

RESOLUTION NO. CUP19-062

RESOLUTION OF THE ZONING ADMINISTRATOR OF THE CITY OF SANTA ROSA APPROVING A CONDITIONAL USE PERMIT TO ALLOW A SUPPLEMENTAL DENSITY BONUS OF 80% FOR SANTA ROSA HOUSING FIRST PROJECT FOR THE PROPERTY LOCATED AT 6 & 80 COLLEGE AVENUE IN SANTA ROSA, APN: 010-121-025, 010-121-024, 010-121-020

The Santa Rosa Zoning Administrator has completed the review of your application. Please be advised that your Minor Conditional Use Permit for an 80% Supplemental Density Bonus for a three-story, 54-unit supportive housing development for formerly homeless tenants, with 11% affordable units allocated to very-low income individuals, has been granted based on your project description and official approved exhibit dated June 5, 2019. The Santa Rosa Zoning Administrator has based this action on the following findings:

- The proposed use is allowed within the General Commercial (CG) – Station Area (SA) zoning district and complies with all other applicable provisions of this Zoning Code and the City Code. The matter has been properly noticed as required by Zoning Code Section 20-52.050.E.2.a, and no request for a public hearing has been received;
- The proposed use is consistent with the General Plan and any applicable specific plan in that the General Plan and Downtown Station Area Specific Plan Retail and Business Services Land Use Designation allows up to 30 units per acre and up to 54 units per acre with a Supplemental Density Bonus based on the Project's one-half mile proximity to transit and schools, and the Project provides a variety of housing types within the DSASP;
- The design, location, size and operating characteristics of the proposed supportive housing project would be compatible with the existing and future land uses in the vicinity in that the proposed density is located within the Downtown Station Area Specific Plan Area that promotes pedestrian and alternative modes of transportation use of the site such as bicycle, bus, and SMART rail line, where increased density is appropriately placed.
- The 0.983-acre site is physically suited for the type, density, and intensity of the proposed supportive housing project, including access, utilities, and the absence of physical constraints in that it is located within an area with a mix of residential, commercial, and industrial uses. The project can be supported within the area and proximity to public transit, freeway access, and surrounding infrastructure for future residents with adequate utilities servicing the site;
- Granting the permit would not constitute a nuisance or be injurious or detrimental to the public interest, health, safety, convenience, or welfare, or materially injurious to persons, property, or improvements in the vicinity and zoning district in which the property is located in that the project's use and density have been reviewed and vetted by Staff where no health and safety concerns were found. The DSASP Environmental Impact Report anticipates and encourages various housing types

along the railroad corridor and requires a noise study to provide project specific noise standards to be incorporated in the building permits to mitigate any excessive noise for future residents; and

- The proposed project will generate a sufficient number of Eligibility Points by providing at least 60% of all required Eligibility Points through specialized very-low income housing pursuant to Table 3-11, and that the remaining 40% are provided through additional specialized low-income affordable housing pursuant to Table 3-11.
- The proposed project has been reviewed in compliance with the California Environmental Quality Act (CEQA) and qualifies for an exemption under California Government Code Section 65457 and Section 15182 (Residential Projects Pursuant to a Specific Plan) of the State CEQA Guidelines. These provisions apply to residential Projects where a public agency has prepared an Environmental Impact Report (EIR) on a specific plan. On October 9, 2007, the City Council, concurrent with the adoption of the Downtown Station Area Specific Plan (Specific Plan), certified the Specific Plan EIR (SCH 2006072104). The density, design, and infrastructure plan under the proposed project is consistent with the adopted Specific Plan in that the level and intensity of the proposed developments and the locations of the developments are consistent with the Specific Plan. No special circumstances or potential new impacts related to the Project has been identified that would necessitate further environmental review beyond the impacts and issues already disclosed and analyzed in the Specific Plan EIR. The Specific Plan EIR adequately addressed environmental issues related to the development of the entire Specific Plan area, including the subject property. Therefore, the proposed Project qualifies for the exemption under CEQA Guidelines Section 15182, and California Government Code Section 65457, no further environmental review is required.

The Project qualifies for a Class 32 exemption under California Government Code Section 15332 (In-fill Development Projects) of the State CEQA Guidelines in that:

- The Project is consistent with Santa Rosa General Plan 2035, the Downtown Station Area Specific Plan, and the current City of Santa Rosa Zoning Code;
- The Project is located within City of Santa Rosa jurisdiction, on a project site of no more than five acres substantially surrounded by urban uses;
- The Project site has been previously developed and has no value as habitat for endangered, rare or threatened species;
- The Project will not result in any significant effects relating to traffic, noise, air quality, or water quality; and
- The Project site is located in a developed area where it can be adequately served by all required utilities and public services. City staff has reviewed the plans and conditions the project appropriately.

