

As approved by the City Council on February 20, 2007

**Exhibit "A"
FINDINGS OF FACT**

The decision of the City Council endorse the action of the Planning Commission to conditionally approve the tentative map for the Lundbar Hills Southwood Subdivision Unit 6 was made after careful, reasoned and equitable consideration of the evidence in the record, including, but not be limited to: written and oral testimony submitted at the public hearing; the staff report; site investigation(s); agency comments; project file; and, the evidence submitted with the permit application.

The findings of fact listed below "bridge the analytical gap" between the raw evidence in the record and the City Council's decision.

1. On January 8, 2007, the Planning Commission conditionally approved the vesting tentative final map subdivision for the Lundbar Hills Southwood Subdivision, Unit 6; Case number SD-03-003.
2. On February 6, 2007, the City Council received a report of the Planning Commission's action. Upon close of public comment, the City Council took action, pursuant to Eureka Municipal Code § 154.040(D), to direct staff to set a public hearing for the City Council to review the map and conditions. Notice of the public hearing was mailed to each property owner in the Lundbar Hills Subdivision.
3. On January 8, 2007, the Planning Commission conditionally approved the variance and conditional use permit. No appeal of the Planning Commission's approval was filed within the ten day appeal period. The action of the Planning Commission on the variance and conditional use permit is final; Case numbers V-03-013 and C-06-008.
4. On January 9, 2007, the Director of Community Development conditionally approved the lot line adjustment. No request for public hearing was filed within the 15 day period and the action of the Director on the lot line adjustment is final; Case number LLA-03-003.
5. The project site is approximately 19 acres located adjacent to and east of the existing Lundbar Hills and Lundbar Hills Southwood Subdivisions.
6. The project requires approval of a vesting tentative final map subdivision, variance conditional use permit and lot line adjustment. The assigned case numbers are: SD-03-003; V-03-013; C-06-008; and, LLA-03-003
7. The proposal is a "project" as defined by the California Environmental Quality Act (CEQA), and is subject to the provisions of the Act. Staff prepared an initial study and posted for review a draft Mitigated Negative Declaration of Environmental Impact (SCH #2006082100). The mitigated negative declaration concludes that, with mitigation, no substantial adverse environmental impact would result from the proposed project.

8. The subject property has a general plan designation of Low Density Residential (RL) and a corresponding zone designation of One Family Residential (RS-6000).
9. The proposed project will create 56 residential one-family lots at a residential density of 5.6 dwelling units per net acre; which is consistent with the prescribed density range of 4.1-8 dwelling units per acre for the Residential Low Density general plan designation.
10. The project implements the goals and policies of the adopted General Plan and promotes stability of land use by creating one-family residential in-fill housing at a density consistent with the applicable Residential Low Density plan designation.
11. The project is the last phase of the Lundbar Hills/Lundbar Hills Southwood Subdivision and will add 56 new residences to the existing development. The arrangement of streets and residential structures fosters a harmonious, convenient, workable relationship between the new residences and the existing developed portion of the Lundbar Hills/Lundbar Hills Southwood Subdivision.
12. An update to the Lundbar Hills traffic study that was completed and updated for previous phases of the Lundbar Hills Southwood subdivision was completed by Walter B. Sweet, Civil Engineer, on July 13, 2005. The update concludes that the proposed subdivision will not add a level of traffic that exceeds the capacity of the presently developed street system. Therefore, the project will include safe and efficient traffic circulation.
13. The Institute of Transportation Engineers, Trip Generation Manual, 6th Edition, states that the average vehicle trip ends generated by a single-family detached home is 9.57. Assuming 229 lots within the Lundbar Hills subdivision, this equates to 2,192 trip ends per day where the design standard for average daily volume for Lundblade Drive is 12,000 vehicles. Therefore, even at full buildout, Lundblade Drive will be operating at about 20% capacity.
14. As the proposed project is developed, new sources of residential noise will be added to existing ambient noise. The noise levels will not exceed approximately 60 dB(A) Ldn at the edge of the property consistent with the adopted General Plan noise element. Therefore, permanent, but insignificant increases in ambient noise levels will occur as a result of the project.
15. For timber purposes, the subject property is relatively small in size. In addition, the topography of the parcel and the residential zoning of this and adjacent parcels cause the subject parcel to be not economically viable timber parcel.
16. The timber harvest will be conducted in compliance with a Timber Harvest Plan approved by the California Department of Forestry and Fire Protection. The Timber Harvest Plan is a functional equivalent of the California Environmental Quality Act and includes provisions for the protection of the environment preceding, during and after timber operations.
17. On July 10, 2005, a biologist from Eel River Sciences conducted a preliminary resource review and on-site visit to determine the presence or absence of wetlands and site conditions. The area at the bottom of the drainage is scrub-shrub and emergent marsh wetland. No development is proposed in this area.

