

DEPARTMENT OF PLANNING & ECONOMIC DEVELOPMENT
ENGINEERING DEVELOPMENT SERVICES

EXHIBIT "A"
July 9, 2020

Caritas Village
465 A St.
PRJ18-052
DR20-027
LMA18-024

- I. Developer's engineer shall obtain the current City Design and Construction Standards and the Engineering Division of the Planning & Economic Development Department's Standard Conditions of Approval dated August 27, 2008 and comply with all requirements therein unless specifically waived or altered by written variance by the City Engineer.
- II. The Development Advisory Committee (DAC) Report for Caritas Village dated February 27, 2020 as memorialized by City Council Resolution Number RES-2020-042 approving a tentative parcel map for the Caritas Village project passed on March 3, 2020 is carried forward by reference and applicable to this project.
- III. In addition, the following summary constitutes the recommended conditions of approval on the subject application/development based on the Caritas Village Design Review Board Package dated May 29, 2020 and the Conceptual Location Exhibit – St Rose Historic Neighborhood Gateway Monument dated June 25, 2020:

ST ROSE HISTORIC NEIGHBORHOOD GATEWAY MONUMENT

1. The monuments as detailed in the Conceptual Location Exhibit – St Rose Historic Neighborhood Gateway Monument shall be placed within City right of way or easement in compliance with City Code and all applicable State and Federal regulations to the satisfaction of the City Engineer.



A. R. Jesús McKeag

PROJECT ENGINEER

DEVELOPMENT ADVISORY COMMITTEE
(February 27, 2020)

CARITAS VILLAGE

Project Description

PROJECT TITLE

Caritas Village

APPLICANT

Catholic Charities & Burbank Housing

ADDRESS/LOCATION

431, 437, 439, 465 A Street, and 506, 512, 516, 520, 600, 608, and 612 Morgan Street

PROPERTY OWNER

Catholic Charities & The City of Santa Rosa Housing Authority

ASSESSOR'S PARCEL NUMBERS

010-041-001, 004, 005, 008, 009, 010, 011, 013, 014, 015, 016, 017, 018, 019, 020

FILE NUMBER

PRJ18-052

APPLICATION DATE

September 9, 2018

APPLICATION COMPLETION DATE

August 8, 2019

PROJECT SITE ZONING

Existing: R-3-10-H (along Morgan Street) & CN-H-SA (along A Street)

Proposed:

- Transit Village Mixed (TV-M-H)

GENERAL PLAN DESIGNATION

Existing: Medium Density Residential (Morgan Street & A Street) and Retail & Business Services (A Street parcels)

Proposed:

- Transit Village Mixed Use

PROJECT PLANNER

Kristinae Toomians

KT

PROJECT ENGINEER

Gabe Osburn



Background

The project involves the construction of a full city block of development that includes a comprehensive family and homeless support services facility (Caritas Center) to be operated by Catholic Charities, and an affordable housing development (Caritas Homes) to be operated by Burbank Housing. The Caritas Center would consolidate the existing onsite Family Support Center and Navigation Center into a single building that would provide emergency shelter, a navigation center, transitional housing, coordinated entry, wrap-around services, health services, and administrative offices. Caritas Homes would provide up to 126 permanent affordable housing units plus two units for onsite managers. Other ancillary improvements would include landscaping, roadway improvements, water line improvements, and pedestrian walkways.

The 2.78-acre project site is composed of 15 parcels. The applicants propose to reconfigure the property into three distinct lots for each proposed building.

