

RESOLUTION NO. INSERT ZA RESO NO.

**RESOLUTION OF THE ZONING ADMINISTRATOR OF THE CITY OF SANTA ROSA
APPROVING A MINOR CONDITIONAL USE PERMIT TO ALLOW A MINOR VEHICLE
SERVICES FACILITY FOR THE PROPERTY LOCATED AT 4362 HIGHWAY 12, SANTA
ROSA, APN: 032-010-068, FILE NO. PRJ24-022**

WHEREAS, an application package, including a Minor Conditional Use Permit and Minor Design Review to allow a drive-through car wash (Minor Vehicle Services Facility) was submitted and fees were paid to the Planning and Economic Development Department (Project) on November 14, 2024; and

WHEREAS, the Santa Rosa Zoning Administrator has completed review of the Minor Conditional Use Permit application to allow the proposed use for the project described above; and

WHEREAS, the Minor Conditional Use Permit approval to allow the proposed use is based on the project description, plans and official approved exhibit dated April 23, 2025; and

WHEREAS, 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.

NOW, THEREFORE, BE IT RESOLVED that in accordance with Section 20-52.050.F, the Zoning Administrator of the City of Santa Rosa finds and determines that:

1. The proposed use is allowed within the General Commercial (CG) zoning district and complies with all other applicable provisions of this Zoning Code and the City Code. The property is zoned CG, which is applied to areas appropriate for a range of retail and service land uses that primarily serve residents and businesses throughout the City. Zoning Code Section 20-23.030, Table 2-6, allows Minor Vehicle Services Facilities with the approval of a Minor Conditional Use Permit in the CG zoning district and the Project has been reviewed in compliance with Zoning Code Section 20-42.150, which provides standards for Minor Vehicle Services Facilities; and
2. The proposed use is consistent with the General Plan and any applicable specific plan. The General Plan land use designation for the site is Retail and Business Services, which is intended for retail and service enterprises, offices, and restaurants, and the project site is not within a specific plan area. The project has been found consistent with the applicable General Plan goals and policies, including those listed below, by providing an amenity that caters to diverse age groups and provides local employment opportunities.
 - LUL-I-1: Provide a range of commercial services that are easily accessible and attractive, that satisfies the needs of people who live and work in Santa Rosa and that also attracts a regional clientele.
 - LUL-J-1: Maintain an adequate supply of employment centers in a variety of locations and settings to ensure the city's continued economic vitality.
 - UD-C: Enhance and strengthen the visual quality of major entry routes into the city, as

well as major corridors that link neighborhoods with downtown.

- UD-D-2: Maintain a uniform setback of structures from the street. Require parking areas to be placed to the side or rear of structures, not in front.
3. The design, location, size and operating characteristics of the proposed use would be compatible with the existing and future land uses in the vicinity in that the project is surrounded by commercial uses to the east, south, and west, and is separated from residential uses to the north by Hwy 12, a four-lane highway with a landscaped median. The Project plans have been reviewed by City staff including Traffic Engineering, the Fire Department, and Planning and Economic Development Department, including Engineering and Development Services, and the Planning and the Building Divisions, and the project has been conditioned appropriately, addressing circulation and compatibility; and
 4. The site is physically suited for the type, density, and intensity of the proposed use including access, utilities, and the absence of physical constraints. The project is located within a developed area where all utilities and services are available. The application materials also included a Noise Study, dated October 30, 2024, prepared by MD Acoustics, LLC. that concluded *“that the Project-only operational noise levels are anticipated to be up to 57 dBA Leq at residential uses north of the project site, with the Project plus ambient noise level resulting in no increase to the ambient levels, which meets the City’s multifamily residential code of 55 dBA plus 5 dBA (Municipal Code Section 17-16.120).”*

Project materials also included a Transportation Impact Study, dated December 3, 2024, prepared by W-Trans, which concluded that impacted *intersections “would operate at acceptable Levels of Service (LOS) and Baseline Conditions without and with traffic generated by the project.”*

The plans have been reviewed by City staff, including the Fire Department, Traffic Engineering, and Planning and Economic Development Department, including the Engineering Development Services, Planning and Building Divisions, and the project has been conditioned to address compliance with City codes and regulations; and

5. Granting the permit would not constitute a nuisance or be injurious or detrimental to 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. The application materials included a Noise Study, dated October 30, 2024, prepared by MD Acoustics, LLC. that concluded *“that the Project-only operational noise levels are anticipated to be up to 57 dBA Leq at residential uses north of the project site, with the Project plus ambient noise level resulting in no increase to the ambient levels, which meets the City’s multifamily residential code of 55 dBA plus 5 dBA (Municipal Code Section 17-16.120).”*
6. The plans have been reviewed by City staff, including the Fire Department, Traffic Engineering, and Planning and Economic Development Department, including the Engineering Development Services, Planning and Building Divisions, and the project has been conditioned to address compliance with City codes and regulations; and
7. The proposed project has been reviewed in compliance with the California Environmental Quality Act (CEQA).

