*\*
44. Grading shall be of a scale such that the work can be completed in a single construction season and shall be limited to that area where construction can be reasonably expected to occur within the same 12-month period in which the grading occurred.\*
45. All fill slopes creating an embankment adjacent to the open space or natural drainage course shall be designed to avoid an engineered appearance through application of varied slope ratios between 2:1 and 4:1, a meandering toe of slope, and with roundings of the top and toe of slope. If lots drain toward a fill slope, the grading shall be designed to catch and direct runoff to a low point of discharge and conveyed over the fill slope inside a closed system to the bottom of the fill. All disturbed areas shall be landscaped or hydroseeded to prevent erosion.
46. All exposed cut or fill slopes for residential pads and/or driveways exceeding a vertical height of 3 feet shall be landscaped and irrigated with construction of the house. Such landscape shall be ornamental; hydroseeding is not an acceptable alternative for this area.\*
47. Lot grading shall be designed to prevent lot-to-lot drainage.
48. No buildings, mechanical equipment, patios, or private stormwater detention facilities may be placed within public-service easements. If it is determined that the installed utility is located outside the recorded easement area, an adjustment to the easement shall be allowed so that it may conform to the constructed facility.\*

#### ***Sewer, Water, and Electric Utilities***

49. Water service is to be provided throughout the subdivision in accordance with the specifications of the Bella Vista Water District and the City Engineer. A will-serve commitment shall be secured from the Bella Vista Water District prior to approval of the final improvement plans.
50. The proposed sewer main between Lots 8 and 9 in Unit 1 shall be constructed either entirely on Lot 8 or Lot 9.
51. No unit or phase of the subdivision shall be recorded, unless it is contiguous to an improved street and sewer, water, electrical, and drainage facilities adequate to serve the property have been extended to the unit or phase boundary to permit the orderly extension of services to all abutting property in accordance with the City Master Sewer Plans.
52. A 20-foot-wide public-service easement and unobstructed vehicular-access easement shall be dedicated for all existing and proposed sanitary sewer lines constructed outside the proposed street right-of-ways. Access roads built to City standards shall be constructed within said easements but shall not conflict with approved building sites or open-space easements.

53. Water service within the subdivision and fire hydrants shall be provided in accordance with the specifications of the Engineering Division and in a manner satisfying the California Fire Code. All fire hydrants must have a minimum fire flow meeting Appendix B of the California Fire Code, plus meet the maximum daily demand for the area. Fire-hydrant locations shall be approved by the City Fire Marshal and a blue reflective marker placed on the streets indicating hydrant locations.
54. Before approval of the final improvement plans by the Engineering Division, the applicant shall also incorporate 1 copy of the City of Redding Electric Department plans for providing electric service.
55. Electric-supply facilities shall be furnished and installed in accordance with the Electric Utility Service Policy Resolution currently in effect at the time the developer's plans are approved by the City of Redding.
56. The developer shall be responsible for all costs associated with the relocation or modification of utility facilities necessitated by the construction of improvements required as a condition of approval of this project, including reimbursement to City of Redding Electric Utility. Other utilities may require reimbursement for project-related costs as well.
57. With the exception of 60kV-and-above electrical lines, all existing aboveground utilities shall be placed underground. All new power and telecommunication lines shall be placed underground. The lines shall be placed within the road easements. If this is not feasible in some locations, a 20-foot-wide public-service easement and unobstructed vehicular-access easement shall be dedicated but shall not conflict with approved building sites or open-space easements.