Conditions of Approval

- I. Developer's engineer shall obtain the current City Design and Construction Standards and the Engineering Division of the Planning & Economic Development Department's Standard Conditions of Approval dated August 27, 2008 and comply with all requirements therein unless specifically waived or altered by written variance by the City Engineer.
- II. Developer's engineer shall comply with all requirements of the City **Storm Water Low Impact Development Technical Design Manual** in effect at the time this application was deemed complete.
- III. Submit landscape and irrigation plans in conformance with the Water Efficient Landscape Ordinance adopted by the Santa Rosa City Council, Ordinance 4051, on December 1, 2015.
- IV. The project consists of 15 existing parcels which by way of a Parcel Map are intended to merge into 3 resulting parcels. A Merger is often employed instead of a Parcel Map in this type of a situation. The Subdivision Map Act (SMA) would not preclude the Merger of 15 parcels into 3. If the applicant decides to pursue a Merger of parcels instead of the Parcel Map, the following shall result;
 - a. The Tentative Parcel Map would remain alive until its SMA dictated expiration date.
 - b. No land use actions would be permitted that were not in substantial conformance with the Tentative Parcel Map, i.e., creation of more or less lots or parcels than the Tentative Parcel Map shows, etc.
 - c. Any needed public improvements associated with and germane to each lot as noted in the Tentative Map shall be included in an encroachment permit attached to the building permit for each lot. Said encroachment permit shall be reviewed and approved prior to issuance of the building permit. Construction of all required public improvements shall be approved and accepted by the City Engineer prior to occupancy. Each lot shall be developed and constructed such that all onsite and frontage improvements are complete and independent in their standalone condition.
 - d. Any needed dedications shall occur by separate instrument.
 - e. A Lot-Line Adjustment (LLA) shall be required if new boundary lines will result that do not concur with the boundary lines of the existing parcels. If lines on more than 4 parcels must change then multiple LLAs shall be required—1 for each 4 contiguous parcels affected.
 - f. Monumentation of resulting parcels shall be per Santa Rosa City Survey Standards.
 - g. A Record of Survey shall be recorded for the resulting parcels.

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V. In addition, the following summary constitutes the recommended conditions of approval on the subject application/development based on the plans stamped received 2/7/20:

Planning Conditions

1. The applicant has requested the following Growth Management Allotments:

RESERVE "A"	63		63		
RESERVE "B"					
	2020	2021	2022	2023	2024

2. The applicant shall enter into an Affordability/Density Bonus Agreement with the Housing Authority of the City of Santa Rosa PRIOR to the recording of any final map or issuance of the building permit for the residential development, whichever comes first. The Agreement shall be binding on all future owners and successors of interest of the residential development. The Agreement shall identify the number of units and income levels of the affordable units under Zoning Code Section 21-02.050, for a period of 55 years, and with, among others, the following provisions:
 - a. The type, size and location of each allocated unit;
 - b. The allocated units are to be rented only to households of the identified income group at no more than the identified maximum affordable rent during the term of the Agreement;
 - c. The Agreement shall be recorded by the Sonoma County Recorder against the parcel(s) that the allocated units are located on; and
 - d. The Agreement shall be reviewed and approved by the Executive Director of the City's Housing Authority and the affordability of the allocated units shall be monitored for compliance by the Housing Authority staff. The Housing Authority is expressly authorized to act as the City's agent to enter into the Affordability Agreement for the purpose of enforcing the terms of the agreement.
3. Project approval is subject to City Council adoption of the Caritas Village EIR, the California Environmental Quality Act findings, Mitigation Measures, Mitigation Monitoring Program, and Statement of Overriding Considerations.
4. Project shall comply with the Mitigation Monitoring Reporting Program associated with the Caritas Village EIR, dated January 23, 2020.
5. Final architectural design is subject to approval of a Major Landmark Alteration Permit approved by the Cultural Heritage Board and a Major Design Review Permit approved the Design Review Board.
6. The developer shall provide on-site allocated units in compliance with the Housing Allocation Plan (City Code Chapter 21-02) or shall, in lieu of providing affordable units on site, pay applicable fees at the time of building permit issuance, unless otherwise allowed by City Code.
7. Construction and grading activities hours shall be limited to 7:00 a.m. to 7:00 p.m. Monday through Friday and 9:00 a.m. to 5:00 p.m. Saturdays. No construction is permitted on Sundays or federal holidays.
8. Comply with all applicable federal, state, and local codes. Failure to comply may result in issuance of a citation and/or revocation of approval.