- a. Pursuant to CEQA Guidelines Section 15183, the project is statutorily exempt from environmental review because it is consistent with the General Plan 2035 for which an Environmental Impact Report was certified by Council in 2009. Specifically, the proposed use is consistent with the Retail and Business Services land use designation for the site, which is intended for retail and service enterprises. Further, the proposed use implements the applicable goals and policies of the General Plan by providing an amenity that caters to diverse age groups and provides local employment opportunities.
- b. Pursuant to CEQA Guidelines Section 15332, the project qualifies for a categorical exemption as in-fill development:
 - The Project is consistent with the Santa Rosa General Plan 2035 and the current City of Santa Rosa Zoning Code. The General Plan land use designation is Retail and Business Services, which is intended for retail and service enterprises, offices and restaurants. The zoning is General Commercial (CG), which allows vehicle services facility uses with the approval of a Minor Conditional Use Permit. The CG zoning district is intended for a range of retail and service land uses that primarily serve residents and businesses throughout the City, including shops, personal and business services, and restaurants. A vehicle services facility implements the General Plan by providing an amenity that caters to diverse age groups and provides local employment opportunities. Further, the proposed use would provide a service that would be available to local neighborhoods and workplaces.
 - The Project occurs on a site that is less than five acres within City limits and is substantially surrounded by urban uses. The subject property is located on an approximately 1-acre site and is surrounded by urban land uses.
 - The Project site has no value as habitat for endangered, rare or threatened species. The subject site is within a developed area and the property is not within California Tiger Salamander critical habitat area.
 - Approval of the project would not result in any significant effects relating to traffic, noise, air quality, or water quality. The applicant submitted a Transportation Impact Study, dated December 3, 2024, prepared by W-Trans, which was reviewed by Traffic Engineering, and concluded that the project would not conflict with any policies or plans regarding pedestrian, bicycle, or transit modes of travel and concurs with the recommendations stated within the Study. The project would be expected to generate an average of 982 net trips per day, including 32 trips during the a.m. peak hour and 51 trips during the p.m. peak hour. As a result, no additional study was required. The Study concluded that the project would be consistent with policies related to transit facilities and existing bus routes would be expected to adequately serve the added project-generated trips.
 - The application materials included a Noise Study, dated October 30, 2024, prepared by MD Acoustics, LLC. that concluded *“that the Project-only operational noise levels are anticipated to be up to 57 dBA Leq at residential uses north of the project site, with the Project plus ambient noise level resulting in no increase to the ambient levels, which meets the City’s multifamily residential code of 55 dBA plus 5 dBA (Municipal Code*

Section 17-16.120).” The project has also been conditioned to remain in compliance with the Noise Ordinance, City Code Chapter 17-16, and hours of construction have been limited to 7:00 a.m. to 7:00 p.m. Monday through Friday and 8:00 a.m. to 6:00 p.m. Saturday, with no construction permitted on Sunday or holidays.

- All construction activities will be required to comply with applicable federal, state and local codes, including compliance with the Bay Area Air Quality Management District regulations for ensuring air quality compliance.
- The project is required to comply with all requirements of the latest edition of the City Storm Water Low Impact Development Technical Design Manual.
- The Project site is located within a developed area where it can be adequately served by all required utilities and public services. City staff has reviewed the plans and conditioned the Project appropriately. Conditions of approval include those related to water and wastewater, ensuring that the proposed project will meet all City’s standards.

There are no project-specific significant effects which are peculiar to the project or its site that were not analyzed in the prior EIR and cannot be substantially mitigated.

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 as specified in the Engineering Development Services Exhibit A, dated April 23, 2025, attached hereto and incorporated herein.
2. Obtain building permits for the proposed project.
3. 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.
4. Comply with all applicable federal, state, and local codes. Failure to comply may result in issuance of a citation and/or revocation of approval.
5. Comply with the latest adopted ordinances, resolutions, policies, and fees adopted by the City Council at the time of building permit review and approval.
6. Compliance with City Graffiti Abatement Program Standards for Graffiti Removal (City Code 10-17.080).
7. Compliance with Zoning Code Section 17-16: Noise.
8. Outdoor lighting on private property shall comply with all requirements stated in Zoning Code Section 20-30.080: Outdoor Lighting.