### ***Fire Protection***

58. No more than 49 lots may be recorded prior to the connection of the second means of egress to the north via the gate abutting the Tierra Oaks Subdivision at Alicia Parkway.
59. The Alicia Parkway gate shall comply with the City of Redding Access Control Gate Standard 631.00, except that a 3/8-inch chain and lock will not be provided on the gate. The gate shall remain unlocked and shall not be fitted with any locking device, including those that require a key or keypad. The gate shall be clearly signed "Emergency Access Only" in a manner approved by the City Fire Marshal. The gate shall incorporate an emergency alarm device approved by the City Fire Marshal and Development Services Director. Additional signage or other modifications (except locking devices) necessary to reinforce the "emergency access only" purpose of the gate may be required upon a determination of need by the City Fire Marshal or Development Services Director and will be the responsibility of the Tierra Knolls developer or, after project completion, the Tierra Knolls Homeowners' Association.
60. Residential fire sprinkler systems, as specified by the City Fire Marshal, shall be installed in all habitable structures.\*\*

61. A Vegetation Management/Fire Fuel Reduction Plan (Plan) shall be submitted in conjunction with project improvement plans for each development phase and be subject to approval by the City Fire Marshal and Development Services Director. The Plan shall address the phase of development and, as necessary, adjacent public open-space areas and shall be prepared by a registered professional forester or other qualified professional. The objectives of the Plan shall be to reduce fire-fuel loads to establish an adequate fire-safety buffer between residential development and adjacent wildlands, while maintaining existing tree canopy, subject to the following zoning criteria:

**Zone 1:** This zone shall include that part of the subdivision approved for development with slopes of 20 percent or less. Within Zone 1, 90 percent of the existing brush shall be removed. Trees shall be saved except where approved for removal with the Tree Preservation Plan. At the time of home construction, additional fuel-load reduction, consistent with Zone 1 standards, may be required based on the actual location of the structure. A 100-foot setback of the structure from the Zone 2 clearance area is necessary.

**Zone 2:** This zone shall include a 100-foot-wide band parallel and immediately adjacent to the Zone 1 clearance area. Within Zone 2, vegetation shall be reduced so that the combined crown closure of brush and trees is approximately 50 percent. Trees within Zone 2 shall not be removed where the removal would provide more than 10 feet between tree canopies. Where crown closure of existing vegetation is already 50 percent or less, no reduction in fuel load is to occur.

62. The required fuel-reduction work will be accomplished with the clearing and grading of the overall project. The City recognizes that the Plan may have to be modified from the above standard to meet other resource agency requirements for ground disturbance near sensitive biological habitats.
63. This subdivision resides in the very-high-fire-hazard severity zone area, and as such, the following conditions will apply:
- a. Approved spark arresters shall be required on all chimneys, flues, and stove pipe, with a maximum ½-inch opening.
  - b. Roof material on all buildings shall be of a Class A rating. For roof coverings where the profile allows a space between the roof covering and sheathing, the space at the eaves end must be fire-stopped to keep out flames or embers (i.e., arch-tile roofs).
  - c. Wood fences, excluding posts, shall be prohibited adjacent to open-space areas. A fence may be provided, but it must be of noncombustible construction. Additionally, the first 10 feet perpendicular from the noncombustible fencing adjacent to open space will also need to be noncombustible.
  - d. Building construction shall meet minimum construction requirements because of the very-high-fire-hazard severity zone.

