

## RESOLUTION NUMBER 16- 942

RESOLUTION OF THE DESIGN REVIEW BOARD OF THE CITY OF SANTA ROSA GRANTING PRELIMINARY DESIGN REVIEW APPROVAL FOR THE D & J CARRIAGE HOMES PROJECT LOCATED AT 818, 819, AND 824 ASTON AVENUE; APNS: 038-202-016, -018, -022; FILE NUMBER MJP15-008

WHEREAS, on April 17, 2014, a proposed 20-unit development named D & J Carriage Homes went before the Design Review Board of the City of Santa Rosa (DRB) as a concept item; and

WHEREAS, on December 1, 2016, the Design Review Board of the City of Santa Rosa considered Preliminary Design Review for the development of 18 multi-family residential units across four buildings with associated improvements and accessory structures for the property located at 818, 819, and 824 Aston Avenue, Assessor's Parcel Numbers (APN) 038-202-016, -018, -022 (Project); and

WHEREAS, the Design Review Board, at the same time considered written and oral reports of staff, testimony, and other evidence presented by all those who wished to be heard on the matter; and

WHEREAS, the Design Review Board, after due consideration of all evidence and reports offered for review, does find and determine the following:

1. The design and layout of the D & J Carriage Homes development are of superior quality, and are consistent with the General Plan, any applicable specific plan, applicable Zoning Code standards and requirements, the City's Design Guidelines, architectural criteria for special areas, and other applicable City requirements in that the proposed Project meets the General Plan density requirement for the area and includes a rezoning to bring development standards into compliance with the General Plan; and
2. 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 (Design Guidelines, Introduction, Subsection C) in that it provides site layout, landscaping, ecological protection, and circulation considerations appropriate for an infill, residential development and has been determined by the Design Review Board to be of "Superior Design" by reflecting thoughtful considerations and responses to parameters outlined in the Framework of Design Review; and
3. 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 Project includes

set-backs, circulation and design features compatible with existing development and accommodating to future development of adjacent parcels; and

4. The architectural design of the proposed development is compatible with the character of the surrounding neighborhood in that the proposed Project is consistent with the higher density attached single-family and multi-family development surrounding the project parcel; and
5. 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 all tenants will be subject to lease agreements and an on-site manager will oversee maintenance and operation of the development; and
6. 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 entire project has been reviewed by City staff, outside agencies, and approval authorities and conditioned to minimize potential impacts; and
7. The proposed project has been reviewed in compliance with the California Environmental Quality Act (CEQA) and is statutorily exempt from the provisions of CEQA under Guidelines Section 15183, in that the project is consistent with the development density established by the Santa Rosa General Plan 2035, for which an environmental impact report has been certified and, as supported by a Traffic Impact Study and a Preliminary Standard Urban Stormwater Mitigation Plan, there are no project-specific impacts which are peculiar to the project or its site.

NOW, THEREFORE, BE IT RESOLVED, the Design Review Board of the City of Santa Rosa does hereby grant Preliminary Design Review for the D & J Carriage Homes project subject to each of the following conditions:

1. Compliance with the latest adopted ordinances, resolutions, policies, and fees adopted by the City Council at the time of building permit review and approval. All fees must be paid prior to issuance of a building permit, or as otherwise allowed pursuant to City Code.
2. Approval of this Project is subject to a Zoning Map Amendment permitting medium-density multi-family residential development on the project parcels.
3. Comply with the Engineering and Development Services proposed conditions, attached hereto and incorporated here as Exhibits A and B.
4. Construction hours shall be limited to 7 a.m. to 6 p.m. Monday through Friday and 9:00 a.m. to 5:00 p.m. on Saturdays. Construction is prohibited on Sundays and all holidays recognized by the City of Santa Rosa.

5. The address shall be displayed in a prominent location on the street side of the property. The numbers shall be no less than 6-inches in height and shall be of a contrasting color to the background to which they are attached. The address shall be illuminated during hours of darkness per City "Premises Identification" requirements.
6. This Design Review Permit shall be valid for two (2) years. If construction has not begun or if an approved use has not commenced within two (2) years from date of approval, this approval shall automatically expire.
7. If implemented within the initial approval period in accordance with all conditions of approval, this Design Review shall be valid for the duration of use.
8. The building materials, elevations, and appearance of this project, as presented for issuance of a building permit, shall be the same as that approved by the Design Review Board, as depicted in the drawings dated received September 12, 2016. Any future additions, expansions, remodeling, etc., will be subject to City review and approval.
9. LANDSCAPING:
  - A. All required landscaping and irrigation must be installed prior to occupancy per the approved final plans.
  - B. Construction drawings submitted for issuance of a building permit shall include final landscape and irrigation plans, except where not required, at the determination of Engineering and Development Services.
  - C. All landscaping must be continuously maintained in a healthy and attractive condition, free of weeds and debris, in accordance with the approved plans. Dead and dying plant materials shall be promptly replaced with healthy specimens as necessary.
10. Obtain building permits for all new structures and improvements.

Design Review Board Conditions:

11. Shall vary the roofline and siding detail and dimensions on the east elevation of the building with units 1-10.
12. Shall provide additional space for the play area, within the bounds of the landscape area.
13. Shall enforce use of garages and designated parking spaces through a parking management plan and provide the Board with leasing agreement language at Final Design Review.
14. Shall provide transparent glazing in garage doors to allow for visual inspection relative to parking use.

15. Shall provide additional hardscape areas in rear yards, and provide details in landscape plans for final design review submission.
16. Shall provide additional architectural and landscape details at the north end of Unit 1 to better address Aston Avenue.
17. Consider taller, columnar evergreen trees in lieu of Crepe Myrtles at Aston Avenue.
18. Substitute English Chamomile throughout the project with a more durable ground cover.
19. Consider varying plate heights along the west elevation of the building with units 1-10.
20. Consider larger front porches for tenant usability and community engagement.
21. Consider interior pocket doors and reconsider interior door swings.
22. Provide fencing/accessory structure details at final design review.

DULY AND REGULARLY ADOPTED by the Design Review Board of the City of Santa Rosa on this 1st day of December, 2016, by the following vote:

AYES: (5) Chair Burch; Board Members Grogan, Kincaid, Sunderlage, Zucco  
NOES: (0)  
ABSTAIN: (1) Board Member Anderson  
ABSENT: (1) Board Member Hedgpeth

Approved:

  
Michael Burch, Chair

Attest:

  
Bill Rose, Executive Secretary

Attachments:

Exhibit A – Engineering Development Services Conditions, dated August 4, 2016  
Exhibit B – Engineering Development Services Manhole Detail



CITY OF SANTA ROSA  
DEPARTMENT OF PLANNING AND ECONOMIC DEVELOPMENT  
ENGINEERING DEVELOPMENT SERVICES

EXHIBIT "A"  
August 4, 2016

D and J Carriage APARTMENTS  
A public street extension and a private driveway  
For a single owner, multi-tenant town home complex  
816, 819 and 824 ASTON AVENUE  
MJP15-008

- I. Developer's engineer shall obtain the current City Design and Construction Standards and the Community 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. Proposed design shall comply with all applicable requirements of the current Municipal Separate Storm Water System MS4 and NPDES Permit as set forth in the City Storm Water - Low Impact Development Technical Design Manual. Submittal of a complete SUSMP is required as part of a complete submittal. Final plans shall address the storm water quality and quantity along with a maintenance agreement or comparable document to assured continuous maintenance of the source and treatment.
- III. In addition, the following summary constitutes the recommended conditions of approval on the subject application/development based on the plans stamped received 7/20/2016:

**PARCEL AND EASEMENT DEDICATION**

1. The multi- family project is proposed to be built across three existing lots and their lot lines. A lot merger of the three lots will be required to be recorded at the County of Sonoma Records office prior to building permit issuance.
2. No dedication of Right of Way (ROW) is required along Aston Avenue frontage.
3. Aston Circle shall be dedicated as a Minor Collector to the City of Santa Rosa for its full street width Right of Way. This roadway varies in cross section from a 48 ft. wide R.O.W. with a 40 ft. wide, CF to CF of pavement at the east property line; to a transition; then to a minimum 24 ft. wide (two -12 ft. wide travel lanes) street width with no parking. See the approved

site plan. See the Standard Conditions of Approval for additional dimensions.