18. The area at the top of the drainage is highly disturbed, graded and filled and is not a jurisdictional wetland. The project proposes no development in the bottom of the drainage or down slope, and the project is confined to non-wetland and non-riparian areas. Therefore, there will be no impact on the wetland area at the bottom of the drainage and the development will preserve the natural beauty of hillsides and avoid slide and drainage problems by encouraging retention of natural vegetation and discouraging mass grading.
19. The project's proposed drainage improvements will enhance the existing surface water quality by filtering suspended sediments thereby increasing the viability of the wetlands located at the bottom of the drainage.
20. A Preliminary Drainage Study and Hydrology Report was prepared for the project by Forsyth Engineering dated July 2003. The report describes the proposed drainage facilities and concludes that these facilities will reduce potential drainage impacts to a less than significant level.
21. A Preliminary Engineering Report by SHN (2002) was prepared for the project. The report recommends a slope setback line to demark low-instability areas that can be developed utilizing typical Building Code foundation. Each proposed lot will have adequate space to develop a residence in the low instability area.
22. The City of Eureka Fire Marshall has specified certain fire suppression standards, which are included as conditions of approval, which will meet the fire safety requirements normally satisfied by the construction of a second emergency access route.
23. All lots created by the proposed subdivision will be served by City water and sewer. The City has provided the developer with a "Will Serve" letter stating that the City has adequate water supply and sewage disposal capability to serve the subdivision.
24. All lots, with the exception of Lot 170, meet the minimum development standards of the Residential One-Family (RS-6000) zone district. The development standards include a minimum lot size of 6,000 square feet of which at least 4,000 square feet must have slopes of less than 20%, and a minimum lot width of 60 feet and minimum lot depth of 100 feet.
25. Lot 170 will have a lot size of about 7,800 square feet, a lot width of about 100 feet and a lot depth of about 80 feet.
26. The purpose of the lot depth regulation is to assure adequate building area and to preserve a rear yard for the enjoyment of the residents of the property, and to further the purpose of providing adequate light, air, privacy, and open space for each dwelling. A 'standard' 60 foot x 100 foot lot has a residential buildable area of 3,000 square feet and a rear yard of 1,500 square feet, whereas, Lot 170 will have a residential buildable area of about 3,500 square feet and a rear yard of about 2,000 square feet. Therefore, granting the requested variance would actually result in a buildable area and rear yard larger than would result from a strict or literal interpretation and enforcement of the lot depth regulation. Therefore, granting the variance would preserve the objectives and purpose of the lot depth regulation.