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9. Compliance with City Graffiti Abatement Program Standards for Graffiti Removal (City Code 10-17.080).
10. That the developer shall enter into an agreement with the City which provides that the developer, his heirs, successors, and assigns shall defend, indemnify, and hold the City, its officers, employees, and agents harmless from any and all claims, suits, and actions brought by any person and arising from, or in connection with, the design, layout, or construction of any portion of this subdivision, or any grading done, or any public or private improvements constructed within, or under, or in connection with this subdivision, whether on-site or off-site.
11. The approval of this project shall be subject to the latest adopted ordinances, resolutions, policies and fees adopted by the City Council at the time of the building permit review and approval.
12. The developer shall pay park fees in effect at the time the building permit is issued.
13. Sewer connections for this development, or any part thereof, will be allowed only in accordance with the requirements of the California Regional Water Quality Control Board, North Coast Region, in effect at the time, or thereafter, that the building permit(s) for this development, or any part thereof, are issued.
14. Prior to issuance of a grading or building permits for any clearing, excavation, construction, or other work on the site, an arborist report shall be submitted to the Planning Division outlining the proposed tree removal, replacement tree planting plan, and a tree protection plan.
 - a. For each six inches or fraction thereof of the diameter of a tree which was approved for removal, two trees of the same genus and species as the removed tree (or another species, if approved by the Director), each of a minimum 15-gallon container size, shall be planted on the project site, provided however, that an increased number of smaller size trees of the same genus and species may be planted if approved by the Director, or a fewer number of such trees of a larger size if approved by the Director. Trees shall be appropriately staked and maintained in good health. A planting plan shall be submitted along with the Building Permit application. Replacement trees shall be planted prior to final inspection.

AND/OR

- b. As an alternative, a \$100 fee per tree may be paid to the City's Tree Mitigation Fund prior to the removal of the trees. Make check payable to the City of Santa Rosa Tree Mitigation Fund, IFAS No. 001880-2184. Send check to Planning and Economic Development Department, 100 Santa Rosa Avenue, Room 3, Santa Rosa, CA 95404.

Engineering Conditions

1. Prior to the issuance of any Building Permit associated with the resultant parcels, all public right of way dedications spatially concurrent with the existing roadway, curb and gutter along 6th St shall be granted as part of the Grant of Excess Right of Way process. This will include sufficient right-of-way such that a Caltrans Standard A88A curb ramp and the 4-foot sidewalk landing are contained within 6 inches of the right-of-way at the curb return at both 6th St curb returns. All needed sidewalk easement, public utility easement (PUE) and bus stop easement will be reserved during this process as well.
2. Prior to the issuance of any Encroachment Permit the following public easements and rights of way shall be dedicated to the City of Santa Rosa on the face of the map;
 - a. an emergency vehicle access easement (EVA) to the satisfaction of the City Engineer in consultation with the Fire Chief.

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- b. sufficient right of way to bring the property line no closer to the street than the appropriate City Standard along the A St, 7th St and Morgan St project frontages should any deficit be discovered during plan check
 - c. sufficient right right-of-way shall be dedicated so that a Caltrans Standard A88A curb ramp and the 4-foot sidewalk landing are contained within 6 inches of the right-of-way at the curb return at the intersection of A St and 7th St, and at the intersection of 7th St and Morgan St should any deficit be discovered during plan check
 - d. any gaps in sidewalk easement and public utility easement (PUE) along the A St, 7th St and Morgan St project frontages per the appropriate City Street Standard within the 230 series
 - e. The standard dimension of a PUE along any newly dedicated and/or improved roadway is 13-feet behind the property line as shown in City Standards 230 A through C and E or 7-feet behind the property line as shown in City Standard 230 G. All proposed reductions or eliminations of any PUE along any project frontage shall be requested as a variance from the applicable standard during the review period for the Conditional Certificate of Compliance or before and shall be accompanied by written approval from the following companies;
 - i. AT&T
 - ii. PG&E
 - iii. Comcast
 - iv. Integra Telecom
 - v. Any other franchise agreement beneficiary not identified here, but with rights to PUEs during the coordination period and prior to the grant of PUE offered by the applicant and accepted by the City Engineer.
 - f. All coordination efforts between the developer and all affected franchise agreement utilities companies shall be the responsibility of the developer. The City shall not be held liable for any time delays or costs resulting from these efforts even though the City holds ultimate authority for approval of the dedications and Improvement Plans. The developer agrees to this by pursuing approval of this project.
3. This is a Subdivision creating 3 lots. If Covenants, Conditions and Restrictions (CC&Rs) are required they shall be submitted with the first plan check for review by the City Attorney and the approved CC&Rs shall be recorded contemporaneously with the Final Parcel Map.