This entitlement would not be granted but for the applicability and validity of each and every one of the below conditions and that if any one or more of the below conditions is invalid, this entitlement would not have been granted without requiring other valid conditions for achieving the purposes and intents of such approval. The approval of the project is contingent upon

compliance with all the conditions listed below. Use shall not commence until all conditions of approval have been complied with. Additional permits and fees are/may be required. **It is the responsibility of the applicant to pursue and demonstrate compliance.**

Conditions of Approval

1. Comply with all Conditions of Approval from Minor Design Review Application No. DR19-038.
2. Density Bonus Agreements must be signed and recorded prior to issuance of building permit.
3. The applicant shall enter into an agreement with the Housing Authority of the City of Santa Rosa to provide 11%, which equates to eight (8) units of very-low income affordable units required under Zoning Code Section 20-31.100(B), with the units at affordability levels as specified in the Code for a period of 55 years, and with the following provisions. The density bonus units shall be:
 - a. Constructed at the same time as the market-rate units;
 - b. Reasonably dispersed throughout the development;
 - c. Similar in unit type and size as the market-rate units;
 - d. Reasonably compatible with the design or use of the remaining units in terms of appearance, materials, amenities, and quality finish; and
 - e. Remain substantially the same through repairs and improvements for the entire 55-year period in which these units are designated for low- or very low-income households.

This Minor Conditional Use Permit for a Supplemental Density Bonus for a 54-unit supportive housing project located at 6 & 80 College Avenue is hereby approved on this 20th day of June, 2019, for the duration of use provided conditions are complied with and use has commenced within two years from approval date. The approval is subject to appeal within ten calendar days from the date of approval.

APPROVED: _____


ANDY GUSTAVSON, ZONING ADMINISTRATOR

RESOLUTION NO. DR19-038

RESOLUTION OF THE ZONING ADMINISTRATOR OF THE CITY OF SANTA ROSA APPROVING A DESIGN REVIEW APPLICATION FOR SANTA ROSA HOUSING FIRST SUPPORTIVE HOUSING DEVELOPMENT WITH AN 80% SUPPLEMENTAL DENSITY BONUS FOR THE PROPERTY LOCATED AT 6 & 80 COLLEGE AVENUE, SANTA ROSA, APN: 125-121-020, 125-121-024, 125-121-025

The Santa Rosa Zoning Administrator has approved your Design Review application to develop a three-story, 54-unit supportive housing development for formerly homeless tenants, with 11% affordable to very-low income individuals, based on your project description and official approved exhibit dated June 24, 2019 and testimony received at a public meeting held on June 27, 2019.

The Santa Rosa Zoning Administrator has based this action on the following findings:

- The Design Review Board reviewed the concept design review plans on June 20, 2019 and found the design and layout of the proposed development is consistent with the City Design Guidelines and is of superior quality and made the following considerations;
 - a. Consider adding more parking
 - b. Consider providing more refinement in the courtyard and updating the northwest elevation with architectural details pursuant to four-sided architecture
 - c. Consider changing the interior railing from horizontal to vertical to provide a greater aesthetic to the interior of the site
 - d. Consider changing the colors to provide a more vibrant project
 - e. Consider using other materials than chain link fencing
 - f. Consider utilizing a native plant palette
- The project is consistent with the General Plan and Downtown Station Area Specific Plan in that the General Plan Land Use and Livability Policies LUL-E-6 allows residential or mixed-use development in the Retail and Business Services land use designations, and the project complies with the maximum residential base density allowed by the General Commercial (CG) zoning district and the -Station Area (-SA) zoning combining district through which Downtown Station Area Specific Plan policies are codified.
- The matter has been properly noticed as required by Section 20-52.050.E.2.a and no request for a public hearing has been received;
- The design is appropriate for the use and location of the proposed development and achieves the goals, review criteria and findings for approval as set forth in the Framework of Design Review in that the Project incorporates commercial and industrial materials, while providing public right-of-way improvements along College and Cleveland Avenues. Site connectivity is enhanced by access to vehicular, transit, bicycle, and pedestrian networks, and the site will provide a Class II bike lane on College Avenue from the SMART Rail Multi-Use Path providing placemaking and livability for future residents and the surrounding neighborhood;

- The design and layout of the proposed development will not interfere with the use and enjoyment of neighboring existing or future developments in that the building form is a three-story 'L' shape that bounds the edges of College and Cleveland Avenues with the majority of the building's frontage along College Avenue. All required onsite parking is located behind the 'L' shaped building that fronts College Avenue with access off of Cleveland Avenue. Parking areas are only visible from the the SMART Rail Multi-Use Path. A building entrance is located at the street sidewalk and emphasizes the project's pedestrian orientation, and an interior courtyard allows residents to utilize outdoor space and a median divider is conditioned as a part of this project to provide right-in right-out only access to the site;
- The architectural design of the proposed development is compatible with the character of the surrounding neighborhood in that the north elevation along College Avenue provides a commercial and industrial aesthetic that blends in with the surrounding commercial and industrial buildings. The design also promotes pedestrian and bicycle use through covered bicycle parking, sidewalk improvements, and a Class II bicycle lane. Interior space is softened with railings, and an internal courtyard;
- The design of the proposed development will provide a desirable environment for its occupants, visiting public, and its neighbors through the appropriate use of materials, texture, and color and would remain aesthetically appealing and be appropriately maintained in that the building's entrance is a focal point located on the north elevation along College Avenue, uses metal and stucco siding, and provides roof mounted solar panels. Sidewalk improvements along College and Cleveland Avenue should incorporate street trees however, when street trees are not feasible due to site dimensions, the project will incorporate a wall mounted trellis along the building frontages that will incorporate planting and vegetation for pedestrians in the area and provide an enhanced aesthetic for the site with the development of the Project.
- The proposed development will not be detrimental to the public health, safety, or welfare or materially injurious to the properties or improvements in the vicinity in that the supportive housing use is a permitted use, and a focused traffic study prepared by a licensed professional engineer indicates negligible impact on existing traffic conditions and the Project has been reviewed and Conditioned appropriately by City Staff;
- The proposed Project has been found exempt from the provisions of the California Surface Mining and Reclamation Act of 1975 because all proposed excavation and earthmoving activities can be identified as a necessary and integral part of a construction project; and
- The proposed project has been reviewed in compliance with the California Environmental Quality Act (CEQA) and qualifies for an exemption under California Government Code Section 65457 and Section 15182 (Residential Projects Pursuant to a Specific Plan) of the State CEQA Guidelines. These provisions apply to residential Projects where a public agency has prepared an Environmental Impact Report (EIR) on a specific plan. On October 9, 2007, the City Council, concurrent with the adoption of the Downtown Station Area Specific Plan (Specific Plan), certified the Specific Plan EIR (SCH 2006072104). The density, design, and infrastructure plan under the proposed project is consistent with the adopted Specific Plan in