27. In 2001 and 2005, the City, granted variances to allow a reduced lot depth in approving subdivisions of property located in the RS-6000 zone district. Consequently, granting the requested variance would not be a grant of special privilege inconsistent with the limitations on other properties classified in the same zoning district.
28. As a condition of approval for Lundbar Hills Southwood Subdivision Unit 4, the Subdivider was required to dedicate to the City of Eureka a 1.26 acre park; the Subdivider actually dedicated a 1.4 acre park. The 1.4 acre park serves 111 lots, it purposefully satisfied the Park Land Dedication requirement for Unit 4, Unit 5 and the proposed Unit 6. Therefore, no additional park land must be dedicated for Unit 6.
29. Based on the discussion in the staff report and the attachments thereto, including the initial study, traffic study, biological investigation, drainage study, engineering report and other site investigations, the proposed vesting tentative map is consistent with the general plan; the site is physically suitable for the proposed density of development; the design of the subdivision and the proposed improvements are not likely to cause substantial environmental damage or substantially and avoidably injure fish or wildlife or their habitat; the design of the subdivision and the type of improvements is not likely to cause serious public health problems; the design of the subdivision and the type of improvements will not conflict with easements, acquired by the public at large, for access through or use of property within the proposed subdivision; the proposed subdivision does not result in the creation of a parcel or parcels totally within an environmentally sensitive habitat area or flood hazard area; and, parcels created by this subdivision have sufficient non-sensitive and non-hazard area to accommodate development allowed in the applicable land use category, but not allowed in a sensitive habitat or flood hazard area.
30. There is a residentially zoned forty acre undeveloped ridge top property adjacent to the south property line of Unit 6, and within city limits, which requires connection to Lundblade Drive in order to be developed. Without connection to Lundblade Drive, the potentially developable ridge top property would be landlocked for the same reason that there is no current second access to Lundbar Hills; that is (a) there is no environmentally feasible access route to Fairway Drive or Campton Road and (b) it is not economically feasible to construct a fully improved road to Ridgewood Drive.
31. Lundblade Drive has been designed to handle the reasonably foreseeable cumulative impacts of development of the adjacent 40 acres (i.e., the width and cross section of the road, and sizing and location of underground utilities). In the late 1970's and early 1980's, as part of the review of Lundbar Hills Units 2 & 3, a water needs assessment was completed to identify the current and anticipated water needs for the completion of the Lundbar Hills Subdivision through Unit 6, and anticipated future development of the adjacent 40 acres. The water needs assessment assumed 130 dwelling units on the adjacent 40 acres and the water supply was sized accordingly
32. Lundblade Drive should be able to handle the additional traffic resulting from 130 dwelling units on the adjacent 40 acres, however, it is expected that, without some level of improvements, the intersection of Lundblade Drive with Fairway

Drive cannot. A determination and analysis of impacts resulting from additional development on the adjacent 40 acres and the identification of mitigation measures would occur as part of the permit process for future development.

33. The application for the 386 acre mixed-use Dunn-Robinson-Forster-Gill development, located between the city limits and Ridgewood Drive, is currently pending before the County of Humboldt Community Development Services Department. While not yet quantified at this early stage in that project processing, it should be noted that the potential impacts resulting from the residential densities and intensity of use being proposed for the Dunn-Robinson-Forster-Gill development are likely to far exceed any reasonably foreseeable cumulative impacts previously identified by the City under existing zoning.
34. Lundblade Drive may not be able to handle the additional traffic generated by the Dunn-Robinson-Forster-Gill development. Nonetheless, the determination and analysis of impacts resulting from the Dunn-Robinson-Forster-Gill development on Lundblade Drive and the Lundbar Hills Subdivision, and the identification of mitigation measures, should occur as part of the County's permit process for the development.

End Exhibit "A"

Exhibit "B"
CONDITIONS OF APPROVAL & MITIGATION MEASURES

Approval of the Vesting Tentative Map is conditioned on the following terms and requirements. The violation of any term or requirement of this conditional approval may result in the revocation of the approval.

All Agreements, Associations, Plans, Maps, Notices, Reports, Studies, etc. shall be prepared to the satisfaction of the City of Eureka; and shall be approved as to form and recordation by the City of Eureka.