4. A 15 ft. wide public storm drain and storm drain access easement shall be dedicated to the City of Santa Rosa per City Standard plate No. 216 between units 15 and 16 over the storm drain access road. The access road shall be clearly marked with "no parking" signs and the curbs/asphalt painted red to prevent parking in this area.
5. No permanent surface structures including but not limited to roof eaves, decks, pools, may encroach into the public easements.
6. Footings and foundations may only encroach into the "one to one trench slope line" width as projected from a one ft. distance from the midpoint of the existing 72" storm drain pipe projected to the ground surface if approved in writing from the Building Official. Sufficient room shall remain open for the estimated trench width as needed to replace the existing 72" pipe in the future.
7. A 13 ft. wide Public Utility Easement containing a 5.5 foot public sidewalk easement shall be dedicated to the City from back of planter along all public streets on the frontage of Aston Avenue and both sides of the public street frontage on Aston Circle.
8. The private driveway shall be covered by a 20 ft. wide emergency vehicle access and Public Utility easements (if applicable) from Aston Avenue to Aston Circle and dedicated to the City of Santa Rosa.

#### **PUBLIC STREET IMPROVEMENTS**

9. Aston Avenue shall be improved to Boulevard Standards per Std. City detail 200i along the entire project frontage. Half width street improvements shall consist of a 12 ft. wide travel lane, an 8 ft. parking lane and a 6 ft. wide sidewalk behind a 6 ft. wide planter strip. Sidewalks shall transition to join existing sidewalks at the property lines. The Aston Avenue curb line along the project frontage shall maintain in its present alignment. The Aston Avenue right of way will not require additional right of way dedication. See the Standard Conditions of Approval for dimensions.
10. Aston Circle shall be improved as a full section Minor Street with Full width street improvements that shall consist of a 24 foot wide pavement section off set to allow parking within the transition on the existing street and a minimum 6 foot wide planter strip with a 5 ft. wide sidewalk on both sides that transitions to a minor street without parking per City standard No. 200E. Aston Circle shall be a public street from the east property line to the west property line. A variance shall be submitted to the City Engineer for any deviations regarding the transitional street section.

11. 2 copies of the Phase 1 Environmental Site Assessment are required with the submittal of the first plan check. 1 copy is to be submitted directly to the Fire Department, 2373 Circadian Way, and review fee paid, a copy of the receipt shall be submitted with the remaining copy to Engineering Development Services located in Room 5, Main City Hall. Grading, demolition or construction permits shall not be issued until the Fire Department has reviewed and cleared the Phase 1 Study.
12. The type and location of curbside mailboxes shall be gang type mailboxes located outside of the right of way and the corner vision triangle.
13. Submit for a City Encroachment permit plans that include the installation and work within the City Right of way including the sidewalk, driveway aprons, traffic signing and striping for the cross walks/bike lane, new meter sets and un-used utilities lateral abandonments, WELO Plans, SUSMP plans, bus pad and shelter equipment for review and approval by the City Engineer. A City of Santa Rosa Encroachment Permit is required prior to issuance of the grading permit. Any improvements, proposed or required, within the public right or any existing public sewer or water easements will be reviewed and approved with the Encroachment Permit application. Only Construction plans submitted with the Encroachment Permit Application are considered "final plans" and these plans will be approved for construction. Contact Engineering Development Services at 543-4611, located at 100 Santa Rosa Avenue, Room 5, as soon as possible to begin Encroachment Permit application processing. Encroachment Permit application processing may take 4-6 weeks. Submit plans for review that show all work in the public right of way, or in public easements, including all work on public utilities (water meter boxes, sewer lateral cleanouts, backflow devices, etc.)
14. Multi-residential driveway aprons shall be constructed at each entry from the public street to the private driveway per City Standard detail 250A. ADA compliance sidewalks shall be installed along the frontage of both Aston Avenue and Aston Circle. Residential driveways shall be constructed along Aston Circle per city standards for the units that face Aston Circle.
15. Joint Electrical poles shall be undergrounded along Aston Circle and Aston Avenue frontages. All new services shall be located underground. Decorative luminaire Street lighting shall be installed per City Standard 615D for Street Lights on the subdivisions interior streets. City Standard 611 cobra style street lights are to be installed along Aston Avenue and Aston Circle using LEOTEK LED fixtures. Street light spacing, wattages, and locations will be determined during the improvement plan check.
16. Electrical boxes for 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."

17. Existing street cut by new services will require edge grinding per City Standard 209, Trenching per Standard 215 and an A.C. over lay.

### **TRAFFIC/ TRANSIT AND PARKING**

18. A traffic control plan is required for this project. The plan shall be in conformance with the latest edition of the State of California Department of Transportation Manual of Uniform Traffic Control Devices, latest edition. The plan shall detail all methods, equipment and devices to be implemented for traffic control upon City streets within the work zone and other impacted areas. The plan shall be included as part of the Encroachment Permit application.
19. Improvement plans shall include a complete street lighting, signing and striping plan. The signing and striping plan shall include all public and private streets, Aston Circle and Aston Avenue and is subject to review and approval by Traffic Engineering Section of the Transportation and Public Works Department.
20. R26 (No Parking) signs shall be installed along Aston Circle on both the north and the south side frontage where the road transitions from a street with parking to a street without parking. The curbs shall be painted red in no parking areas and maintained by the applicant. Traffic guidelines and a painted taper edge line shall be painted on Aston Circle within the transition zone from the parking to non-parking street section. Exact design shall be determined during plan check.
21. R26 (No Parking) signs shall be installed along the east side of the private driveway. The curbs shall be painted red and maintained by the applicant. Exact locations shall be determined during plan check.
22. Provide sufficient line of sight so a vehicle exiting the project will not impede or cause the oncoming traffic on Aston Avenue to radically alter their speed. Based on Table 405.1A of the Caltrans' Highway Design Manual, the minimum corner sight distance is 385 feet (35 MPH) in either direction.
23. Avoid installation of any physical features (signs, landscaping, mailboxes, etc.) along the Aston Avenue frontage of the parcel. Landscaping must be

maintained to be no more than 30" in height along the site triangle by the Owner.

24. On Aston Circle, the street pavement and sidewalk shall end at the western subdivision boundary line and be posted and barricaded with City Standard 206 "Future Road Extension" sign, City Standard 236 sidewalk barricade, and City Standard 211 metal beam street barricade. The project boundary fence is to be constructed behind the street barricade. The existing street barricade at the east property boundary shall be removed for the street extension. The project improvements shall connect and extend Aston Circle.

## GRADING

25. 2 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.
26. Final Building pad certifications must be signed and sealed by a registered geotechnical engineer and/or Civil Engineer certifying each building pad. Certifications shall be submitted to the building official for review prior to building permit issuance.
27. Obtain a demolition permit for all structures to be removed. An Air Quality District J# is required to be submitted with the demolition permit application. The demolition permit must be finalized prior to building permit.
28. Obtain a grading permit from the City of Santa Rosa – Building Department prior to clearing and grubbing.

## STORM WATER COMPLIANCE

29. The developer's engineer shall comply with all applicable requirements of the latest edition of the City Storm Water Low Impact Development Technical Design Manual and use the City storm water calculator program. Final Plans shall incorporate all SUSMP Best Management Practices (BMP's) and shall be accompanied by a Final Storm Water Mitigation Plan which shall address the storm water quality and quantity. Final Plans shall be accompanied by a City approved Maintenance Declaration or Maintenance Agreement signed by the property owner to assure continuous maintenance in perpetuity of the SUSMP BMP's, and shall include a maintenance schedule. This requirement may be met by



offsite storm water mitigation as approved by the California Regional Water Quality Control Board. If offsite storm water mitigation is to be implemented, a formal agreement between the applicant, the owner of the offsite property to be used for offsite mitigation, and the California Regional Water Quality Control Board shall be executed prior to scheduling this project for the City Council or Planning Commission agenda.

