

The Cannery
Tentative Map Conditions of Approval
Approved by City Council November 19, 2013

1. **INTERSECTION IMPROVEMENTS.** The applicant shall provide for the reconfiguration of the intersection of Covell Boulevard and J Street. Such reconfiguration shall include construction of all components of a functioning intersection including but not limited to: street structural section, striping, signalization, street lights, curb, gutter, sidewalk, ramps, and bike path. The plans for the reconfiguration shall be subject to review and approval of the City's General Manager of Utilities, Development & Operations. Such improvements shall be completed prior to issuance of a building permit for the 100th market rate unit proposed for development in this subdivision (model homes excluded), or prior to two years from the date of recordation of the first Final Map of this subdivision, whichever occurs first. The security for these improvements shall be provided to the City with the first Final Map for any phase within this subdivision. The signalization of this intersection shall be completed concurrent with the signalization of Covell Blvd and L Street.
2. **INCORPORATION OF HISTORIC MATERIALS.** The Applicant shall incorporate materials from the former industrial use of the site into public display materials including interpretive materials or public art. The plan for such re-use of materials (Plan for Incorporation of Historic Materials, PIHM) shall be produced in collaboration with the Director of Community Development and Sustainability. The Applicant shall be responsible for funding such efforts in their entirety. The PIHM shall be reviewed and approved by the City prior to recordation of the first final map for this subdivision. The security for the PIHM improvements shall be provided to the City with each Final Map in which the improvements will be constructed.
3. **Tree Protection and Mitigation Plan.** Prior to determination that an application is complete for the Final Map, or the commencement of any grading, whichever occurs first, the Developer shall submit a Tree Protection and Mitigation Plan. The Tree Protection and Mitigation Plan shall be prepared in accordance with Municipal Code Chapter 37 Tree Planting, Preservation, and Protection and Mitigation Measure 3.4-12. The Tree Protection and Mitigation Plan shall be subject to review and approval by the Urban Forest Manager, in consultation with a subcommittee of the Tree Commission for review and input prior to final approval by the Urban Forest Manager. The Tree Protection and Mitigation Plan shall include the following considerations:
 - a. *Tree Protection.* Decisions to approve tree removal shall be made on a case-by-case basis, reflecting condition of tree health and structure, grading and improvement plans, and site configuration. Where feasible opportunities are available, as determined by the Urban Forest Manager, trees shall be preserved based on the location of the water line easement (per Condition #83) and potential opportunities to meander project bike paths, EVA, and other infrastructure. The Tree Protection and Mitigation Plan shall include a provision for a phased

submittal and review of tree protection and mitigation requirements at the time of grading and demolition plan submittal, urban farm design review submittal, and the mixed use final planned development submittal.

b. *Tree Protection.* Where feasible, as determined by the Urban Forest Manager, trees of desirable specie such as Valley oak and Deodar Cedar that are in fair condition shall be retained.

c. *Tree Protection.* Where feasible, as determined by the Urban Forest Manager, Valley oak trees shall be preserved where there are opportunities to prune the oak trees in order to remove dead branches and broken branch stubs, provide clearance for paths, buildings, and utilities, improve structural stability, and remove pest problems.

d. *Tree Modification.* Prior to determination that an application is complete for the Final Map, a Tree Modification Permit shall be obtained from the City in accordance with the Municipal Code Chapter 37 Tree Planting, Preservation, and Protection before any on-site demolition or earth moving occurs.

e. *Tree Mitigation.* Only trees authorized for removal pursuant to the Tree Modification Permit may be removed. The Tree Protection and Mitigation Plan shall detail the mitigation for any proposed tree removal. Mitigation shall be achieved in accordance with Municipal Code Chapter 37 Tree Planting, Preservation, and Protection, using one of the following methods: (1) Replanting Trees On-Site; (2) Replanting Trees Off-Site; and/or (3) In-lieu Payment to the Tree Preservation Fund.

g. *Tree Planting.* City shall approve all tree and plant species to be planted in City maintained parks, greenbelts, open space, etc. and/or adjacent to City-maintained facilities including roads and paths. City shall also approve spacing between trees within City-maintained areas as it is important to provide access for City maintenance equipment. The tree stock and plantings for public lands (City or HOA owned or maintained land) shall be inspected by the Urban Forest Manger prior to final permitting of each phase.

f. *Engineered Soil in Mixed Use Area.* Subdivider shall incorporate engineered soils or equivalent soil treatment for the tree planter areas and adjacent parking bays within the parking lot for the Mixed-Use area, to the satisfaction of the Urban Forest Manager. Re-use of existing on-site materials, such as concrete from the cannery building pads, is encouraged.