that the level and intensity of the proposed developments and the locations of the developments are consistent with the Specific Plan. No special circumstances or potential new impacts related to the Project has been identified that would necessitate further environmental review beyond the impacts and issues already disclosed and analyzed in the Specific Plan EIR. The Specific Plan EIR adequately addressed environmental issues related to the development of the entire Specific Plan area, including the subject property. Therefore, the proposed Project qualifies for the exemption under CEQA Guidelines Section 15182, and California Government Code Section 65457, no further environmental review is required.

The Project qualifies for a Class 32 exemption under California Government Code Section 15332 (In-fill Development Projects) of the State CEQA Guidelines in that:

- The Project is consistent with Santa Rosa General Plan 2035, the Downtown Station Area Specific Plan, and the current City of Santa Rosa Zoning Code;
- The Project is located within City of Santa Rosa jurisdiction, on a project site of no more than five acres substantially surrounded by urban uses;
- The Project site has been previously developed and has no value as habitat for endangered, rare or threatened species;
- The Project will not result in any significant effects relating to traffic, noise, air quality, or water quality; and
- The Project site is located in a developed area where it can be adequately served by all required utilities and public services. City staff has reviewed the plans and conditions the project appropriately.

No exceptions to the exemption apply and there is no reasonable possibility that the activity will have a significant effect on the environment due to unusual circumstances. (CEQA Guidelines Section 15300.2.)

This entitlement would not be granted but for the applicability and validity of each and every one of the below conditions and that if any one or more of the below conditions is invalid, this entitlement would not have been granted without requiring other valid conditions for achieving the purposes and intent of such approval. The approval of the project is contingent upon compliance with all the conditions listed below. Use shall not commence until all conditions of approval have been complied with. Additional permits and fees are/may be required. **It is the responsibility of the applicant to pursue and demonstrate compliance.**

1. Merge the lots into a single parcel prior to building permit issuance.
2. Provide a geotechnical investigation and soils report with the building permit application. The investigation shall include subsurface exploration and the report shall include grading, drainage, paving and foundation design recommendations.
3. Obtain building permits for the proposed project.
4. Comply with all Fire Code access requirements.

5. Where street trees are not possible, the applicant shall provide a trellis type product along the building's street frontage to the satisfaction of the Project Planner.
6. Driveway shall be striped for right-in right-out egress only.
7. Applicant shall install a six-inch wide traffic median along project frontage on Cleveland Avenue to the satisfaction to the City Traffic Engineer.
8. Street trees will be required and planted by the developer. Selection will be made from the city's approved master plan list and inspected by the Parks Division. Planting shall be done in accordance with the city Standards and Specifications for Planting Parkway Trees. Copies of the master street tree list and the standards are available at the Parks Division Office (707) 543-3770. This declaration shall be added to the General Notes of the improvement plans.
9. Parks acquisition and/or park development fees shall be paid at the time of building permit issuance. The fee amount shall be determined by the resolution in effect at the time.
10. All landscaping shall be privately maintained and irrigated. Property owners and/or homeowners' association shall be responsible for the irrigation and maintenance of the street trees and maintenance of the planter strips in front of and along side of their lots.
11. A survey of subject trees for nesting raptors shall be conducted no more than 72 hours prior to tree removal activities. The survey must be completed by a certified ornithologist, licensed biologist, or licensed arborist. If the survey detects the presence of nesting raptors, tree removal activities must be placed on hold until a time determined by the licensed professional.
12. A building permit is required.
13. The applicant shall provide a trellis type planter where street trees are not possible to be approved by the Project Planner.
14. Provide a geotechnical investigation and soils report with the building permit application. The investigation shall be performed under the direction of a state licensed Geotechnical Engineer and/or a Certified Engineering Geologist. The report shall include subsurface exploration and the report shall include grading, drainage, paving and foundation design recommendations. The investigation shall include the following elements.
 - The subsurface investigation shall include drilling, logging and sampling of boreholes to a minimum depth of 25 feet below the ground surface to evaluate soils for their susceptibility to seismically induced ground failure.
 - If a seismically unstable subsurface material is encountered, the engineer shall identify specific measures to mitigate the impact of seismic ground shaking. Mitigation measures may include soil stabilization techniques such as pressure grouting, specific foundation design measures such as pile foundations or other methods identified by the engineer.