MAPPING AND PRIVATE EASEMENT DEDICATION

4. All private easements necessary to the creation of the resultant parcels including but not limited to cross lot drainage, egress and parking easements (or Covenants of Easement if all parcels are under the same ownership) shall be granted to the satisfaction of the City Engineer on the face of the Parcel Map.
5. All Parcel Maps shall comply with all currently adopted ordinances, resolutions, and policies of the City of Santa Rosa and the State Subdivision Map Act.
6. All costs associated with map, plan, easement, plat, legal description, and/or support document preparation shall be the sole responsibility of the developer.
7. Prior to recordation of the Parcel Map, all public and common infrastructure conditioned in the Development Advisory Committee (DAC) Report shall either be bonded for or installed to the satisfaction of the City Engineer.
8. The Final SUSMP/LID report shall be designed to accommodate any needed construction phasing. In all cases, a SUSMP maintenance agreement shall be recorded by separate

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instrument with conformed copies provided to the Planning & Economic Development Department to the satisfaction of the City Engineer prior to issuance of any Building Permit for a parcel containing any LID BMP.

PUBLIC STREET IMPROVEMENTS

9. All public and private improvements, both on-site and off-site; all rights-of-way and easement acquisitions, be they on-site or off-site; and all removal, relocation, or undergrounding of existing public utilities and any coordination thereof required or necessitated as a result of the review and approval of the project and the cost thereof shall be the obligation of the developer unless express written provision to the contrary is agreed to by the City. The full installation of all such required improvements to the satisfaction of the City Engineer shall be completed prior to the acceptance of the improvements by the City.
10. The applicant shall pay a fair share amount, as determined by the Director of Transportation and Public Works, for the future installation of a traffic signal to replace the existing stop signs at the Morgan Street and 9th Street intersection.
11. The applicant shall pay a fair share amount, as determined by the Director of Transportation and Public Works, of the traffic calming roundabouts identified in the current City of Santa Rosa's Downtown Station Area Plan 2007 at the intersections of A Street and 7th Street; and 6th Street/Santa Rosa Plaza and A Street. In the event that the City of Santa Rosa's Downtown Station Area Plan is amended prior to time of fee payment, proportionate fair share calculations shall be based on the specific plan in effect at the time of fee assessment.
12. The applicant shall submit construction cost estimates with supporting documentation reflecting the estimated cost of the operational improvements associated with the Morgan Street traffic signal; the A Street and 7th Street and 6th Street/Santa Rosa Plaza and A Street roundabouts for review and approval by the Traffic Engineering Division. The proportionate fair share costs shall be determined based on a percentage of the approved cost estimate, as determined by the Director of Transportation and Public Works. The proportionate fair share percentage shall be based on the difference between the calculated increase in delay of the cumulative scenario incurred with the project and the calculated delay without the project, as determined by the project's Traffic Study. The total fair share amount shall be assigned equally to all resulting parcels of the final map or lot line adjustment/merger. Fair share payments for each parcel shall be due prior to issuance of the building permit on the individual parcel. Fair share payments may be deferred to final occupancy of each parcel through the execution of a fee deferral agreement completed prior to issuance of the building permit.
13. A single set of Civil improvement plans for this project shall be prepared by a Registered Civil Engineer licensed to practice in the State of California for approval by the City Engineer.
14. Encroachment Permits must be obtained from Engineering Development Services of the Planning and Economic Development Department prior to beginning any work within the public Right-of-Way or for any work on utilities located within public easements.
15. Improvements to 6th St shall consist of;
 - a. sidewalk removal and replacement, the extent as determined in plan check, consistent with City Standards 235, 237 and similar to 230 F & G including tree wells;
 - b. the striping of roadway section to the satisfaction of the City Engineer in consultation with the City Traffic Engineer to delimit;