- e. Any projection from the structures, including, but not limited to, eaves, balconies, and patio covers, shall be enclosed on the sides and/or underside with materials approved for 1-hour fire-resistant construction on the exterior side to prevent heat from exterior fires from being trapped underneath the projection.
  - f. Structures constructed in such a manner that they are suspended on piers or pilings over the hillside shall be of noncombustible construction, fire-retardant-treated wood or heavy timber, or enclosed on the sides with materials approved for 1-hour fire-resistant construction on the exterior side in such a manner as to prevent the underside of the structure from being subject to heat or flame from the hillside below.
  - g. Venting shall not be located on the downhill side of structure when California Building Code venting regulations can be met without installation of downhill venting. When attic and underfloor vents are necessary on buildings, they shall be louvered and screened with ¼-inch metal mesh screen to prevent entry of sparks or burning embers. Turbine attic vents shall be equipped to allow 1-way direction only; they shall not free-spin in both directions.
  - h. Siding shall be noncombustible, and the eaves shall be protected with materials approved for 1-hour fire-resistant construction on the exterior side.
  - i. Gutters shall be constructed with noncombustible material.
64. Prior to any vertical construction, a 20-foot-wide all-weather-surface road shall be constructed and remain serviceable to all developing lots and fire hydrants installed with adequate fire flows available for fire-suppression purposes.
65. Open burning of cleared vegetation and burning of construction debris is prohibited. Cleared vegetation shall be treated by legal means other than open burning, such as chipping or grinding on-site, or transported to an appropriate receiving facility. Such methods shall be noted on improvement plans. At no time shall open burning of materials generated by this project occur at another site.\*
66. Brush piles created by project development shall be abated prior to the fire season.
67. All flag lots over 150 feet in length from the street shall have an approved turnaround. If the home is not within 500 feet of a fire hydrant, an additional hydrant is required. All flag lots require an address sign located out at the street as approved by the Fire Marshal.
68. The final map shall show that all open-space easements and/or parcels have adequate access easements for the Fire Department. These may be placed over driveway easements in some cases.

***Biological Resources***

69. The developer is responsible for determining the need for, and securing regional permits from, the U.S. Army Corps of Engineers (ACOE) prior to issuance of a City grading permit that would result in the placement of fill into, or cause other loss of, jurisdictional waters as identified by an ACOE-verified delineation. If a permit is required, then mitigation for the loss of jurisdictional waters shall be satisfied in a manner and schedule established by the ACOE permit.\*
70. The developer shall secure any necessary 1600 Permit from the California Department of Fish and Game (CDFG) prior to issuance of a City grading permit that would impact a stream channel under CDFG jurisdiction.\*
71. A migratory-birds nesting survey shall be conducted by a qualified biologist prior to clearing or earth-disturbance activities proposed to take place between April 1 and July 31 of any year. If any active nest(s) is found, vegetation clearing within 300 feet is to be postponed until after the young birds have fledged or other approved avoidance method approved by a biologist and the Development Services Department.\*
72. Immediately prior to initiating construction of the Moody Creek bridge/arch culvert, a field survey extending 200 feet upstream and downstream of the road-crossing site shall be conducted, and all special-status turtles, frogs, and egg masses shall be removed from this zone and relocated farther upstream or downstream.\*

***Trails, Open Space***

73. The developer shall construct a compacted decomposed granite, asphalt, or concrete path through the open-space parcels generally located as shown on the Planned Development Plan and tentative map exhibits. The trail shall be constructed within the phase of development that is being developed, consistent with the Planned Development Plan.
  - a. The trail shall be a 6-foot-wide path and shall be constructed to be connected to the path adjacent to the street sections.
  - b. All trail sections will be designed to avoid removal of, yet also meander in proximity to, significant trees to the extent feasible and be aligned to take advantage of existing disturbed areas to the greatest extent practicable.
  - c. The developer shall be responsible for securing of permits from agencies other than the City necessary to construct the trail improvements. The City recognizes that some scheduling, alignment, or design modifications may be necessary to secure these permits.
74. Parcels A through P shall be clearly delineated and the area identified as private open space on the final map(s) titled to the subdivision's homeowners' association for the purpose of preserving the natural drainage courses and the associated buffer zones. A note shall be placed on the final map that the open-space preserve areas are to remain in a natural, undeveloped state and that uses are restricted to those consistent with the City's "OS" Open Space Zoning District.\*\*