g. *Tree Monitoring in Mixed Use Area.* Prior to issuance of building permits for the Mixed-Use Area, the applicant shall submit a tree health monitoring plan to the Community Development Department. The plan shall outline specific methods of tree health monitoring to be carried out by an independent qualified arborist or other qualified organization such as Tree Davis. The intent of the plan

is to monitor the health of the trees on the project site and the parking lot shading trees and to make recommendations by a qualified consultant in order to help ensure the health and growth of trees on the project site. The plan shall outline the frequency and methodology of tree health audits, identify a funding mechanism, and identify implementation measures of the recommendations of the consultant. The audits shall occur at least once annually for a period of at least three years from project construction and shall monitor compliance with the 50% shading requirement. The plan shall be reviewed and approved by the Community Development Director in consultation with the City Arborist prior to issuance of building permits. Copies of the reports and recommendations shall be submitted to the City Community Development Director and the City Arborist.

4. **UTILITY EASEMENTS.** An easement shall be provided for any City utilities located on private property. If utilities are to be located within the private streets, alleys, or easements, the map shall clearly indicate utility easements over these areas. At a minimum, this requirement shall require the applicant to dedicate a 15-foot public utility easement for the 15" storm drain line which crosses Parcel C (Clubhouse parcel).
5. **PHASING.** The following areas shall be included in Phase 1C as shown on the Phasing Plan (sheet 25 of the Tentative Map): that portion of Loop C (South) located between the roundabout and Entry Road A, and completion of the bike path connection to Covell Blvd.
6. **MAINTENANCE.** Maintenance and funding mechanisms for facilities, including: median landscaping, parkway strips, bulbouts, and drainage facilities, shall be subject to approval by City staff prior to approval of the first final map.
7. **URBAN FARM.** The urban farm shall be maintained by the applicant until such time as it has been leased and the lessee commences maintenance.
8. **RIGHT-OF-WAY.** In general, right-of-way shall extend from two feet behind the back of walk (or trail) to two feet behind the back of walk (or trail). Areas outside City right-of-way shall be maintained by the adjacent property owner or shall be owned and maintained by the HOA.
9. **ACCESSIBILITY.** Location of ADA access ramps and other ADA requirements shall be subject to review and approval of the City Engineer.
10. **ACCESSIBILITY.** Sidewalk and ramps shall be provided along perimeter of the multi-use parcels south of Loop C South.
11. **ACCESSIBILITY.** All multi-use paths shall be a minimum of 10-feet in width, constructed per the City's standard specifications and plans with a minimum of 2-foot clear each side, and shall meet current and proposed ADA requirements including requirements for detectable warning surfaces.
12. **ROUNDAABOUT.** Roundabout design shall incorporate a means for bicycles to bypass the roundabout and use separated paths.

13. **TREE PLANTING EASEMENTS.** Tree planting easements shall be a minimum of 10-feet in width exclusive of any sidewalks, paths, etc. and shall not be provided adjacent to commercial property.
14. **FENCING.** All fencing on property adjacent to City property shall be owned and maintained by the adjacent private property owner.
15. **EASEMENTS.** Public Utility Easements shall be provided outside of City Right-of-Way. Easements shown on the tentative map may require adjustment on the final map based on input from private utilities.
16. **DETENTION POND.** Access ramps into the pond shall be located as required by the City Engineer but at a minimum at each drainage connection into and out of the pond to allow for maintenance of the connection. In addition, concrete aprons shall be provided at all drainage connections. Ramps shall be constructed of Portland cement concrete at a maximum slope of 10%. Any exceedance of the 10% slope shall be approved by the City Engineer.
17. **DETENTION POND.** Design of the detention pond, and all appurtenances including but not limited to the pump station, access roads, access ramps, fencing, and gates shall be subject to review and approval of the City Engineer.
18. **F STREET CHANNEL IMPROVEMENTS.** That portion of the F Street Channel into which the project will discharge shall be improved to minimize erosion of the channel and to protect against backflow into the site. Such improvements shall be subject to the review and approval of the City Engineer.
19. **FENCING.** Design details of safety and security improvements, such as fencing along the perimeter of drainage detention facilities and the storm drain pump station are subject to the review and approval of the Community Development & Sustainability Director and City Engineer prior to installation.
20. **OPERATIONS PLAN.** An operations plan for the drainage detention facilities shall be provided concurrent with submission of the improvement plans. Such plan shall be reviewed and approved by the Public Works Director.
21. **EMERGENCY VEHICLE ACCESS.** An emergency vehicle access (EVA) route shall be provided along the eastern boundary of the project. The EVA shall extend from Covell Boulevard to the northern end of Parcel T (the urban farm) with a connection to Loop C (North). The EVA shall include Aggregate Base materials to support health of nearby trees.
22. **EMERGENCY VEHICLE ACCESS.** All project streets shall be designed to accommodate the turning radii of emergency response equipment. In addition, Loop C, Entry Roads A and B, and the EVA shall also be designed to accommodate equipment from UC Davis that may serve the project. The ability to accommodate emergency vehicles is subject to review and approval of the Fire Marshal.