30. Perpetual maintenance of SUSMP Best Management Practices (BMP's) shall be the responsibility of one or more of the following:
  - a. The lot owner who owns these BMP's. Individual owners shall be responsible for performing and documenting an annual inspection of the BMP's on their respective properties. The annual reports shall be retained by the private property owner for a period of the latest five years, and shall be made available to the City upon request.
  - b. An alternate means acceptable to the City of Santa Rosa.
31. After the SUSMP 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 SUSMP BMP's is to be received by the City prior to acceptance of public improvements.
32. BMP facilities shall be constructed from the civil engineering plans with dimensions and details for each specific BMP facility that matches the Final approved SUSMP design report. Provide specific widths, depths, pipe sizes, dimensioned cross sections and material call outs as needed to properly construct each treatment BMP.
33. All underground improvements including sewer lines, water lines , storm drain lines, storm water BMP facilities, public utility facilities and house services shall be installed, tested, and approved prior to the paving of any project streets.
34. Under 40 CFR, construction activity including clearing, grading, and excavation activities is required to obtain an NPDES Permit from the State Water Resources Control Board prior to the commencement of construction activity.
35. An erosion control plan and/or Storm Water Pollution Protection Plan (SWPPP) shall be included as part of the project improvement plans. Offsite properties and existing drainage systems shall be protected from siltation coming from the site.
36. No debris, soil, silt, sand, bark, slash, sawdust, rubbish, cement or concrete washings, oil or petroleum products, or other organic or earthen



material from any construction or associated activity of whatever nature, shall be allowed to enter into or be placed where it may be washed by rainfall into the storm drain system. When operations are completed, any excess material or debris shall be removed from the work area.

## STORM DRAINAGE

37. The storm drainage easement along the southern property line shall remain at 18 ft. in width per the City of Santa Rosa Maintenance Department; removable fences, landscaping, utility lines may be installed within the easement for use of the tenants as long as it does not prevent its use as a storm drainage easement or interfere with any future or proposed maintenance and or replacement of the storm drain facilities.
38. Drainage facilities shall be designed per the Flood Control Design Criteria manual of the Sonoma County Water Agency. Prior to approval of improvement plans, an approval letter shall be obtained from the Sonoma County Water Agency for storm drainage review. If flows exceed street capacity, flows shall be conducted via an underground drainage system (with minimum 15" diameter and maximum 72" diameter pipe sizes) to the nearest approved downstream facility possessing adequate capacity to accept the runoff, per the City's design requirements. Such runoff systems shall be placed within public street right-of-way wherever possible.
39. All drainage flows from offsite shall be intercepted at the property line and conveyed through a private storm water system to discharge into the public right of way. Offsite storm water shall be 100% treated by a BMP prior to entering the public storm drain system. A junction structure shall be installed at the ROW line to differentiate between the public and private storm drain system. No blind storm drain connections are permitted. Minimum storm drain size in the ROW is 15" RCP.
40. No blind connections are permitted into public storm drain system. Install a 4 foot diameter manhole per City Standard #400 at all connections into the existing 72" storm drain system. Add a manhole with a ring and cover over the top on the 72" pipe at the connection point per the detail provided to the engineer. See the attached manhole detail.
41. The proposed walls or fence crossing public storm drain, water and sewer mains shall have no footings installed within 5 feet of the utility mains. Sections of fences that cross a public utility easements must be removable. Access to public utilities including all structures, i.e. manholes, cleanouts, mainline valves etc., is to be provided at all times. All proposed walls shall be shown on the grading plan.
42. Maximum grade difference at project boundary to offsite property shall be less than 2 foot and contained behind a concrete retaining wall supporting

project boundary property fence line and as approved by the City Engineer. Retaining wall structures shall not cross property lines. Combined fence and retaining wall design will be subject to a full structural review to be constructed under the Subdivision Grading Permit issued by the City. The grading plan shall direct storm water to the BMP facilities for treatment. The BMP's shall not be located in the rear yards.

### **PRIVATE ALLEY/DRIVEWAY IMPROVEMENTS**

43. The owner shall maintain the onsite private sidewalk, driveway and parking lot in perpetuity.
44. The common drive shall access through a 24 foot minimum width curb cut per City Standard 250A from Aston Circle and also at Aston Avenue, and then may taper to a width of 20 feet at a point 20 feet past the back of sidewalk. Minimum width of the drive area is 20 feet wide.
45. Turn around capability on the common driveways shall be provided with clear backup of 46 feet from garage face to opposing face of curb (where tandem parking is allowed in front of garages), and with a continuation of the common driveway 7 feet beyond the last driveway access point.
46. Private driveways shall be constructed under observation by the project soils engineer in compliance with City Design and Construction Standards. Progress and final reports shall be furnished to the City in compliance with C.B.C. special inspection requirements. All costs related to such inspection shall be borne by the owner/developer.
47. Private lighting shall be installed on the private driveway and shall meet City Standards for minimum average 1 foot-candle at the property line and the uniformity ratio for a minor street. All private lighting shall be owned and maintained by the property owner. Private lighting fixtures shall be subject to staff review.

### **UTILITIES**

48. Sewer, domestic water and irrigation water demand fees will be due prior to issuance of Building Permits. The applicant may contact the Engineering Development Services Division to determine estimated sewer and water demand, processing and meter fees.
49. Water services must be provided per Section X of the Water System Design Standards. Separate water meters may be provided for each unit, each building or a master for a cluster of buildings. Utilities suggests more than one meter for the entire project. A separate irrigation service shall be provided for landscaping. One lateral for the combination service shall be used for the domestic, irrigation and fire protection services off Aston Circle.

Each attached home shall be served by a separate meter along a common manifold service connection per City standard # 870 along Aston Avenue and Aston Circle frontage. Underground Backflow devices shall be installed on each service line.

50. Irrigation on the north side of Aston Circle if required, shall be provided via a chase under Aston Circle, from the irrigation meter for this project.
51. If fire pressure requires it, then this project shall install a private fire line main in the private driveway and loop the service from Aston Avenue to Aston Circle. A double check detector valve shall be installed at each connection point to the public system. Fireline detector check locations shall be determined with the plan check phase of the Improvement Plans. Submit flow calculations to the Engineering Development Services Division during the plan check phase of the Encroachment Permit.
52. Install one onsite private sewer lateral with a sewer clean out per City Std. 513 located at the property line and a wye connection to the sewer main to serve each lot.
53. If applicable, the public water and sewer mains on private property shall be covered by a public water and sewer easement in favor of the City of Santa Rosa.
54. All residential water services serving a fire protection system require a private double check valve behind the meter.
55. Any existing water or sewer services that will not be used must be abandoned at the main per City Design Standards 850 and 507. The existing manhole and lateral to the property shall be abandoned at the Aston Avenue Frontage.
56. Other improvements including meter boxes, cleanouts, fire hydrants, etc. must be located without conflict with the BMP swales. Locations of infrastructure shall be shown on the onsite improvement plans.
57. If applicable, an easement must be provided over public water and/or sewer mains located on private property. The easement must be 20' wide if containing both water and sewer. See Section 315 (c) of the Uniform Plumbing Code. Easements must be centered over the facility. Easements must be configured to encompass all publicly maintained appurtenances, such as water services, fire hydrants and sewer laterals. No structures may encroach on any Public water or sewer easement on, above, or below the surface of the ground. This includes footings of foundations or eaves from the roof of any adjacent structure. Trees may not be planted within 10' of a public sewer main. Santa Rosa Water Department will not be responsible for repairs or replacement of landscaping in a public sewer main easement (and shall be so noted on the separate document of dedication).