The Project shall comply with the results of site specific Geotechnical Investigation.

15. Construction hours shall be limited to 7:00 a.m. to 7:00 p.m. Monday through Friday and 8:00 a.m. to 6:00 p.m. Saturdays. No construction is permitted on Sundays and holidays.

16. Pursuant to the City of Santa Rosa Stormwater Management Plan (SWMP); grading, erosion control and stormwater ordinances; and National Pollutant Discharge Elimination System (NPDES) requirements, submit a Storm Water Pollution Prevention Plan(s) (SWPPP) to City Planning prior to submittal of building permit application. The Project SWPPP shall include the following mitigation measures for the construction period:

- Erosion control/soil stabilization techniques such as straw mulching, erosion control blankets, erosion control matting, and hydro-seeding, shall be utilized, in accordance with the regulations and recommendations outlined in the Santa Rosa Area Standard Urban Storm Water Mitigation Plan (SUSMP) adopted by the City of Santa Rosa, Sonoma County, and the Sonoma County Water Agency. Silt fences used in combination with fiber rolls shall be installed down slope of all graded slopes. Fiber rolls shall be installed in the flow path of graded areas receiving concentrated flows and around storm drain inlets.
- “Best management practices” (BMPs) shall be implemented for preventing the discharge of other construction-related NPDES pollutants beside sediment (i.e. paint, concrete, etc) to downstream waters.
- After construction is completed, all drainage facilities shall be inspected for accumulated sediment, and these drainage structures shall be cleared of debris and sediment.

Long-term mitigation measures to be included in the Project SWPPP shall include, but are not limited to, the following:

- Description of potential sources of erosion and sediment at proposed project site. Industrial activities and significant materials and chemicals that could be used at the project site should be described. This will include a thorough assessment of existing and potential pollutant sources.
- Identification of BMPs to be implemented at the project site based on identified industrial activities and potential pollutant sources. Emphasis shall be placed on source control BMPs, with treatment controls used as needed.
- Development of a monitoring and implementation plan. Maintenance requirements and frequency shall be carefully described including vector control, clearing of clogged or obstructed inlet or outlet structures, vegetation/landscape maintenance, replacement of media filters, regular sweeping of parking lots and other paved areas, etc. Wastes removed from BMPs may be hazardous, therefore, maintenance costs should be budgeted to include disposal at a proper site. Parking lot areas shall be cleared of debris that may enter the storm drain system on a daily basis.
- The monitoring and maintenance program shall be conducted at the frequency agreed upon by the RWQCB and/or City of Santa Rosa. Monitoring and maintenance shall be recorded and submitted annually to the SWRCB. The SWPPP shall be adjusted, as necessary, to address any inadequacies of the BMPs.
- The applicant shall prepare informational literature and guidance on industrial and commercial BMPs to minimize pollutant contributions from the proposed development. This information shall be distributed to all employees at the project site. At a minimum the information shall cover: a) proper disposal of commercial cleaning chemicals; b) proper use of landscaping chemicals; c) clean-up and

appropriate disposal of hazardous materials and chemicals; and d) prohibition of any washing and dumping of materials and chemicals into storm drains.

All applicable components shall be contained in the Project specific SWPPP and implement for each individual development or redevelopment project site to protect water quality during and after construction.

17. Implement control measures for construction and demolition-related air emissions to ensure that each project sponsor and contractor reduces particulate, ROG and NOx emissions by complying with the BAAQMD policies and guidelines. Each project sponsor and contractor shall implement the following control measures:
 - Cover all trucks hauling construction and demolition debris from the site.
 - Water on a continuous as-needed basis all earth surfaces during clearing, grading, earthmoving and other site preparation activities.
 - Use watering to control dust generation during demolition of structures or break-up of pavement.
 - Pave, apply water three times daily, or apply (non-toxic) soil stabilizers on all unpaved parking areas and staging areas.
 - Sweep daily (with water sweepers) all paved areas and staging areas.
 - Provide daily clean up of mud and dirt carried onto paved streets from the site.
 - Renovation, demolition activities, removal or disturbances of any material that contain asbestos, lead paint or other hazardous pollutants will be conducted in accordance with BAAQMD rules and regulations.
 - Properly maintain all construction equipment.
 - Reduce equipment idling time.

For construction near sensitive receptors:

- Install wheel washers for all exiting trucks, or wash off the tires or tracks of trucks and equipment leaving the site.
 - Suspend dust-producing activities during periods when instantaneous gusts exceed 25 mph when dust control measures are unable to avoid visible plumes.
 - Limit the area subject to excavation, grading and other construction or demolition activity at any one time.
18. Archeological monitoring shall be conducted during earth-disturbing activities. If construction personnel locate buried cultural materials, work shall be halted and a qualified archaeologist shall be contacted to determine proper treatment of the find.
 19. A qualified wildlife biologist shall conduct pre-construction surveys. If an active bird nest is found, the bird shall be identified to species and the approximate distance from the closest work site to the nest estimated. No additional measures need be implemented if active nests are more than the following distances from the nearest work site: (a) 300 feet for raptors; or (b) 75 feet for other non-special-status bird species. Disturbance of active nests shall be avoided to the extent possible until it is determined that nesting is complete and the young have fledged.