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- i. an 8-foot wide passenger loading zone beginning at the southwesterly end of curb return at the intersection of 6th St and A St and terminating after 100-feet;
 - ii. a 5-foot bike lane;
 - iii. a 12-foot travel lane;
 - iv. a right turn lane;
 - v. and areas where along 6th St vehicles are prohibited.
 - c. A 20-foot long accessible loading zone shall be situated at the westerly most end of the 8-foot wide passenger loading zone with an at grade area and handicap ramp in line with the sidewalk and curb area. The design of this shall be finalized during the plan check for Civil improvement plans to the satisfaction of the City Engineer in consultation with the City Traffic Engineer the Transit Division (CityBus). The accessible loading zone as well as the remainder of the sidewalk cross section shall meet ADA and City Standard 231. Positive drainage shall be maintained in accordance with the City Public Storm Drain Standards along entire frontage.
16. No parking will be allowed along the project side of 6th St along the project boundary.
17. A curb ramp with a minimum radius of 20-feet similar to Caltrans Standard A88A shall be installed at the intersection of **6th St** with **A St**.
18. Improvements to **A St** shall consist of;
 - a. the striping of roadway section to the satisfaction of the City Engineer in consultation with the City Traffic Engineer;
 - b. the installation to City Standard 250 A and City Code section 20-36.070 of driveway curb cut.
19. A curb ramp with a minimum radius of 20-feet similar to Caltrans Standard A88A shall be installed at the intersection of **A St** with **7th St**.
20. Improvements to **7th St** shall consist of;
 - a. the striping of roadway section to the satisfaction of the City Engineer in consultation with the City Traffic Engineer.
21. A curb ramp with a minimum radius of 20-feet similar to Caltrans Standard A88A shall be installed at the intersection of **7th St** with **Morgan St**.
22. Improvements to **Morgan St** shall consist of;
 - a. the striping of roadway section to the satisfaction of the City Engineer in consultation with the City Traffic Engineer;
 - b. Bus stop shall be signed and striped "No Parking" to the satisfaction of the City Engineer in consultation with the City Traffic Engineer;
 - c. A bus stop with shelter per applicable City Standards as determined by City Engineer
 - d. the installation to City Standard 250 A and City Code section 20-36.070 of driveway curb cut.
23. A curb ramp with a minimum radius of 20-feet similar to Caltrans Standard A88A shall be installed at the intersection of **Morgan St** with **6th St**.
24. All existing curb cuts that will not be used part of this project shall be replaced with curb, gutter and sidewalk per City Standards 235, 237 and 241.
25. Any broken curb, gutter and/or sidewalk along any of the 4 project frontages shall be removed and replaced as determined in plan check, consistent with City Standards 235, 237

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- and 241. Any sidewalk to be replaced other than in kind shall be replaced to the appropriate City Standard of 250 A through G.
26. The minimum and maximum cross-slope for all streets shall be 2% and 5% respectively. Minimum gutter slope for all streets shall be 0.5%.
 27. Existing streets being cut by new services will require edge grinding per City Standard 209, trenching per Standard 215, and an A.C. overlay.
 28. Installation of street lights and the street lighting pattern will be determined during plan check phase of the improvement plans as approved by the City Engineer.
 - a. City Standard 611 cobra style street lights are to be installed along the frontage to current spacing requirements, using LEOTEK LED fixtures. Street light spacing, wattages, and locations will be determined during the improvement plan review process.
 - b. Electrical boxes for new and/or relocated street lights and signals shall be provided with grounded vandal resistant inserts, McCain Tamper Resistant Inserts or City approved equal, in street light pull boxes at locations as directed by the City. Catalog cuts shall be provided with the first plan check submittal for review and approval by the City Engineer. The street light improvement plans shall include the following note; "The contractor may use their own locks during construction for ease of access, however once the conductors in the pull box are live the contractor shall coordinate with the City Inspector to have the City lock installed. Electrical pull boxes in planter strips shall be provided with a 2-foot concrete apron around box."
 29. With the exception of existing overhead electrical main feeder lines, all existing wire-distributed utility facilities which are on the proposed or existing rights-of-way, roadways, walkways, easements, etc. within the subject development or along roadways required to be improved in conjunction with the subject subdivision may be required to be removed and undergrounded prior to the construction of proposed improvements and all poles along the frontage(s) shall be removed. All existing overhead service drops which emanate from the existing poles and overhead facilities required to be removed and undergrounded, and which serve existing structures on both sides of the street within the boundaries of the road improvements of the subject development shall be undergrounded to the main service switch or service entrance to such structures. Where existing overhead electrical main feeder lines are left overhead, conduit shall be placed in the ground to provide for future undergrounding of the lines.
 30. New services (electrical, telephone, cable or conduit) to new structures shall be underground.
 31. Developer shall coordinate, and where necessary, pay for the relocation of any power poles or other existing public utilities, as necessary.