58. Submit landscape and irrigation plans in conformance with the Water Efficient Landscape Ordinance (WELO) adopted by the Santa Rosa City Council, Resolution No. 4028, on October 27, 2015. Plans shall be submitted with the Building Permit application. Landscape plans shall be coordinated with the final SUSMP plans to show the BMPs located in the landscape areas.
59. The public water and sewer mains shall be extended approximately 175 linear feet in Aston Circle, a public street, for future connection of the parcels to the west. The sanitary sewer main shall be installed deep enough at the invert to accept flows or over flows at the street stub outs for future development.
60. Submit a full fire flow analysis to the Fire Department for review. Connections to the City water system will be dependent on meeting fire flow requirements. Private hydrants will be required on site and the locations will be determined with the Building Permit Application. Fire sprinklers will be required in addition to the private hydrants. If public main extension is required on the frontage, a public fire hydrant will be required, the location will be determined during the plan check process of the Improvement Plans.
61. Utilities 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 hydrants 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.
62. A fire flow test will be completed at the time of the tie in of the project to the City 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 Utilities Department prior to the test being performed. 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.
63. This project may be eligible for credit and/or reimbursement for public improvements to be built by the applicant. It is the Developer's responsibility to coordinate that reimbursement consistent with the City's procedures for reimbursement.
64. Connection to the existing water main will require a shutdown for a tie in inspection. Call Engineering Development Services for fees and scheduling. Advance notice is required.
65. For purposes of leak detection and maintenance access, no reinforced concrete shall be designed over publicly maintained sewer, water or storm

water drain pipe facilities, such as located along the southern property line. Unreinforced concrete shall be allowed under special circumstances such as crosswalks.

### **PARKS DEPARTMENT**

66. Street trees will be required and planted by the developer. Selection will be made from the city's approved master plan list. Planting shall be done in accordance with the city *Standards and Specifications for Planting Parkway Trees*. Tree planting location shall be marked by Parks Division Tree Section personnel. Contact the Parks Division Office (707) 543-3770 for copies of the master street tree list, standards and to request field markings. This declaration shall be added to the General Notes of the improvement plans.
67. Property owner shall be responsible for the irrigation of the street trees and the maintenance of the planter strips in front of and alongside of their parcel(s).

### **FIRE DEPARTMENT (Jan. 22, 2016- Andrew)**

68. All structures are limited to less than 30 ft. in height, as access required for Fire Department aerial apparatus is not being provided.
69. Structures with three or more dwelling units in a single building shall be protected with a fire sprinkler system designed and installed per NFPA 13R, including a Fire Department Connection (FDC) within 50 ft. of a fire hydrant. Structures with two or less dwelling units in a single building may be sprinklered per NFPA 13D.
70. A Phase 1 Environmental Site Assessment shall be submitted at the Fire Department, including the review fee, and approved. Grading, demolition or construction permits shall not be issued until the Fire Department has reviewed and approved the Phase 1 study.
71. A Fire Flow Analysis including proposed building areas, type of construction, and calculated available fire flow at the new fire hydrants shall be provided to the Fire Department for review and approval. Adjusted fire flow to be not less than 1500 gpm with 20 psi residual in the main at the hydraulically most remote appliance.
72. Required Fire Department access roads shall be signed "No Parking – Fire Lane" per current Fire Department standards where necessary to prevent obstruction of minimum 20 ft. width.
73. Traffic calming measures on private property are not approved as a part of this review. (I.e. speed bumps, humps, speed tables or undulations.)
74. Twelve inch (12) inch illuminated building address characters shall be provide per fire department standards, with 4" individual dwelling units address characters.



75. The property management company or Homeowners Association shall be responsible for maintaining all private fire protection appliances and roadways.
  76. Permanent fences or gates limiting vehicle access shall be approved by the Fire Department. Vehicle gates limiting access to five or more dwelling units shall be equipped with strobe-actuated electric operators on both the ingress and egress sides. Egress actuators may be replaced with a magnetic detection loop. Gates shall fail to an unlocked condition in the event of power outage.
  77. Access roads and water supplies for fire protection shall be installed and made serviceable prior to storage or construction of any combustible materials.
- 

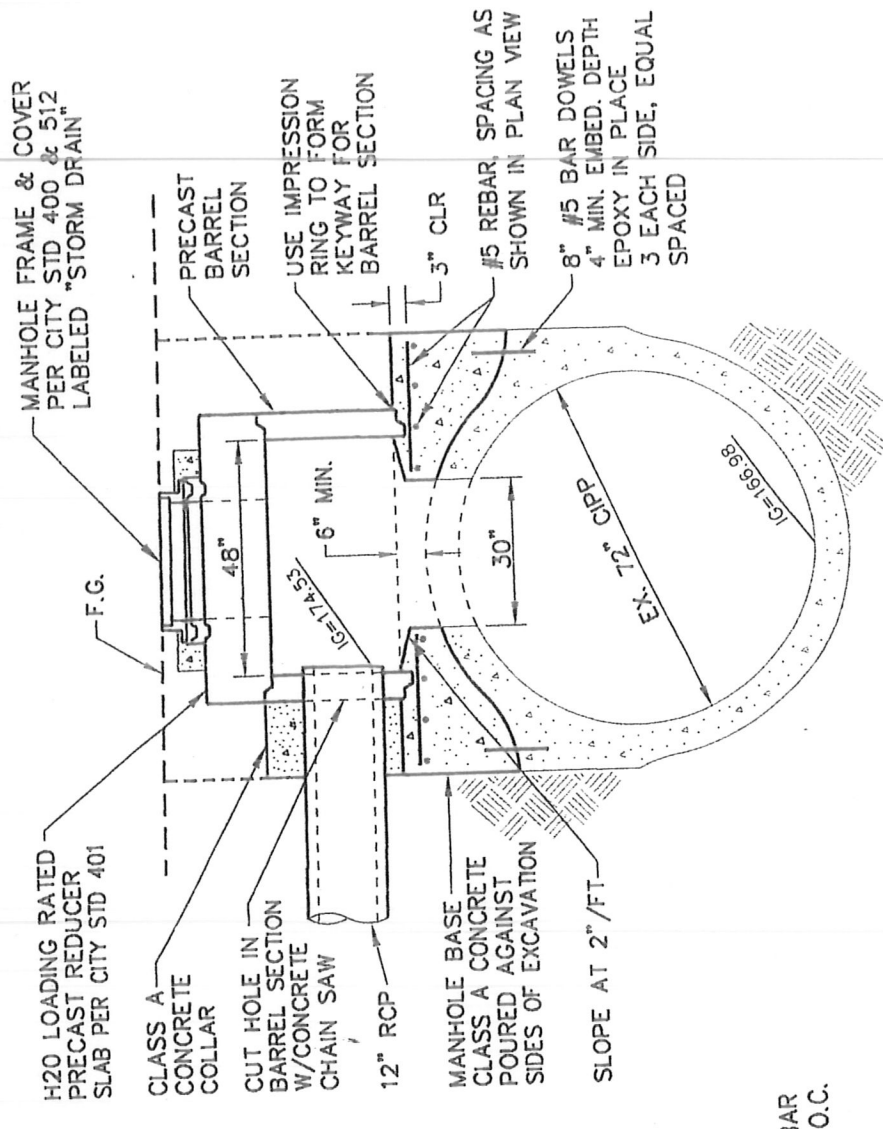


---

CAROL CLARK -EDS PROJECT

---





**SECTION B--B**

- NOTES:**
1. MANHOLE BASE SHALL BE ALLOWED TO CURE FOR A MINIMUM OF SEVEN DAYS BEFORE PLACING BARREL SECTION AND BACKFILL.
  2. MANHOLE CONSTRUCTION SHALL CONFORM TO THE REQUIREMENTS OF CITY STD. 400 IN ALL OTHER WAYS.