20. Developers shall ensure that construction equipment be well maintained and used judiciously to be as quiet as practical. The following measures, when applicable, will be required from developers to reduce noise from construction activities:
- Equip all internal combustion engine-driven equipment with mufflers, which are in good condition and appropriate for the equipment.
 - Utilize “quiet” models of air compressors and other stationary noise sources where technology exists.
 - Locate stationary noise-generating equipment as far as feasible from sensitive receptors when sensitive receptors adjoin or are near a construction project area.
 - Prohibit unnecessary idling of internal combustion engines.
 - Pre-drill foundation pile holes to minimize the number of impacts required to seat the pile.
 - Construct solid plywood fences around construction sites adjacent to operational business, residences or noise-sensitive land uses.
 - A temporary noise control blanket barrier shall be erected, if necessary, along building facades facing construction sites.
 - This mitigation would only be necessary if conflicts occurred which were irresolvable by proper scheduling. Noise control blanket barriers can be rented and quickly erected.
 - Route construction-related traffic along major roadways and as far as feasible from sensitive receptors.
 - Ensure that construction activities (including the loading and unloading of materials and truck movements) are limited to the hours of 7:00 a.m. to 7:00 p.m.
 - Businesses, residences or noise-sensitive land uses adjacent to construction sites shall be notified of the construction schedule in writing. Designate a “construction liaison” that will be responsible for responding to any local complaints about construction noise. The liaison would determine the cause of the noise complaints and institute reasonable measures to correct the problem. Conspicuously post a telephone number for the liaison at the construction site.
21. Submit a noise assessment/mitigation study with the building permit application. The noise mitigation recommendations shall include information about how the dwelling units will need to be constructed so that the sound levels within the dwelling units do not exceed City General Plan and State mandated noise levels. Comply with all noise mitigation measures contained in the noise study.
22. No signs are approved as part of the Project. Signs will require separate Planning and Building permits.
23. Comply with all conditions of approval contained in Engineering Development Services Exhibit “A” dated June 27, 2019, attached hereto and incorporated herein.
24. Comply with all applicable federal, state, and local codes. Failure to comply may result in issuance of a citation and/or revocation of approval.
25. All vegetation planted on the west side of the property, adjacent to SMART’s Right-of-Way (ROW), must be maintained on the developer’s property. Vegetation overhanging onto the SMART ROW will not be permissible.

26. Provide a detail of the fencing along the SMART Multi-Use Pathway at building permit. Should the proposed fencing be a chain-link design, the applicant shall provide written detail why non-chain-link transparent fencing options were not provided to the satisfaction of the Project Planner.
27. Storm water discharge onto the SMART ROW will not be permissible
28. No access gates shall be permitted onto the SMART Multi-Use Pathway for safety and security purposes
29. Comply with the latest adopted ordinances, resolutions, policies, and fees adopted by the City Council at the time of building permit review and approval.

This Design Review for a three-story, 54-unit supportive housing development for formerly homeless tenants, with 11% affordable to very-low income individuals, is hereby approved on this 27th day of June, 2019. If conditions have not been met or if work has not commenced within two years from approval date, this approval shall automatically expire and shall be invalid unless an application for extension is filed prior to expiration. The approval is subject to appeal within ten calendar days from the date of approval.

APPROVED: _____


ANDY GUSTAVSON, ZONING ADMINISTRATOR

DEPARTMENT OF PLANNING & ECONOMIC DEVELOPMENT
ENGINEERING DEVELOPMENT SERVICES

EXHIBIT "A"
6/27/19

Santa Rosa Housing First
80 College Ave
PRJ19-026

- I. Developer's engineer shall obtain the current City Design and Construction Standards and the Engineering Division of the Planning & Economic Development Department's Standard Conditions of Approval dated August 27, 2008 and comply with all requirements therein unless specifically waived or altered by written variance by the City Engineer.
- II. Developer's engineer shall comply with all requirements of the City Storm Water Low Impact Development Technical Design Manual in effect at the time this application was deemed complete.
- III. Submit landscape and irrigation plans in conformance with the Water Efficient Landscape Ordinance adopted by the Santa Rosa City Council, Ordinance 4051, on December 1, 2015.
- IV. In addition, the following summary constitutes the recommended conditions of approval on the subject application/development based on the plans stamped received 6/24/19:

PUBLIC EASEMENT DEDICATION

1. Prior to the issuance of any Encroachment Permit the following public easements and rights of way shall be dedicated;
 - a. a public roadway and emergency vehicle access easement (EVA) if required by the Fire Department during Plan Check
 - b. a public utility easement (PUE) sufficient to cover any area from back of sidewalk to 7.5-foot back of sidewalk that is not already within public right of way per STD 230 G
 - c. Right-of-way shall be dedicated so that a Caltrans Standard A88A curb ramp and the 4-foot sidewalk landing are contained within 6 inches of the right-of-way at the curb return.