23. **RELINQUISHMENT OF DIRECT VEHICULAR ACCESS.** With the exception of three access-ways into the project (Entry Roads A and B and EVA), the Subdivider shall provide for the relinquishment of direct vehicular access to Covell Blvd.

24. **BIKE CONNECTION.** Developers shall construct a grade-separated bike path connection from the southwest portion of the Project site across Covell Boulevard. The alignment and the design and construction shall be reviewed and approved by the Director of the Public Works and the Director of Community Development and Sustainability (the Directors). Developers shall construct a ten-foot wide bicycle connection path from the Project site which shall meet all ADA requirements including currently proposed requirements for multi-use paths. The path shall also meet City requirements to provide two feet of clearance on each side of the bike path, unless the Directors approve adjustments to dimensions based on physical constraints. Lighting shall be provided along the path and shall also be kept two feet clear from the path, unless otherwise approved by the Directors. The preferred route is to connect to the H Street Tunnel as studied in the project Environmental Impact Report (EIR). The H Street Tunnel route requires offsite easements and/or right-of-way acquisition. Developers shall diligently pursue acquisition of the necessary easements and/or right-of-way, consistent with parameters established in Section 204 of the Development Agreement. If the Developers have not secured the easements and/or right-of-way acquisition by April 30, 2014, the Developers shall so inform the City and provide detailed documentation of the efforts taken to acquire and the City Council shall determine whether to obtain the easements and/or right-of-way through condemnation or otherwise. Should the City Council determine not to proceed with acquisition of the easements and/or right-of-way, the Developers shall be required to construct the Southwest Connection to the Covell Boulevard Multi-Use Path as studied in the EIR (Bike Path Option 1). All acquisition expenses and construction costs for completion of the connection shall be borne by the Developers. Associated improvements shall include, but are not necessarily limited to: street, sidewalk, bike path, lighting, landscaping, irrigation, and drainage improvements. Should the right-of-way and/or easements for the preferred H Street Tunnel connection be secured by April 30, 2014 or the City Council chooses not to pursue acquisition, the improvements to make the applicable bike connection shall be commenced prior to issuance of a certificate of occupancy for the 100th market rate unit proposed for development in the Project (model homes excluded). Should the City Council choose to pursue acquisition, the improvements shall be commenced by the latter of (1) one year after such right-of-way and/or easements are obtained or proceedings abandoned, or (2) prior to issuance of a certificate of occupancy for the 100th market rate unit proposed for development in the Project (model homes excluded). The City agrees to diligently process and approve improvements plans associated with the applicable bike connection in a period less than 60 days. The one-year construction requirement associated with right-of-way acquisition and/or easements being obtained through condemnation shall be extended for each day that the 60-day processing and approval requirement is not met.

25. **DEDICATION OF EASEMENTS.** At the time of filing the first final map for the subdivision, developer shall dedicate all access and utility easements shown on the Tentative Map to the City subject to review and approval of the City Engineer. This dedication shall be in the form of an Irrevocable Offer of Dedication to be rejected at the time of the offer, with the offer to remain open for acceptance until such public street improvements have been constructed to the satisfaction of the City Engineer.
26. **DRIVEWAYS AT COMMERCIAL LOTS.** Final location of the driveways to the commercial lots shall be determined at the time of further development of the commercial lots, subject to the review and approval of the City Engineer.
27. **PAVEMENT DESIGN.** At submittal of improvement plans, provide details of pavement treatment including type, thickness, and other design details subject to review and approval of the City Engineer. All street sections shall be designed based on the subgrade "R" value and the Traffic Index (TI). The TI for streets shall be as follows:

<u>Street Classification</u>	<u>TI</u>
Major Arterials	10.0
Minor Arterials	8.0
Collectors	7.5
Modified Locals	6.5
Local	5.5
Cul-de-sac	5.0
Private	5.0

For purposes of pavement design, Covell Blvd shall be considered a major arterial. The Traffic Index for any streets that are designated as bus routes (or may be designated as bus routes in the future) may be increased above those listed here to provide additional structural capacity of the street.

Pavement design shall be consistent with the recommendations stated in the soils report.