CONDITIONS OF APPROVAL:

1. The applicant shall construct, at the terminus of Lundblade Drive at the south property line adjacent to APN 301-031-004, a concrete sidewalk that connects to the sidewalk on each side of Lundblade Drive. A driveway for access to the adjacent property (APN 301-031-004) shall also be constructed with handicap access behind the driveway. This condition shall be completed to the satisfaction of the City. See attached drawing "Lundbar Hills Unit 6 Improvements for Terminus of Lundblade Drive."
2. In order to protect the adjacent owner's property to the south from trespassers, if desired by the owners and in consultation with the owner of the adjacent property, APN 301-031-004, the applicant shall construct a gate ~~may be constructed~~ across the driveway and behind the sidewalk described in condition 1 above. If the gate is constructed, a Knox box shall be installed. This condition shall be completed to the satisfaction of the City in consultation with the owner of APN 301-031-004. See attached drawing "Lundbar Hills Unit 6 Improvements for Terminus of Lundblade Drive."
3. The developers of Lundbar Hills Southwood Unit #6 shall include in their Covenants, Conditions and Restrictions (CC&R's) to be recorded with the Final Map(s) thereof, the following condition:

"That the Architectural Control Committee for Lundbar Hills Southwood Unit #6 shall insure that each of the lots is planted with not fewer than two (2) landscape trees per lot before occupancy is permitted. The location for each planting shall be as selected by either the builder or the first owner-occupant, allowing flexibility to accommodate landscaping design issues and solar shading considerations. This condition shall be enforceable by any resident of Lundbar Hills Southwood Unit #6. The responsible party shall be the builder or the first owner-occupant."
4. All taxes to which the property is subject shall be paid in full if payable, or secured if not yet payable, to the satisfaction of the County Tax Collector's Office, and all special assessments on the property must be paid or reapportioned to the satisfaction of the affected assessment district. Please contact the Tax Collector's

Office approximately three to four weeks prior to filing the Final Map to satisfy this condition. The Engineering Department will administer this requirement.

5. The applicant shall submit to the Engineering Department three prints of a Final Map prepared by a Registered Civil engineer or Licensed Land Surveyor for approval by the City Engineer. The Final Map shall conform to all requirements of the Subdivision Map Act and local regulations enacted thereto. Copies of all reference materials used in the preparation of the Final Map shall also be submitted, including a title report(s) updated within the last six months, copies of deeds, surveys, and computer map checks, etc. Once approved by the City Engineer, the applicant shall submit the original signed Final Map for approval by the City Council and recordation along with one reproducible mylar, two prints, recording fees and proof of property taxes and/or special tax payments (see condition No. 1, above).
6. A graphical representation of all easement of record and easements being dedicated shall be shown on the Final Map.
7. All lot corners shall be monumented with durable pipe monuments properly tagged. All City street monuments on the fronting street(s) used to establish the City right-of-ways shall be field tied and shown on the Final Map together with any additional street monuments set for this subdivision, to the satisfaction of the City Engineer.
8. Within three days of approval of the subdivision, conditional use permit and variance, per Fish & Game Code § 753.5, the applicant shall submit to the Community Development Department the Fish and Game fees in the amount of \$1,850.00 payable to the County Recorder.
9. The applicant shall prepare to the satisfaction of the City an engineered Grading and Drainage plan for both on-site and off-site improvements. The engineered grading and drainage plan shall be reviewed for approval by the City Engineer, with all recommendations and conditions in the approved plan incorporated into project approval. The plan shall include, at a minimum, oil/water clarifiers for all drainage inlets, infiltration trenches, and stormwater runoff erosion control measures to be completed immediately upon soil disturbance activities.
10. The applicant shall prepare to the satisfaction of the City an Engineered Improvement Plan. The Engineered Improvement Plan shall be approved by the City Engineer, and all recommendations and conditions in the approved plan shall be incorporated into project approval. The plan shall include, at a minimum, sidewalks, curbs, pavement, signs, water, sewer, drainage improvements, ADA requirements, to the satisfaction of the City.
11. The applicant shall provide a "Phasing Plan Map", subject to City approval, that indicates the timely order of subdivision improvements as it relates to the recordation of the Final Map and lot development.