MAPPING AND PRIVATE EASEMENT EXTINGUISHMENT

3. All costs associated with map, plan, easement, plat, legal description, and/or support document preparation shall be the sole responsibility of the developer.
4. Any private easements inhibiting the use of this land in the manner intended shall be quitclaimed or otherwise extinguished to the satisfaction of the City Engineer prior to issuance of any Building Permit.
5. A merger or lot line adjustment of is required prior to issuance of any Building Permit.

PUBLIC STREET IMPROVEMENTS

6. All public and private improvements, both on-site and off-site; all rights-of-way and easement acquisitions, be they on-site or off-site; and all removal, relocation, or undergrounding of existing public utilities and any coordination thereof required or necessitated as a result of the review and approval of the project and the cost thereof shall be the obligation of the developer unless express written provision to the contrary is agreed to by the City. The full installation of all such required improvements to the satisfaction of the City Engineer shall be completed prior to the acceptance of the improvements by the City.
7. Civil improvement plans shall be prepared by a Registered Civil Engineer licensed to practice in the State of California for approval by the City Engineer.
8. College Ave shall be dedicated and improved as follows;
 - a. Applicant shall align curb line along the westerly portion of the frontage with the existing curb line along the easterly portion of the frontage
 - b. A 5-foot Class II bike lane shall be striped along the full project frontage
 - c. Alternatively, the applicant may apply for a Variance at the discretion of the City Engineer, proposing a frontage design that maintains the existing curb alignment and incorporates a 5-foot bike lane in addition to the 6-foot sidewalk
 - d. a contiguous sidewalk shall be installed behind the above described frontage improvements
9. A Caltrans Standard A88A curb ramp of radius shall be 45-feet at the intersection of College Ave with Cleveland Ave. The applicant may apply for a reduced radius through a Variance at the discretion of the City Engineer.
10. Cleveland Ave shall be dedicated and improved as follows;
 - a. the curb line along this frontage shall be moved and the street widened to allow the installation of sufficient roadway for a 5-foot bike lane per City Standard 200 J
 - b. a contiguous sidewalk shall be installed behind the new curb line such that either;

- i. the traffic signal south of the current curb return is retained between the new curb line and a minimum 4-foot wide sidewalk per City Standard 231
 - ii. the traffic signal south of the current curb return is relocated per City Standard
 - c. a City Standard 250 A driveway apron of width to be determined during plan check shall be installed in line with a minimum 15:1 taper similar to City Standard 212 or as otherwise determined by of the City Engineer in consultation with the City Traffic Engineer
 - d. Alternatively, the applicant may apply for a Variance at the discretion of the City Engineer, to fulfill the requirement to install the bike lane and perform the associated curb realignment through a Cash-in-Lieu payment
 - e. sidewalk installed behind the City Standard 250 A driveway apron shall meet City Standard 231
11. Any broken curb, gutter and/or sidewalk shall be replaced per current City Standards.
 12. The minimum and maximum cross-slope for all streets shall be 2% and 5% respectively. Minimum gutter slope for all streets shall be 0.5%.
 13. Existing streets being cut by new services will require edge grinding per City Standard 209, trenching per Standard 215, and an A.C. overlay.
 14. Installation of street lights and the street lighting pattern will be determined during plan check phase of the improvement plans as approved by the City Engineer.
 - a. City Standard 611 cobra style street lights if installed along the frontage shall be to current spacing requirements, using LEOTEK LED fixtures. Street light spacing, wattages, and locations will be determined during the improvement plan review process.
 - b. Electrical boxes for new and/or relocated street lights and signals shall be provided with grounded vandal resistant inserts, McCain Tamper Resistant Inserts or City approved equal, in street light pull boxes at locations as directed by the City. Catalog cuts shall be provided with the first plan check submittal for review and approval by the City Engineer. The street light improvement plans shall include the following note; "The contractor may use their own locks during construction for ease of access, however once the conductors in the pull box are live the contractor shall coordinate with the City Inspector to have the City lock installed. Electrical pull boxes in planter strips shall be provided with a 2-foot concrete apron around box."
 15. With the exception of existing overhead electrical main feeder lines, all existing wire-distributed utility facilities which are on the proposed or existing rights-of-way, roadways, walkways, easements, etc. within the subject development or along roadways required to be improved in conjunction with the subject subdivision may be required to be removed and undergrounded prior to the construction of proposed improvements and all poles along the frontage(s) shall be removed. All existing overhead service drops which emanate from the existing

poles and overhead facilities required to be removed and undergrounded, and which serve existing structures on both sides of the street within the boundaries of the road improvements of the subject development shall be undergrounded to the main service switch or service entrance to such structures. Where existing overhead electrical main feeder lines are left overhead, conduit shall be placed in the ground to provide for future undergrounding of the lines.

16. New services (electrical, telephone, cable or conduit) to new structures shall be underground.
17. Developer shall coordinate, and where necessary, pay for the relocation of any power poles or other existing public utilities, as necessary.
18. Two copies of the Phase 1 Environmental Site Assessment shall be included with the submittal of the first plan check. 1 copy is to be submitted directly to the Fire Department and review fee paid, a copy of the receipt shall be submitted with the remaining copy to the Engineering Department. Grading, demolition or construction permits shall not be issued until the Fire Department has reviewed and cleared the Phase 1 Study.