28. **PRIVATE STREETS/ALLEYS.** Paving material and treatments used in private streets/alleys is subject to review and approval by the General Manager of Utilities, Development & Operations. Depending on the material/treatment selected by the Applicant, wet utilities (water, sanitary sewer, storm drain) located within private alleys/streets may be required to be privately owned and maintained. (The City of Davis will not operate or maintain utilities within PCC streets or alleys.)
29. **FIRE VEHICLE ACCESS.** Prior to completion of streets, building permits may be issued, provided fire vehicle access is maintained to all hydrants and from hydrants to all structures prior to commencing wood construction.

- a. Details of Fire Department access to hydrants and structures shall be approved by the Fire Department.
 - b. Where structures are built or under construction, all adjacent streets shall be paved or graveled.
30. **FEMA.** FEMA shall have approved the conditional letter of map revision (C-LOMR) and/or letter of map amendment (LOMA) for the site and the detention basin improvements (including associated pump station) shall have been constructed prior to issuance of any building permit on any lot within the subdivision.
31. **FLOOD CONTROL MASTER PLAN.** Prior to approval of the Final Map for the project, and prior to the commencement of any grading operations (demolition exempted), the project proponent shall prepare an update to the Flood Control Master Plan. The revised Flood Control Master Plan (FCMP) must be reviewed and approved by a consultant hired by the City of Davis Department of Public Works prior to the commencement of grading activities. The applicant shall be responsible for all costs associated with such review. The updated FCMP shall address the following:
- a. The final land uses and areas of impervious surface in the Tentative Map shall be included in the FCMP and the drainage calculations in the FCMP shall address the drainage and runoff rates of the final conditions in the approved Tentative Map.
 - b. The FCMP shall include a figure showing the final locations and sizes of the storm drainage facilities throughout the project site, and shall include water surface elevations for the City of Davis 10---year and 100---year events and the County of Yolo 100-year and 200-year events, if required by local, state, or federal regulation.
 - c. The FCMP shall include a table showing the Rational Method Calculations for determining the storm drain pipe sizes.
 - d. All building pads shall be set at least 1.0 foot above the 100---year water elevation or 0.5-foot above the 200-year water elevation, if required by local, state, or federal regulation (whichever is greater).
 - e. The FCMP and the project's drainage system shall meet or exceed the performance drainage standards shown in Table 3.9-2 of the Draft EIR for the project, and the weirs shall be designed to limit post development peak discharges and volumes to the property to the east to no more than the rates and volumes under existing conditions for design storms up to the 200--year event, if required by local, state, or federal regulation.
 - f. The revised drainage system shall meet or exceed the City's and the County's drainage planning and design criteria. The City shall receive confirmation from the County of the County's review and approval of the Flood Control Master Plan prior to approval of the Final Map.

32. **EXISTING STORM DRAINAGE SYSTEMS.** All existing storm drainage systems on-site shall be removed and the trenches shall be properly backfilled in accordance with the recommendations of a soils engineer, subject to the review and approval of the City Engineer.
- a. If it is determined that UPRR or California Northern approval is required for the abandonment of the 3 existing 36" lines under UPRR noted to be abandoned in place, such review and approval shall be obtained.
33. **EASEMENTS.** Easements for any City utility not within or adjacent to the public right-of-way shall be a minimum of 15-feet in width.
34. **EASEMENTS.** Applicant shall provide any additional public utilities easements identified by utility companies. Above-grade dry utility facilities shall not be constructed within parkways, parks, or greenbelts. Dry utility lines shall be located under sidewalks where practicable. Dry utility facilities including but not limited to vaults, maintenance holes, and boxes shall not be constructed within sidewalks.
35. **GREENBELT/PATHWAY IMPROVEMENTS.** Subdivider shall design and construct greenbelt/pathway improvements within Parcels A, C, D, T, X, Y, and Z concurrent with or prior to the adjacent street improvements, subject to the review and approval of the Parks and General Services director and the City Engineer.
- a. The greenbelt design shall incorporate native and drought tolerant plants and xeriscape design concepts and should provide an appropriate design transition from the detention pond landscaping to the greenbelt to the satisfaction of the Parks & General Services Superintendent/Director.
 - b. Applicant shall prepare deed restriction for all lots abutting the greenbelt, which prohibits construction of gates in the greenbelt fence or other access modifications to the greenbelt by the affected lot owners, unless access is approved by the General Manager of Utilities, Development & Operations.
 - c. The final greenbelt and landscaping plans shall be submitted concurrently with the Final Map application and subdivision improvement plan submittal and shall be subject to the review and approval of the City Engineer and Parks Manager, prior to recordation of the Final Map.
 - d. The design of the bicycle/pedestrian path alignment, radii at intersections, etc. are subject to the review and approval of the City Engineer and Parks Manager prior to the approval of plans and specifications for the greenbelt improvements. At a minimum, alignments, etc. shall be in compliance with Section 1000 of the Caltrans Highway Design Manual.
 - e. Alignments and the planting of trees shall be done in such a manner as to minimize damage to paths, due to tree roots.