12. A public utility plan shall be prepared depicting the size, the horizontal and vertical alignment of all utilities and shall include the gravity sanitary sewer line improvements, including sanitary sewer manholes and cleanouts.
13. An analysis of the minimum *gpm* (gallons per minute) and *psi* (pounds per square inch) of water from the existing water tank shall be conducted to determine if it is adequate; if it is not, the subdivider shall install booster pump(s) as needed.
14. Prior to the approval of a Final Map, the applicant shall prepare a Development Plan, subject to City approval, that shall show or include, at a minimum, the following:

Graphic Representation:

- a. Slope setback lines and recommendations by SHN Engineers and Geologists (R-1 Preliminary Engineering Geologic and Geotechnical Investigation, August 2002), including designating where standard foundations are allowed;
- b. Location of approved yard setback lines;
- c. Location of the minimum 4000 s.f. net lot area
- d. All improvements and conditions in the approved engineered grading and drainage plan that may affect future owners;
- e. All improvements and conditions in the approved engineered improvement plan that may affect future owners;
- f. Location of mail boxes as approved by the USPS;
- g. The parking and no parking areas on Lundblade Drive, Dickson Drive, and Cathleen Court;

Notes:

- a. Each home shall have an NFPA 13D compliant automatic fire sprinkler system for the house and garage.
 - b. All construction shall be provided with a Class A rated roof and roof assembly. This includes attached and detached accessory structures, regardless of whether a building permit is required or not.
 - c. All construction shall have non-combustible siding. This includes attached and detached accessory structures, regardless of whether a building permit is required or not.
 - d. Street addresses (house numbers) shall be conspicuously placed so as to be easily readable from the street.
15. The applicant shall cause to be prepared a Notice of Development Plan to be recorded for each resultant property.

16. Prior to recording of the subdivision map, and prior to the start of any subdivision construction, a Subdivision Improvements Agreement shall be executed between the City and the Subdivider.
17. The applicant shall enter into a Hold Harmless agreement with the City for maintenance of the oil/water clarifiers(s).
18. All activities of this project site shall comply with the recommendations of the Preliminary Drainage Study & Hydrology Report, Forsyth Engineering, July 2003.
19. All activities of this project site shall comply with the recommendation of the R-1 Preliminary Engineering Geologic and Geotechnical Investigation, SHN, August 2002.
20. All activities of this project site shall comply with the recommendations of the Wetland Investigation and Potential Impact Assessment on Lundbar Hills Subdivision, Eel River Sciences, July, 2005.
21. All activities of this project site shall comply with the recommendations of the Traffic Study for Lundbar Hills Southwood Subdivision, Unit 6, WB Sweet, January 2006.
22. The applicant shall comply with the Mitigation Measures, Monitoring, and Reporting Program (MMRP).
23. All streets shall be dedicated to the City of Eureka for public street and utility purposes and all purposes incidental thereto. Additional public utility easements shall be dedicated to the City of Eureka as necessary to provide public facilities for all lots and to provide drainage from all lots. A ten foot wide public utility easement (10' PUE) shall be dedicated on the Final Map. The 10' PUE shall be over the front portion of all lots fronting on a street. This condition shall be completed to the satisfaction of the City Engineer and PG&E.
24. All streets, appurtenances, and public utilities shall be constructed by the Subdivider in accordance with Improvement Plans prepared by a Registered Civil Engineer and shall depict all grades, alignment, materials, and necessary details as approved by the City Engineer.
25. The minimum right-of-way width of Lundblade Drive shall be sixty-two (62) feet, with fifty (50) feet curb to curb; and shall include six (6) foot sidewalks on each side of Lundblade Drive. Lundblade Drive shall have a minimum structural section of 0.3 foot Type B asphaltic concrete (1/2" size) over 0.83 foot Class 2 aggregate base (3/4" size). Painted centerline and reflectorized raised pavement markers shall be placed by the Subdivider along Lundblade Drive in compliance with the standards outlined in the State of California Traffic Manual.
26. The Subdivider shall install stop signs, and appropriate pavement markings on Dickson Drive and Cathleen Court where they intersect with Lundblade Drive to the satisfaction of the City Engineer.