*Air Quality*

75. As reflected in other conditions herein, the project shall provide for pedestrian access to major points within the development (e.g., private park, adjacent subdivisions, and open-space areas, etc.).
76. The project shall include a high-speed internet telecommunication network to facilitate residents working from home.
77. The following Standard Mitigation Measures (SMM) shall be implemented during grading and construction activities to control dust and PM<sub>10</sub> emissions: \*
  - a. Nontoxic soil stabilizers shall be applied according to manufacturer's specification to all inactive construction areas (previously graded areas inactive for 10 days or more).
  - b. Reestablish ground cover on graded and exposed portions of the construction site through hydroseeding and mulching.
  - c. All grading operations shall be suspended when winds (as instantaneous gusts) exceed 20 miles per hour.
  - d. Temporary traffic control as directed by the City Engineer shall be provided as appropriate during all phases of construction to improve traffic flow (e.g., flag person).
  - e. Construction activities that could affect traffic flow shall be scheduled during off-peak hours.
  - f. Active construction areas, haul roads, etc., shall be watered at least twice daily or more as needed to limit dust.
  - g. Exposed stockpiles of soil and other backfill material shall either be covered, watered, or have soil binders added to inhibit dust and wind erosion.
  - h. All trucks hauling soil and other loose material shall be covered or should maintain at least 2 feet of freeboard (i.e., minimum vertical distance between top of the load and the trailer) in accordance with the State requirements of CVC Section 23114 and as enforced by local law enforcement agencies.
  - i. All public roadways used by the project contractor shall be maintained free from dust, dirt, and debris caused by construction activities. Streets shall be swept at the end of the day if visible soil materials are carried onto adjacent public paved roads. Wheel washers shall be used where vehicles enter and exit unpaved roads onto paved roads or trucks, and any equipment shall be washed off leaving the site with each trip.

*Cultural Resources*

78. Construction activities of all types within the boundary of CA-SHA-233 shall be restricted to the Area of Potential Effects, outlined in the Cultural Resources Inventory Survey. This area shall be clearly delineated and mitigated by appropriate fencing or other acceptable barricade during construction activities. \* \*\*

79. Construction that occurs within the boundary of CA-SHA-233 shall be monitored by qualified archaeologists and a representative of the local Native American tribes during initial grading and ground-disturbing activities. A monitoring plan shall be developed prior to issuance of a final grading permit in consultation between the City, the project archaeologist, and Wintu representatives. The name and telephone number of the monitor shall be given to the City Planning Division, which shall approve the monitor or qualified archaeologist. The monitor shall be given 48-hour notice prior to the initiation of any work.\* \*\*
80. If, during the course of development of the entire project site, any archeological, historical, or paleontological resources are uncovered, discovered, or otherwise detected or observed, construction activities in the affected area shall cease and a qualified archaeologist shall be contacted to review the find and advise the City of the site's significance. If the findings are deemed significant, appropriate mitigation shall be required prior to any resumption of work on the project.\* \*\*
81. Upon completion of initial construction-related ground-disturbing impacts within the boundary of CA-SHA-233, a 3-year monitoring plan, including pre- and post-construction documentation, will be implemented by a qualified archaeologist. An annual letter/report shall be submitted to the Development Services Department. This annual site inspection will include photographs of the road-construction site taken prior to construction activities to be used as baseline data. Site conditions and any observed changes will be noted, with treatment of the site prescribed as necessary. After 3 years, the archaeologist will prepare a finding of necessity regarding future site visits a report of the findings shall be submitted to the Development Services Director of the City of Redding.\* \*\*
82. If, during the course of development of the entire project site, any human remains are uncovered, discovered, or otherwise detected or observed, construction activities in the affected area shall cease and the County Coroner shall be contacted. Appropriate measures shall be required prior to any resumption of work on the project.\* \*\*
83. Any development within the open-space Parcel A for park amenities that would result in ground disturbance will require an amendment to the Planned Development Plan.