**STORM DRAIN MANHOLE DETAIL**

SCALE: 1"=3'

RESOLUTION NUMBER 17-949

RESOLUTION OF THE DESIGN REVIEW BOARD OF THE CITY OF SANTA ROSA  
GRANTING FINAL DESIGN REVIEW APPROVAL FOR THE D & J CARRIAGE HOMES  
PROJECT LOCATED AT 818, 819, AND 824 ASTON AVENUE; APNS: 038-202-016, -018, -  
022; FILE NUMBER MJP15-008

WHEREAS, on December 1, 2016, the Design Review Board of the City of Santa Rosa considered Preliminary Design Review for the development of 18 multi-family residential units across four buildings with associated improvements and accessory structures for the property located at 818, 819, and 824 Aston Avenue, Assessor's Parcel Numbers (APN) 038-202-016, -018, -022 (Project); and

WHEREAS, the Design Review Board, at that time, considered written and oral reports of staff, testimony, and other evidence presented by all those who wished to be heard on the matter and made findings in connection therewith; and

WHEREAS, on December 1, 2016, the Design Review Board adopted Resolution No. 16-942, approving Preliminary Design Review for the project; and

WHEREAS, the Design Review Board, after due consideration of all evidence and reports offered for review, does find and determine the following:

1. The design and layout of the D & J Carriage Homes development are of superior quality, and are consistent with the General Plan, any applicable specific plan, applicable Zoning Code standards and requirements, the City's Design Guidelines, architectural criteria for special areas, and other applicable City requirements in that the proposed Project meets the General Plan density requirement for the area and includes a rezoning to bring development standards into compliance with the General Plan; and
2. 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 (Design Guidelines, Introduction, Subsection C) in that it provides site layout, landscaping, ecological protection, and circulation considerations appropriate for an infill, residential development and has been determined by the Design Review Board to be of "Superior Design" by reflecting thoughtful considerations and responses to parameters outlined in the Framework of Design Review; and
3. 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 Project includes set-backs, circulation and design features compatible with existing development and accommodating to future development of adjacent parcels; and

4. The architectural design of the proposed development is compatible with the character of the surrounding neighborhood in that the proposed Project is consistent with the higher density attached single-family and multi-family development surrounding the project parcel; and
5. 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 all tenants will be subject to lease agreements and an on-site manager will oversee maintenance and operation of the development; and
6. 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 entire project has been reviewed by City staff, outside agencies, and approval authorities and conditioned to minimize potential impacts; and
7. The proposed development or 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 for the proposed development; and
8. The proposed project has been reviewed in compliance with the California Environmental Quality Act (CEQA) and is statutorily exempt from the provisions of CEQA under Guidelines Section 15183, in that the project is consistent with the development density established by the Santa Rosa General Plan 2035, for which an environmental impact report has been certified and, as supported by a Traffic Impact Study and a Preliminary Standard Urban Stormwater Mitigation Plan, there are no project-specific impacts which are peculiar to the project or its site.

NOW, THEREFORE, BE IT RESOLVED, the Design Review Board of the City of Santa Rosa does hereby grant Final Design Review for the project, subject to each of the following conditions:

1. Compliance with the findings and conditions of Design Review Board Resolution No. 16-942, which was adopted on December 1, 2016.
2. Compliance with the latest adopted ordinances, resolutions, policies, and fees adopted by the City Council at the time of building permit review and approval. All fees must be paid prior to issuance of a building permit, or as otherwise allowed by City Code.
3. Comply with all applicable federal, state, and local codes. Failure to comply may result in issuance of a citation and/or revocation of approval.
4. Compliance with the approved plans dated received February 22, 2017, unless otherwise directed in this approval.

5. Engineering Exhibits A & B, dated August 4, 2016, and attached to Design Review Board Resolution No. 16-942, are hereby rescinded and replaced by Exhibits A & B, dated February 9, 2017, incorporated herein and attached to this resolution.

DESIGN REVIEW BOARD CONDITIONS:

1. Shall specify taller, columnar trees at the north elevation of Unit 1, such as a columnar evergreen Magnolia or Acacia Melanoxylon.
2. Shall add windows at the north elevation of Unit 1 at the stairwell if feasible.
3. Consider substituting a more appropriate shrub in place of Toyon.
4. Shall provide a lighting plan to staff to include code-compliant light standards at the sidewalk-street planting areas between units, and night sky compliant porch lighting at each unit entry.
5. Consider language for parking control plan to specify penalties for violation of policy.
6. Consider moving gas meters away from the north wall of Unit 1 to a public utility code-compliant enclosed location.

DULY AND REGULARLY ADOPTED by the Design Review Board of the City of Santa Rosa on this 16th day of March, 2017, by the following vote:

AYES: (6) Chair Burch; Vice Chair Hedgpeth; Board Members Grogan, Kincaid, Sunderlage, Zucco

NOES: (0)

ABSTAIN: (1) Board Member Anderson

ABSENT: (0)

Approved: \_\_\_\_\_  
Michael Burch, Chair

Attest: \_\_\_\_\_  
Bill Rose, Executive Secretary

Attachments:

Exhibit A – Engineering Development Services Conditions, dated February 9, 2017

Exhibit B – Engineering Development Services Manhole Detail

**CITY OF SANTA ROSA  
DEPARTMENT OF PLANNING AND ECONOMIC DEVELOPMENT  
ENGINEERING DEVELOPMENT SERVICES**

**EXHIBIT "A"  
FEBRUARY 9, 2017**

**D and J CARRIAGE APARTMENTS  
A single owner, multi-tenant apartment complex;  
with a public street and utility main extension  
816, 819 and 824 ASTON AVENUE  
MJP15-008**

- I. Developer's engineer shall obtain the current City Design and Construction Standards and 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. In addition, the following summary constitutes the recommended conditions of approval on the subject application/development based on the plans stamped received 1/19/2017:

**PARCEL AND EASEMENT DEDICATION**

1. The multi-family project is proposed to be built across three existing lots and their lot lines. A lot merger of the three lots shall be required to be recorded at the County of Sonoma Records office prior to building permit issuance.
2. No dedication of Right of Way (ROW) is required along Aston Avenue frontage.
3. Aston Circle shall be dedicated as a Minor Collector per City Standard Detail 200E to the City of Santa Rosa for its full street width Right of Way from the east property line to the west property line of the project for a distance of approximately 172.28 feet. A half street section includes a 10-foot wide travel lane, an 8-foot wide parking lane, a 6-inch wide concrete curb and gutter, a 6-foot wide planter strip and a 5-foot wide sidewalk. A variance shall be permitted adjacent to Unit 10 that deletes the planter strip in that section only and allows contiguous sidewalk from the east property line to the driveway entrance. See the approved site plan. See the Standard Conditions of Approval for additional dimensions.

4. A 13- foot wide public storm drain and storm drain access easement shall be dedicated to the City of Santa Rosa per City Standard Detail No. 216 between units 15 and 16 over the storm drain access road. A variance is granted reducing the easement width to 13-feet wide.
5. No permanent surface structures including but not limited to roof eaves, decks, pools, may encroach into the public easements.
6. Footings and foundations may only encroach into the “one to one trench slope line” width as projected from a one-foot distance from the midpoint of the existing 72” storm drain pipe projected to the ground surface if approved in writing from the Building Official. Sufficient room shall remain open for the estimated trench width as needed to replace the existing 72” storm drain pipe in the future.
7. A 13-foot wide Public Utility Easement containing a 5.5-foot public sidewalk easement shall be dedicated to the City from back of planter along all public streets on the frontage of Aston Avenue and both sides of the public street frontage on Aston Circle except for along the frontage of Unit 10, where the sidewalk shall be contiguous and the PUE shall be narrowed to 5 feet wide behind the property line with a 0-foot wide access easement.
8. The private driveway shall be covered by a 20-foot wide emergency vehicle access and Public Utility easements (if applicable) from Aston Avenue to Aston Circle over the private driveway and dedicated to the City of Santa Rosa.
9. All dedication costs shall be borne by the developer or property owner, including preparation of any legal descriptions, plats, title reports, and deeds that are necessary. Legal descriptions and plats (“R” sheets) shall be prepared by a registered Land Surveyor or Civil Engineer licensed to practice Land Surveying in the State of California, and approved by the City Engineer. City forms are available at the City of Santa Rosa Planning and Economic Development Department, Engineering Development Services Division, Room 5, City Hall.