TRAFFIC AND LINE OF SIGHT

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

PRIVATE DRIVEWAY IMPROVEMENTS

34. The driveway and parking facility for lot 1 shall be striped in such a way that all City Code and Fire requirements are met to the satisfaction of the City Engineer in consultation with the Fire Department and shall be covered by joint access and utility easements. The driveway shall be built to City minor street structural standards as per section thickness.

STORM DRAINAGE

35. 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.
36. 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.
37. 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.
38. 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 (the exception is 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.
39. 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.
40. Concentrated drainage flows shall not be permitted to cross sidewalks, or slope areas subject to erosion problems.
41. An adequate drainage system shall be required to drain rear yards and patio areas. Private underground storm drain systems and drainage easements are required for any lot-to-lot drainage.

STORM WATER COMPLIANCE (SUSMP)

42. 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 (BMPs) 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 BMPs and shall include a maintenance schedule.
43. Perpetual maintenance of SUSMP BMPs shall be the responsibility of one or more of the following as approved by the City of Santa Rosa:
 - a. The individual homeowners fronting or owning these BMPs. Individual owners shall be responsible for performing and documenting an annual inspection of the BMPs 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. A Homeowner's Association or Property Owners Association. If perpetual maintenance of these BMPs is through a Homeowner's Association or Property Owner's Association, the documents creating the Association and the Covenants, Conditions and Restrictions

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governing the Association shall be submitted to the City Attorney's Office and the Department of Community Development for review.

- c. A special tax district for public BMP facilities.
- d. An alternate means acceptable to the City of Santa Rosa.

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 BMPs is to be received by the City prior to acceptance of subdivision improvements.

- 44. A Final Storm Water Mitigation Plan (SWMP) using Best Management Practices (BMP) is to be included with the Improvement Plans and Final Map submitted for the First Plan Check. Private improvements required by the Final SWMP are to be contained on the individual properties and are maintained by the property owners. All SWMP details and improvements are to be included in the Subdivision Improvement Plans. The maintenance schedule and the Final SUSMP are to be included as part of the CC&Rs recorded with the Final Map. The information sheet of the Final Map shall note the maintenance schedule required by the Final SUSMP is to be followed by the property owner and all logs are to be made available for review by the City on an annual basis.
- 45. Use of vortex separators for water treatment is not allowed in Santa Rosa. In-line filters used for water treatment are limited to those tested by independent testing laboratories and approved by the California Regional Water Quality Control Board. The filter separator currently approved for use in Sonoma County is limited to the Hydro International, www.hydro-international.biz, "Up-Flo Filter". Filter systems other than the approved "Up-Flo Filter" will require full testing data from an independent testing laboratory be submitted for review and approval by the California Regional Water Control Board prior to approval of subdivision improvement plans.

GRADING (from Building Memo Dated October 10, 2018)

- 46. Obtain demolition permits for the structures to be removed.
- 47. If applicable, obtain a substandard housing inspection for the existing dwelling proposed to be relocated. Any substandard housing conditions identified need to be resolved prior to occupancy of the dwelling unit in its new location. Contact the P&ED Senior Building Inspector to arrange for the inspection.
- 48. Provide a geotechnical investigation and soils report with the building permit application(s). The investigation shall include subsurface exploration and the report shall include grading, drainage, paving and foundation design recommendations.
- 49. Obtain building permits for the proposed project.