27. Dickson Drive and Cathleen Court shall have street right-of-way widths of fifty (50) feet with thirty-eight (38) feet from curb to curb; and shall include a five (5) foot concrete sidewalk on each side within a six (6) foot sidewalk area. Dickson Drive and Cathleen Court shall have a minimum structural section of 0.2 foot Type B asphaltic concrete (1/2" size) over 0.67 foot Class 2 aggregate base (3/4" size).
28. Pedestrian access will be designed in such a manner to meet ADA requirements.
- ~~29. The applicant shall upgrade the golf course lift station to City standards and/or reduce I and I problems sufficient to accommodate, at a minimum, flows from this project. As an alternative, the applicant can tie into Martin slough trunkline if and when it is accessible.~~
30. A twelve (12) inch water main extension along Lundblade Drive terminating with a 12-inch gate valve at the southerly boundary of Unit 6; an eight (8) inch water main extension along Dickson Drive and a six (6) inch water main along Cathleen Court to the satisfaction of the City Engineer.
31. Every other lot line as shown on the Tentative Map shall be clear for joint utility serviced (e.g., gas, electric, telephone and cable TV, alternate lanes for water and sewer).
32. Number 10 bare copper tracer wires shall be installed on all water and sewer mains and services.
33. Prior to any lot connections to the public sewer system (lateral to be installed by the Subdivider), the capital connection fee, as set on the date of approval of the Tentative Map, shall be paid to the City.
34. Two additional fire hydrants over the number specified by the Fire Marshall must be installed.
35. Prior to any lot connections to the public water system (service to be installed by the Subdivider), the water meter installation fee, as set on the date of approval of the Tentative Map, shall be paid to the City.
36. A street lighting, street signing and pavement marking plan shall be provided by the Subdivider and approved by the City Engineer. The street lighting plan shall also be approved by PG&E.
37. To mitigate potential impacts to water quality and waste discharge requirements to less than a significant effect, applicant shall secure a Storm Water and Pollution Prevention Plan (SWPPP), prior to the commencement of any construction activities. The applicant shall provide a copy to the City Community Development Department.

38. Lot 179 will be designed and graded to remedy surface runoff onto neighboring parcel 301-281-043. All other lots will also be designed and graded to remedy surface runoff onto neighboring parcels.
39. All phases of construction shall be subject to inspection by the City of Eureka and paid for by the Subdivider.
40. Street addresses (house numbers) shall be conspicuously placed so as to be easily readable from the street.
41. Street name signs with hundred-block numbers shall be installed by the Subdivider per City standards at the intersections of Lundblade Drive with Dickson Drive and with Cathleen Court.

MITIGATION MEASURES:

MITIGATION MEASURE NO. 1. Any exterior lighting, other than street lights on public roads, shall be low, fully shielded, directional lighting that will focus light on the project parcel, and specifically away from the adjacent gulch greenway, neighboring residences, and roadways, to minimize off-site light and glare effects to the satisfaction of the City of Eureka.

MITIGATION MEASURE NO. 2. The applicant, at all times, shall comply with Air Quality Regulation 1, Chapter IV to the satisfaction of the North Coast Unified Air Quality Management District (NCUAQMD). This will require, but may not be limited to: (1) covering open bodied trucks when used for transporting materials likely to give rise to airborne dust; and (2) the use of water or chemicals for control of dust in the demolition or construction operations, the grading of roads or the clearing of land. Burning will be done at times when winds will carry smoke away from residences and are consistent with the NCUAQMD guidelines. Brush and slash should be chipped for spreading on-site or removal.

MITIGATION MEASURE NO. 3. No disturbance to wetland areas at the bottom of the drainage shall occur.

MITIGATION MEASURE NO. 4. Construction of the Lundblade Drive extension road and detention facility will include sediment control measures (rock energy dissipaters, rock check dams, etc.) that will provide a more stable and functioning gulch and ensure protection from sedimentation to downstream wetlands.

MITIGATION MEASURE NO. 5. If any area of cultural deposits is discovered during the course of the project, as required by law, all work shall cease and a qualified cultural resources specialist shall be contacted to analyze the significance of the find and formulate further mitigation (e.g. project relocation, excavation plan, protective cover). And, pursuant to the California Health and Safety Code Section 7050.5, if human remains are encountered, all work must cease and the County Coroner contacted.