**RESOLUTION NO. 92-18**  
**STANDARD SUBDIVISION CONDITIONS**

1. Subdivision improvements are to conform to Title 17 of the Redding Municipal Code.
2. A current title report is to be submitted with the final map.
3. Sewer lines, waterlines, electric-service facilities and other utilities; drainage facilities; necessary electric- and public-service easements; and street dedications are to be provided in accordance with the Redding Municipal Code and as specified by the Engineering Division.
4. The final improvement plans are to be reviewed by the Shasta Mosquito Abatement District.
5. No construction is to occur prior to approval of improvement plans and issuance of a grading permit. Grading plans shall include, but not be limited to, all erosion-control measures, retaining walls required, slopes, and elevations.
6. The developer shall consult with the Electric Department after initial Engineering Division review of the subdivision improvement plans for preparation of an electric-service plan. A copy of the electric-service plan, developed by the Electric Department, shall be incorporated into the final subdivision improvement plans.
7. A soils report is to be submitted to the Engineering Division at the time construction drawings are submitted.
8. The street side-yard setback for corner lots is to be 10 feet and illustrated on the final map.
9. Grading is to be restricted to the period from April 15 to October 15 of any year unless a waiver is granted by the City Engineer. A discharge report is to be filed with the Regional Water Quality Control Board. Grading shall not occur in areas depicted as open space on the tentative map.
10. Prior to the recording of a subdivision, an application to apportion any special assessment-district lien (Improvement Bond Act of 1915), accompanied by any applicable fees, shall be on file with the City Treasurer.
11. All street names proposed within the subdivision shall be given to the Planning Division at the time of submittal of subdivision improvement plans. One alternative street name shall be supplied for every 4 streets. A final map may not be recorded until approval of all street names by the Development Services Director.
12. A barricade shall be installed at the end of all stub streets in accordance with specifications of the Engineering Division.
13. New utilities within the project, including, but not limited to, electric, cable television, and telephone, shall be installed underground.
14. Electric-supply facilities shall be furnished and installed in accordance with the Electric Utility Service Policy resolution currently in effect at the time the electric-service plan for the subdivision is signed by the City Electric Department.

## STANDARD SUBDIVISION CONDITIONS

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15. A minimum 5-foot-wide easement for electrical service is to be provided adjacent to all road right-of-ways.
16. The developer is to note that public/municipal utility companies may have to be reimbursed for all costs associated with the relocation of their facilities necessitated by the construction of the improvements required as a condition of approval of this permit.
17. Sewer lines are to be sized and installed at grades to permit the orderly extension of service to all tributary areas.
18. All provisions of Chapter 18.45 of the Redding Municipal Code pertaining to the preservation of trees within subdivision developments shall be complied with.
19. In-lieu park fees are to be paid in accordance with Chapter 17.42 of the Redding Municipal Code prior to the recording of the final map.
20. Fire hydrants are to be installed in location(s) approved by the Fire Marshal. The main(s) shall be designed to provide adequate fire flows. In no case shall the main(s) be less than 6 inches in diameter.
21. Fire-protection facilities, including all-weather access roads, shall be installed and remain serviceable prior to and during the time of construction of any structures.
22. All brush piles created by site and street improvements shall be abated prior to the next fire season. Any burning of brush shall be in compliance with the requirements of the Fire Marshal and with Air Pollution Control District regulations.
23. All real estate signs shall conform with Redding Municipal Code requirements.
24. Final improvement plans shall depict locations for centralized mail-delivery units. The locations shall be approved by the Postal Service and the City Engineering Division.
25. Final improvement plan shall depict driveway location for lots with a slope greater than 15 percent within 30 feet of the street providing access.
26. All interior streets shall have curb, gutter, and 4-foot-wide sidewalk; if rolled curb is utilized, the sidewalk shall be 6 inches thick.
27. The developer shall be responsible for the signing, striping, and marking of all streets.
28. If, in the course of development, any archaeological, historical, or paleontological resources are uncovered, construction activities in the affected area shall cease; and a qualified archaeologist shall be contacted to review the site and advise the City of the site's significance. If the findings are deemed significant, appropriate mitigations shall be required prior to any resumption of work on the project.