9. Construction and noise-generating activities related to construction 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. Saturday. No construction is permitted on Sunday and holidays.
10. Tree Preservation notes shall be shown on all plan sets submitted for permits in order to protect the redwood trees, located west of the project site (APN: 032-140-003), and shall be implemented for the duration of construction.
11. Hours of operation, including all noise-generating activities associated with the close of business, shall cease by 9:00 p.m.
12. 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 replaced with healthy specimens as necessary.
13. On-street parking should be prohibited on the south side of Sonoma Highway 40 feet to the west of the project driveway to ensure adequate sight lines for vehicles exiting the project driveway.
14. The project should include a minimum of one long-term and two short-term bicycle parking spaces for use by employees.
15. No exterior signs are approved with this permit. A separate sign permit is required.

This Minor Conditional Use Permit is hereby approved on May 15, 2025, for the duration of the use provided that conditions are complied with and that the use has commenced within 24 months from the approval date. The approval is subject to appeal within ten calendar days from the date of approval.

APPROVED: _____
CONOR MCKAY, ZONING ADMINISTRATOR

ATTACHMENT:

Engineering Development Services Exhibit "A," dated April 23, 2025

PLANNING AND ECONOMIC DEVELOPMENT
ENGINEERING DEVELOPMENT SERVICES

EXHIBIT "A"
4/23/25

Quick Quack Car Wash
4362 HWY 12
PRJ24-022

- 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 as related to this application unless specifically waived or altered by written variance by the City Engineer.
- II. Developer's engineer shall comply with all requirements of the current Municipal Separate Storm Sewer System (MS4) and City Standard Urban Storm Water Mitigation Plan Low Impact Development Guidelines. Final Plans shall address the storm water quality and quantity along with a maintenance agreement or comparable document to assure 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 3/24/25:

PARCEL AND EASEMENT DEDICATIONS

1. A legal description and plat of the proposed right of way vacation and rededication of EVA are to be attached to the vacation document approved by City Council as "Cinquini Exhibit A". The legal description shall include reference to the Public Utility Easement Reservation as described below:

Reservations of an Emergency Vehicle Access Easement (EVA) will be made over a portion of the existing EVA to be vacated. The easement reservation shall take the form of a rededication of a portion of the EVA as shown in the Cinquini Exhibit. The City of Santa Rosa shall have access to this easement at all times, day and night. The reservation of the easement shall be worded as follows:
"Excepting and reserving from said vacation pursuant to the provisions of Section 8340 of the Streets and Highways Code and for the benefit of public emergency access, and the right at any time, to access, upon, over, and across this EVA proposed to be vacated."
2. All dedication costs shall be borne by the Applicant 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.
3. A Quitclaim Deed for the vacated land shall be subject to review by the Planning and Economic Development Department's Engineering Division prior to recordation at the Sonoma County recorder's Office. The Resolution shall be recorded with the Quitclaim Deed and the Resolution shall not be delivered to the County Recorder's Office until

the Quitclaim is reviewed, approved and has obtained all final signatures.

PUBLIC STREET IMPROVEMENTS

4. An Encroachment Permit must be obtained from Engineering Development Services of the Planning and Economic Development Department prior to beginning any work within the City Right-of-Way or for any work on utilities located within City easements.
5. A Caltrans Encroachment Permit shall be obtained prior to beginning any work in the State Highway Right-of-Way.
6. New services (electrical, telephone, cable or conduit) to new structures shall be underground.
7. Developer shall coordinate, and where necessary, pay for the relocation of any power poles or other existing public utilities, as necessary.

STORM DRAINAGE

8. 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.
9. Hydrology and Hydraulic design of the storm drain system shall conform to Sonoma County Water Agency (SCWA) criteria and City of Santa Rosa Design and Construction Standards.
10. Drainage facilities shall be designed per the Flood Control Design Criteria manual of the Sonoma County Water Agency. 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.
11. Any off-site storm water runoff shall be conveyed across the project site in a separate bypass storm drain system or shall be fully treated. Collection points along the boundary of the project shall convey storm water to the bypass system to separate treated and untreated storm water. All storm water systems shall be sized to convey the storm water per Sonoma County Water Agency standards.
12. Provide storm drain and easements for any lot-to-lot drainage. Lots shall be drained in a manner so as not to adversely affect the adjacent lot. No lot-to-lot overland drainage is permitted except for lots draining to a common driveway. Lot drainage and private storm drain facilities shall be approved by the Chief Building Official or designated representative. Private drainage inlets and lines shall be required and shall be privately owned and maintained.
13. All drainage flows from offsite shall be intercepted at the property line and conveyed through a private system to discharge into the public right of way.
14. Concentrated drainage flows shall not be permitted to cross sidewalks, or slope areas subject to erosion problems. Standard 406 sidewalk drains shall be provided. Sidewalk drains shall be privately maintained by the owners of the frontage property.