TRAFFIC AND LINE OF SIGHT

19. The height of signs, vegetation or other obstructions near street intersections shall maintain clear line of sight for all vehicles approaching the intersection to the satisfaction of the City Traffic Engineer during review of (Building Permit, Encroachment Permit, Improvement Plans).
20. Vegetation over 3-feet in height shall be planted no closer than 40-feet from stop bar of stop sign controlled intersections.

STORM DRAINAGE

21. Drainage facilities and drainage easements shall be provided to the satisfaction of the City Engineer or the Chief Engineer of the Sonoma County Water Agency at the developer's expense.

STORM WATER COMPLIANCE (SUSMP)

22. Building Permit Plans shall incorporate all Low Impact Development (LID) Best Management Practices (BMPs) and shall be accompanied by a Final Storm Water LID Submittal (SWLIDS) which shall address the storm water quality and quantity to the satisfaction of the Chief Building Official.
23. Perpetual maintenance of LID BMPs shall be the responsibility of the property owner. Building Permit Plans shall be accompanied by a maintenance agreement or comparable document to assure continuous maintenance in perpetuity of the LID BMPs which shall be approved by the Chief Building Official and the City Attorney's Office prior to issuance of any Building Permit.
24. The maintenance schedule and the Final SWLIDS are to be included as part of and recorded along with the maintenance agreement. The maintenance

agreement shall note the maintenance schedule required by the Final SWLIDS is to be followed by the property owner and all logs are to be made available for review by the City on an annual basis.

25. After the LID BMP improvements have been constructed, the developers Civil Engineer is to prepare and sign a written certification that they were constructed and installed as required or per the manufacturer's recommendation. Written certification of LID BMPs is to be received by the City prior to final occupancy.
26. A Final SWLIDS using BMPs is to be included with the Building Permit Plans submitted for the First Plan Check. Private improvements required by the Final SWLIDS are to be contained on the property and shall be maintained by the property owner.
27. Use of vortex separators for water treatment is not allowed in Santa Rosa. In-line filters used for water treatment are limited to those tested by independent testing laboratories and approved by the California Regional Water Quality Control Board. The filter separator currently approved for use in Sonoma County is limited to the Hydro International, www.hydro-international.biz, "Up-Flo Filter". Filter systems other than the approved "Up-Flo Filter" will require full testing data from an independent testing laboratory be submitted for review and approval by the California Regional Water Control Board prior to approval of subdivision improvement plans.

GRADING (Building Memo dated June 10, 2019)

28. Merge the lots into a single parcel prior to building permit issuance.
29. Provide a geotechnical investigation and soils report with the building permit application. The investigation shall include subsurface exploration and the report shall include grading, drainage, paving and foundation design recommendations.
30. Obtain building permits for the proposed project.

WATER AND WASTEWATER

31. Water and sewer systems and appurtenances thereto shall be designed to serve the project in accordance with the City of Santa Rosa Design and Construction Standards and shall be constructed to the satisfaction of the City Engineer.
32. This project is subject to the latest fees in effect at the time of connection or Building Permit issuance.
33. Private mains shall be a minimum of 6" in diameter and public mains shall be a minimum of 8" in diameter. Connections between private and public sewer mains shall be at manholes. Public water mains must be sized to meet criteria per Section VII of the Water System Design Standards.
34. a City Standard 48-inch interceptor man hole shall be installed in the PUE behind the driveway approach to connect the private main to the City system

35. an 8-inch sewer main shall be installed from the interceptor man hole to the point of connection on the existing the 15-inch sewer in Cleveland Ave.
36. Any existing sewer lateral that will not be used must be abandoned at the main per City Sewer System Design Standards Section XII, Abandonment of Sewer Mains and Services and City Standard 507 under an encroachment permit.
37. Connection to the existing main will require a shut down for a tie-in inspection. Call Water Engineering Services for fees and scheduling. Advance notice is required.
38. Water services and meters must be provided per Section X of the Water System Design Standards and shall be sized to meet domestic, irrigation and fire protection uses. Any services placed in driveway areas shall have meters with traffic rated boxes.
39. Backflow prevention devices shall be designed and installed in accordance with current City Standards, State Health Code Title 17, and as required by the Director of Utilities.
40. Reduced Pressure back flow per City Standard 876 will be required on all irrigation services.
41. Double check back flow per City Standard 875 will be required on all domestic water services. The flow calculations shall be submitted to the Santa Rosa Water Department during the plan check phase of the Improvement Plans or Encroachment Permit to determine adequate sizing.
42. Applicant must install a combination service per City Standard 870 for fire service, public fire hydrant—if at the same location, domestic and irrigation meters. This combination service shall be located near the driveway access to the site.
43. Design of hydrant locations shall be per City Standard 857, meet the Fire Code requirements and must be approved by the Fire Department for logistics and by Santa Rosa Water Department for maintainability.
44. Any existing water service that will not be used must be abandoned at the main per City Water System Design Standards Section XVIII, Abandonment of Water Mains and Services and City Standard 507 under an encroachment permit. The existing meter must be collected by the City Meter Shop.
45. If a well exists on the property, one of the following conditions apply:
 - a. Retention of wells must comply with City and County codes. An approved backflow prevention device must be installed on any connection to the City water system.
 - b. Abandonment of wells requires a permit from the Sonoma County Permit and Resource Management Department.
 - c. Wells may not serve more than one parcel, and any lines from existing wells that cross lot lines must be severed