36. **INTERSECTION IMPROVEMENTS.** Subdivider shall implement recommended improvements contained in the Draft EIR including but not limited to Mitigation Measure MM 3.14-1D: signalization of the intersection at Covell Blvd and L Street. The plans for the improvements shall be subject to the review and approval of the City Engineer. Such improvements shall be completed prior to approval of any final map for Phase 2 of subdivision 5026. The security for these improvements shall be provided to the City with the first Final Map for any phase within this subdivision. The signalization of this intersection shall be completed concurrent with the signalization of Covell Blvd and J Street.
- a. After installation of the signal at Covell Blvd and L Street, the level of service at the Oak Tree Plaza driveway shall be re-evaluated. The timing of such evaluation shall take place at the City's discretion, but no later than certificate of occupancy of the last market-price residential unit. If the study finds that the Oak Tree Plaza driveway is operating at a level of service F, the developer shall install the improvements included in Mitigation Measure MM 3.14-1E.
 - b. The cost for the study and for both sets of improvements shall be secured with the subdivision agreement for the first final map for this project.
37. **BIKE /PEDESTRIAN PATHWAY.** Applicant shall construct a Bike /Pedestrian Pathway on the north side of Covell Boulevard along the property frontage to connect the project to the property to the east. Applicant shall provide improvement plans for the pedestrian/bike pathway, subject to review and approval of the Public Works Director and Parks and General Services staff. Improvements shall include, but are not necessarily limited to: PCC pathway, landscaping, lighting, irrigation and drainage improvements. The path shall be located a minimum of 4 feet from the back of curb along Covell Blvd, with the exception of the area within the transit plaza between Entry Road A and B.
38. **GRADING PLAN.** The Applicant shall submit a final grading plan for the project including Parcel A (the area for the detention basin) prepared by a registered Civil Engineer, concurrent with or prior to the subdivision improvement plans for review and approval of the City Engineer. The Applicant shall provide information showing where all proposed grading cuts/fills will occur within the canopy of any existing trees to remain to the Urban Forest Manager. All accessibility features and bicycle access routes are to be clearly delineated on the site.
39. **LOT GRADING.** Prior to approval of grading plans for this subdivision, Subdivider shall satisfy the City Engineer that the proposed grading will not adversely affect adjacent properties. In addition, retaining walls shall be provided by the Subdivider wherever the grade differential across a property line is 0.5 feet or greater. Masonry retaining walls shall be provided when such grade differential is 1.0 feet or greater.

40. **ADEQUATE SLOPES.** Grading plans shall accommodate slopes that will provide for positive drainage. Minimum slopes in grass or turf areas shall be a minimum of 2% unless otherwise approved by the City Engineer.
41. **RECORD DRAWINGS.** The Applicant's engineer shall prepare Record Drawings that accurately indicate the completed grades after completion of grading operations. Reproducible mylar copies of the Record Drawings shall be provided to the City.
42. **DRAINAGE PLAN REQUIRED.** An on-site drainage plan to serve the subdivision shall be submitted for review and approval of the City Engineer concurrent with the subdivision improvement plans. On-site drainage improvements shall be designed to collect and convey the 10% storm flows. Final calculations for the 10% and 1% storm events shall be provided.
43. **EROSION CONTROL PLAN REQUIRED.** As required by Mitigation Measure 3.9-1 of the Mitigation Monitoring Plan for The Cannery, prior to the commencement of grading activities, a Storm Water Pollution Prevention Plan (SWPPP) and Notice of Intent (NOI) shall be submitted to the Regional Water Quality Control Board in accordance to the NPDES General Construction Permit requirements. The SWPP shall utilize Best Management Practices (BMPs) and technology to reduce erosion and sediments to meet water quality standards.
44. **SWPPP.** This project is subject to State requirements for a Storm Water Pollution Prevention Plan (SWPPP) and is required to file a Notice of Intent (NOI) with the State. The developer shall be responsible for contacting the Regional Water Quality Control Board to determine if additional requirements apply to this project.
45. **EXCAVATION.** If subsurface paleontological, archaeological or historical resources or remains, including unusual amount of bones, stones, shells or pottery shards are discovered during excavation or construction of the site, work shall stop immediately and a qualified archaeologist and a representative of the Native American Heritage Commission shall be consulted to develop, if necessary, further measures to reduce any cultural resource impacts before construction continues.
46. **EASEMENTS.** Provisions shall be made for easements for common access, drainage, utility and provisions for maintenance and repair of any shared utilities, driveways, or walkways. These provisions shall be subject to the review and approval of the Public Works Director and/or the City Attorney prior to the recordation of the Final Map. Reservation of the easements for reciprocal access, drainage, utility and maintenance for shared facilities for this subdivision shall be shown on the Final Map. (This shall include any necessary drainage easements across the project boundaries.)