STORM WATER COMPLIANCE (SWLID)

15. The developer's engineer shall comply with all requirements of the latest edition of the City Standard Urban Storm Water Mitigation Plan Guidelines. Final Public Improvement 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 Public Improvement Plans shall be accompanied by a maintenance agreement or comparable document to assure continuous maintenance in perpetuity of the SUSMP BMP's, and shall include a maintenance schedule. Perpetual maintenance of SUSMP Best Management Practices (BMP's) shall be the responsibility of the owner.
16. After the SUSMP BMP improvements have been constructed, the developers Civil Engineer shall 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 subdivision improvements.
17. Monument signs are not allowed in the bioretention areas.
18. Any off-site storm water runoff shall be conveyed across the project site in a separate bypass storm drain system, or shall be fully treated. Collection points along the boundary of the project shall convey storm water to the bypass system to separate treated and untreated storm water. All storm water systems shall be sized to convey the storm water per Sonoma County Water Agency standards.

GRADING (from Building Memo dated 03-21-2025)

19. Obtain building permits for the proposed project.
20. 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.

SEWER AND WATER

21. Water laterals and meters shall be sized to meet domestic, irrigation, and fire protection uses. Applicant must install a combination service per City Standard #870 for fire sprinkler, public fire hydrant, domestic and irrigation meters.
22. Reduced pressure backflow device per City Standard 876 will be required on domestic and irrigation services and City Standard 880 Double Detector Check with FDC on the fire protection service. The flow calculations shall be submitted to the Utilities Department during the plan check phase of the Improvement Plans or Encroachment Permit to determine adequate sizing.
23. Utility boxes, meters, and backflow preventers shall be located to avoid being in or crossing through proposed bioretention areas. Utility boxes, meters, and backflow devices shall be contained in compacted utility corridors.
24. Hydrant placement shall be provided in accordance with Fire Department requirements to coincide with fire tactics and equipment and shall be identified via a reflectorized blue marker located in the center of the adjoining access drive or street. A fire hydrant shall be located within and 150 feet of commercial buildings. Fire hydrant type and installation shall comply with City Water Standard 857.

25. 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.
26. Provide meters per Section X of the Water System Design Standards.
27. Submit landscape and irrigation plans in conformance with the Water Efficient Landscape Ordinance adopted by the Santa Rosa City Council, Ordinance 4051, on October 27, 2015. Plans shall be submitted with the Building Permit application. Submit the following with the above-mentioned plans: Maximum Applied Water Allowance (Appendix A) and Hydrozone Table (Appendix B).
28. Demand fees and meter sizes are to be determined based on use and area in conjunction with review of building plans.
29. Any existing water or sewer services that will not be used must be abandoned at the main per City Standards under an encroachment permit.
30. Provide a separate irrigation service. See Section X. O. of the Water System Design Standards.

ENVIRONMENTAL COMPLIANCE (from Environmental Compliance Memo dated December 10, 2024)

31. **Quick Quack Car Wash** owners and/or operators shall submit Wastewater Discharge Permit Application including plumbing plans to City of Santa Rosa Environmental Services section. The Application requires no permit fee and it can be accessed online at:
www.srcity.org/autoapp
Contact this office at 543-3369 for additional information.
32. **No waste treatment by-passes.** All tunnel wash trench/floor drains shall connect to an oil/water separator without any plumbing by-passes to the City sanitary sewer or storm drain system. Minimum size 3-stage 1500 oil/water separator as per City Standard #520.
33. Install a sampling manhole as per City Std #521 equipped with City Std #512 manhole frame & cover downstream from oil/water separator.
34. All roof drains and/or headers at the car wash tunnel shall have no direct or indirect connection to the City sanitary sewer system.
35. All sewer drains shall be covered to prevent rainwater from entering the sewer collection system.
36. No wash water runoff can enter the storm drain system or L.I.D. feature.

FIRE (from Fire Memo dated December 24, 2024)

37. Fire service features for buildings, structures and premises shall comply with all City adopted building standards, [California Code of Regulations Title 24 Building Standards](#) and [Santa Rosa City Code](#).

38. City of Santa Rosa Fire Department Standard for Fire Safety During Construction shall be adhered to - <https://www.srcity.org/DocumentCenter/View/38996/Fire-Safety-During-Construction>
39. The following separate plan submittals shall be submitted directly to the Santa Rosa Fire Department if they apply:
 - NFPA 13 Automatic Fire Extinguishing System Modification
 - NFPA 24 Underground Private Fire Main Installation



A. R. Jesús McKeag

PROJECT ENGINEER