46. Any existing septic systems shall be removed under supervision of project Soils Engineer. Obtain Permits from the Sonoma County Permit and Resources Management Department. Obtain a City Building permit if an existing structure is being converted from a connection to the septic system to the public sewer system.
47. Where bio swales are required, meter boxes, cleanouts, fire hydrants, etc. must be located without conflict with the swales. Locations of infrastructure will be reviewed during plan check. No bio swales or SUSMP BMP LID improvements shall cross public sewer, water, or storm drain utilities.
48. A fire flow test will be completed at the time of the tie in of the project to the City system. The hydrant which will most likely produce the least flow will be tested. In the case of a project that has multiple dead end systems such as cul-de-sacs, a fire flow test will be completed at the hydrant on each separate cul-de-sac or dead end system. The fire flow must meet the requirement for the project before the project is accepted. The City will perform the fire flow test. The fee to have the test performed must be paid to the Santa Rosa Water Department prior to the test being performed.
49. If adequate fire flow cannot be achieved from a single feed, applicant shall be required to loop the existing water system.
50. Water Engineering provides mapping of private onsite water mains and fire hydrants for the Fire Department and processes the fee collection and meter installation for the fireline. Provide two copies of the approved onsite plans showing private firelines and private fire hydrant locations to the Utilities Engineering Division prior to requesting meter sets and commencing service. Refer to section XI.A of the Water System Design Standards for submittal of plans for private fire systems.
51. Provide a separate irrigation service. See Section X. O. of the Water System Design Standards.

FIRE (Memo Dated June 12, 2019)

52. A Phase 1 Environmental Site Assessment shall be provided to the Fire Department Hazardous Material Program for review. Phase 1 shall be approved prior to issuance of any grading, demolition or construction permit.
53. Structure will be required to be protected by an automatic fire sprinkler system designed to NFPA 13.
 - a. The Fire Department Connection (FDC) for the sprinkler and standpipe systems will be required within 100 feet of the FDC.
54. Structures will be required to install a standpipe system in the building – required in buildings three or more stories in height.

55. Fire flow and location of fire hydrants shall be installed in accordance with California Fire Code Chapter 5, Appendix B, and Appendix C as adopted by the City of Santa Rosa.
 - a. A Fire Flow test shall be performed prior to delivery of combustible materials.
56. Required Fire Department access roads shall be signed “No Parking – Fire Lane” per current Fire Department standards.
 - a. Parking allowed only in designated spots.
 - b. All curbs shall be painted red and posted “No Parking”.
57. CA Fire Code requires fire apparatus access roads (“Fire Lanes”) to within 150 feet hose-pull distance of all first-floor exterior walls.
 - a. There shall be a minimum of 26-foot access provided on the long side of each structure that exceed 30 feet to the eave line of the proposed structures that allows for placement of the Fire Department aerial apparatus to be positioned 15 – 30 feet from the face of the building(s).
 - b. There shall be no projections or obstructions that would limit the articulation of the aerial apparatus.
 - i. Over head utilities will need to be undergrounded, trees and streetlighting shall be no taller than 15 feet.
 - c. Turning radius for Fire Department apparatus access shall be 20 foot inside and 40 foot outside diameter.
58. Elevators shall be in compliance with gurney requirements and Fire Department emergency operations and controls.
59. The structure shall have addressing that complies with the Fire Department Standard with a minimum of a 12” exterior address located address side of the structure, apartment units shall have a minimum of 4” letters or numbers.
 - a. All addresses required to be displayed on a building or other permanent structure shall be illuminated during all hours of darkness.
 - b. Exterior monument maps shall be provided for building identification, and interior complex directories shall be required at each floor level.
60. The following are a list of deferred plan submittal items that will be required by the Fire Department - additional items may be called out based on proposed use(s) of commercial spaces:

- a. Phase 1 Environmental Site Assessment
- b. Private Underground Fire Main
- c. Fire Sprinkler System
- d. Standpipe System
- e. Fire Alarm
- f. Emergency Responder Radio System (site shall be tested for compliance)

61. A Fire Department key box shall be provided for each structure for access.

- a. Should a gate be planned to the parking area, the gate shall be equipped with a Knox Company key operated electric gate release switch with dual key option for the Police Department. Contact the Fire Department at 707-543-3500 for the order form.
- b. During a power failure, gate shall release for manual operation OR be equipped with standby power or connected to the building emergency panel.
- c. In addition to sending the request to exit signal to the gate operator, the magnetic detection loop (when activated) shall prohibit the gate from closing upon fire apparatus.

62. Storage or use of any hazardous materials at the site will require a Hazardous Materials Inventory Statement to be submitted to the Fire Dept. through the California Environmental Reporting System (CERS) for review and approval. Materials in excess of the permit amounts will require a Hazardous Materials Management Plan to be submitted to the Fire Dept. for review and approval and may require payment of Hazardous Material Use or Hazardous Waste Generator annual permit fees.

63. Shall the first-floor use be designated as an "Assembly" an annual permit will be required from the Fire Department for such use prior to occupancy.

64. An annual Apartment permit will be required from the Fire Department based on final apartment count for the site prior to occupancy.

A. R. Jesús McKeag

PROJECT ENGINEER