47. **ROADWAY / EASEMENT ABANDONMENTS.** Prior to the abandonment of any existing easements or roadway, Applicant shall provide documentation of approval of the abandonment from the beneficiary of such easement or roadway. If the beneficiary requires a new instrument for the easement or roadway, such instrument shall be in place prior to abandonment of the existing easement or roadway.
48. **CONDITIONS, COVENANTS, AND RESTRICTIONS.** The Applicant shall provide CC&Rs, for the project site, subject to the review and approval of the City Attorney and the Public Works and/or Community Development & Sustainability Departments prior to the recordation of the Final Map.
49. **UTILITIES.** All sizes, locations, types, and grades of the utilities, including private common utilities to serve this project shall be subject to the review and approval of the City Engineer. Concurrent with submission of the Final Map, Applicant shall submit improvement plans for the public improvements subject to review and approval of the City Engineer.
50. **UTILITY STUBS.** In order to minimize re-trenching of streets, utility stubs shall be provided to each lot with the original construction of the street from which utilities are to be provided.
51. **DRY UTILITIES.** Prior to approval of the subdivision improvement plans, Applicant shall submit locations of joint trench and other dry utilities. Details shall include but not be limited to the following: HVAC, gas meters, and electrical boxes for each unit and service points, conduit wire sizes, and poles numbers for street lights.
52. **WELLS.** Prior to recordation of the Final Map, Applicant shall either provide proof, acceptable to the City Engineer, that the former private wells on the site have been properly destroyed, or shall provide for the destruction of such wells in accordance with City of Davis Design Standard Specification section 300-1.4.
53. **BACKFLOW PREVENTION EQUIPMENT.** Backflow prevention devices may be required within this subdivision. Prior to issuance of building permits for any structure within the subdivision, plumbing plans shall be submitted subject to the review and approval of the City Engineer.
54. **WATER.** The following conditions shall apply to the project's water system:
 - a. The water system shall be designed to provide adequate pressure and flow in accordance with Public Works requirements. The water main sizes and the ability to meet the pressure and flow requirements shall be verified during review of the Improvement Plans. In order to meet pressure and flow

requirements, the project may be required to provide additional connections to the City's potable water system.

- b. All water mains shall be looped such that the longest dead end run is no longer than 250 feet in length. The looped system shall be designed such that the longest section of main isolated during a shut down is 500 feet.
 - c. All water mains shall be PVC.
 - d. Water Conservation. Incorporate water conserving landscaping practices into the final project design, including:
 - i. A low water plant list for the project site shall be distributed to homeowners.
 - ii. Mass hydroseeding of model homes shall be prohibited and
 - iii. Approval of landscape plans for the model homes shall be obtained from the Parks and General Services Department prior to the construction of the model homes.
55. **UTILITY PLANS.** Improvement plans shall demonstrate that all California Department of Public Health and City of Davis clearance requirements have been met.

56. **DRAINAGE.** The following conditions shall apply to the project's drainage:
- a. Base Flood Elevation. Developer shall submit to the City Engineer drainage calculations adequate for the City to determine the Base Flood Elevations for lots in this subdivision, subject to review and approval of FEMA. Developer shall also process application for Flood Map revision through FEMA. All structures shall be constructed in accordance with the City's Flood Plain Management Ordinance as may be amended.
 - b. Calculation. The Developer shall submit calculations, prepared by a registered Civil Engineer, that verify the ability of the storm drain system, streets, open areas, and the pond to safely convey and/or store the 1% storm event flood flows and replacement of the existing flood storage from the site.

In accordance with the Public Works Department requirements, the on-site drainage improvements shall be designed to collect and convey the 10% storm event flows.

57. **UTILITIES.** The following conditions shall apply to the project's utilities:
- a. Streets. All public improvement design subject to review and approval of the Public Works Department, including, but not limited to: utilities and street lights.
 - b. Street Lights. Street light design is not approved as shown the Tentative Map and will be reviewed and approved with the Final Map(s) and their respective improvement plans.
 - c. Storm Drain. Storm drain design shall be revised to minimize the number of maintenance holes per intersection.