### **PUBLIC STREET IMPROVEMENTS**

10. Aston Avenue shall be improved to Boulevard Standards per City Standard Detail No. 200i along the entire project frontage. Half width street improvements shall consist of a 12-foot wide travel lane, an 8-foot parking lane, a 6-inch concrete curb and gutter, and a 6-foot wide sidewalk behind a 6-foot wide planter strip. Sidewalks shall transition to join existing sidewalks at the property lines. The Aston Avenue curb line along the project frontage shall maintain in its present alignment. The Aston Avenue right of way shall



not require additional right of way dedication. See the Standard Conditions of Approval for dimensions.

11. Aston Circle shall be improved as a Minor Street with full width street improvements that shall consist of a 36-foot wide pavement section with a minimum 6-foot wide planter strip with a 5-foot wide sidewalk per the City Standard Detail No. 200E. Aston Circle shall be a public street from the east property line to the west property line. A variance shall be permitted adjacent to Unit 10 that deletes the planter strip in that section only and allows contiguous sidewalk from the east property line to the driveway entrance. Public Improvement Plans shall be submitted for review and approval by the City Engineer for Aston Circle street, sanitary sewer and water extensions.
12. The type and location of curbside mailboxes shall be gang type mailboxes located outside of the right of way and the corner vision triangle.
13. Multi-residential driveway aprons shall be constructed at each private driveway entry from the public street per City Standard Detail No. 250A. ADA compliance sidewalks shall be installed along the frontage of both Aston Avenue and Aston Circle. Residential driveways shall be constructed along Aston Circle per City Standard Detail No. 250A for the units that face Aston Circle.
14. Joint electrical poles shall be undergrounded along Aston Circle and Aston Avenue frontages. All new services shall be located underground. Decorative luminaire street lighting shall be installed per City Standard Detail No. 615D for street lights on the subdivisions interior streets. City Standard Detail No. 611 cobra style street lights are to be installed along Aston Avenue and Aston Circle using LEOTEK LED fixtures. Street light spacing, wattages, and locations shall be determined during the improvement plan check.
15. Electrical boxes for 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."

17. Existing street cut by new services shall require edge grinding per City Standard detail No. 209, Trenching per City Standard Detail No. 215 and an A.C. over lay.

## **TRAFFIC**

19. Improvement plans shall include a complete street lighting, signing and striping plan. The signing and striping plan shall include all public and private streets, Aston Circle and Aston Avenue and is subject to review and approval by Traffic Engineering Section of the Transportation and Public Works Department.
20. Along Aston Circle, on both the north and the south side frontages where the length for a car parking stall is not practical then the curbs shall be painted red and maintained by the applicant. Exact design shall be determined during review of the Public Improvement Plans.
21. R26 (No Parking) signs shall be installed along the east side of the private driveway. The curbs shall be painted red in no parking areas and maintained by the applicant. Exact locations shall be determined during plan check.
22. Provide sufficient line of sight so a vehicle exiting the project shall not impede or cause the oncoming traffic on Aston Avenue to radically alter their speed. Based on Table 405.1A of the Caltrans' Highway Design Manual, the minimum corner sight distance is 385 feet (35 MPH) in either direction.
23. Avoid installation of any physical features (signs, landscaping, mailboxes, etc.) that block site distance along the Aston Avenue frontage of the parcel. Landscaping shall be maintained to be no more than 30" in height along the site triangle by the Owner.
24. On Aston Circle, the street pavement and sidewalk shall end at the western subdivision boundary line and be posted and barricaded with City Standard Detail No. 206 "Future Road Extension" sign, City Standard Detail No. 236 sidewalk barricade, and City Standard Detail No. 211 metal beam street barricade. The project boundary fence is to be constructed behind the street barricade. The existing street barricade at the east property boundary shall be removed for the street extension. The project improvements shall connect to the existing improvements and extend Aston Circle.

**PRIVATE ALLEY/DRIVEWAY IMPROVEMENTS**

25. The owner shall maintain the onsite private sidewalk, driveway(s) and parking lot in perpetuity.
26. The common driveway shall access through a 24-foot minimum width curb cut per City Standard Detail No. 250A from Aston Circle and also at Aston Avenue, and then may taper to a width of 20 feet at a point 20 feet past the back of sidewalk. Minimum width of the private drive aisle area is 20 feet wide.
27. Turn around capability on the unit driveways shall be provided with clear backup of 46-feet from garage face to opposing face of curb (where tandem parking is allowed in front of garages), and with a continuation of the common driveway 7-feet beyond the last unit driveway access point.
28. Private driveways shall be constructed under observation by the project soils engineer in compliance with City Design and Construction Standards. Progress and final reports shall be furnished to the City in compliance with C.B.C. special inspection requirements. All costs related to such inspection shall be borne by the owner/developer.
29. Private lighting shall be installed on the private driveway and shall meet City Standards for minimum average 1 foot-candle at the property line and the uniformity ratio for a minor street. All private lighting shall be owned and maintained by the property owner. Private lighting fixtures shall be subject to staff review.

**GRADING**

30. Final Building pad certifications shall be signed and sealed by a registered geotechnical engineer and/or Civil Engineer certifying each building pad. Certifications shall be submitted to the building official for review prior to building permit issuance.
31. Obtain a demolition permit for all structures to be removed. An Air Quality District J# is required to be submitted with the demolition permit application. The demolition permit shall be finalized prior to building permit.
32. Obtain a grading permit from the City of Santa Rosa – Building Department prior to clearing and grubbing.

**STORM DRAINAGE**

33. The storm drainage easement along the southern property line shall remain at 18-foot in width per the City of Santa Rosa Maintenance Department; removable fences, landscaping, utility lines may be installed within the easement for use of the tenants as long as it does not prevent its use as a storm drainage easement or interfere with any future or proposed maintenance and or replacement of the storm drain facilities.
34. The storm drain access road located between Units 15 and 16 shall be paved from Aston Circle up to the access manhole for a minimum width of 12-feet per City standard detail No. 216 and clearly marked with “no parking” signs and the curbs/asphalt painted red to prevent parking in this area.
35. Drainage facilities shall be designed per the Flood Control Design Criteria manual of the Sonoma County Water Agency and City of Santa Rosa Design and Construction Standards. Prior to approval of improvement plans, an approval letter shall be obtained from the Sonoma County Water Agency for storm drainage review. If flows exceed street capacity, flows shall be conducted via an underground drainage system (with minimum 15" diameter and maximum 72" diameter pipe sizes) to the nearest approved downstream facility possessing adequate capacity to accept the runoff, per the City's design requirements. Such runoff systems shall be placed within public street right-of-way wherever possible.
36. All drainage flows from offsite shall be intercepted at the property line and conveyed through a private storm water system to discharge into the public right of way (ROW). Offsite storm water shall be 100% treated by a BMP prior to entering the public storm drain system. A junction structure shall be installed at the ROW line to differentiate between the public and private storm drain system. No blind storm drain connections are permitted. Minimum storm drain size in the ROW is 15" pipe.
37. No blind connections are permitted into public storm drain system. Install a 4-foot diameter manhole per City Standard Detail No. 400 at all connections into the existing 72" storm drain system. Add a manhole with a ring and cover over the top on the 72" pipe at the connection point per the detail provided to the engineer. See the attached manhole detail.
38. The proposed walls or fence crossing public storm drain, water and sewer mains shall have no footings installed within 5-feet of the utility mains. Sections of fences that cross a public utility easement shall be removable. Access to public utilities including all structures, i.e. manholes, cleanouts, mainline valves etc., is to be provided at all times. All proposed walls shall be shown on the grading plan.
39. Maximum grade difference at project boundary to offsite property shall be

less than 2 foot and contained behind a concrete retaining wall supporting project boundary property fence line and as approved by the City Engineer. Retaining wall structures shall not cross property lines. Combined fence and retaining wall design shall be subject to a full structural review to be constructed under the Grading Permit issued by the City. The grading plan shall direct storm water to the BMP facilities for treatment. The BMP's shall not be located in the rear yards.