MITIGATION MEASURE. NO. 6. All activities of this project site shall comply with the recommendation of the Preliminary Engineering Geologic and Geotechnical

Investigation report prepared by SHN Consulting Engineers and Geologists, Inc, August 2002. These include activities associated with: (1) site preparation and grading, (2) structural foundations, (3) slabs-on-grade, (4) retaining walls, (5) sub-drains, and (6) drainage and erosion. If a new or revised Engineering Geologic and Geotechnical Investigation report is prepared, the recommendations of the new or revised report shall be followed. This mitigation measure shall be completed to the satisfaction of the City.

MITIGATION MEASURE NO. 7. During project construction, if there is any evidence that indicates contaminated soils are present on the site, either from visual observations or odors indicative of regulated substances, the applicant shall be responsible for performing soil sample analyses. The findings of the survey shall be submitted, as applicable, to the Regional Water Board (RWQCB) and any other appropriate regulatory agencies. The applicant shall comply at all times with the requirements and regulations of the RWQCB, DTSC, and other agencies with regard to the handling, transport, and disposal of hazardous materials such as contaminated soils to the satisfaction of the applicable agencies.

MITIGATION MEASURE NO. 8. To mitigate potential impacts to water quality and waste discharge requirements to less than a significant effect, applicant shall secure a Storm Water and Pollution Prevention Plan (SWPPP), prior to the commencement of any construction activities. The applicant shall provide a copy to the City Community Development Department.

MITIGATION MEASURE NO. 9. To mitigate the potential for storm water to carry additional pollutants from the project site, good housekeeping including maintenance and cleaning of the construction staging area(s) shall be on a regular basis. No debris, soil, silt, sand, bark, slash, sawdust, rubbish, cement or concrete washings, oil or petroleum products, or other organic or earthen material from construction operations shall be allowed to enter or be placed where it can enter the Martin Slough. All erosion control measures and handling of petroleum products will be followed as specified in the SWPPP. Best Management Practices (BMP)'s will be implemented during all phases of construction.

MITIGATION MEASURE NO. 10. Hours of construction activities shall be limited to daylight hours, generally from 8:00 a.m. to 5:00 p.m., Monday through Saturday. The hours of construction may be allowed to be increased with prior approval from the City Community Development Director based on an expressed need by the contractor.

MITIGATION MEASURE NO. 11. Installation of waterlines to the south property line sized to provide for services for the future extension of Lundblade Drive shall be constructed to the satisfaction of the City.

MITIGATION MEASURE NO. 12. Continuation of Lundblade Drive to the south property line, constructed at the same width as previous units of Lundbar Hills shall be constructed.

MITIGATION MEASURE NO. 13. Two additional fire hydrants, over the number specified by the Fire Marshall, shall be installed to the satisfaction of the City.

MITIGATION MEASURE NO. 14. Each home shall have an NFPA 13D compliant

automatic fire sprinkler system for the house and garage, installed to the satisfaction of the City Fire Department.

MITIGATION MEASURE NO. 15. All construction will be provided with a Class A rated roof and roof assembly.

MITIGATION MEASURE NO. 16. All construction shall have non-combustible siding.