- d. **Underground Utility.** In accordance with the provisions of the Subdivision Ordinance, all existing overhead utility lines shall be undergrounded by the Subdivider. Undergrounding shall occur concurrently with the improvements for the Final Map. All future utility lines shall be constructed below ground.
58. **SEWER.** The applicant shall provide for wet-weather monitoring during the winter of 2013/2014 of the existing sanitary sewer line in Covell Blvd to confirm that there is capacity within the line to serve the project. In addition, the applicant or its successors shall provide for additional wet-weather monitoring after completion of 50% of the residential units within the development to re-confirm capacity within the existing sewer in Covell Blvd. If the wet weather monitoring fails to confirm capacity within the existing sanitary sewer line in Covell Blvd, the applicant shall either upsize the existing sewer line within Covell Boulevard or install a parallel line fully within Covell Boulevard to accommodate project needs, subject to review and approval of the City Engineer.
59. **CONNECTION FEES.** Water Connection and Sewer Connection fees for single-family lots shall be paid at the time of recordation of the Final Map, unless otherwise established in the Development Agreement. Water and Sewer Connection fees for all other development types shall be paid at the time of issuance Building Permit, or as required by law. Fees shall be at the rate in effect at the time of payment.
60. **PARKLAND DEDICATION FEES.** Prior to recordation of the Final Map, the Applicant shall pay the applicable parkland in-lieu fee. The calculation of the park-in-lieu fee (net acreage obligation) shall be based on the total residential unit count and parkland acreage. The determinations of acceptable parkland dedication credit shall be made by the City's Asset Manager in accordance with the provisions of Section 36.08.040 of the City of Davis Municipal Code. Fee shall be at the rate in effect at the time of payment as established and amended in Section 36.08.040 of the City of Davis Municipal Code.
61. **STREET TREE FEE.** Unless otherwise specified in the Development Agreement, the Applicant shall pay a street tree fee and/or provide street tree planting in accordance with section 37.02.010 of the City Code. Applicant shall be subject to street tree in-lieu fees for those lots not able to accommodate a street tree. Fees shall be at the rate in effect at the time of payment.
62. **STREET LIGHTING.** Final street lighting design, including location, type, and number of fixtures, are subject to the review and approval of the City Engineer.
63. **DEVELOPMENT IMPACT FEES.** Unless otherwise specified in the Development Agreement, the developer shall pay the appropriate fees established in the Major Projects Financing Plan pursuant to the General Plan. Final fee categories shall be as adopted by the City Council in the Major Project Financing Plan and shall be paid at the time of certificate of occupancy or as otherwise required by law. Fees shall be at the rate in effect at the time of payment.

64. **MITIGATION OF TRAFFIC IMPACTS.** Unless otherwise specified in the Development Agreement, the developer's obligation to mitigate traffic impacts as specified in Mitigation Measure 3.14-2 will be considered to have been met through the following: payment of Development Impact Fees (per condition 63) together with the Applicant's obligation to mitigate traffic impacts specified in Mitigation Measure 3.14-1 (Condition 36). The City shall consider the Applicant's fulfillment of its obligations under Conditions 36 and 63, as meeting their fair-share of the costs of the improvements listed in Mitigation Measure 3.14-2.
65. **PROJECT IDENTIFICATION AND STREET ADDRESSES.** The Applicant shall provide street names subject to the review and approval of the City Engineer in consultation with the City's Fire Marshal at the time of submittal of the Final Map.
66. **GARBAGE AND GREEN WASTE.** Prior to or concurrently with the submittal of the Final Map, submit verification from Davis Waste Removal that they will be able to serve the project for garbage, recycling and green waste removal and that their vehicles will be able to accommodate waste removal from the site.
67. **GARBAGE AND GREEN WASTE.** Times and locations for garbage and green waste storage adjacent to streets may be limited through the use of signage or other means. Provisions for such limitations shall be submitted at the time of Final Map and shall be subject to review and approval of the City Engineer. If signage is used to limit storage, Applicant shall pay for installation of signs and HOA shall be responsible for maintenance of the signs.
68. **CONSTRUCTION MANAGEMENT PLAN.** Prior to issuance of any permit or inception of any construction activity on the site, the developer shall submit a construction impact management plan including a project development schedule and "good neighbor" information for review and approval by the Community Development and Public Works Departments. The plan shall include, but is not limited to: public notice requirements for periods of significant impacts (noise/vibration, etc.), special street posting, construction vehicle parking plan, phone listing for community concerns, names of persons who can be contacted to correct problems, hours of construction activity, noise limits, dust control measures, and security fencing and temporary walkways. Work and/or storage of material or equipment within a City right-of-way may require the separate receipt of an Encroachment Permit.
69. **SIGNS.** Applicant shall pay for the installation of No Parking signs where on-street parking is prohibited within the development. The signs shall be installed concurrently with the public street improvements. Applicant shall disclose the parking prohibition to all potential buyers, in writing. The form of the notice shall be subject to the review and approval of the City Engineer and/or City Attorney prior to the recordation of the Final Map.
70. **BIOLOGICAL SURVEY.** Prior to issuance of a grading/building permit or other improvement activities on the site, the applicant shall obtain approval from the City as established in the Mitigation Monitoring Plan.