### **STORM WATER COMPLIANCE (SUSMP)**

40. The developer's engineer shall comply with all applicable requirements of the latest edition of the City Storm Water Low Impact Development Technical Design Manual and use the City storm water calculator program. Final Plans shall incorporate all SUSMP Best Management Practices (BMP's) and shall be accompanied by a Final Storm Water Mitigation Plan which shall address the storm water quality and quantity. Final Plans shall be accompanied by a City approved Maintenance Declaration or Maintenance Agreement signed by the property owner to assure continuous maintenance in perpetuity of the SUSMP BMP's, and shall include a maintenance schedule to be implemented by the owner.
41. Perpetual maintenance of SUSMP BMP's shall be the responsibility of the lot owner of these BMP's. The owner shall be responsible for performing and documenting an annual inspection of all BMP's on the property. The annual reports shall be retained by the private property owner for a period of the latest five years, and shall be made available to the City upon request.
42. The SUSMP "Declaration of Maintenance" document shall be recorded at the Sonoma County recorder's office prior to building permit issuance or as required by the Building Official. A recorded copy of the document shall be given to the City of Santa Rosa EDS division for their records.
43. After the SUSMP 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 SUSMP BMP's is to be received by the City prior to acceptance of public improvements.
44. BMP facilities shall be constructed from the civil engineering plans with dimensions and details for each specific BMP facility that matches the final approved SUSMP design report. Provide specific widths, depths, pipe sizes, dimensioned cross sections and material call outs as needed to properly construct each treatment BMP.

45. All underground improvements including sewer lines, water lines, storm drain lines, storm water BMP facilities, public utility facilities and house services shall be installed, tested, and approved prior to the paving of any project streets.
46. Under 40 CFR, construction activity including clearing, grading, and excavation activities is required to obtain an NPDES Permit from the State Water Resources Control Board prior to the commencement of construction activity.
47. A Storm Water Pollution Protection Plan (SWPPP) shall be required at building plan submittal to show protection of the existing storm drain facilities during construction. This project shall comply with all current State Water Board Construction General Permit Requirements.
48. No debris, soil, silt, sand, bark, slash, sawdust, rubbish, cement or concrete washings, oil or petroleum products, or other organic or earthen material from any construction or associated activity of whatever nature, shall be allowed to enter into or be placed where it may be washed by rainfall into the storm drain system. When operations are completed, any excess material or debris shall be removed from the work area.
49. Where bio swales or BMP facilities are located in landscape strips, other utilities such as transformers, irrigation meters, meter boxes, joint trenches, cleanouts, fire hydrants, storm drain mains etc. shall be located without conflict with the swales/water infiltration or collection system. Each utility trench crossing shall extend the length of a bioswale by 5 additional linear feet. Locations of infrastructure should be present on the plans and shall be reviewed during plan check. Relocate utilities sanitary sewer and storm drain pipe that run linearly underneath the bio swales trench, to outside the bioswale area, as the bio swales shall be located on uncompacted native soil per the City's LID details.
50. The Civil Engineering plans shall show sufficient construction details and dimensions of each BMP device on the drawings so the BMP may be replaced in the future. Landscape plans and civil plans shall be coordinated with the approved SUSMP report and show the BMP locations clearly to prevent them from being filled in with landscape materials.

### **WATER AND WASTEWATER**

51. Sewer, domestic water and irrigation water demand fees shall be due prior to issuance of Building Permits. The applicant may contact the Engineering Development Services Division to determine estimated sewer and water demand, processing and meter fees.



52. Water services shall be provided per Section X of the Water System Design Standards. Separate water meters may be provided for each unit, each building or a master for a cluster of buildings. Utilities suggests more than one meter for the entire project. A separate irrigation service shall be provided for landscaping. One lateral for the combination service shall be used for the domestic, irrigation and fire protection services off Aston Circle. Each attached home shall be served by a separate meter along a common manifold service connection per City standard detail No. 870 along Aston Avenue and Aston Circle frontage. Underground backflow devices shall be installed on each service line.
53. Separate irrigation meters may be required for each lot, north and south of Aston Circle, based on review and approval by the City Engineer.
54. If fire pressure requires it, then this project shall install a private fire line main in the private driveway and loop the service from Aston Avenue to Aston Circle. A double check detector valve shall be installed at each connection point to the public system. Fireline detector check locations shall be determined with the plan check phase of the Improvement Plans. Submit flow calculations to the Engineering Development Services Division during the Public Improvement plans review phase.
55. Install one onsite private sewer lateral with a sewer clean out per City Standard Detail No. 513 to the sewer main to serve each unit. Minimum pipe size for two or more connected units shall be 6 inches. Private laterals shall be separated from public service mains at the property line, by a city standard manhole for an 8" pipe; or a 6" cleanout for a 6" pipe. One collector lateral shall serve the units south of Aston Circle and one collector lateral shall serve all the units north of Aston Circle; or as approved by the City Engineer.
56. If applicable, the public water and sewer mains on private property shall be covered by a public water and sewer easement in favor of the City of Santa Rosa.
57. All residential water services serving a fire protection system require a private double check backflow valve behind the meter per City Standard Detail No. 875.
58. Any existing water or sewer services that shall not be used shall be abandoned at the main per City Standard Detail No. 850 and 507. The existing manhole and lateral to the property shall be abandoned at the Aston Avenue Frontage.
59. Other improvements including meter boxes, cleanouts, fire hydrants, joint trenches, junction boxes etc. shall be located without conflict with the BMP swales. Locations of infrastructure shall be shown on the onsite

improvement plans.

60. If applicable, an easement shall be provided over public water and/or sewer mains located on private property. The easement shall be 20' wide if containing both water and sewer. See Section 315 (c) of the Uniform Plumbing Code. Easements shall be centered over the facility. Easements shall be configured to encompass all publicly maintained appurtenances, such as water services, fire hydrants and sewer laterals. No structures may encroach on any Public water or sewer easement on, above, or below the surface of the ground. This includes footings of foundations or eaves from the roof of any adjacent structure. Trees may not be planted within 10' of a public sewer main. Santa Rosa Water Department shall not be responsible for repairs or replacement of landscaping in a public sewer main easement (and shall be so noted on the separate document of dedication).
61. Submit landscape and irrigation plans in conformance with the Water Efficient Landscape Ordinance (WELo) adopted by the Santa Rosa City Council, Resolution No. 4028, on October 27, 2015. Plans shall be submitted with the Building Permit application. Landscape plans shall be coordinated with the final SUSMP plans to show the BMPs located in the landscape areas.
62. The public water and sewer mains shall be extended approximately 175 linear feet in Aston Circle, a public street, for future connection of the parcels to the west. The sanitary sewer main shall be installed deep enough at the invert to accept flows or over flows at the street stub outs for future development. Public Improvement Plans shall be submitted for review and approval by the City Engineer for Aston Circle Extension.
63. Submit a full fire flow analysis to the Fire Department for review. Connections to the City water system shall be dependent on meeting fire flow requirements. Private or public hydrants may be required on site and the locations shall be determined with the Building Permit Application. Fire sprinklers shall be required in addition to the fire hydrants.
64. Santa Rosa 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 hydrants 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.
65. A fire flow test shall be completed at the time of the tie in of the project to the City system. The fire flow shall meet the requirement for the project before the project is accepted. The City shall perform the fire flow test. The fee to

have the test performed shall be paid to Santa Rosa Water Department prior to the test being performed. The hydrant which shall most likely produce the least flow shall be tested. In the case of a project that has multiple dead end systems such as cul de sacs, a fire flow test shall be completed at the hydrant on each separate cul de sac or dead end system.