WATER AND WASTEWATER

- 50. Water and sewer systems and appurtenances thereto shall be designed to serve the project in accordance with the City of Santa Rosa Design and Construction Standards and shall be constructed to the satisfaction of the City Engineer.
- 51. This project is subject to the latest fees in effect at the time of connection or Building Permit issuance.
- 52. Fees for inspection of publicly maintained water and/or sewer facilities constructed with this project must be paid prior to scheduling of work as prescribed in City Specifications.
- 53. Install mains with constant alignment wherever possible, minimum 3-feet from the lip of gutter and 4-feet from centerline monuments.

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54. For purposes of leak detection and maintenance access, no reinforced concrete may be designed over publicly maintained water or sewer facilities. Un-reinforced concrete will be allowed under special circumstances such as crosswalks. Water system valves must be located outside of the concrete area.
55. The applicant shall abandon following segments of public sanitary sewer main per City Sanitary Sewer Standard Specifications section XII. ABANDONMENT OF SEWER MAINS AND SERVICES (page 8) and City Standard 508;
 - a. the 6-inch public sanitary sewer main (City Pipe ID I12816C028*I12816MH002) along the full length of A St from SSCO I12816C028 to SSMH I12816MH002;
 - b. the 6-inch public sanitary sewer main (City File Number 1980-0010, UIP 1156) along the full length of Morgan St from SSCO I12816C027 to SSMH I12816MH003, including SSMH I12816MH005.
56. Onsite private sewer main shall terminate behind the driveway apron for the common parking lot along A St at an interceptor manhole per City Standards.
57. The applicant shall extend an 8-inch public sanitary sewer main from the interceptor manhole and connect to the 15-inch trunk sewer main (City File Number 2011-0049) with a manhole per City Standards.
58. Separate sewer laterals shall be installed for each lot.
59. Any existing sewer lateral that will not be used must be abandoned at the main per City Sewer System Design Standards Section XII, Abandonment of Sewer Mains and Services and City Standard 507 under an encroachment permit.
60. Connection to the existing water main will require a shut down for a tie-in inspection. Call Water Engineering Services for fees and scheduling. Advance notice is required.
61. Water services and meters must be provided per Section X of the Water System Design Standards and shall be sized to meet domestic, irrigation and fire protection uses. Any services placed in driveway areas shall have meters with traffic rated boxes.
62. 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.
63. Reduced Pressure back flow per City Standard 876 will be required on all domestic and irrigation services.
64. Applicant must install a combination service per City Standard 870 for fire service, public fire hydrant, domestic and irrigation meters to each parcel.
65. Design of hydrant locations shall be per City Standard 857, meet the Fire Code requirements and must be approved by the Fire Department for logistics and by Santa Rosa Water Department for maintainability.
66. Any existing water service that will not be used must be abandoned at the main per City Water System Design Standards Section XVIII, Abandonment of Water Mains and Services and City Standard 507 under an encroachment permit. The existing meter must be collected by the City Meter Shop.
67. If a well exists on the property, one of the following conditions apply:
 - a. Retention of wells must comply with City and County codes. An approved backflow prevention device must be installed on any connection to the City water system.
 - b. Abandonment of wells requires a permit from the Sonoma County Permit and Resource Management Department.
 - c. Wells may not serve more than one parcel, and any lines from existing wells that cross lot lines must be severed

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68. Any existing septic systems shall be removed under supervision of project Soils Engineer. Obtain Permits from the Sonoma County Permit and Resources Management Department. Obtain a City Building permit if an existing structure is being converted from a connection to the septic system to the public sewer system.
69. Where bio swales are required, meter boxes, cleanouts, fire hydrants, etc. must be located without conflict with the swales. Locations of infrastructure will be reviewed during plan check. No bio swales or SUSMP BMP LID improvements shall cross public sewer, water, or storm drain utilities.
70. If adequate fire flow cannot be achieved from a single feed, applicant shall be required to loop the existing water system.
71. Provide a separate irrigation service. See Section X. O. of the Water System Design Standards.