71. **AIR QUALITY DURING CONSTRUCTION.** Mitigation measures established in the Mitigation Monitoring Plan to minimize temporary air quality impacts (dust) during construction shall be implemented in accordance to the timing established in the mitigation measures.
72. **OZONE PRECURSORS DURING CONSTRUCTION.** Mitigation measures established in the Mitigation Monitoring Plan to minimize the release of ozone precursors associated with construction shall be implemented in accordance to the timing established in the mitigation measures.
73. **ENCROACHMENT PERMIT REQUIRED.** All work within the public right-of-way, including but not limited to utilities and grading, shall be explicitly noted with the building plans. The applicant shall obtain all necessary encroachment permits from the City of Davis Public Works Department prior to issuance of building permits for all work and construction that encroach within or over the public right-of-way, including, but not limited to: balconies, fire ladders, outdoor restaurant seating, bike racks, water meters, backflow devices, signs and curb/gutter/sidewalk improvements.
74. **PRECONSTRUCTION MEETING.** Prior to the start of any work on-site, the applicant shall request and attend a preconstruction meeting to include project superintendent, subcontractors, as well as City representatives including Community Development and Public Works.
75. **COMPLIANCE WITH CONDITIONS.** Prior to any use of the project site or business activity being commenced thereon, necessary Conditions of Approval shall be completed to the satisfaction of the City of Davis Community Development Department. The site and buildings shall be inspected for compliance prior to the issuance of a certificate of occupancy.
76. **UNDEVELOPED SITE MAINTENANCE.** The applicant shall be responsible for the ongoing maintenance and upkeep of undeveloped portions of the project site in accordance with the City of Davis Municipal Code. The applicant shall consult with Public Works for use of Best Management Practices to manage erosion control on the site.
77. **BACKFLOW EQUIPMENT.** Backflow prevent valve wheels and stems shall be maintained in a manner which enables inspection in order to determine whether or not the valve is open.
78. **CONSTRUCTION WASTE RECYCLING.** Prior to issuance of permits, the applicant shall submit to the City for review and approval a Construction Waste Recycling Program for the project including provisions for participation in the County Wood Waste Reduction program or equivalent. The recycling program should include the recycling and re-use of all construction materials and garbage generated by the construction workers, such as shipping boxes and packing materials, beverage containers, metal scraps, etc.

79. **SOILS.** The applicant shall submit a soils report concurrent with submission of the improvement plans and the applicant shall comply with all recommendations contained within the report.
80. **FIRE DEPARTMENT REQUIREMENTS.** Prior to the issuance of permits, the owner/developer shall obtain approval from the fire department that: a) All necessary public services, including water service and fire hydrants, meet fire department standards; and b) Vehicle access is sufficient to accommodate fire department equipment and fire sprinklers are provided in any building over 5,000 square feet.
81. **CONSTRUCTION TIMES AND NOISE IMPACTS/MITIGATION MEASURES.** The developer/applicant shall be responsible for informing all subcontractors and construction crews about construction start and finish times including appropriate ambient noise impacts consistent with city code and of all applicable mitigation measures.
82. **NOISE REDUCTION PRACTICES.** The applicant shall employ noise-reducing construction practices. The following measures shall be incorporated into contract specifications to reduce the impact of construction noise.
- a) All equipment shall have sound-control devices no less effective than those provided on the original equipment. No equipment shall have an un-muffled exhaust.
 - b) As directed by the City, the developer shall implement appropriate additional noise mitigation measures including, but not limited to, changing the location of stationary construction equipment, shutting off idling equipment, rescheduling construction activity, notifying adjacent residents in advance of construction work, or installing acoustic barriers around stationary construction noise sources.
83. **EASEMENT TO ACCOMMODATE CITY SURFACE WATER PROJECT.** Developer shall grant a 40-foot wide easement to the City for a future waterline (as shown on the Tentative Map or in an alternative location as agreed upon by the City and the Developer) upon the City's request, but in no event later than recordation of the first Final Subdivision Map.