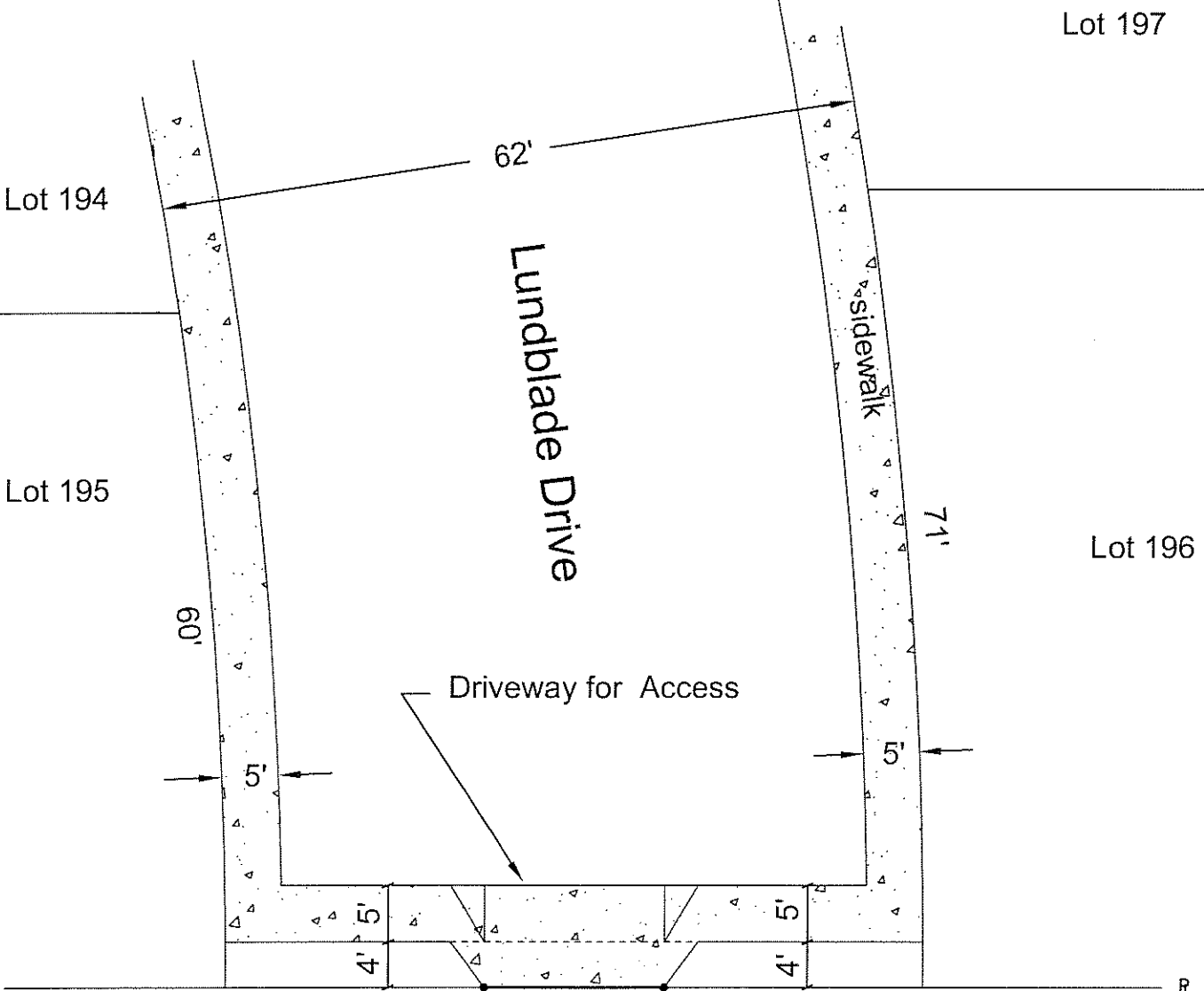
MITIGATION MEASURE NO. 17. Stop signs shall be installed for local streets at intersections with Lundblade Drive. Right-of-way for the new segment of Lundblade Drive shall be 62 feet, and rights-of-way for new local streets shall be 50 feet. Right-of-way for Lundblade Drive shall extend to the easterly limit of Unit 6.

MITIGATION MEASURE NO. 18. The applicant shall assure that no construction materials, debris, or waste be placed or stored where it may be subject to erosion and dispersion; Any and all debris resulting from construction activities shall be immediately removed following completion of construction; concrete trucks and tools used for construction be rinsed at the specified wash-out area(s); and staging and storage of construction machinery and storage of debris on any public street rights-of-way will require an encroachment permit.

MITIGATION MEASURE NO. 19. For potable water supply, if needed, the applicant will either add an additional booster pump or up-size the existing one in order to provide the minimum *gpm* and *psi* to the new lots to the satisfaction of the City Public Works and Engineering Departments.

End Exhibit "B"

Lundbar Hills Unit 6 Improvements for Terminus of Lundblade Drive



Optional Gate in Consultation
with Owner of APN 301-031-004