ENVIRONMENTAL COMPLIANCE

72. Due to the proposed use, the project will likely trigger additional requirements associated with the discharge to the City's public wastewater system. Contact the Water Department's Environmental Compliance section at 707-543-3369 to determine the necessary permitting path and to better understand the specific requirements that will be brought forward during the review of the building permit application.

FIRE (from Fire Department Memo Dated October 22, 2018)

73. A Phase 1 Environmental Site Assessment shall be provided to the Fire Department Hazardous Material Program for review. Phase 1 shall be approved prior to issuance of any grading, demolition or construction permit.
74. Structure will be required to be protected by an automatic fire sprinkler system designed to NFPA 13.
 - a. The Fire Department Connection (FDC) for the sprinkler and standpipe systems will be required within 100 feet of a fire hydrant.
75. Structures will be required to install a standpipe system in the building – required in buildings three or more stories in height.
 - a. A temporary fire standpipe system, for use during construction, is required for any construction above the 3rd Floor. The standpipe system must be extended to each floor, as construction progresses.
76. Fire flow and location of fire hydrants shall be installed in accordance with California Fire Code Chapter 5, Appendix B, and Appendix C as adopted by the City of Santa Rosa.
 - a. A Fire Flow test shall be performed prior to delivery of combustible materials.
77. Required Fire Department access roads shall be signed "No Parking – Fire Lane" per current Fire Department standards.
 - a. Parking allowed only in designated spots. All curbs shall be painted red and posted "No Parking".
78. CA Fire Code requires fire apparatus access roads ("Fire Lanes") to within 150 feet hose-pull distance of all first-floor exterior walls.
 - a. There shall be a minimum of 26-foot access provided on the Morgan Street, 6th Street and A Street sides of the proposed structures that allows for placement of the Fire Department aerial apparatus to be positioned 15 – 30 feet from the face of the building.

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- b. There shall be no projections or obstructions that would limit the articulation of the aerial apparatus.
- 79. Elevators shall be provided in compliance with gurney requirements and Fire Department emergency operations and controls.
- 80. The structure shall have addressing that complies with the Fire Department Standard with a minimum of a 12" exterior address located address side of the structure.
 - a. All addresses required to be displayed on a building or other permanent structure shall be illuminated during all hours of darkness.
 - b. Exterior maps shall be provided for building identification, and interior complex directories shall be required at each floor level.
- 81. The following are a list of deferred plan submittal items that will be required by the Fire Department - additional items may be called out based on proposed use(s) of commercial spaces:
 - a. Private Underground Fire Main
 - b. Fire Sprinkler System
 - c. Standpipe System
 - d. Fire Alarm
 - e. Emergency Responder Radio System
- 82. A Fire Department key box shall be provided for each structure for access.
 - a. Should a gate be planned to the parking area, the gate shall be equipped with a Knox Company key operated electric gate release switch with dual key option for the Police Department. Contact the Fire Department at 707-543-3500 for the order form.
 - b. During a power failure, gate shall release for manual operation OR be equipped with standby power or connected to the building emergency panel.
 - c. In addition to sending the request to exit signal to the gate operator, the magnetic detection loop (when activated) shall prohibit the gate from closing upon fire apparatus

PARKS AND RECREATION

- 83. Street trees will be required and planted by the developer. Selection will be made from the City's approved master plan list and approved by the City's Parks Division. Planting shall be done in accordance with the City "Standards and Specifications for Planting Parkway Trees" While maintaining compliance with required Fire Department aerial access requirements. Tree planting locations shall be marked by the City Parks Division Tree Section personnel. Contact Parks Division Tree Section 543-3422. Copies of the master street tree list and the standards are available at the Parks Division Office, 543-3770.

The Development Advisory Committee is an administrative committee designed to inform the Planning Commission of technical aspects of various matters which the Commission is to consider. The report of the Committee in no way constitutes approval or denial of the item under decision. Final approval or denial rests with the Planning Commission and/or City Council and may or may not be subject to terms of this report.

Recommendation

Approval with conditions as set forth in this report

Continuance

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_____ Denial – Reasons:

_____ Final action referred to the Planning Commission



CLARE HARTMAN

Deputy Director - Planning
Planning and Economic Development