66. This project may be eligible for credit and/or reimbursement for public improvements to be built by the applicant. It is the Developer's responsibility to coordinate that reimbursement consistent with the City's procedures for reimbursement.
67. Connection to the existing water main shall require a shutdown for a tie in inspection. Call Engineering Development Services for fees and scheduling. Advance notice is required.
68. For purposes of leak detection and maintenance access, no reinforced concrete shall be designed over publicly maintained sewer, water or storm water drain pipe facilities, such as located along the southern property line. Unreinforced concrete shall be allowed under special circumstances such as crosswalks.

#### **FIRE DEPARTMENT - Jan. 22, 2016**

69. All structures are limited to less than 30 foot in height, as access required for Fire Department aerial apparatus is not being provided.
70. Structures with three or more dwelling units in a single building shall be protected with a fire sprinkler system designed and installed per NFPA 13R, including a Fire Department Connection (FDC) within 50 foot of a fire hydrant. Structures with two or less dwelling units in a single building may be sprinklered per NFPA 13D.
71. A Phase 1 Environmental Site Assessment shall be submitted at the Fire Department, including the review fee, and approved. Grading, demolition or construction permits shall not be issued until the Fire Department has reviewed and approved the Phase 1 study.
72. A Fire Flow Analysis including proposed building areas, type of construction, and calculated available fire flow at the new fire hydrants shall be provided to the Fire Department for review and approval. Adjusted fire flow to be not less than 1500 gpm with 20 psi residual in the main at the hydraulically most remote appliance.
73. Required Fire Department access roads shall be signed "No Parking – Fire Lane" per current Fire Department standards where necessary to prevent obstruction of minimum 20-foot width.

74. Traffic calming measures on private property are not approved as a part of this review. (I.e. speed bumps, humps, speed tables or undulations.)
75. Twelve (12) inch illuminated building address characters shall be provided per fire department standards, with 4" individual dwelling units address characters.
76. The property management company or Homeowners Association shall be responsible for maintaining all private fire protection appliances and roadways.
77. Permanent fences or gates limiting vehicle access shall be approved by the Fire Department. Vehicle gates limiting access to five or more dwelling units shall be equipped with strobe-actuated electric operators on both the ingress and egress sides. Egress actuators may be replaced with a magnetic detection loop. Gates shall fail to an unlocked condition in the event of power outage.

### **RECREATION AND PARKS**

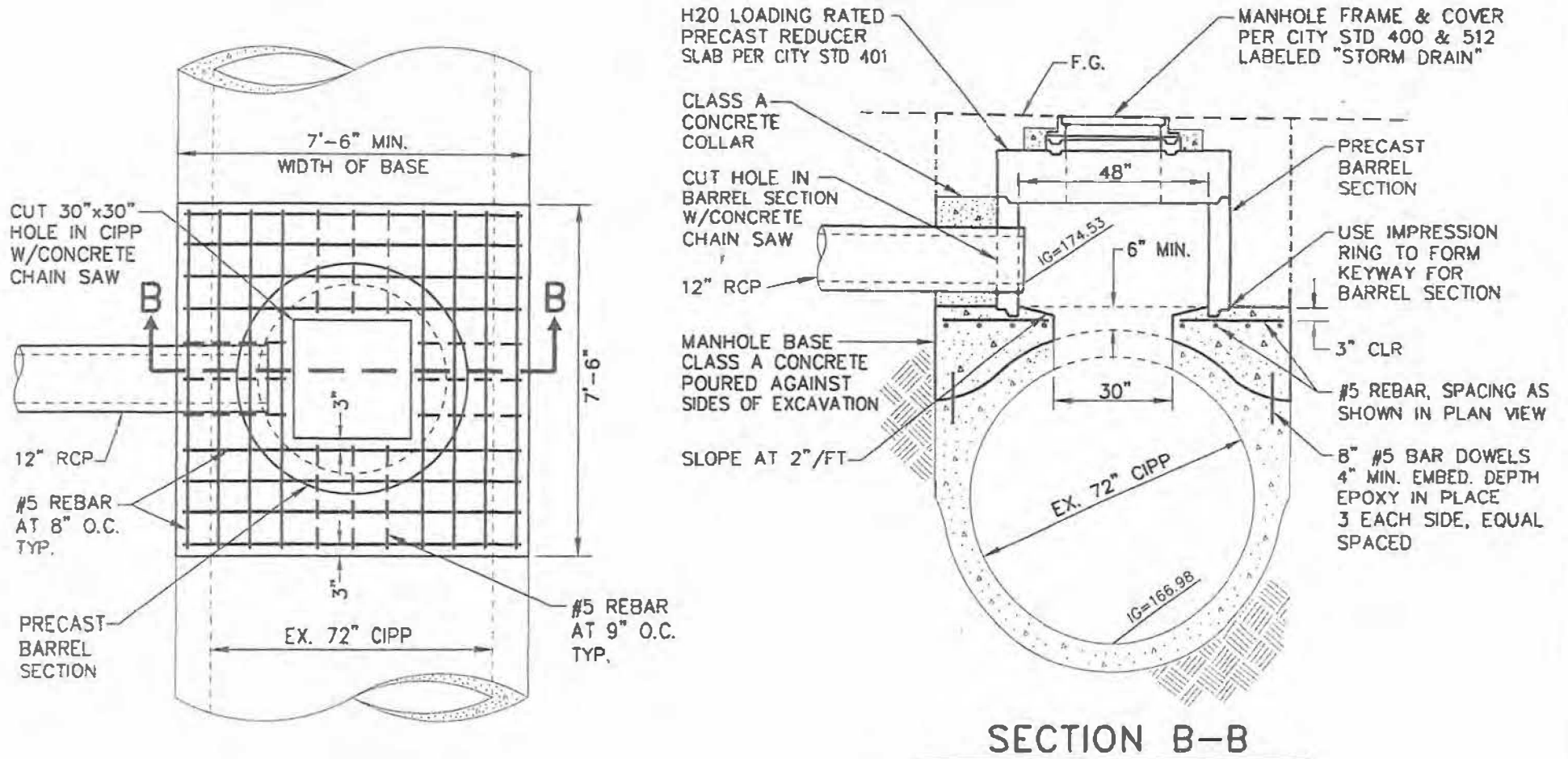
78. Street trees shall be required and planted by the developer. Selection shall be made from the City's approved master plan list. Planting shall be done in accordance with the City *Standards and Specifications for Planting Parkway Trees*. Tree planting locations shall be marked by Recreation and Parks Division Tree Section personnel. Contact the Recreation and Parks Division Office (707) 543-3770 for copies of the master street tree list, standards and to request field markings. This declaration shall be added to the General Notes of the improvement plans.
79. Property owners shall be responsible for the irrigation of the street trees and the maintenance of the planter strips in front of and alongside of their parcel(s).



CAROL CLARK – EDS PROJECT ENGINEER

<file:///E:/ENG/CECMJP15-008/Aston Ave 818>

# Exhibit B



**NOTES:**

1. MANHOLE BASE SHALL BE ALLOWED TO CURE FOR A MINIMUM OF SEVEN DAYS BEFORE PLACING BARREL SECTION AND BACKFILL.
2. MANHOLE CONSTRUCTION SHALL CONFORM TO THE REQUIREMENTS OF CITY STD. 400 IN ALL OTHER WAYS.

## STORM DRAIN MANHOLE DETAIL

SCALE: 1"=3'